

The Charlottetown Herald.

NEW SERIES.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, NOV. 2, 1904

Vol. XXXIII, No. 41.

The Humphrey Clothing Store,
Opera House Building,
Charlottetown,
IS MEETING WITH
WONDERFUL SUCCESS

In securing the trade of those who have wool to sell, because
their goods are good, and their prices for

CLOTH,
PANTS,

CLOTHING,
BLANKETING,
YARNS Etc.

Are low, while for wool they allow the highest price.

CALL AND SEE THEM.

IF NOT SATISFIED DON'T TRADE.

PLEAS'D TO SHOW GOODS.

Some Dealers Think
They Have a Monopoly
Of Buying Furniture.

Let them think so, it does nobody any harm, and it
pleases them. But for fear the public might be led
away by their extravagant utterances, we humbly
rise to remark, that we have been and are still buying
from almost every manufacturer in this broad
Dominion—and further, we are content to sell at a
much smaller profit than most people ask. We
would like the opportunity of showing you our
Furniture, and would like you to compare, and we
think we can convince you that what we say is true.

JOHN NEWSON.

TEAS!

Did you ever consider the advantage of buying your
TEAS from us? It will pay you, as we can give
better values than up-town stores. Why?

Because

Our buying facilities are unequalled, our expenses
are less, and we give you the advantage of this in
quality. Our reputation for Good Teas is now estab-
lished, and we guard it jealously.

We are to-day the acknowledged leaders in the
Tea Trade.

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WE HAVE FOR SALE
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Regina Watches
Waltham Watches
Eight Day Clocks
Fine Field Glasses and Telescopes
Chains and Lockets
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Rings and Brooches
New Crest Souvenir Spoons
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Spoons, Knives and Forks
And many other articles in Jewelry and Silverware.

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Bookstore,

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The Threshing season will
soon be here. We can supply
your wants in Rubber or Leather
Belting, Lacing, Hooks, Punches,
etc.

GIVE US A CALL.

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Agents for Happy Thought Ranges.

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Largest Assortment,
Lowest Prices.

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Charlottetown Sash and Door Factory,

Manufacturers of Doors & Frames, Sashes & Frames
Interior and Exterior finish etc., etc.

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Gothic windows, stairs, stair rails, Balusters, New
Posts, Cypress Gutter and Conductors, Kiln dried Spruce
and Hardwood Flooring, Kiln dried clear spruce, sheathing
and clapboards, Encourage home Industry.

ROBERT PALMER & CO.

PEAKE'S No. 3 WHARF.

CHARLOTTETOWN.

Circular Letter from his
Lordship, Bishop
McDonald.

(Special Correspondence N. Y.
Freeman's Journal.)

Charlottetown, October 12th, 1904.

Rev. Dear Father—I hope to
undertake my journey to Rome on
the 24th inst, and in the meantime
I command myself to your good
prayers and to those of the faithful
committed to your care. To this
end I direct that in the offerings of
the Holy Sacrifice the collect "Pro
Peregrinatis" be recited according
to the rubrics, until my return.
It will be a source of much pleasure
to myself, and, I am sure, of
consolation to the Holy Father, to be
able to present to the Supreme
Pontiff an account of the faith and
morals of the faithful of this diocese,
and to inform His Holiness of the
earnest and zealous co-operation of
the priests in this portion of the
Lord's vineyard. And I feel assured
that my dear co-laborers in the
Church, the clergy of the diocese, will
continue the good work which
Divine Providence has assigned to them.
In order, therefore, that the
spirit of religion may enter yet
more effectively into the conduct of
the faithful, I would here direct
that after the usual prayers at the
end of Low Mass, and after Benediction of the Blessed Sacra-
ment the following prayers be
publicly recited by the Celebrant
and the faithful, in such manner
that each little prayer shall be
recited aloud by the Celebrant, and
then the same shall be repeated
aloud by the congregation.

PRAYERS OF REPARATION
FOR THE GRIEVOUS OFFENSES WHICH
ARE COMMITTED AGAINST GOD BY
BLASPHEMIES.

[Ordered by the Rt. Rev. Bishop of
Charlottetown to be said in all
the Churches of his diocese after
the Low Mass, and after the Ben-
ediction of the Blessed Sacrament.]

Blessed be God!
Blessed be His Holy Name!
Blessed be Jesus Christ, true God
and true Man!
Blessed be the Name of Jesus!
Blessed be His most Sacred Heart!
Blessed be Jesus in the Most Holy
Sacrament of the Altar!
Blessed be the Great Mother of God,
Mary most Holy!
Blessed be Her Holy and
Immaculate Conception!
Blessed be the name of Mary,
Virgin and Mother!
Blessed be God in His Angels and
in His Saints!

INDULGENCE OF 200 DAYS EACH TIME
THIS PRAYER IS SAID; PLenary
INDULGENCE ONCE A MONTH,
ON USUAL CONDITIONS.

Invocation to the Sacred Heart of
Jesus!
Most Sacred Heart of Jesus, have
mercy on us! (Three times.)
Indulgence of 7 years and 7
quarantines each time recited
after Low Mass.

For the devout recitation of the
prayer, "Blessed be God, &c.",
it is granted each time an
indulgence of 200 days, and a
Plenary Indulgence once a month,
on the usual conditions. For
reciting the Invocation to the
Sacred Heart, there is granted each
time an Indulgence of seven years
and seven quarantines.

I also desire to draw the attention
of the clergy to the necessity of
complying with the Motu Proprio
of our Holy Father with regard to
church music. The direction of
the Holy Father leaves no option
with the bishops or the pastors of
churches, and therefore we must
fulfill it our duty to conform to the
general direction of the Church. I
am procuring copies of the Instruction
to the Catholic world, and the
Papal letter to the Cardinal Vicar of
Rome, against the reformation of
church music, and a copy will be
sent to each of the pastors in the
diocese. To some the directions
may appear difficult to follow, such
as who may be members of church
choirs, the style of music, etc.; but
it will be necessary to meet all such
conditions as best we can and to
conform to the Instruction.

In order therefore that an opportunity
may be given to rearrange
all matters connected with this step,
I direct that by the beginning of
Lent, 1905, the required change
shall have been completed.

I wish also to announce to the
pastors and the faithful that I have
appointed Rev. James Morrison
to be Administrator of the Diocese of
Charlottetown during my absence.
I remain Rev. and dear Father,
Yours faithfully in Christ,
JAMES CHARLES McDONALD,
Bishop of Charlottetown.

In the "Journal Official" the
French Government announces
that the laws relating to the associations
and the teaching orders are ap-
plicable to Algeria. This brings into the
policy of anticlericalism into the
French Colonies.

Our Roman Letter.

(Special Correspondence N. Y.
Freeman's Journal.)

Rome, October 5.—There is a

great difference between life high
up among the Tyrolean Alps and
life down here in Rome, and Vox
Urbis experiences it this week.
The climate is different, the spirit
of the people is different—manners,
dress, customs, government are all
about as different as one can imagine.
As far as religion goes everything
is in the favor of the people of
the Tyrol. There they are all
Catholics, and when you find some-
body who is not a practical Catholic
you may be quite sure that he has
spent some part of his life in foreign
lands. In Rome nearly all of us call
ourselves Catholics, but a great pro-
portion of the men cease to go to
Mass or to frequent the sacraments,
and the election returns always show
that there is a strong leaven of
Socialism and anarchy—to say
nothing of "liberalism" of all
shades—working among us.

But, after all, Rome is always
Rome, and no matter how long you
know it you will find it full of new
knowledge. It was not exactly
new knowledge to Vox Urbis that
while the rest of us were wandering
at pleasure all over Europe, the
Holy Father had been obliged to
pass the long days of the past
scorching summer within the pre-
mises of the Vatican—but the fact
became more dramatically striking
for him one day last week when he
saw the Pope again after a long
interval. There he was, robed as
usual in his white cassock and with
patient and kindly smile, receiving
an address of devoted obedience from
the Catholic youth of France rep-
resented in the crowd before him by
about five hundred young men,
hardly any of whom seemed to be
over twenty-five. And then his
Holiness delivered a characteristic
reply, urging his auditors to be a
light and an example to their bre-
thren in France by leading lives of
study and piety. In one very sig-
nificant sentence he contrasted their
spirit of obedience and submission
with the conduct of other young
men who are anxious to free them-
selves from the restraints of all
authority. The Holy Father did
not specify these any further, but
there is unfortunately little room for
doubt that he had in mind at the
time one section of the Catholic
young men of Italy. If they have
not yet broken into open revolt
against the decisions of the Holy
See regarding the Catholic Social
movement in Italy, they have man-
ifested a querulousness and an im-
patience which look very ill.

Nearly all the papers announce
that the second consistory of the
reign of Pius X will be held some time
in November. Perhaps it will;
but, according to the best information
obtainable this evening, not more
than one new cardinal will be
created—and perhaps not even one.
The consistory would, therefore, be
mainly concerned with the pro-
clamation of the appointment of
new bishops to vacant sees during
the last year. As early as last
March a consistory was to have been
held, but the event was put off from
time to time in the hope that some
settlement might have been reached
with the French Government which
would have permitted of the ap-
pointment of bishops to the eight
seats vacant in France. Everybody
knows how things have gone from
bad to worse since then—the number
of vacant sees has been increased
by two with the resignations of
the Bishops of Laval and Dijon, and
there does not seem to be any pros-
pect of a settlement before the
denunciation of the Concordat,
which will settle many things by
unsettling everything.

How does the Holy See regard
the abrogation of the Concordat?
And what are its teachings on the
allied question of the union between
Church and State in France—and
elsewhere? Today Vox Urbis put
these questions to a distinguished
churchman in Rome, and was re-
ferred by him to the following ex-
tract from the letter written by Leo
XIII in 1892 to the French hierarchy.

"With regard to the maintenance
of this ecclesiastical and bilateral pact
(the Concordat), which has always
been faithfully observed by the
Holy See, the adversaries of the
Catholic religion themselves are not
agreed. The most violent of them
want its abolition so that the State
may have full liberty to molest the
Church of Jesus Christ. Others, on
the contrary, with more cunning
desire or say they desire its main-
tenance, not that they recognize the
duty on the part of the State to
carry out its written obligations
towards the Church, but simply that
the State may continue to profit by
the Church—just as if any one had
a right to separate the engagements

undertaken from the concessions
obtained, although both engage-
ments and concessions form parts of
one whole. For them, therefore,
the Concordat should remain as a
chain for binding the liberty of the
Church—that holy liberty to which
she has a just and inalienable right.
Which of these two opinions is
destined to prevail? We do not
know. We mention them only to
recommend Catholics not to pro-
voke division on a question which
rests within the province of the
Holy See.

"We shall not use the same lan-
guage on the other point, concerning
the principle of the separation of
the Church and State, which is tant-
amount to the separation of human
legislation from Christian and Divine
legislation. We shall not stop here
to demonstrate all the absurdities
contained in this theory of separa-
tion, for that is clear to all.
When the State refuses to give to
God what is God's, it refuses by
a necessary consequence, to give to
men what they have a right to as
men; for, admit it or not as we
will, it remains true that the real
rights of men spring from their
duties to God. Hence it follows
that the State, by failing to respect
this respect in the principal object
for which it was instituted, really
ends by bringing ruin upon itself
and contradicting the principle
which is the very reason for its
existence. These higher truths are
clearly proclaimed by the very
voice of natural reason, that they
impose themselves on every man
who is not blinded by the violence
of his passion. Catholics therefore
cannot be too careful not to defend
such separation.

"For to want separation of Church
and State is to want, by a natural
consequence, to have the Church
reduced to the liberty of living ac-
cording to the common law. This situa-
tion exists, it is true, in certain
countries, and it is a condition
which, if it is attended by many and
grave inconveniences, offers some
advantages also, especially when
the legislature, by a happy incurrence,
does not cease to be inspired by
Christian principles; and these ad-
vantages, although they cannot justify
the false principle of separation
or authorize any one to defend it,
do nevertheless render worthy of
toleration a state of things which in
no way offend the law of all.

"But in France, a nation Catholic
in tradition and in the present faith
of the majority of its sons, the
Church should not be placed in the
precarious situation in which it finds
itself elsewhere. The more Catholics
know of the intentions of the enemies
who desire separation, the less
reason will they find for defending
it themselves. What the enemy
wants by separation—and they will
say so in unmistakable terms—is the
complete independence of political
legislation from religious legislation
the absolute indifference of the civil
power with regard to the interests
of civil society, and the very
negation of the latter and of the
Church."

All this should clear our views as
to the principals of union or separation
between Church and State. But
should any doubt still remain, it ought
to be settled by the fifty fifth proposi-
tion condemned in the Syllabus of
Pius IX. That proposition runs:

"The Church should be separated
from the State and the State from the
Church."

One word in conclusion. There
are apparently many who imagine
that union between Church and State
means, or at least involves, the pay-
ment of ministers of religion from
State funds. That is a delusion.

Union between Church and State
simply that the State should help the
Church to carry out her mission
to respect and enforce her
laws, the Church performing a similar
office for the State. The actual pay-
ment made by civil governments in
Europe to ministers of religion is
almost universally a mere act of resi-
gation. The State in these countries
has in past times confiscated
Church property, and now restores
part of this (usually a very small part)
to annual payments. Moreover this
same payment is generally a curse
instead of a blessing, and this is true
of France alone. Many parish
priests in Austria have lost Vox Urbis
during the last two months that
government payment has enslaved
them to their ministry, and continually
thwarts them in the exercise of their

Americans who think of making a
journey to Rome in the near future
should make up their minds quickly
and sail in time to arrive here for the
beginning of December. On the
eighth the Holy Father will solemnize
in St. Peter's the fiftieth anniversary
of the Immaculate Conception; the
Sunday previous and the Sunday
following there will be canonizations
and a canonization in St. Peter's is a
sight that is not often to be witnessed,
and that once witnessed can never
be forgotten. For several Sundays after
there will be a series of Beatifications.

At the same time the solemn com-
memoration of the Jubilee of the
Immaculate Conception will be
carried on in Rome, and visitors will
be privileged to see the imposing
exposition of art treasures connected
with devotion to Our Lady.

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Are just what every
weak, nervous, run-
down woman needs to
make her strong and
well.
They cure those feel-
ings of smothering and
sinking that come on
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heart beat strong and
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ing sleep and
relief from head-
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infuse new life
and energy into
dispirited health,
and cure those
who have come
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no cure for them.
They cure Nervousness, Sleeplessness,
Nervous Prostration, Brain Fag, Faint
and Dizzy Spells, Lassitude, After
Effects of Ingrained Disease, Neuralgia,
General Debility and all troubles arising
from a run-down system.

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THE T. MILBURN CO., LIMITED,
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They cure Nervousness, Sleeplessness,
Nervous Prostration, Brain Fag, Faint
and Dizzy Spells, Lassitude, After
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ALEXANDER MARTIN
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JOHN MCLEAN
PRINCE
ALFRED A. LEFURGEY

The Man For Canada
ROBERT L. BORDEN

"Shall We Have a Railway
Owned Government or a Gov-
ernment Owned Railway?"

THE HERALD

WEDNESDAY, NOV. 2nd, 1904.

SUBSCRIPTION—\$100 A YEAR,
PUBLISHED EVERY WEDNESDAY
JAMES MCISAAC,
Editor & Proprietor.

Our Country's Peril.

Before another issue of the HERALD reaches its readers the people of Canada shall have decided by their votes whether Laurier or Borden shall be Prime Minister during the next Parliamentary term. The reasons why Laurier should be replaced by Borden as Leader of the Government are overwhelming, and have been pointed out in these columns as far as space would permit, during the past few weeks. But there is one plank in the Government's platform which cannot be too severely condemned. That plank is the Grand Trunk Pacific Railway deal. The Government's action in this matter deserves the most emphatic and unequivocal denunciation of the electorate of Canada. The condemnation of this bargain cannot be too frequently reiterated or too strongly emphasized. This is a political crime farther reaching in its effects and more dangerous in its consequences than at first sight might appear. The carrying out of this bargain will place our country at the mercy of our enemies and constitute a peril well calculated to make all patriotic Canadians shudder. Government supporters may say what they will, but the building of this road under the present arrangement can have no other effect than to make Canada tributary to the United States. All the traffic of western Canada carried over this road is intended to find its ocean outlet at Portland, Maine. Mr. Hays, President of the Grand Trunk Pacific Company and General Manager of the Grand Trunk Railway, makes no secret of his hope to "tie up the western traffic of Canada to the Grand Trunk." The people of Canada are to be taxed to the extent of \$150,000,000 to enrich the city of St. John for want of export trade. Is a government that is capable of such unpatriotic and treasonable conduct worthy the support of patriotic Canadians? There is no exaggeration in this; it is well within the bounds of uncontested facts. The people of Portland are rejoicing over the prospects of enormously increased traffic in consequence of the building of the new road, and are outspoken in their hope of and desire for the return of Laurier to Power. Elsewhere in this issue we reproduce an extract from the Portland Advertiser which leaves no doubt as to the attitude of the Portland people regarding this matter. Another extract is here appended, taken from the communication of a Portland correspondent of the St. John Sun, which confirms what has already been advanced and leaves no doubt as to the danger to Canada, lurking in this bargain with the Grand Trunk Pacific Company. Here is the extract: Canada's exports via Portland last winter amounted to almost \$18,000,000, all of which went via Halifax and St. John. That was over fifty per cent. of the total exports from here. Ninety steamships, mostly British, were in this port last year. As the Portland board of trade says in its last report: "The Grand Trunk is still carrying out the march of improvements, and anything which it may do further up the line, or even in the west, tends to help Portland, its seaport terminus, and we may on the completion of the Grand Trunk Pacific look for an increase in Grand Trunk business in this city." Wherever I go in official or business circles I find but one voice, namely, that Canada's export trade via the Grand Trunk Pacific must come to Portland if the Laurier government is sustained, and we will do all we can to keep Sir Wilfrid in power." All this should be sufficient to rouse all patriotic Canadians to a sense of their duty, and to cause them, by their votes to place the stamp of condemnation on the Government and party guilty of such political perfidy and treason. Out of the Government's own

mouth it stands condemned. Sir Wilfrid Laurier, solemnly declared in Parliament that Mr. Blair was the greatest authority on railway matters, in the Dominion of Canada. But Mr. Blair had already declared the bargain with the Grand Trunk Pacific to be a squandering expenditure of the public money, without a single redeeming feature. Mr. Blair has now resigned office and reiterated his emphatic condemnation of this deal. The heinousness of this political crime has gradually unearthened as the election campaign progressed till it now stands out in all its horrid deformity. This monster must be grappled with and destroyed. Electors of Prince Edward Island, you are expected to do your share to stamp out this veiled treason! If you love our country, and do not wish to see our noble heritage pass into the hands of foreigners you will go to the polls tomorrow and vote solidly against the Government candidates.

Why the Census Cost so Much.

TO THE EDITOR.

Dear Sir.—The Hon. Mr. Fisher has given many reasons for the enormous cost of the 1901 census over that of 1891. The cost of the former (1901) up to the present being over \$1,200,000 and not yet finished, whilst that of 1891 was under \$600,000.

The real reason for this vast difference in the cost came out before the public accounts committee during the session of 1903. The facts demonstrated were:

That the enumerators were engaged at \$3. per day of eight hours, and the same rate for overtime.

That two days after they were at work they were recalled to a central point by the commissioners to receive fresh instructions.

This was the evidence given by the census commissioner for West Middlesex, and there can be no doubt but that all the commissioners had to do the same.

To call the enumerators to a central point after they had been some days at work, re-instruct them, and have them go over the ground they had already covered, must have taken on the average about ten days. There were 8,800 enumerators engaged at \$3. per day, to piece work. This mode of payment would deprive the enumerators of any compensation for the delay in being recalled, and having to go over the work again. Many of the enumerators wrote to the papers at the time recording their objections to the change.

To satisfy the enumerators they were permitted to charge for extras to the extent of several hundred thousand dollars, as may be seen from a reference to the Auditor General's report for 1902-03.

The above was the main cause of the costliness of this census compared to the last. Other mistakes were made that were not so costly in money but their ultimate effect will be hurtful to the good name of Canada. I need only call attention to a few of these mistakes.

According to the original figures entered in the schedules by the enumerators, a large area of land in Canada yielded two crops during the census year. This gave rise to a seeming anomaly between the area in field crops in schedule 4; and the area of crops reaped, the particulars of which are given in schedule 5. These two areas very seldom agree, for farmers frequently sow but do not reap, whilst a vast number get two crops from some portion of their land during the same year. From the evidence taken before the public accounts committee Mr. Blair instructed the staff to make these two areas agree. To do this hundreds of thousands of figures had to be changed at a very great cost, and the inference to be drawn from the figures in the resulting census bulletins is: that not a single acre of land in Canada from the Atlantic to the Pacific yielded two crops during the census year.

In the census of 1891 fallow land was included in the item field crops, and involved no change in the figures.

This time the fallow land was added to the area in pasture and involved a vast change in the enumerators' figures, increasing enormously the apparent area in pasture. Other items in the Agricultural schedules were changed for one reason or other, with the most extraordinary results. For instance the area of land occupied in B.C., N.B., N.S., and P.E.I. was less by 2,855,662 acres in 1901 than in 1891. This result was obtained by cutting out large areas returned by

the enumerators as land occupied.

The area in field crops in 1901 was less by 2,441,314 acres than in 1891. This difference arises mainly from the fact that the area in fallow was included in field crops in 1891.

According to this census the farmers of Ontario, Quebec, N.B., N.S. and P.E.I. have cleared their farms of 4,967,431 acres of bush or forest, since 1891 yet the cleared portion of their farms is returned as 2,031,128 acres less in 1901 than it was in 1891. This result was obtained by cutting out large areas of forest returned as occupied, and adding a portion of the land returned as forest, to pasture.

The greatest discrepancy occurs in the area of pasture land.

The Census of Agriculture taken each year by the Ontario Government gives the pasture land of Ontario in 1901 as 2,964,600 acres. The Census Return Bulletin XVII has it 5,243,179 acres.

The excess area in the Census Return is owing to the fact that

all fallow land was added to pasture, and also a large area of forest.

To obtain these results the original figures entered by the enumerators in the Schedules have been changed in thousands of cases and at vast expense.

Rather than be a party to these changes I resigned my position on the census staff in the spring of 1902, explaining to the Minister of Agriculture my reasons for so doing.

H. WASHINGTON.
Ottawa, Oct. 19, 1904.

Are You a Half-Hearted or a Whole Hogger.

What are you going to about it? That is, if you are doubtful about state ownership. The Government are not giving you a fair chance to decide whether the Country should or should not build and own the Grand Trunk Pacific.

The fact is that there is no such abstract question before the Country to-day.

The Liberal party, according to Mr. Blair, are going into a scheme whereby the Government "will build and own the lean section of this railway and provide a Company with Government credit to enable them to build and operate the fat section."

If you were asked to join an enterprise, for which you were to provide three-fourths of the capital and credit, you would not bother about whether you or your junior partner was the owner or who would have the say in the matter. And you would not fool yourself by debating whether you ought to give it to someone to operate at your expense but for his own profit.

Look the present situation squarely in the face. The Country is providing the capital and credit, yet the Grand Trunk Pacific, as virtual owners, control the railway and are to reap all the profits. And if the eastern end does not pay, this same Country is the only possible operator of the lean half of the projected railway.

The Liberal party is imitating the ostrich on this question, but the people of the Country are watching it.

Mr. Blair's strong conviction is that this Country could not easily adopt and carry into operation what he called the hybrid Government policy, owning the road and yet not controlling it. Mr. Borden's view is that, since that policy has now been adopted and put before the Country, the only possible course is to accept the situation. But he insists that the hybrid policy shall give place to straight Government ownership and control.

Are you going to be a half-hearer or a whole hogger on this question?

Borden's Message.

The leader of the Conservative party, R. L. Borden, has issued the following message:

HALIFAX, N. S., Oct. 24, 1904.
To the People of Canada:

Parliament is now dissolved and political parties must submit themselves, their actions and their policy to the judgment of the people.

Since my election to the leadership of the Liberal-Conservative party it has been my privilege to address audiences in every province and territory of the Dominion, the Yukon excepted, and with my colleagues to discuss in parliament many subjects affecting the public welfare. Our policy has been clearly defined and consistent, the same for every quarter, alike to every class.

The records of parliament show where we stand on the public questions which have been before the country since the last elections. These cannot all be discussed in this message, but in regard to some of the principal issues involved in this contest I submit in a few words the platform on which we appeal for your judgment.

The subject of most immediate con-

cern is transportation, having regard to

the enormous obligations which would be imposed upon the people by the government's rash transcontinental project, to the certainty that its adoption by you would shut out for a century government ownership of a railway, to the vital importance of controlling our own traffic and commerce, this question is the most momentous and far-reaching that has ever been submitted to the electors of Canada.

The immense territory and ever-increasing products of Canada demand the best and most economical transportation. We know that the people are willing to provide generously whatever money may be necessary for the development of the Dominion, and our policy is to extend and improve its transportation facilities by land and by water.

But we insist that what the people pay for the people should own and control; that public money should be used by Canada for its people and not to promote the trade and wealth of foreign ports.

We fully realize the country's need for increased facilities of transportation. Efficient service and reasonable rates must be assured. In utilizing the public credit for these purposes we must thoroughly guard against the diversion of our trade into the hands of foreign competitors.

The government seeks to impose upon the people liabilities amounting to at least \$150,000,000 for the construction of a transcontinental railway under

conditions which absolutely fail to safeguard our national interests.

The important and immediately profitable western division is to be owned and the whole is to be absolutely controlled by a corporation interested in diverting our trade away from our own ports.

We oppose to this our declared policy of constructing the new transcontinental railway as a public work, to be owned and controlled by the people, and to remain a national highway in the trust sense.

I beg you clearly to understand that it is still open to you to decide whether this shall be done. Do not be misled by any assertions to the contrary.

We affirm that the management of the Intercolonial railway and of other railways operated by the government should be freed from partisan interference and from party political control.

We also affirm the necessity of thoroughly equipping our national ports and developing and extending our system of canals and inland waterways.

The principle upon which Sir John A. Macdonald based his fiscal policy in 1873 will guide us to-day. We maintain and will develop that policy for the advancement of the whole Dominion. It is a stable policy avowed openly without reserve. It is a practical business policy, adjustable to the needs of the time. Our aim is so to apply it for the common good of the people, and for the conservation of the Canadian producer that honest industry in every legitimate calling may receive a just reward; that capital may be attracted to and may be safely invested in our industries; that articles and commodities required for the use of our people may be produced as far as reasonably possible in this country.

We believe that any extension of our market by means of reciprocal trade arrangements should be sought among those within the Empire, who are our chief customers, rather than in foreign countries. A preference for our products in British markets would lead to an immediate enormous development of our resources. Such a preference the Conservative party will endeavor to obtain on favorable terms.

In making appointments to public offices we shall place personal character and capacity above considerations of party service, and such additional safeguards will be provided as may be necessary for the full protection of the public treasury. More efficient means will be devised to guard against corrupt practices at elections and to protect the electorate from fraudulent devices by which the will of the people has been so often thwarted and the name of Canada degraded.

Inspired by an abiding faith in the justice and wisdom of our policy, and with an earnest confidence that it will prevail, we now submit it for your consideration, believing that it merits and that it will receive your approval.

Signed,

ROBERT L. BORDEN.

Portland Sure of G. T. P. Traffic.

(From the Portland Advertiser)

Portland people will be gratified to learn that it is practically settled that the great terminus of the Grand Trunk Pacific line across the continent, St. John and Montreal are in a great way about it, and the Grand Trunk people are doing the best they can to retain the goodwill of their Canadian constituents, and at the same time carry out their ideas without any special change. Such is the programme, as admitted by those in the best position to know.

Today an Advertiser reporter had an interview with a prominent Grand Trunk official, who stipulated that his name should not be used for obvious reason, as it may get him into trouble with his superior officers. This gentleman freed his mind something like this:

"All this talk about Montreal and St. John being able to handle the Grand Trunk terminal business all the round is wearisome. St. John has not the harbor facilities to do it, and the expenditure of \$1,000,000 would not make the harbor equal Portland, Montreal is nothing but a summer port anyway. Portland has no need to worry, for the Grand Trunk people are going to stay where they can get adequate accommodation."

"Just notice that President Charles Rivers-Wilson and General Manager Hays, in their replies to the queries of the legislators in Ottawa did not for a moment admit that they had any intention of leaving Portland. Sir Charles put it plain blank when he said that the port of Montreal had proven inadequate to handle the business, and Mr. Hays did the same thing when he said that the Grand Trunk had but the people of Portland had provided the most of it."

The fact is that Portland is really going to be the great terminus of the new transcontinental railway line, and it will equal in importance any in the world.

Portland has the natural facilities to do the business and St. John has not. St. John may get a small share of the traffic, but it is destined to be the place where the great bulk of the business will be transacted."

Terminals Govern G. T. P. Construction.

THEY ARE IN THE UNITED STATES, NOT IN CANADA.

If you take a map and look at the Grand Trunk Railway you will find that its terminals are Chicago and Portland. The only part of the new transcontinental road which the Grand Trunk will build is from the Pacific to Winnipeg.

Keep these two facts in mind and then what Mr. Hays for that railway and Sir Richard Cartwright for the Government say.

The latter speaking in Winsipeg on Oct. 18th, said:

"The great wheat portion of North America commences a little north of Edmonton and extends with now and then a break to this good city Winnipeg. From Winnipeg it passes to St. Paul, St. Paul to Chicago and practically continues unbroken to New York."

Mr. Hays in his letter to Senator Templeman read by the latter at Victoria, B.C. on Oct. 20th says:

"So soon as the progress of the surveys in British Columbia will permit, construction will be commenced from the Pacific and the road will be carried in a continuous line in an easterly direction until the road is completed. In fact, such action will be necessary to complete the road within the limit."

Putting these two utterances together we mean this, That the Grand Trunk Railway will build the Pacific to Winnipeg section in seven years and so complete the road." By so doing they tap the great wheat country which, in Canada, ends at Winnipeg. That their Chicago to Portland line will tap the American Wheat belt and will find an outlet to the Atlantic.

The latter meaning is this:

"The Grand Trunk Railway will get to Chicago and thence to Portland. They are not bound to route traffic to St. John. But if they do, the equal rate which they must quote involves delivery at Moncton to the Intercolonial, which share only in its small proportion of the reduced rate

It is conceivable that the Grand Trunk are going to stimulate the "patriotism of the Canadian Shipper" by urging him to compel those to lose the entire haul over their own line via Chicago to Portland. Or will they be willing to let the grass grow over their magnificent terminal facilities at Portland for the sake of giving the country a chance to build up St. John as a rival port to Portland?

We believe that the Grand Trunk

are going to stimulate the "patriotism of the Canadian Shipper" by urging him to compel those to lose the entire haul over their own line via Chicago to Portland. Or will they be willing to let the grass grow over their magnificent terminal facilities at Portland for the sake of giving the country a chance to build up St. John as a rival port to Portland?

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Birds of a Feather Flock Together.

ROSS, LAURIER AND STRATTON.

The ostentatious assistance which Mr. Ross is rendering to the Dominion Government in this election is noted and recognized throughout Ontario, but the full meaning and ultimate effect of this assistance are perhaps not fully appreciated.

If Ross' boast that he will "see Laurier through" is fulfilled it means not only the use of "Minnie M." methods wherever the Ross machine is put into operation, but what is equally important it means that if Laurier is successful in the present campaign, he, and his associates must in turn "see Stratton through" in the next Ontario election now rumored for December, that all the assistance and power of the Dominion Government must be brought to bear in Ross' favor where it goes to the government. Whether or not the Laurier government is sympathetic with the methods, or desires the assistance of the Ross machine in his election is beside the question. It will accept the assistance, shut its eyes to the methods, trusting to give Ross his "pound of flesh" in the shape of a good majority when his turn comes. To help Laurier now is the most potent way of helping to saddle Ross and his methods on the people of Ontario for another term. Let the independent elector consider this carefully, and appreciate the full significance of his vote on November 3rd.

The appearance of The Hon Mr. Strat-

Cornelius Shields, Manager of the 800 Iron works, Ontario dropped dead of heart disease, on Friday morning.

Extracts from Mr. Blair's Memorandum.**GOVERNMENT OWNERSHIP.**

The Memorandum, which appears in the Montreal Star opens with a strong defense of Government Ownership. The Intercolonial he urges, has not had a fair test. Its location is bad commercially and is dictated by political and military reasons. As for its administration Mr. Blair argues (1) that it has been free from secret rates and discrimination. (2) that corporation owned railways are by no means free from political influences and corruption in Management. He heartily approves Government Ownership of railways to which railway charters covering this territory be withheld.

MONSEIGNEUR Stephanus, a priest of the Syro-Maronite rite, from Mount Lebanon, arrived at Charlottetown a few days ago and is a guest at the Palace. At the High Mass on Sunday, he occupied a seat in the Sanctuary. He wears a black cassock, with a purple sash, and a pectoral cross, and has a full beard. He travels all over America, looking after the spiritual wants of his countrymen, wherever found.

RUSSIA has accepted England's proposition to refer the Dogger Bank complications to an International Commission. It is beside the question. The enquiry will be held at the Hague and the appointment of arbitrators will be announced shortly. In the meantime orders have gone from St. Petersburg to Vice Admiral Rojstvensky to hold his squadrons at Vigo, and Spain will be asked to permit those Russian ships concerned in the incident to remain there until the enquiry is completed. Thus the danger of war, so imminent a few days ago, has passed for the time being.

insure, first, that the railway shall not promote the carriage of our export products or our imports southerly by way of United States lines of railway; but to land from the St. Lawrence in summer and the ports of Halifax and St. John in winter. That the Quebec bridge be utilized as a part of the said line and that the railway be pushed westerly from that point by degrees to the Peace River district. Through the Rockies to the Pacific coast. In the meantime, it would be well to decline Government's not already committed, and propose to Parliament that railway charters covering this territory be withheld.

There is one certain means of putting the Intercolonial upon a better paying basis, and that is by the extension of its line. The Montreal extension has done much; but the further extension will do more.

All winter shipments from west ordinarily reach the seaports, St. John or Portland via the Canadian Pacific and Grand Trunk, respectively, and although the Intercolonial is fairly well placed to carry freight to Halifax and St. John it must always remain excluded from that portion of the business arising out of Montreal so long as the present conditions continue. The undersigned has long held the opinion that a port on the Georgian Bay should be reached by the Intercolonial and that a connection had with the Canadian Northern by water transport open and practicable for 4 to 6 weeks longer than canal navigation.

To the undersigned, it has always appeared as if no good reason, founded upon the highest political wisdom, existed why the Province of Ontario should not be traversed by the Intercolonial. That Province has been the storm centre of all opposition of the Government Railway.

Nothing it would seem could be devised in the way of a railway policy better calculated to strengthen the Labor Party in Ontario than this would do. If evidence were required to support this view, it would be found in the enthusiasm with which the people of that Province have approved the building of the Timiskaming Railway by the Provincial Government. Not a word is heard of the folly of Government Ownership in connection with that project. The fact is public opinion is ripe to accept such a policy as is soon to be adopted by the Government, and as promising relief to the Country, from what, rightly or wrongly, people believe are unreasonable exactions of the Corporation Railways.

It would be a grave political blunder to respond to the western cry—and it must be responded to—without seeing to it that the interests of the people of the east are not overlooked. Mr. Blair next urges the purchase of the Canada Eastern by the Government.

Public opinion, Mr. Blair states, "is now very decidedly opposed to the Bonusing Policy."

If bonds may be disposed of by companies at a large discount, and stock distributed gratuitously or on terms which produce little or no cash at all for construction and equipment purposes—which has been forbidden by the law—the business such railways will do for dividend purposes, he always unduly burdened, and will be a grave handicap for all time to the development of the interior. With capital shares and bonds ultimately coming into hands of innocent buyers at prices increasing with the growth of the Railway traffic, it will be impossible for either a Railway Commission or the Government itself to reduce tolls below a dividend paying basis. Moreover the system is not sound. Why should a few people allowed to make themselves millionaires in such a way?

It may not be possible to repair the errors of the past. It is possible to prevent their repetition in the case of new railway undertakings in the future.

The ideal policy as it appears to the undersigned, for Government to adopt, so soon as it shall be deemed necessary to take up the subject of a third transcontinental Railway, would be to

The Church of Assumption where the Catholics of Carleton, St. John west, have worshipped for fifty years was struck by lightning at 3:30 Wednesday afternoon. It took fire and was destroyed. The handsome parochial residence of Rev. J. O'Donnell was saved only by hard work. The Carleton fire brigade responded but had to lay several hundred yards of hose to the nearest water supply. Early in the process the fire failed. O'Donnell remained in his home Saturday and sacred vessels and saved many statues, paintings etc. The loss is from forty to fifty thousand dollars. The building was insured for about \$13,000.

His Lordship Bishop Cameron of Antigonish, and Rev Father McAdam were here on a brief visit last week. They were guests at the palace.

RIGHT Hon. John Morley, English politician and man of letters, another of the Life of Gladstone arrived in Ottawa Friday last and is a guest of the Governor General.

Thirty to sixty men lost their lives by a terrific explosion in mine No 3 of the Rocky Mt. Coal and Iron Co., at Terre, forty miles west of Trinidad, Colorado last Friday.

ROBERT Bennett, attempted to jump on the pilot of Ashurst train at Port Au Basque, Nfld. Friday evening. He slipped and fell between the wheels receiving injuries from which he died two hours later.

No new developments have been made public in the Warren Murder case.

William Gallagher and Edward Dineen, were drowned at Goldboro, N. S., on Monday last. Their bodies were discovered in nine feet of water.

One man was killed and much damage was done to property in a building of the Montreal Gas Company on Friday night, in consequence of a serious explosion.

**Going to Business College This Year?**

If so you want to attend the Union Commercial College. Why?

Because its teachers are up-to-date, practical men, Because students waste no time, Because students receive personal instruction, Because our students receive a practical training that fit them to do all forms of office work, Because the work done at our College last term was unsurpassed.

Write for our new prospectus.

Address

W. MORAN, Prin.
Offer's Building, Queen St., Charlottetown.

Catholic Prayer Books

Fancy and plain styles. Don't think there's a good style wanting in this new summer lot.

Boys' Summer Suits.

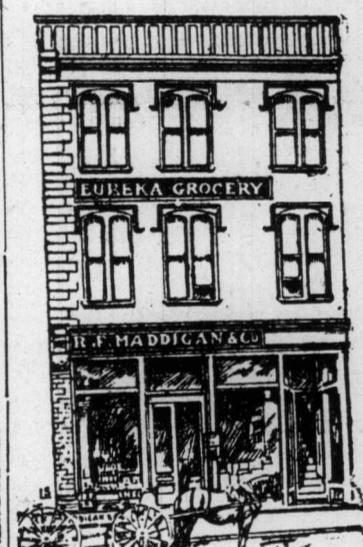
Broken lots and odd sizes in Boys' and Youths' Suits are now being sold at big reductions at the big store.

Rough and Ready Suits

That will allow the boys to run and jump to their heart's content. No need of care. Costs

For Two-piece Suits \$2.75
For Three-piece Suits \$3.75

You better look this up for the holidays.



We recently purchased at auction a large number of Prayer Books. As they are not in our line of business we wish to dispose of them quickly. To do so we will sell them regardless of the retail price. We have a large number suitable for children which we will sell at 5, 8, 10 and 15 cents each. For adults we have some better ones at 20, 25 and 50 cents. The retail price of the latter was from 50 cents to \$1.50 each. Any of above will be sent by mail on receipt of price in Postage Stamps. An amount extra for postage must be added to price of the 5 to 15 cent Books.

R. F. Maddigan & Co.,
Eureka Grocery,
QUEEN STREET, CHARLOTTETOWN, P. E. I.

THE WHITE MAN'S BURDEN

Would be considerably lightened if his wife would only buy all her own and her daughter's Gowns, Jackets, Hats, Furs and Dry Goods generally from us, as we strive always to give you the best possible materials at the lowest possible prices. Our goods are always priced at a fair living profit only, and—quality considered—are the most reasonable to be found.

A Woman's Duty is—to be as well dressed as her purse and her taste will permit her, without extravagant expenditures. We can help her out in this, with our correct and exclusive designs in

Ready-Made Skirts in black, navy, green, browns, greys and flaked effects, made and trimmed in a manner to do credit to a first-class dressmaker.

Ready-Made Blouses and Shirt Waists in black, navy, sky, pink, pale green and cardinal silks, some simply tucked, others most elaborately trimmed. Also a nice range in cashmere lustre, french flannel and fiannelette. We also show a superior assortment of

Ladies' Coats and Mantles in black and all the fashionable shades and mixtures. The styles are all strictly fresh this season, not a "has been" masquerading as new, among them, and the stock is very complete as to sizes. Then we have here in abundance the most

Bewitching Creations in Headwear both from our own work rooms and in the ready-to-wear felt hats. The appearance of an otherwise elegant toilette is often marked by a commonplace hat. The kind we make have a style, an individuality suited to the wearer, and no woman wearing one of these really artistic hats can help looking well dressed. Our

Elegant Fur Ruffs and Sets are selling fast, and although our assortments are large—first comers always have first choice—so it will be to your advantage to come early. Our range of Fur Jackets are the best we have ever shown, and we will appreciate your interest if you will call and see the display.

M. TRAINOR & COMPANY,

The Store that Saves you Money.

St. Michael Archangel.

BY FRANCIS W. GREY.

When the ghostly foe assaileth,
When my heart, my courage faileth,
Faith faint, and hope hath fled;
Holy Michael, guard my head.

When the heat of battle rageith,
When my soul her conflict wageith,
Sore bested by armed bands!

Strengthen thou my feeble bands.

Spreads the world its snare, its treas-

ures,

Sinful joys and evil pleasures,

All that mortals covet, prize;

Holy Michael, guard mine eyes.

In the midst of words mis-spoken,—

Words that evil thoughts beoken,

Ill that heart and conscience sears—

Holy Michael, guard my ears.

When my spirit, anguish riven,

Sins at wakon insult given,—

Heart and soul with torture wrung—

Holy Michael, guard my tongue.

When beset by doubts, temptations,

Much in need of faith and patience,

Teach me, then, the better part!

Holy Michael, guard my heart.

When the homeward way grows

dreary,

When my spirit waxeth weary,

Burdened by the storms, the heat,

Holy Michael, guard my feet.

When my soul, with fear a-quiver,

Passest through death's icy river.

In mine hour of agony,

Holy Michael, succor me!

—Sacred Heart Review.

Who builds the Grand Trunk Pacific Railway? It has itself no capital to do it with. That is handed over to the Grand Trunk Pacific Railway who can sell it at 40 p.c. on the dollar to provide them with the \$2,698,000 and keep them from being one cent out of pocket on their guarantee until the eight years when the earnings will secure them against paying the yearly interest liability of 118,720.

The solution is this: The G. T. P. will borrow the money in England on their own bonds guaranteed by the Dominion of Canada. The Grand Trunk Railway will not be liable on these bonds except for the \$2,698,000 already provided for as mentioned. It is of course clear that if the Dominion of Canada were no good the English bond holders could come in and take the road and cause the Grand Trunk Railway or its friends to lose the free gift of stock. But the Dominion is good for it and hence the Grand Trunk Railway is safe.

The country finances the project, the Grand Trunk look on and through their ownership of the stock the rep benefit. If it is a success that stock may be worth par or over in ten years and it does not come in when there is any liability. Truly it may be described as a Grand Trunk Pacific, and its slogan is "Heads we win, tails you lose." And is it the people of Canada who stand to win? Is the bargain a fair one? Is it possible to describe the terms as reasonable or even sane when the success of the Canadian Pacific Railways demonstrating every day what a transcontinental road can mean? By all means let us say without hesitation that if there is to be a picnic and we pay the piper he must play the tune that we like.

Items of Interest.

European exchanges are publishing a report that Archbishop Walsh, of Dublin, is to be made a Cardinal.

The death is announced of Very Rev. Father Davis, O. C. C., prior of the Carmelite Community, White friar Street, Dublin.

So many Catholic peasants continue to leave Brittany on account of the persecution of religion that by the French Government that the Minister of the Interior has sent a circular to all the communities of that department urging the officials to stop the exodus.

Father Bernard Vaughan, of London, has been selected by a commission of Cardinals sitting in Rome to preach in that city on the occasion of the great celebrations in connection with the jubilee of the definition of the dogma of the Immaculate Conception, Dec. 8.

Arrangements are said to have been made by the Bishop of Cremona for sending 100 Italian emigrant families to the Island of Cuba, where place have been made for their entering agricultural pursuits. Count Poggi, the nephew of the late Pope, is interested in the scheme. His wife has large property in the island.

It is a declaration that deserves a little more than a week's attention, says an English exchange. One of the speakers at the Catholic Truth Society's Conference at Birmingham last week said if all Catholics became total abstainers for eight weeks and gave the saving thus effected to the Catholic war chest they would not only have the £1,000,000 they wanted for school work, but many thousands for rescue and preventive work.

M. Emile Olivier has been giving his impressions of the Pope to the readers of the Paris "Figaro." In an interview with his Holiness, he says he felt quite at home, as Pope Pius has the "irresistible majesty of gentleness and kindness." M. Olivier was struck by the rare qualities of the Pope's intelligence. That intelligence is composed of clearness, light and precision. The Pope is an admirable listener and always goes straight to the decisive and delicate point of a question. What made even more impression upon M. Olivier than the charm and intelligence of Pius X. was his courage, which he describes as mild, calm and exempt

Consumption

G There is no specific for consumption. Fresh air, exercise, nourishing food and Scott's Emulsion will come pretty near curing it, if there is anything to build on. Millions of people throughout the world are living and in good health on one lung.

G From time immemorial the doctors prescribed cod liver oil for consumption. Of course the patient could not take it in its old form, hence it did very little good. They can take

SCOTT'S EMULSION

and tolerate it for a long time. There is no oil, not excepting butter, so easily digested and absorbed by the system as cod liver oil in the form of Scott's Emulsion, and that is the reason it is so helpful in consumption where its use must be continuous.

G We will send you a sample free.

G Be sure that this picture in the form of a label is on the wrapper of every bottle of Emulsion you buy.

Scott & Sons Chemists
Toronto, Ont.
soc. & all druggists

from all fanfaronnade. If circumstances became difficult great things might be expected of him. He would show himself as much a hero as a saint.

Very Rev. Patrick Fogarty, vicar general of Roseau, West Indies, died the other day while on a train en route from Southampton to London. Father Fogarty was born near Templemore, in the County of Tipperary, Ireland. He was a man of unceasing energy, and with the exception of a short visit to his native land some years ago spent his whole time amongst his adopted people. Though a man of powerful strength, his trying duties finally told on his constitution and he was sent by his bishop to Europe in the hope of recruiting his health. But already disease had done its work and Father Fogarty's journey would be shortened by the final summons.

The Salesian Fathers are rejoicing, says the London Catholic Times, as they may well rejoice, over a letter which their director general has received from the Holy Father. It is a letter in which His Holiness expresses his admiration for the Salesian Community with singular cordiality. That congregation has been doing well, especially in India, and the operators have been performing an important social work. The Holy Father is anxious to see the work extended. He earnestly recommends the society to the faithful of every diocese, city and parish, as he deems its efforts for the instruction of youth most advantageous. His Holiness expresses the hope that Catholics will display towards them kindness and good will, and help them by all the means in their power. The co-operators at present number no less than three hundred thousand, and he trusts that their progress will be such that at no distant day will be so numerous that they will be found in every village and district. The indulgences and privileges granted to the society by his predecessors, Pius X. and Leo XIII., he renews with pleasure and hope confidently looks forward to a brilliant future for the Salesians. Such a hearty "well done" from the Holy Father is a recompense for trying to say."

"There, like a good girl! Young people can do anything." And thus adjured, Matilda crossed the deck.

"Good morning," she said gently; "if you are alone, as we are, perhaps we might all go down to breakfast together."

He turned quickly. Were there tears in his dim and deep-sunken eyes?

"I will be bad company; I am rather hard of hearing," he answered, and none too well; but, "if I don't bore you—"

"Nonsense!" exclaimed the young woman cheerfully. "We also are strangers in this crowd, and we'll be delighted to have you with us." Then, "let me present my mother, Mrs. Waldron."

His bow was perfect in its old-fashioned courtesy. "Mr. Maloney," he responded to the unspoken question. In the saloon, the waiter assigned these three obscure people who wished henceforth to sit together to the end of an obscure table; and between her kindly attentions to the lonely old invalid, and the satisfaction of her own healthy appetite, Miss Waldron enjoyed distant glimpses of elegant people at tables adorned with the costly floral offerings of the friends who had seen them off.

"The source of the trouble is in the blood—make that pure and this scaling, burning, itching skin disease will disappear."

"I was taken with an itching on my skin which proved very disagreeable. I consulted a physician and bought a bottle of Hood's Sarsaparilla. In two days after I began taking it I felt better and it has not been bad since. Now I never have any skin disease since." —Mildred E. Ward, Cove Point, Md.

Hood's Sarsaparilla

rids the blood of all impurities and cures all eruptions.

high places, who assured the Waldrons that Matilda would, without doubt, secure a speedy promotion from grammar school to high school teacher, if, in addition to certain special courses which she had been taking during the past few years, she would spend her vacation in studious visits to European educational centres.

As Matilda would not go without her mother, Papa Waldron had magnanimously offered to close the little house in the Highlands, and board in town with Aunt Maria, during the ten weeks' absence of wife and daughter. So with his urgency, and all scruples dissipated by the prospect of speedily bettered fortunes, mother and daughter fare forth like two children on a holiday. As a family, the Waldrons were singularly unworthy, with kindly hearts to every creature, and inexpectant of any measure save that which they would mate.

The intending travelers had talked their far-trip over many times, and prepared themselves for the pleasant things which must, and the trying things which might happen. They had resolved to be so "natural" that the most penetrating would not suspect how awfully new and strange were the broad Ocean, and the luxuries of a first-class passage. But after Papa had left them, with a bottle of champagne discreetly covered with fresh fruit in the bottom of a basket, as a preservative against seasickness, and they had sent back to him a loving letter from Minot's Light, they soon began to realize that their actual or possible experiences were of no moment to the gay and stylish family groups and parties of friends who crowded the decks of the Columbia.

Two slight, simply dressed, and timid women whose straightened circumstances and unfamiliarity with the ways of the world stood out over them, as a rich and slangy girl who vonchanted them a passing glance, phrased it, were more likely to be lost severely to themselves. They were, happily, sufficient to themselves; though Matilda would resign with difficulty some dreams too young for her years, of pleasant friendships made on shipboard, and a more interesting log-book for her father than the record of mere rounds of meals and deck-promises, the occasional sighting of a steamer, and the entertainment for the Sailors' Orphans' Home, on the second last evening out. They were lingering in delight of a glorious sunset, after most of their fellow-passengers had gone down to dinner, when Matilda noticed an elderly and in-firm-looking man sitting quite alone, a few yards away from them, and gazing absentmindedly out to sea.

She attracted her mother's attention. "Poor old gentleman! He seems to be of as little account as ourselves among all these rich people," she said softly; and he certainly does not look fit to travel alone."

Tha mother echoed her daughter's compassionate sigh. "But he might resent our sympathy," she said, with characteristic diffidence. So, for dolcezza, they went by on the other side.

But the following morning, as they were taking a turn on deck before breakfast, they saw him again, in the same dejected attitude.

They lingered this time, with sympathetic eyes on the old man, who seemed oblivious to all about him.

"You speak to him, Matilda," urged Mrs. Waldron, "if he has no need to work for his living; her school meant just pocket money! On, for the ease with which good fortune is bettered!"

Often during the hard and anxious winter following, Matilda and her mother sighed for the five hundred dollars so recklessly lost, as it now seemed, in that too confidently ventured trip to Europe.

The balmy June days had come before Mr. Waldron's dangers was past; but the physicians protested against his resuming work without a few months change of air.

"Poor Papa never had a vacation in his life," sighed Matilda, "and to think of his toiling in the city all last summer long, while we were off on that unlucky trip."

Their small savings had long been exhausted. The young teacher's salary was always spent before it was earned; and there were debts—a trouble unknown before.

The convalescent was sad and listless. He was ten years older than his wife, and nearly thirty years of monotonous and poorly paid clerical work had told on him.

Against his unselfish will, he braved the change which it would be so hard to bring about.

"We might raise something on the house," suggested Mrs. Waldron, in a conference on ways and means with her daughter. "We must get enough to pay off our little debts, and make your father comfortable at Crescent Beach for the summer."

The tinkle of the bell broke on their planning, and Matilda rose to answer it.

Her parents, sitting in the long twilight, wondered at her delay. The front door closed at last on the departing caller, and Matilda returned to the dinner room and lit the lamp.

"Read it," she said, extending a paper to her mother. Her eyes shone, but her voice trembled.

It was an excerpt from the will of the late Michael Maloney, of Cork, Ireland, bequeathing to Miss Matilda Waldron, of Boston, two hundred shares of stock in the C. V. Railroad, a total of \$20,000, at 6 per cent., "in remembrance of her kind ness to an old and uninteresting stranger, and to help her carry on her plans for the comfort of her father in his declining years."

"The gentleman who just called, and will return to meet you both to-morrow, is the lawyer in charge of certain of Mr. Maloney's interests in America. He tells me that the old gentleman was immensely rich, and has left large bequests to religion and charity both in New England and in his native land, besides doing well by his relatives. But why should he have thought of me?" continued Matilda. "Anyone would have done as much as I did for him. Of course, as his lawyer said, he was rather eccentric, as well as generous. We saw the eccentricity of the dear old man for ourselves."

"There's only one explanation," said the mother. "God put it into the man's heart to be the friend in need which he promised you at parting."

"And God rest his kindly soul," oft prayed the little householder, as he came back with prosperity to his beloved head.—Katherine E. C. —

Minard's Liniment cures Dandruff.

Minard's Liniment cures

Madge—Physical culture is just

splendid. I'm taking beauty exercises.

Marjorie—You haven't been taking them long, have you?

Keep Minard's Liniment in the House.

"I fell over the butwarks," said the sailor, "and the shark came along and grabbed me by the leg."

"And what did you do?"

"I let him have the leg; I never disputes with a shark."

Minard's Liniment cures

Dandruff.

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