

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, EDNESDAY, NOV. 6, 1912

Vol. XLII, No. 45



MANUFACTURED BY
R. F. MADDIGAN & CO.
EDWARD ST. 1912 CHARLOTTETOWN, P. E. I.

TRY OUR

Home-Made Preserves

Made from home grown fruit. We have a large stock on hand. Sold in Bottles, Pails, and by the lb.

EGGS & BUTTER

We want EGGS and BUTTER for CASH, or in exchange for GROCERIES.

House Cleaning Supplies!

We have a Full Line in Stock

Give us a call.

EUREKA TEA.

If you have never tried our Eureka Tea it will pay you to do so. It is blended especially for our trade, and our sales of it show a continued increase. Price 25 cents per lb.

R. F. Maddigan & Co.



A GOOD REPORT

will be made by discriminating smokers after a trial of our . . .

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Smoking Tobaccos. Cool, sweet and fragrant. Burns cleanly and freely but NOT THE TONGUE Try our Combination Twist Chewing Tobacco also. It's worth the money every time

HICKEY & NICHOLSON Tobacco Co.

COAL!

Interest in Foreign Missions reacts strongly on our work for the Church at home.

All kinds for your winter supply.

See us before you place your order.

HARD COAL—Different Sizes
Soft Coal—All Kinds

C. Lyons & Co.

Charlottetown, P.E.I.

Nov. 80 1912.

American Catholics are beginning to realize this principle of Christian life. Get in touch with the Acts of present day Apostles among heathen peoples.

Read:—The Field Afar,

ORGAN OF THE NEW

Catholic Foreign Missionary Seminary.

Subscription: Fifty Cents a Year

Send in stamp if preferred.

Associate Subscription: 1 Dollar

Enclose a One Dollar Bill.

THE FIELD AFAR

HAWTHORNE . . . N.Y.

July 8, 1912—81

Reasons Why The C. B. C. Is The Best

The Charlottetown Business College's claims of superiority are not based on hot air, bombast or broadside bragosity.

The equipment of this college is complete in every respect. There are enough typewriters, forms, etc., for every student, and therefore none are kept back and none especially favored. The teachers are the best that can be secured and the location ideal—right in the heart of the business district—the courses plain, practical and full of "useful" knowledge.

Students who graduate from this institution are qualified to cope with any problem that is placed before them in actual practice. This institution is the only one in the Province to turn out successful verbatim reporters.

The courses cover bookkeeping, auditing, typesetting, shorthand, brokerage, banking, business correspondence, navigation, engineering and Civil Service preparatory exams.

Write today for free prospectus and full information.

Charlottetown Business College
—AND INSTITUTE OF—
SHORTHAND AND TYPEWRITING
L. B. MILLER, Principal.
VICTORIA ROW.

Now Is a Good Time

To have your Watch or Clock, repaired and put in serviceable order.

We also repair Barometers, musical boxes and all kinds of Jewelry in a workmanlike manner.

Goods For Sale:

Eight Day Clocks

Alarms and Timepieces \$1 up

Girl's Watches \$3 to \$10

Ladies' Watches \$10 to \$35

Men's Watches \$4 to \$40

Boy's Watches \$1.75

Half doz. Tea Spoons. \$1.25

to \$2 up

A nice Butter Knife, 75c., \$1.

\$1.25

Cake Baskets, Tea Sets,

Bread Trays

Necklets 75c. up

Locket 50c. to \$20.50

Reading Glasses 25c. up

Telescopes

Spectacles, 75c. and \$1 up

Fobs and Chains, \$1 up

Bracelets 75c. to \$8

Hat Pins 25c. up

Ladies' and Gents' Rings

Cuff Links, Collar Studs

Field Glasses. \$3.75 to \$20

Barometers \$4 to \$8

Thermometers 25 cents up to

\$5

Mail orders filed promptly.

E. W. TAYLOR,

South Side Queen Square, City.

The Catholic Church In Jamaica.

The Spaniards of the sixteenth century were the famous christians of that period. Their conversions, writes T. C. Mason in the Catholic Union and Times, were undertaken and carried out under the blessing of Mother Church, and were equally for the propagation of the sacred truths among the heathens, as for the purpose of adding new colonies to Spain. With all their armies went priests who ministered to the spiritual needs of the soldiers and acted as missionaries in the evangelizing of the conquered.

That there was a priest with Diego Colón when he landed and took possession of Jamaica in 1565, may very well be assumed. At any rate, with the capture of the island began its history as a Catholic possession of the Church, and while the Caribs were gradually exterminated by the secular authorities, it is certain that their spiritual welfare received the attention of the clerical who tried to convert them to the faith. As more colonists came out from Spain the nucleus church grew in proportion and its ceremonies became the striking feature of life at Santiago de la Vega, the Spanish capital (now Spanish town). Signs of this Catholic occupation still linger in the old city in the names of some of its streets.

With the taking of the island in the time of Cromwell, the sovereignty of the Church was ended and Protestantism assumed its role under the English. But new life was given to the faith in the colony when Irish exiles were sent out by the Protector to populate the island, while making of it a sort of penal settlement for the vanquished. In the reign of James I we hear of Father Churchill, the first English priest whose name is recorded in the rather silent annals of the early Christian Church in Jamaica.

The first English-speaking priest buried on the island was F. Provost, who had been chaplain of the famous Dillon Regiment in the War of the Revolution.

The Work of the Franciscans

The Franciscans, who had ever been earnest in missionary work in the Indies, still labored to advance the Catholic cause under the new rulers, and several notable fathers were amongst them. Chief of these, between 1814 and 1834, were F. Rodriguez, and in 1820-50, the first Vicar Apostolic, F. Benito Fernandez, both Spaniards, and famous for their evangelical work in the now essentially Protestant colony.

With the breaking out of the revolution in Santo Domingo, many Haitian refugees found an asylum in Jamaica, and these, being all French Catholics, assisted materially in strengthening the interests of the Church in that island. So many were they that sermons for the first time were preached in French and French priests replaced the Spaniards who had hitherto directed the destinies of their religion. Especially zealous were both priests in the converting of the slaves, whose souls, if we accept their own statements, were little valued by their Protestant masters or by the ministers of other religions, who were often slave owners themselves. It is recorded, and on good authority, that baptism by shiploads was an uncommon feature of the early work of the Franciscans among these unfortunate and benighted Africans.

Under the Jesuits

As successor to Father Fernandez in the Vicariate Apostolic was Father Dupuyer, the famous Jesuit, and the first of his order to arrive in the island. His labors began in the early fifties, lasted for close on forty years and are still spoken of in the highest praise by Catholics who remember him. Equally famous was his successor, Father Porter, also a Jesuit and brother of the Catholic Archbishop of Bombay; while Father Corbin, a contemporary of Father Porter, and the first English priest of note, has also left his name in the religious history of the colony.

These priests were not only the spiritual advisers of their flock, but were also the consultants and assistants in secular matters, even in law and medicine. Distinguished for his ready versatility as a general guide and friend was Father Dupont, a Jesuit, who died as recent as the early eighties, after forty-five years of constant labor on the island. Perhaps more than any other of his noted predecessors, he was the adored of his flock who knew him familiarly as "Father D."

Under the vicarship of this distinguished priest, and mainly through his efforts the Cathedral Church of Holy Trinity, built by Father Dupont, was entirely destroyed, along with several of the schools. In common with the other denominations who suffered a similar fate, this visitation of Providence was a sore affliction for

the Catholics at Kingston. With surprising fortitude, however, they immediately set to work in the restoration of the schools and the building of a larger and finer Cathedral on a new site. Fortunate for them in the guidance of their affairs at a most critical juncture, they had at their head a very able priest, Father Collins, former president of Fordham University, who was appointed administrator upon the retirement of Bishop Gordon through ill health a short time before, and who has since succeeded him in the bishopric.

The First Bishop.

Under the guidance of Bishop Gordon the Church grew in the number of its converts and especially in the master of education in Catholic schools, and through the strengthening of mission work in various parts of the island. A body of Salesians was also encouraged to settle in the island and to devote themselves to the training of youths and incorrigibles, and a farm for their use was laid out on the outskirts of Kingston, where the assistance of the Sisters of Mercy it was hoped to accomplish considerable good among the unfortunate youths of the city. Owing, however, to lack of financial aid, the school was abandoned and the Salesians left.

In the early fifties the first convent was established in Jamaica, there being at the present time two of these institutions—the older Convent of the Sisters of St. Francis and the Convent of the Sisters of Mercy. English institutions both of them, the majority of the nuns were English women, but a few, and some from the more respectable families of Kingston were Jamaican born. Connected with the convent is Alpha Cottage, an industrial and commitment school that ranks high in the estimation of the general public. As an influence for good, not only along purely denominational lines, but in the broadest possible sense, it is doubtful if any other public institution accomplishes such benefits among the young as does this school under the Sisters of Mercy.

One of the most influential of the Sisters, and a distinguished nun, is the superior of the St. Francis Sisters, the Venerable Mother Paula, who has been fifty years on the island. The Work of the Franciscans

The Franciscans, who had ever been earnest in missionary work in the Indies, still labored to advance the Catholic cause under the new rulers, and several notable fathers were amongst them. Chief of these, between 1814 and 1834, were F. Rodriguez, and in 1820-50, the first Vicar Apostolic, F. Benito Fernandez, both Spaniards, and famous for their evangelical work in the now essentially Protestant colony.

Recognizing the importance of education as a converting influence, and for the strengthening of Catholic character among its members, the Church in Jamaica has devoted considerable attention to its schools. There are now some sixty of these in the island with a total attendance of three thousand pupils; the principal of which in Kingston is St. George's College the Duke Street School, with an attendance of 600 or 700 scholars, the Kingston Kindergarten and the Training School for girls, under the Sisters of Mercy. The marks obtained by these schools, and especially the Kingston ones, show a most satisfactory system of training. Out of a possible 85 per cent of the Duke Street School, for example, secures 75 per cent at the government examinations of public schools. At the college, which is one of the creditable educational institutions in the West Indies, there are now 200 pupils, who are taught by four of the Jesuit Fathers in Kingston. The curriculum embraces a classical education, the usual English studies, French and Mathematics, and students are prepared for the Cambridge local examinations, held annually. At the Girls' Training School the usual English studies are taught, as also French, German, the piano and violin, drawing, painting and Swedish drills.

Bishop Collins.

Establishment of missions throughout the island, and the erection of churches where possible, has received considerable impetus of recent years, and particularly since the administration of Bishop O'Brien, who has done much to stimulate the interest of the people in their faith.

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THE HERALD

WEDNESDAY, NOV. 6, 1912.

SUBSCRIPTION—\$1.00 A YEAR.

TO THE UNITED STATES \$1.50

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AT 81 QUEEN STREET,

CHARLOTTETOWN, P. E. ISLAND.

JAMES MCISAAC,^{LL.D.}

Editor & Proprietor

Big Boom At Halifax.

On Wednesday of last week Hon. Frank Cochrane, Canada's Minister of Railways, visited Halifax and was tendered a luncheon. In his speech, after the luncheon, he made announcement of the most momentous consequence to Halifax. He declared that "Halifax should share in the marvellous growth of Canada." For this purpose, he announced that the Federal Government had decided to spend \$30,000,000 in harbor improvements. This money is to be spent in building docks and establishing terminals to facilitate the carrying on of extensive ocean traffic. These are the words of the Minister in describing the docks and terminals decided upon by the Government. Referring to the docks he said: "These are to extend for one and a half miles from the Lumber Yard to Point Pleasant Park, and will consist of six piers, 1,250 feet long and 300 feet in width with capacity sufficient to dock at least thirty ships. There will be one bulk head loading pier 2,000 feet in length, at which the ocean greyhounds will land. This pier will be equipped with immigration buildings, sheds and a grain elevator."

The Minister's description of the anticipated terminus was as follows: "A new union passenger station will be erected at the end of Hollis Street which will be of ample size and suitable architecture. These terminals will be approached by a double tracked railroad which will branch off the main line at the Three Mile House and extend southward through the low divide between Bedford Basin and the head of the North West Arm. It will then skirt the Arm in such location as will do the least damage to property in that vicinity, avoiding all level crossings and, for the most part, passing through deep cuttings, so as not to mar the beauty of that district, and, finally, reaching the terminals by passing under the lower end of Young Avenue. The streets in the residential district, where the railways are submerged, will be carried over the cuttings on artistic bridges in keeping with the present surroundings. At the terminal ample tracks will be provided for the economical handling of the business for the wharves and union station; also proper facilities for the housing of engines and in Europe—Regina Gazette.

The real "larger market" is to be found in Liverpool, which, in reality, sets the grain prices for the world. In that dominant world market the Unionist party of Great Britain proposes to give us a tariff preference on our wheat and other farm products. The ratification of Reciprocity would have rendered it impossible for the Canadian agriculturist to secure such an advantage over the American farmer, who is his chief competitor both on this continent and in Europe—Regina Gazette.

All will admit that this declaration on the part of the Government projected a scheme that will create a revolution in the progress of Halifax.

The spirit in which the Government's big boom is viewed in Halifax may be gathered from the press comments. The Chronicle, the leading Liberal organ, says: "In so far as the announcement indicates the intention of the Government to provide Halifax with a modern system of terminal equipment, commensurate with its position as the premier port and the natural gateway of the Dominion, on the Atlantic, it ought to be welcomed as a just recognition of the claims of Halifax to a generous share in public expenditure." The Herald, Government organ, has this to say: "The policy of the Premier, while particularly affecting Halifax and Nova Scotia generally, is national in its character. Hal-

fax is truly the gateway of Canada. As a sweet sounding phrase the term means nothing, but as a business and as a national proposition it means much. By making Halifax a great seaport, Mr. Borden will be advancing, in no small degree, the material development and upbuilding of this young giant among nations."

Even all this wonderful expansion does not fully embrace what the Government intend doing for Halifax, for the Minister of Railways significantly remarked, when explaining the reasons for removing the railway terminus from the North to the South of the city: "The future will disclose what we propose doing at the Dry Dock." Is that to be the site of a great shipbuilding industry?

With these marvellous improvements at Halifax and at St. John, as well as the Car Ferry across the Straits, Prince Edward Island is bound to benefit largely. All this goes to show that the Borden Government is a Government of deeds and actions, not mere talk, like the Laurier Government. The Borden Government does not confine its energies to the development of the West; but pays attention, in the most practical fashion, to the East as well. For fifteen years the Laurier Government talked about what was to be done for the Maritime Provinces; but in one year the Borden Government projected public improvements to cost in the vicinity of \$60,000,000 in these parts. That is the difference between words and deeds.

As a result of the two bye-elections of members of the Ontario Legislature on Monday, the Liberal Opposition lost one of the few seats it held at Toronto. Whatever force it was that gained the Laurier party its success in the Provincial contest in Saskatchewan, it has evidently spent itself. Since that event, in every election where polling took place, parliamentary or legislative, in Manitoba and Quebec as in Ontario, the Liberal party has shown loss of strength.—Montreal Gazette.

The public accounts of Canada for the fiscal year 1911-12 have been printed and made public. They show that the receipts on account of consolidated fund for the year amounted to \$136,108,217.36, and the expenditure on consolidated fund account was \$98,161,440.77, leaving a surplus of \$37,946,778.59. The total disbursements were \$137,142,082.20, made up as follows:

Consolidated fund	\$ 98,161,440.77
Capital expenditure	30,929,575.96
Railway subsidies	859,400.25
Other charges	7,181,565.23
Total	\$137,142,082.20

The capital account expenditure comprised the following sums:

Intercolonial Railway	\$ 1,710,448.56
P. E. I. Railway	128,041.81
National Trans. Railway	21,110,559.06
Hudson Bay Railway	159,432.00
Quebec Bridge	1,153,778.27
Canals	2,560,885.11
Public works	4,116,885.06
Total	\$30,929,575.96

The bounties cost \$338,530.84, as follows:

Iron and steel	\$166,750.17
Lead	179,288.19
Binder twine	50,566.78
Crude petroleum	141,885.79
Total	\$338,530.84

The Grand Trunk Pacific received \$4,994,418.66 in accordance with the "implement clause" in the G. T. P. agreement of 1904.

The railway bonds guaranteed by the government amount to \$18,886,969.17.

The net debt was decreased during the year by \$122,591.32, and stood, on March 31, 1912, at \$339,919,460.71.

Estate duties in Great Britain are important sources of revenue. Three were revalued the other day and it was found that the duty payable in excess of the amount reached by the preliminary valuation was \$4,500,000. The estate of Mr. Henry Willis was asked to pay an additional \$2,400,000 on \$16,000,000 added valuation. Lord Winsterone's estate was found to be \$7,000,000 larger than originally estimated, and this excess called for extra duties of \$1,100,000. Miss Morrison's heirs paid an additional levy of \$1,000,000 in consequence of the discovery of \$1,500,000 of property not included in the preliminary report.—Vancouver News-Advertiser.

New Zealand
Stops Dumping.To Minimize Danger From
Floating Ice.

Ottawa, Nov. 1.—Prof. Howard Barnes, of McGill University, Montreal, has submitted to Hon. J. D. Hazen minister of marine and fisheries, an interim report on his investigation of methods whereby ships may be alarmed of the nearness of ice or land. The professor regards the results of the last season's work as highly satisfactory and the work will be continued in the coming winter.

Prof. Barnes has now for three winters been investigating conditions in the St. Lawrence, in the Straits of Belle Isle, and along the Labrador coast, the department of marine and fisheries supplying him with a vessel. A government steamer will be placed at his disposal as soon as possible next spring. It is hoped that these investigations will result in the removing of the unjust discrimination in insurance rates against the St. Lawrence route.

The concluding portion of Prof. Barnes' report is as follows:

"In conclusion I must report as a result of my study of icebergs and land that very important results have been obtained indicative of methods which should be developed for equipping ships for avoiding ice and land. The experiments have been so decisive and reliable that I must strongly recommend that attention be devoted by the government and by steamship companies towards adopting accurate temperature recorders on board ship. The fact that ice sends the temperature up and land sends it down, will serve to distinguish clearly these effects. Again I must emphasize that it is a study of the variations of temperature in the sea and not the temperature itself, which will enable navigators to safely avoid ice and land at night or in time of fog.

I strongly recommend the government to equip at once a ship to map out the isothermal lines around the coast of Newfoundland, Labrador and the shores of the Gulf of St. Lawrence and Straits of Bell Isle, for in so doing a chart could be prepared which could be of great assistance to navigators using these waters.

"Similar charts could be made all over the world, but this is a matter for international action and not for one government alone. By acting at once our government will be serving a most useful purpose and starting a work of the greatest importance to humanity."

Preparing To Swat The
Mail Order Sharks.

Ottawa, Oct. 31.—Postmaster General Hitchcock, of the United States, and Hon. L. P. Pelletier are uniting in a crusade against the mails of both countries for fraudulent purposes.

Get-rich-quick men are, according to the post office authorities here, increasing in Canada at a disturbing rate, many of those who have been driven out of New York, Chicago and other American cities by the authorities of the United States officials, having turned their attention to Canada as a particularly ripe field for their line of endeavor.

The matter has been taken up jointly by the head of the post offices of the countries, the American authorities co-operating in the effort to protect the citizens of the Dominion from these fraudulent concerns.

The All Canadian Route
To Montreal.

Via the Intercolonial Railway Ocean Limited Express, the shortest, most comfortable and convenient mode of travel between all Prince Edward Island points, and Quebec and Montreal. Connection with this fast through express is made via steamer to Point du Chene daily except Sundays, and a train from the Points meets the Westbound Ocean Limited at Moncton. Tickets and reservations may be obtained at the office of W. K. Rogers, the local ticket agent. The Ocean Limited travels through a territory rich in scenic beauty and makes the fastest time of any through train from the Lower Provinces to the metropolis arriving in Montreal at 7:35 a. m., which is ample time to enable the traveller to make connections with the fast through trains of the Grand Trunk Railway for Toronto, Detroit, Buffalo, Chicago, and other Western points.

Beware Of Worms.

Don't let worms gnaw at the vitality of your children. Give them Dr. Low's Pleasant Worm Syrup and they'll soon be rid of these parasites. Price 25c.

Everything Crisp and
New in Summer
Furnishings for Men

Let us fit you out for the Holiday from this big new stock of ours. We'll give you the very newest in swell toggery, and we'll save you money on your purchase. We sell Men's Furnishings at lower prices than any house in the City. Come in and see our goods—compare our prices with other stores, and then note the saving.

Hundreds of Pretty Shirts
75c to \$3 each

Your shirts will cost you less here. We show an immense line of "Tooke's," "W. G. & R." and "Austrian" makes, in a big assortment of colors, patterns and styles, and at prices that make selling easy. We sell the best ONE DOLLAR Shirt in Canada.

A big, well made shirt of beautiful material, that will stand the test of the wash tub, made with soft front, cuffs attached or separate, coat style, in a big assortment of patterns. Most stores charge \$1.25 for this shirt. It's the best value in Canada at our price.....\$1.00

A Special in White Balbriggan Underwear
\$1.50 Quality for \$1.15 a Suit

A beautiful line of White Balbriggan, in the well known "Spring Needle" make, beautifully finished with satin. All sizes, 32 to 34. Extra good value.....\$1.15 suit

Other lines in Balbriggan, natural wool and silk and wool.....75c to \$4.00 suit

Men's Combination Underwear \$1.50 Suit

This is the ideal underwear for comfort, and is most popular with particular men. Comes in white, elastic knit with full length sleeves and legs, or short, all sizes.

Suspenders, all the best makes, Fifty Cents pair. Soft Collars
all sizes, all colors, two for Twenty-five cents.
Fine Balbriggan Underwear, special, 75c suitThe Men's McLellan Bros. Tailors and
Furnishers"The Loveliest Coats
In Town."

THAT'S WHAT A LADY SAID

The other day, and she had seen every line now on display.

We want you to come in yourself and see whether her opinion agrees with yours.

The new coats are mostly made of handsome, heavy soft Tweeds.

The designs are very smart.

The prices are what you will.

You can buy a nice coat for \$8.50. You can buy a better one for \$11.50, and if you say so, we can supply you with one for \$32.00.

There is no house in the country who will give you value so good in coats as we will. Come in and let us show you what this means.

Bear in mind, we quote you an honest "one price." You are not asked to pay any share of your neighbor's coat — nothing but your own.

MOORE
&
MCLEOD
119-121 Queen St.



MANUFACTURED BY
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WEDNESDAY, NOV. 6, 1912

Civic Election

In pursuance of an Act of the General Assembly of this Island, made and passed in the 3rd year of the Reign of His Majesty King Edward VII, Chapter 17, intituled "An Act to Consolidate and Amend the several Acts incorporating and Amending the City of Charlottetown and of all Acts in amendment thereto."

I do hereby give PUBLIC NOTICE that an Election of one person to serve as a Common Councillor in the City Council for Ward Four instead of and for the rest of the term of Donald McLellan, whose seal as Councillor for said Ward has been declared vacant,

WILL BE HELD ON

THURSDAY**The 14th Day of November
A. D. 1912****At the Several Places, That
Is To Say :****WARD FOUR WEST, at or near
the City Building.****WARD FOUR CENTRAL, at or near
S. J. Whitlock's Store.****WARD FOUR EAST, at or near G.D.
Wright's Store, King Square.**

And at the said Election the Poll shall be opened at Nine o'clock in the forenoon and continue open until Five o'clock in the afternoon of the same day.

DESCRIPTION OF WARDS.**Ward Four East**

EAST OF GREAT GEORGE STREET.—Ward Four East shall comprise all that portion of Ward Number Four, in the City of Charlottetown, situated East of Hillsborough Street.

Ward Four Central

WEST OF GREAT GEORGE STREET.—The Eighth Polling District shall comprise all that portion of Ward Number Four in the said City, situated West of Great George Street.

**Nomination Day THURSDAY,
November 7th, A. D. 1912**

At the Office of the City Clerk, City Hall, from the hour of Twelve o'clock noon, until the hour of Four o'clock in the afternoon of the same day.

For Qualification of Electors see above
Act 3rd Edward VII, Cap. 17, Sections
34 to 39; also Act 1st George V, Cap.
13 and 14.

J. W. CLARKE,

City Clerk,
Office of the City Clerk, Charlottetown,
October 22nd, 1912.

CHAS. LYONS,
Mayor of the City of Charlottetown,
October 30, 1912—21

Going West**GREAT CLEARANCE SALE****Everything Must Be Sold**

Mr. H. H. BROWN'S great Clearance Sale offers extraordinary inducements to all desirous of securing bargains in Overcoats, Shirts, Sweaters, Gloves, etc.

Call and secure some of the astounding bargains before it is too late.

H. H. BROWN,

158 Queen Street,
Oct. 23, 1912.

**Applications For
Oyster Leases!****(SCHEDULE.)**

Applications on the regular printed forms will be received by the undersigned for leases of barren bottoms for Oyster Culture in Richmond Bay up to and on the 30th day of November next. Each application will require to be accompanied by plan, or sketch, P. O. Order for \$3.00 per boat of drawing duplicate and registering same.

Copies of plan, application forms and proposed form of lease and leasing regulations are deposited and may be inspected at the following places:

Office of Provincial Secretary, Charlottetown.

Prothonotary's Office, Summerside.

James Kennedy's Store, Kensington.

Louis McNutt, at P. McNamee & Son's Store, Malpeque.

Arenault & Gaudet, Ltd., Wellington.

Gill DesRoches & Co., Mintoona.

Augustine McLellan's Store, Richmond.

Dr. Stewart's Drug Store, Tyne Valley.

George Matthew's Office, O'Leary.

James E. Birch's Store, Alberton.

J. J. Arsenault & Co.'s Store, Tignish.

ARTHUR NEWBERRY,
Assistant Provincial Secretary.

Oct. 23, 1912—44

Fraser & McQuaid,

Barristers & Attorneys-at-Law, Solicitors, Notaries Public, etc.

Souris, P. E. Island.

**The Panama Canal; A LOCAL & OTHER ITEMS
New Solution.**

In the Nineteenth Century Mr. J. Ellis Barker, a well known English writer, proposed a way of settling the Panama Canal difficulty which, he thinks, should prove satisfactory to both Great Britain and the United States. A summary of his proposal given by the Toronto News is instructive. It is stated that before the construction of the waterway was begun a United States Government Commission, headed by Admiral Walker, reported that "a cause not neutral, to be defended by the United States, whether by fortifications on land or by the navy at sea, would be a source of weakness" to the Republic. The Commission, therefore, advised that the canal should be removed from the operations of war by making it neutral.

Taking up this idea of neutrality, Mr. Barker proposed that the waterway be controlled and policed by the United States and Great Britain. Seemingly this course was in the minds of the Anglo-American negotiators of the Clayton-Bulwer treaty, which began with these significant words: "The United States and Her Britannic Majesty being desirous of consolidating the relations of amity which so happily subsist between them, etc." Under the present arrangement the Panama Canal is bound to be to the United States a source of great expense and anxiety. Its control or capture by a third Power strong on the sea, such as Germany or Japan, or by a combination of Powers—Germany and Japan might conceivably combine—might be fatal to the United States. If Great Britain should guarantee the position of the United States at Panama, the United States need no longer fear the canal being attacked, and the enormous risk involved in its possession might be avoided.

It is argued that both nations would have much to gain by the adoption of such a proposal. It is not in Great Britain's interest to see the great Republic humiliated and despised by a military State. Mr. Barker would call an international congress to extinguish all tolls on the canal by the payment of a lump sum which would capitalize the average income to be derived from the waterway. In this Great Britain might take the initiative. The cost of working, maintaining and deepening the canal might perhaps be shared by the United States and the British Empire, which are most interested in the undertaking. They could act as trustees for the rest of the world. Such a solution would implement the spirit of the Clayton-Bulwer and Hay-Pauncefote treaties, it would afford the Republic an easy way out of its present violation of a sacred international engagement, and it would promote the alliance of the two great Anglo-Saxon nations as guarantors of civilization and the world's peace. At least this is the attractive contention of the English writer.—St John Standard.

For Braxton—All companies, firms or individuals engaged in fox breeding, are desired to send by early mail to the undersigned, name and location of ranch, capitalization, number of foxes held, number of young produced this year. All information held confidential will be destroyed.—J. E. McKNIGHT, Publicity Agent, Charlottetown.

The Canadian Railway Commission has issued an order prohibiting the practice of railway employees riding on the pilots of engines, except when engaged in switching operations. The order arises from the number of serious accidents sustained in this way, and railways must see to it that the practice is discontinued under penalty of being disciplined.

The heroic musicians who played "Near my God to Thee" as the Titanic sank in the North Atlantic last April, were honored in New York in memory by musicians there. A bronze tablet to the seven handmen of the sinking liner has been prepared by members of the musical mutual protective union and on Sunday 3rd the tablet by Albert Weynar was unveiled at the club house of the organization. The exercises were simple.

Just when we had learned to pronounce those Mexican names, Mars skips to the banks of the Bosphorus and hurls a lot of new spelling at our heads, — Philadelphiaian grammar.

A new species of fiendishness has been introduced by the English Suffragettes—that of inserting acid in mail boxes, reducing the contents to a pulp. Anything more vitriolic it would be hard to surmise. Such ill-starred lunacy reminds the student of the fanaticism of the crusades of the middle ages, when even the children combined to combat the infidel Turk.—Hamilton Spectator.

Winnipeg, Oct. 31.—With an almost total absence of congestion and blockade, the great grain crop of the prairie provinces is being moved eastward at the rate of approximately thirteen hundred cars daily. The C. P. R. are heading 800 cars of grain daily, besides coal lumber and miscellaneous goods and one day one thousand cars of grain were shipped to the elevators over the Canadian Pacific. The other roads are also taking care of the crop without apparent trouble. In the immense C. P. R. terminals, there are no signs of congestion and trains are moving regularly. The prospects are that practically the entire grain crop will be securely housed in the elevators before the advent of winter.

This great improvement over conditions of last year is explained by the fact that transportation lines have been improved and extended and the equipment much increased. Only a very few points have complained of the non-delivery of cars on order and these cases are due to the fact that orders for shipments from the lake terminals are coming in more slowly than the grain is being received which means that in some cases the un loading of cars is delayed.

We believe MINARD'S LINIMENT is the best.

Matthias Foley, Oil City, Ont.; Josephine, Norway, Me.; Charles Whithorn, Malgrave, N. S.; Rev. R. O. Armstrong, Malgrave, N. S.; Pierre Landres, seur, Pictou, Nova Scotia; Thomas Watson, Shaftfield, N. B.

Sept. 18, 1912—tf

WEDNESDAY, NOV. 6, 1912

Mariquita Of The Angels.

An Ancient Foe

Mariquita was washing at the village stream. It was not easy work, for the clothes of her little cousin were very soiled and Mariquita was only nine years old. Her little arms ached and her little back was tired, but she sang over her work. This she did because the sun was bright and the air was sweet, and because her own little heart was sweet as well. No manner of unkindness seemed to sour it, and no matter what happened to her Mariquita only smiled. People in the village called her 'simple,' but Padre Antonio shook his head when he heard this and said, 'The child is beloved of the Angels.'

Whatever she might be, the Angel, Mariquita was certainly not beloved by the aunt whose drudge she was. That busy woman had seven children of her own and it is scarcely to be wondered at that when she was straining every nerve to provide food and clothes for those she should be gerade the pestered up upon Mariquita, when the little orphan, the niece of her husband, was left penniless in her care.

'It is but little that the child will eat and she will be a great help to you,' said Padre Antonio, soothingly, when the irate woman told him her troubles. 'Come, bear this extra care as a little cross in honor of Our Lady—the little girl is for her.'

'Maria Sanissima I' murmured the Señora as she turned away. 'What does a priest know about the care of a child? Where is the nine-year-old who does not eat like the silk-worm on the leaf? And who ever heard of a child of nine who was a help to any one? Well, praise be to the saints she is least a girl! The mother of five boys heard a sigh as she thought of the five healthy laughing sons who were constantly falling into trouble, tearing their clothes and wearing them out almost before the breath of satiation she drew that she had new suits for them was ended.'

Yet the Señora Sanchez should not have been so ungracious to little Maria, for the child ate little and worked hard. A handful of dates which grew in profusion along the banks of the stream which flowed through the tiny village, an orange from the fragrant tree, a spoonful of polenta, a crust of bread, anything sufficient for the little girl who said little and smiled so much.

Any one who saw Mariquita working from morning till night would have said that the child had no pleasure. From the first sun ray, when it gilded the peak of the Sierra with its rosy glow, till the evening glory turned the snow peaks into radiant gold, it was 'Mariquita here!' 'Mariquita there!' until there were times when the little girl almost wished she had no legs, they were so tired. Only one short moment in all the day was hers and that was full of joy to the very brim. When the evening Angelus rang from the little open bellry of the white-walled church, Mariquita stole away from the cottage over which the scarlet pepper vine hung its prond bell, where the laughing little cousins were alomoring at their evening meal, and sought the quiet church. If she went without her supper her aunt did not object to her absence and Mariquita was glad to be hungry for the sake of her evening visit. It was so cool and quiet in the church. No one was there except perhaps old Jose crippled and lame, or the Grandmother Pines, whose ninety-seven years had taken from her almost every faculty save that of prayer. Mariquita knelt before Our Lady's shrine and said her simple prayers, and if there was within her could sh breast one single discontented thought it was a wistful desire that some day she might be rich, very rich, wealthy enough to burn a single candle at Our Lady's shrine, or have a parito to bestow upon a beggar.

'Perhaps such riches might not be good for me,' she thought. 'I might become proud. Now that I have nothing I can at least give parents and smiles, and of these I give gladly, for I have noticed that the rich smile even less than the poor and that they are never rich enough.'

Then Mariquita went smiling upon her way. The day that she washed beside the river, still amoung the bankbees fell from it, unnoticed by the occupant. Mariquita ran quickly to pick it up. It was fine and pretty with lace on the edge. 'How bly the lady would feel who loses such a treasure,' she thought to herself, and ran as fast as she could after the carriage, to return it. She overtook the equipage as it stopped beside the village fountain, and shyly handed the kerchief to the beautiful lady who sat within.

'Thank you child, here—take this,' said the lady, who had sad eyes and a discontented mouth, and she gave the astonished child a pebble. 'A thousand thanks, it is too much I cried Mariquita, offering it back with a shy grace. But the lady shrank her head.

'I have nothing less,' she said. 'I eat it and buy sweets with it or

comes from above and to enwrap the statue of the Mother of God in a cloud of soft radiance. The face of the Blessed Virgin shone in a beautiful smile and she stretched out her hand to the kneeling girl.

'Give me thy coin said a heavenly voice.'

Wonderfully, Mariquita placed her silver piece in the outstretched hand which closed over it.

'Go in peace,' said the voice. 'Know, daughter, that I was the beggar whom thou gavest the alms. I had whooping cough, which left him with a mucky dry hard cough. I took him to several doctors, but they did not good, and I could see my little lad failing day by day. I was advised to take him to another doctor, which I did, and there he was given a medicine. I was to take him to Dr. Wood's Pine Syrup, and give it to him himself. She had got to tell me how much good it did him. I took a bottle, and gave it to my little boy, and was so pleased with the result that I had finished it by the time he had finished it. He is now well. He is not fat and strong, and I would not be without a bottle in the house on any account.'

Then she smiled upon the girl, the light disappeared, and all was still. Of all the music in Our Lady's dossier none was so poor or yet so rich as Hermanas María de los Angeles; poor, because there was no one in all the town to give even a centimo for entrance fees, rich because of smiles and joy she had brought for all the world. —M. F. Nixon Boulet, Magisfost.

A Far Of Catholic Town.

Situated about three miles from Rawalpindi, in British North India, writes the Rev Father Joseph Devlin, of St. Joseph's Parochial Missionary Society (quoted by the Catholic Times), lies the town and Christian settlement of Janshpur. On one side stands the city, with the Himalayas in the background; on the other a vast almost endless plain, broken save for a few bare little hillocks which rise here and there to break the general monotony. The town is built on what was formerly the Government brickfield. After the clay was exhausted the original owner, a Mohammedan, bought back the land for a small consideration, but, finding he could not fit it to any useful purpose, he sold it in 1898 to the Catholic Mission.

It appeared indeed, a foolhardy undertaking to attempt to turn that bare waste of uneven ground, where scuttling, nourished, bas snakes, into a fit home for the young Christian Church which was slowly springing up. The work had however to be done, for it would never do to leave our Christians still young in the faith and despised by our fellow-countrymen, in the midst of the heathenism and immorality of their Mohammedan and Hindu neighbors, slowly and perseveringly, but amidst much suffering and passive persecution, the work of leveling the galleries, and of making first little fields, went on. Wells were sunk and sluices built to convey the water over the parched land. Everything here depends on the presence of water. In Ireland a wet season is a misfortune; with us it is an unmixed blessing. Terrace after terrace of fields was literally built, and what was formerly the haunt of jackals, cat-leopards, and snakes is now a smiling valley.

Jackets and Leopards For Neighbors.

The jackals and leopards still pay us nightly visits, but no longer have they their shade in our midst. They live in surroundings more congenial to them. We work the farm in the good old Eastern fashion. We have none of your six-scraping ploughs, harrows, grubbers, raps or binders. To introduce such implements of agriculture would shock the conservative native mind, and throw half the colony out of work. To a log of timber is attached the plough share, and at right angles to this rises a handle much like the handle of a spade. The plough is pulled by two oxen, which are yoked together by passing a piece of timber over their necks. The traces consist of rough grass ropes.

Our barrows are as simple as our ploughs; a heavy wooden beam is drawn downwise over the ground; on this the driver stands to keep it firm. The process of ploughing and harrowing is repeated four or five times until the ground is considered fit for sowing. The ploughs are again brought out, but this time a bamboo stick is attached, and through this the oxen are dropped down into the furrow. If the seed were not sown very deep the young ear would never be able to outlive the weeks or perhaps the months, of drought that are sure to follow!

A necessary adjunct to a Panjabeer's farm are irrigation wells. Even in what is considered here a wet season, they are very useful; but during a dry season they are an absolute necessity. The wells are sunk deep in the loose, sandy soil, and then built up with brick. The water is raised in certain pitchers, which are attached to an endless rope called the 'Mai.'

The 'Mai' runs on a rough, wooden wheel, which is driven by two cog wheels, also of wood. From the well the water is conveyed in pipes along the different terraces, until finally it is deposited in the thirsty soil. After this short description of our method of culture, it would, I think, be fitting to say something about the people who form the colony. In the first place, they are rather good-looking. They have regular, straight-out, bronzed features, and well-proportioned bodies.

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Mrs. M. Shear, 109 Holland Ave., Ottawa, Ont., will write you these lines to let you know that we have the Milburn's Heart and Nerve Pills. After

doctors for the last three years with all kinds of medicines and pills for weak heart, I have now found the Milburn's

Pills, so thinking that

that did me so much good, I kept on taking them and I have only had four boxes.

Price 50 cents per box. Terms for \$1.25 at all dealers, or mailed direct on receipt of price to The Milburn Co. Limited, Toronto, Ont.

so that

nothing but hunger seems to

WHOOPING COUGH Prince Edward Island Railway Spring & Summer Weather

Commencing on June 3rd, 1912, trains on this Railway will run as follows:

		Read Down			Read Up		
Dly	Dly	Dly	ex	Dly	ex	Dly	ex
ex	ex	ex	ex	ex	ex	ex	ex
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
A.M.	P.	M.	A.M.	A.M.	A.M.	A.M.	P.
11 05	4 00		7 45	v Charlottetown	9 55	11 40	2 00
12 20	5 04		8 38	Hunter River	8 33	10 28	2 05
1 04	6 41		9 06	Emerald	7 45	10 04	2 05
1 42	6 1		9 30	Kensington	9 33	4 47	9 00
2 15	6 40		9 50	v Summerside	9 00	4 15	7 42
3 00	5 50		12 00	v Summerside ar	8 45	4 55	5 26
3 48	1 23		2 40	Port Hill	7 46	2 10	
4 37	2 40		4 35	O'Leary	6 57	2 10	
10 50	5 50		4 35	v Tignish v	5 45	12 15	
					s. p.m.		

8 30	Lv Emerald Juno	Ar 7 40
9 20	Ar Cape Traverse	Lv 6 50
P M	A.M.	

A M P M	Lv Charlottetown	Ar 8 15	5 20
6 45	8 15	M. Stewart	7 15
8 15	9 30	St. Peters	6 29
9 20	9 45	Montague	5 50
10 50	6 20	Ar Souris	1 10
A M P M		Lv Georgetown	5 20
4 30	8 15		1 15
5 19	9 25		
5 40	9 54		
6 15	10 35		

Dly Sat	Sat	Sat	Sat
ex	only	ex	ex
Sun		Sun	Sun
and		and	and
Sat		Sat	Sat
P M	P M	A M	A M
5 10	3 10	Lv Charlottetown	Ar 9 25
4 57	4 25	Vernon River	8 11
7 00	5 55	Ar Murray Harbor	Lv 6 40

H. McEWEN, Supt. P. E. I. Railway.

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A. J. FRASER, D. D. Aug. 15 190