

# The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MAY 26, 1909

Vol. XXXVIII, No. 21

## SWEET PEAS

### Superb New Sweet Peas

#### Fashion's Fragrant Favorite Flowers

Head Quarters for Sweet Peas in P. E. Island.

Our Collection Embraces Over Sixty Best Named Varieties, Besides Novelties of 1908

Our Sweet Peas are all imported from the Great Seed House of James Carter, Dunnet & Beale, the King's Seedsmen, London, England, and are selected from a list of over two hundred varieties. We are confident that no finer strains can be procured anywhere. We have this season, in order to encourage a more extensive growing of this beautiful and fragrant flower, decided to sell all the latest named varieties at the small price of 5 cents and 10 cents per packet. And our

### "New Special Improved Mixed Sweet Peas for 1909"

At 10 cents per ounce, 25 cents per quarter pound, 80 cents per pound. Postage paid.

## CARTER & Co., Limited

Seedsmen to the People of P. E. Island.

## Souvenir Post Cards

Are a nice thing to send to friends abroad. We have a nice selection of City and Provincial views to select from. The following are some of the titles.

One color 2 cents each.

St Joseph's Convent, Ch'town	Bishop's Palace & Church Ch'town
St Dunstan's College, "	Interior St Dunstan's Cathedral, Charlottetown
Notre Dame Convent, "	View of Charlottetown from Soldiers Monument
Hillsborough Bridge	Victoria Park

Colored Cards 2 for 5 cents.

Victoria Row, Charlottetown	Pioneer Family, five generations
Blook House Point, "	Among the Birches
City Hospital, "	A Morning Walk, Bonshaw
Crossing the Capes	Trout Fishing
Str Stanley in ice	A Rustic Scene
Str Minto in ice	North Cape
Apple Blossoms	By Still Waters
Travellers Best	The Border of the Woods
Beautiful Autumn	Harvesting Scene
Terrace of Rocks	A Shady Nook
Catching Smelts at S'Side	Surt Bathing, North Cape
Sunset at S'Side Harbor	Looking Seaward
Summer St, Summerside	
High School, "	

We also have a large variety of Comic Cards at one cent each. Any number of cards will be sent by mail providing one cent extra is added for each 10 cards.

## 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 on it show a continued increase. Price 25 cents per lb.

## R. F. Maddigan & Co.

Eureka Grocery,

QUEEN STREET, CHARLOTTETOWN.

Pipe dreams are pleasant  
Every Smoker says so  
Real enjoyment is guaranteed  
In smoking our mixtures  
Queer if you've never tried them  
You can have your dreams realized at  
Every Drug or Grocery store in Ch'town.

Try Perique for a Cool Smoke.

HICKEY & NICHOLSON Tobacco Co., Ltd.

CHARLOTTETOWN,

Phone 345.

Manufacturers.



## For New Buildings

We carry the finest line of Hardware

to be found in any store.

Architects, Builders and Contractors, will find our line of goods the newest in design, the most adaptable and improved, and of the highest standard of merit in quality and durability.

Also a full line of pumps and piping.

## Stanley, Shaw & Peardon.

June 12, 1907.

## Fall and Winter Weather.

Fall and Winter weather calls for prompt attention to the

Repairing, Cleaning and Making of Clothing.

We are still at the old stand,

PRINCE STREET, CHARLOTTETOWN

Giving all orders strict attention.

Our work is reliable, and our prices please our customers.

H. McMILLAN.

## Dominion Coal Company

### RESERVE COAL.

As the season for importing Coal in this Province is again near, we beg to advise dealers and consumers of Coal that we are in a position to grant orders for cargoes of Reserve, Screened, Run of mine, Nut and Slack Coal, F. O. B., at loading piers Sydney, Glace Bay or Louisburg, C. B.

Prices quoted on application, and all orders will receive our careful attention by mail or wire.

Reserve Coal is well known all over this Island, and is most extensively used for domestic and steam purposes.

Schooners are always in demand during the season and chartered at highest current rates of freight. Good despatch guaranteed schooners at loading piers.

## Peake Bros. & Co.

Selling Agents for Prince Edward Island for Dominion Coal Company.

Charlottetown, P. E. I., April 21, 1909-4

## Pastum: Dead City of Roses.

(From The Messenger.)

Whoever shares good old Messer Francesco Petrarca's enthusiasm for Virgil cannot forget those famous rose-gardens of Pastum that every Roman poet from his time down to Ausonius made famous in song. Prolific beauty was theirs—biseri rosaria Pati—but also, they are withered and dead with the treachery of the fifteen centuries that have crept silently into the tomb of the past. In their place blow the pale faded blossoms of the asphodel, flower of death, fit follower of those glorious gardens that were the pride of this ancient city.

Here, in times remote, there was a settlement long before the Doric colonists chose new homes by the Tyrrhenian seas. Then came an adventurous little band of Greeks, headed by Troezen, out of Sybaris, mistress of Magna Græcia, to the site of Peste of old, where they founded a new city, dedicated to Neptune, god of the seas, naming it Poseidonia in his honor. This was some seven centuries before the present era, but already twenty-four other cities were fostered by Sybaris.

The new city grew and prospered, and lent her name to the blue waters beyond her fields, which stretched to the shores of the Poseidonian Sea. But tranquillity did not last long, and with the fall of Sybaris at the hand of its rival, Croton, who led the waters of the Krathis over its ruins, Poseidonia was left alone to stand against the rude, barbarian Samnites of Lucania, who dwelt hidden in her dense forests. The odds were against the sea-god's city, and she, too, beaten in battle and buffed by besiegers, fell under the yoke of the triumphant victors, and her roses kissed the dust. Her Lucanian masters in that fourth century before Christ took from her the Greek name Poseidonia and gave in place of it the Latin one Pastum. Perhaps they were descendant of the tribes who made Peste, and had something from Troezen to avenge. However, never again was Poseidonia to be purely a Greek city, and with other burdens she bore her new name with patience and dignity. It is true Alexander of Epirus landed to help the sorely pressed colonies of the land, and, for a time, restored to Roseidonia her liberty. But again the conqueror came, this time from Rome, which was a struggling village when Poseidonia stood strong and great among cities, and after the Pyrrhic war, 273, the city gates gave in to him. Thence Poseidonia lost all hope, though these captors were kind and liberal, lifting the roses from the ashes, laying out new gardens, and adding peace to the troubled city of the plains. The harbor now became known as the Bay of Pastum. Over its tides sailed forth that ill-fated fleet supplied to Pæcinæ Quintinus, who sought to run the blockade of Tarentum. From the time of that disastrous event Pastum's naval importance waned, and then history veils everything from us down to the fall of the Roman Empire.

Yet we know prosperity had not departed despite that fact; it is only necessary to turn to numismatic evidence for Pastum's coinage indicates her commercial importance in the interval, since with Vennia, Brundisium and Vibo Valentia she shared the special privilege of minting her own coins.

Under the Empire her importance increased, winning for the city the distinction of being one of the eight Prefectures of the great District of Lucania. When, without warning, another foe crept in, it was nature herself, with ill-will, for Strabo tells us the dwellers of Pastum suddenly began to be plagued with malaria. Perhaps the Sarno, a little stream nearby, overflowed, or was not properly drained, but the fevered progress ravages and Mother Earth, angrily exhaling poisonous vapors, blighted one of the fairest spots in the world.

Christianity had early taken firm root in this city, and we find a bishopric established there in 500 A. D.; thence the new religion gained strength and supporters. Who knows what might not have happened but for the Saracenic scourge which devastated Pastum four hundred years later and drove her bishop and her people to the heights that bound the plains. There they were forced to dwell, whilst others were driven to the monastery town of Postano, just over the mountains from Sorrento.

Another two hundred years followed, but Robert Guiscard, driving the Pastum still farther up the mountains. Whilst they trembled, this plunderer took from

their old city rich marbles, sculptures and bronzes with which to embellish Salerno, Ravello and Amalfi. With what helplessness did the spiritual shepherd of the fugitive flock still sign himself "Epi-scopus Pastanna"! But even then the community might have won back its old power and its old possessions had not the Counts of Carpacio defied the Emperor, Frederick II, who, leading him to descend like a wolf on their fold in 1245, meted out as their calamitous punishment the destruction of their stronghold. Again these driven, sad and homeless people were forced to seek a higher, safer place, but the old hope and the old courage were gone and they could only look down through their tears upon the crumbling ruins of their once proud city, now rank with weeds, the briar-choked rose hidden by wild myrtle, and the golden grain of their fields now covered by a pall of cinthia and lentisk. Only the yellow iris, timidly peeping out along the banks of the choked and stagnant Sarno, reflected the sun which once shone on their fairer fortunes, before desolation came upon the valley of Silanus and brought the old temples to be shunned as an abode of evil spirits that some magic more potent than Messer Virgilio's had conjured up in the ignorant minds of the superstitious herdsmen. They ever said that Death dwelt there, and none departed there. Long and well-held were their fears. The embellishers of Pompeii drew inspiration for their art and their architecture from Pastum, which fed the Pompeian artists and artisans with such a store of ideas as even Camo did not possess, but all that was forgotten when Pastum sunk beneath her load, and no mention of her temples was made anywhere by travelers or scholars of the Renaissance, though antiquity was well nigh turned topsyturvy for a time and other places were eagerly enough described. What superstitious dread crept on from Ancona away, or Leonardo Alberti? They visited and wrote about the Lucanian Plain, but not one word did they whisper about Pastum. It was the Count Gaszio who broke through the magic circle, and to him we owe the first modern description of Pastum, written about the middle of the eighteenth century. From that day to our own Pastum has been the Mecca for many a pilgrim, though for some time after the expulsion of the Neapolitan Bourbon that wicked old brigand, Manzi, and his infamous followers made visitors in the 60's the staple commodity for ransom.

I had been thinking of all these things as I looked out from the terrace of the Prince of Angri's beautiful villa on the hillside of Eboli (the Ebrium of old) far into the clear distance beyond the forest of Perano, and down upon those silent temples of Pastum, like milestones on the high road of eternity. The suggestion to drive thither was well welcomed that most perfect of spring mornings, for we were to see the first epical of earth drop up from excavations just begun under the direction of Professor Vittorio Spinazzola of the University of Naples. This was to be the first systematic investigation undertaken on the site.

A beautiful drive brought us through the old oaks, with glimpses now and then of Monte Albano, rising to a height of over 5,700 feet, and I thanked the shade of Andrea da Salerno, and of Roberto de Odesio, whose Madonna and whose Crucifixion in the Society of S. Francesco had brought me to the unvisited town of Eboli and to all the unexpected joys I found there. Usually visitors to Pastum come by an early morning train from Naples, Cava dei Tirreni, or Salerno, changing at Battipaglia, taking the afternoon train back again. But the sixty mile ride each way from Naples is tiring, even with a sight of the splendid temples as a recompense for almost any discomfort, not the least of which is the station (Jacobone) at Peste, which probably would have made the prison fare of the house of Anjou seem like a piously repaid in comparison. When they can, the wags will keep on by train to Eboli, where, after a night in the neat little albergo, a carriage may be had down the valley to Pastum and back.

Virgil came on his way through this very forest of Perano, "green withholm oaks," through which now a good road led us. Beyond were fields where long-horned gray cattle were grazing, and here and there a restless, uneasy herd of shaggy, tough-bided buffalo. That was the first surprise, for one scarcely expects to find anywhere in Italy a sight so reminiscent of American plains in the early days. The ancestors of these herds were brought into Sicily by the Arabs. Later the Normans brought them

here; probably their original home was in the marsh lands of the Tigris and Euphrates. Their tough skin seems impervious to the stinging mosquitoes that inoculate malarial germs, and now and then you see wild looking peasant borders jabbing at them with their pungoli, or small lances, to which they pay lazy attention. More often they are restless, and in the dreadful times are stamp to and fro. Those months of July and August are a menace to life itself, and the little group of dwellers hereshouts wear heavy veils to keep off the pestilent insects which swarm an hour before sundown and make the evenings hideous tests of endurance. In the fall of the year and in the spring-time, at least until May, one finds no discomfort here, and this April morning was cool and balmy. We had crossed the yellow-fringed Sarno, which Silius Italicus would have us believe has powers of petrification, but there was little to distinguish it beyond the fact of its being the Silarus of the ancients. Presently Pesto itself and its mournful grove of red-stemmed cypripis trees came in view. Science, it seems, in seeking to cope with malaria has called in botany, and though the skeptical shake their heads, as my host shook his, others believe the trees help to avert the malarial consequences that haunt the place. So long has the earth lain fallow here that now an agricultural impetus is bound to turn loose with every furrow the disease germs that lurk in such neglected soil. In a few years general tree planting will have solved the problem, and perhaps the Lucanian plain will burst forth again into a glorious paradise as of old.

Finally, approaching the east of the ancient town, and passing remains of an early aqueduct and fragments of Greek paving, we entered Pastum through the Porta della Sirena, an arch having sculptured on its outer keystone, though scarcely recognizable, a siren, and on the inner one a dolphin, leaving one to wonder what other reliefs chiseled in Neptune's honor adorned this venerable entrance; the other long since have fallen to decay.

Passing along the shady walls of the Villa Sileri, whose court harbors a few bits of ancient sculpture, we saw the lively lizards scurrying from chink, frightened by our approach, and the birds with their incessant twittering reminded one of scolding sparrow choruses in the streets of London and of New York. We had come early, before the Naples train brought its crowd of tourists to invade the silence of the place with their polyglot chatter, which the squire, those downy little owls Shelley loved, seem to mock mournfully at. A squad of two smart carabinieri gave an official salute to the scene, while, astride a donkey, a peasant with a young lamb thrown over his shoulder brought you back to the pastoral again.

Costantino was carrying the lunch basket that our host had provided, knowing better than to trust either life or appetite to the viands of the shabby trattaria nearby. There one might, at a pinch, and with closed eyes, manage, upon the brink of starvation, to swallow a bit of Lucanian sausage, precisely the same sort which Cicero, in speaking of its predecessors, made famous in an unenvying description—"an intestine stuffed with minced pork, mixed with ground pepper, cinnamon, rue, rock-parsley, berries of the laurel, etc.," which sounds too savory to be safe.

No one professes his repast here if not at his own inn, at least in the cooling shade of those wonderful travertine columns of Neptune's Temple, which Goethe called a Concord as he called the Temple of Concord in Sicily a god. Here Pastum shares with Girgoudi and Abbeno the glory of the most beautiful remains of Doric architecture. The columns of the Temple of Neptune are somewhat short in proportion to their mass, which gives them an aspect of bulking hugely, emphasized by their heavy architecture. The material that was used in construction is a porous stone of the locality, containing aquatic fossil remains of great interest, once plastered over with stucco to fill the crevices and painted azure and vermillion. The sheathing has long since crumbled away, and we almost listen to hear its creaking underfoot of the genius loof lurking, perhaps, behind some storm-stained column. Well may one be grateful for all M. Ls Normant once brought together about the enchanting spot in his "A Traversa l'Apulie et la Lucanie," an old volume which someone triumphantly produced when we sat down to rest. But who could read here? It is only a place to dream, to dream of those old days when fair gardens of

(Continued on fourth page.)

## CONSTIPATION IRREGULARITY OF THE BOWELS

Any irregularity of the bowels is always dangerous, and should be at once attended to and corrected.

### MILBURN'S LAXA-LIVER PILLS

work on the bowels gently and naturally without weakening the body, but, on the contrary, toning it, and they will if persevered in relieve and cure the worst cases of constipation.

Mrs. James King, Cornwall, Ont., writes: "I was troubled with sick headaches, constipation and catarrh of the stomach. I could get nothing to do me any good until I got a trial of Milburn's Laxa-Liver Pills. They did me more good than anything else I ever tried. I have no headaches or constipation, and the catarrh of the stomach is entirely gone. I feel like a new woman. I thank you for Milburn's Laxa-Liver Pills. I used in all about half a dozen trials."

Price 25 cents a trial, \$ for \$1.00, at all dealers or mailed direct by The T. Milburn Co., Limited, Toronto, Ont.

The Honest Workman was engaged to excavating operations, i. e., he was digging.

The Stray Wayfarer of the inquisitive turn of mind stopped for a moment to look on.

"My man," said the S W at length "what are you digging for?"

The H W looked up.

"Money," he replied.

"Money!" ejaculated the amazed S W. And when do you expect to strike it?"

Saturday, replied the H W and resumed operations.

### Beware Of Worms.

Don't let worms gnaw at the vitals of your children. Give them Dr. Low's Pleasant Worm Syrup and they'll soon be rid of these parasites. Price 50c.

A lot of us would make different music if we had to dance to it ourselves.

"I believe in an eye for an eye!" shouted the wild-eyed chap with the long hair.

"And I believe in a tooth for a tooth doctrine," laughed the tall man in the gold rimmed eye-glasses.

"That's a queer doctrine, friend."

"Not at all. I pull one tooth out and put another in its place. I'm a dentist."

Minard's Liniment cures Dandruff.

Elderly Bachelor—Mrs Burnside will you marry me?

Attractive Widow—Mr Wackford, are you forgetting that I have six children?

Elderly Bachelor—Not at all, I want to help you train up those youngsters—darn 'em!

There is nothing harsh about Lax-Liver Pills. They cure Constipation, Dyspepsia, Sick Headache, and Bilious Spells without griping, purging or sickness. Price 25c.

My mistress isn't at home, ma'am said a domestic to a caller.

"Oh, indeed," was the sweetly sarcastic response. "Will you please tell her that when I saw her peeping from the front window as I came up I felt very much afraid that she was?"

City Boarder (to farmer)—This milk seems pretty poor.

Farmer—The pastor here ain't what it ought to be.

City Boarder—And yet I saw lots of milkweed in the fields this morning.

Milburn's Sterling Headache Powders give women prompt relief from monthly pains and leave no bad after effects whatever. Be sure you get Milburn's. Price 20 and 25 cents.

Wigg—Was that Dutchman who hit the Irishman punished by the court?

Waggs—No! When it came to trial the Irishman wouldn't admit that he was licked.

Minard's Liniment cures Neuralgia.

MANY DON'T KNOW HEART AFFECTED.

More People Than are Aware of It Have Heart Disease.

"If examinations were made of every one, people would be surprised at the number of persons walking about suffering from heart disease."

This startling statement was made by a doctor at a recent inquest. "I should not like to say that heart disease is as common as this would imply," said the expert, "but I am sure that the number of persons going about with weak hearts must be very large."

"Hundreds of people go about their daily work on the verge of death, and yet do not know it. It is only when the shock comes that kills them that the unsuspected weakness of the heart is made apparent."

"But undoubtedly heart weakness, not disease, is more prevalent nowadays. I should think that the stress of living, the wear and rush of modern business life, have a lot to do with heart trouble."

There is no doubt but that this is correct, and we would strongly advise any one suffering in any way from heart trouble to try a course of MILBURN'S HEART AND NERVE PILLS.

Price 50 cts. per box or 2 boxes for \$1.00, at all dealers or will be mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

THE HERALD

WEDNESDAY, MAY 26, 1909
SUBSCRIPTION—\$1.00 A YEAR.
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PUBLISHED EVERY WEDNESDAY
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Parliament Prorogued.

The first session of the eleventh Parliament of Canada closed on Wednesday last 19th inst. The session opened on January 20th, so that it occupied precisely four months. Referring to the developments of the session, the Ottawa correspondent of the St. John Standard furnishes the following commentary: First of all Sir Wilfrid Laurier brought down the correspondence with regard to the coming conference on Imperial defence. A perusal of it will show that the Government made an extremely grudging and ungracious reply to the Imperial invitation, and that the colonial office with skillful suavity converted a semi-refusal into an acceptance.

Further developments were that the Franco-Canadian amended treaty is further held up, the French Chamber of Deputies having withheld ratification and that the wheels of the All-Red Route chariot are driving heavily. Early in the hours at the close of last night's protracted sitting, the Government was compelled virtually to apologize for having appointed Mr. J. S. Ewart as legal representative on the Hague Fisheries Arbitration. The correspondence over the subsidiary defence conference is as follows:—

"On March 30th, Earl Grey forwarded to Lord Crewe particulars of the debate on Imperial defence of March 29. On April 28, Lord Crewe acknowledged the despatch and stated that the Imperial Government noted with much satisfaction the action of the Canadian House.

On April 30, Mr. Asquith as president of the Imperial conference sent a message to Sir Wilfrid Laurier. After once more expressing satisfaction he continued: "I understand the Dominion Government proposes that its defence minister should come here at an early date to confer with the Imperial and naval authorities upon technical matters arising upon that resolution. H. M. H. Government have also before them recent patriotic proposals made by Australia and New Zealand demanding very cordial and careful consideration, both as to the principle and detail. I desire, therefore, to commend to you the following important suggestion, namely, that a conference of representatives of the self governing dominions convened under the terms of resolution one, of the conference of 1907, which provides for such subsidiary conferences, should be held in London early in July. The object of the conference would be to discuss the general questions of naval and military defence of the Empire with special reference to the Canadian resolution and to the proposals from Australia and New Zealand to which I have referred. The conference would, of course, be merely consultative in character, private, and its deliberations would be assisted by the presence of the members of the committee of Imperial defence, or of other advisers of His Majesty's Government. I am addressing a similar message to the other members of the Imperial conference. I am intimating to the other Prime Ministers that I assume that as the consultation will be generally upon technical or quasi technical, military matters the

other Dominions would elect to be represented as in the case of Canada by their ministers of defence or failing them, by some other members of the Government assisted by expert advice. In transmitting this message Lord Crewe added: "I am strongly of opinion that an early confidential exchange of views between H. M. H. Government and the Governments of H. M. self-governing dominions beyond the seas would be of great mutual advantage, and I therefore trust that your Prime Minister and his colleagues will see their way to adopt the proposal."

On May 3 Lord Grey replied:—"My Ministers have not sufficient information to warrant them in advising as to the necessity of such a conference of 1911. The views of the Canadian House of Commons on the question of naval defence have already been expressed. In pursuance of the resolution of that body, two of the Ministers as already announced will shortly go to London to discuss with the Admiralty the best method of carrying out that resolution. Their visit will probably take place in June, but there will be no object to postponing it until July if the Imperial authorities prefer such delay."

On May 12 Lord Crewe telegraphed to Lord Grey: "Your telegram of 5th of May, I desire in the name of the Prime Minister and of H. M. Government to express their gratification at the readiness of the Dominion Government to take part in the conference. I hope as a result of communications now proceeding it will be shortly to fix a definite date for its meeting convenient to all Governments."

Mr Foster asked if Sir Wilfrid Laurier had anything to say beyond laying the correspondence on the table. Sir Wilfrid said the invitation had been received and would be accepted. Two Ministers would be ready to go over when it suited the convenience of the Imperial authorities. Later during the passage of the supply bill Mr Foster pressed for a statement of the Government's policy in connection with the Imperial defence resolution. Has any thing been laid down he asked, as a principle on which the July conference will proceed? There was nothing in the estimates to indicate immediate action. There was a large number of people in the country, of whom he was one, who did not think the expression of sympathy and the promise of aid in emergency sufficient.

Sir Wilfrid Laurier said that he was aware that the resolution passed earlier in the session had not given satisfaction, he would not say a large, but to a certain section of Canadian public opinion. The more advanced section would require a money contribution to the United Kingdom to strengthen the navy. With what he did not agree. He realized that Canada should act fairly and squarely and as far as possible provide for her own defence. He was not prepared to say to what extent they should go. After the passing of the resolution the Government thought that it should confer with the naval authorities of Great Britain. It did not regard it as wise to proceed to isolated action. Mr Foster—The resolution forbade that.

Sir Wilfrid Laurier went on to say that it would be unwise to have our navy a part of the Imperial navy. Their action, however, had been in accordance with the views of the Admiralty. At this stage the Premier went on to say that a despatch was received from Great Britain suggesting a subsidiary conference. On receipt of this

the Government said that it was not prepared to say whether it was advisable or not to accept the proposal; but it had agreed to postpone the visit of the Canadian Ministers to London until July. That was where the matter rested. Mr. Foster observed that the last despatch of the Imperial Government and the acquiescence of the Canadian Government, constituted an acceptance. Sir Wilfrid Laurier—Yes. Mr Foster asked if in view of the wider range which the affair was assuming any other Minister would be sent. Sir Wilfrid Laurier—That has not been considered yet. Mr Monk asked if the ministers would make a blinding arrangement. Sir Wilfrid Laurier replied that the resolution of the conference of 1907 forbade that.

In reply to Mr Foster, a statement as to the status of the French treaty was made by Mr Fielding. The Finance Minister said that he had asked the French Minister of Commerce for an assurance that the treaty would be ratified by the French Chamber of Deputies at an early date. No such assurance had been received. The French Consul General at Montreal had expressed a hope that the treaty would soon be ratified. But in the absence of a reply from the Minister of commerce the Government did not think it wise to ask Parliament to ratify the amended treaty. It was hoped, however, that the French Chamber of Deputies would ratify the amended treaty at an early date and that when Parliament reassembled in November the Government would be able to ask Parliament to ratify the treaty.

Mr Foster asked further concerning the All-Red route and the Premier replied that Dr. Coulter, who had been sent to the Antipodes to consult with the Colonial Governments was now on his way home. No report had, however, yet been made, but a statement would be presented at the next session of Parliament. At an early hour this morning the House passed a vote of \$50,000 for the expense of the arbitration before the Hague Tribunal with regard to the Newfoundland fisheries. Mr Foster brought up the fact that the Canadian Government had retained the services of Mr. J. S. Ewart, K. C. Mr. Foster observed that Mr. Ewart in that case would be supposed to represent Canadian opinion, and went on to quote at length from a letter recently contributed by Mr. Ewart to a newspaper attacking British diplomacy in regard to Canada with intense bitterness.

Mr. Foster continued—"Mr. Ewart has a perfect right to have his own opinions as he pleases, but that does not particularly point him out as a person who had better be associated as a representative of Canada and of the Dominion Government in these matters, when he comes in contact with British people; he even may have to meet Lord Alverstone, and his presence might lead to some almost international break, such as the aversion that Mr. Ewart seems to have to Lord Alverstone. For my own part as a taxpayer I do not feel that any part of my taxes ought to be paid out to such a representative of the Dominion Government. I am taking no exception to what he says at the present time. I believe it to be historically untrue, to be most unfair, and to be altogether un-British."

Mr. Aylesworth said in reply: "I think I can assure the hon. gentleman that Mr. Ewart was at all events not selected by reason of his writing or saying the things to which the hon. gentleman referred. Mr. Ewart was engaged for this work by reason of his legal attainments, of the position he occupies in the legal profession and of his well known industry and ability in precisely that and of research which he was wanted to do. There certainly was not in mind in that connection any thought of the opinions which he may or may not hold on such matters as have been adverted to if it had been in my mind at all it is possible they would have influenced me. Certainly I can say that I do not in the least degree share the opinions which have been referred to and which

as I understand from newspaper reports, expressed on more than one occasion with reference to the relations between Canada and Great Britain. So far from sharing these opinions myself, I think I am credited among my friends with being almost, if not quite, as violent a jingo as the hon. member for Victoria and Haliburton (Mr. Hughes). I personally entertain exactly opposite opinions to those expressed by Mr. Ewart." Sir Robert Findlay will be the leading counsel for Canada and Newfoundland.

Lord Strathcona's gift of \$300,000 for military instruction and drill in Canadian schools has been paid over to the trustees. They are to invest the principal and use the interest for the purposes designated. The investment was an easy proposition. Mr. Fielding, as Minister of Finance, borrowed the money for the Government at four per cent.

Parliament being now prorogued, Mr. Fielding will lose no time in scurrying for London to get another \$50,000,000 more. This may keep the Government going until the Grand Trunk Pacific comes for another loan.

What is to be done with a Senate, says the St. John Standard, which solemnly takes up and considers plans of Senate reform, and ends them all unanimously, adjourning the debate to Thursday, when Parliament is to prorogue on Wednesday?

The Ottawa Evening Journal, independent, devotes part of its editorial survey of the session to "What the Government has failed to do. It has specifically declined to conduct, in the spending department generally, the same form of inquiry which revealed corruption in the Marine Department. It has repudiated its responsibility to demand restitution of the \$35,000 of the people's money sworn to have been obtained improperly by Mr. George McAvity, political bed-fellow of Hon. William Pugsley, Minister of Public Works. It has denied the right of Parliament to discuss the charges made against Mr. Pugsley by a Royal Commission in New Brunswick. It has allowed the session to close with this matter unsettled. A Minister of the Crown, one of the ablest, permits himself to stand under the charge of three Commissioners that under his management of the Central Railway \$134,000 of the money of the people of New Brunswick invested in that project went away and can't be found. The Minister's answer to the charges is a personal denial only, but the Government takes no action."

On the closing day of the session of the Dominion Parliament, Mr. Borden, Leader of the Opposition, gave out the following interview:

"It was better than I anticipated," he said, "but we have a brave, splendid and fearless Opposition." "The government has been upon the defensive throughout the session. Their policy of refusing investigation and defying public opinion has been not only maintained but carried to a more extreme limit than ever before. The house-cleaning demanded by the important Liberal journals immediately after the general election has not even been commenced."

"In Great Britain" said Mr. Borden, "upon the publication of a report such as that of the New Brunswick Central Railway Commission public opinion would have compelled the immediate retirement of the Minister concerned. Here the government and its organs consider that virulent but ineffectual abuse of the commissioners is a sufficient answer to the charges. They do not even promise an investigation."

While clinging to degenerate and unworthy methods of administration the government has made no advance in policy. Rather it has sought to repair its tattered policies of the past. For example, by taking power to borrow money for the purpose of loaning it to the Grand Trunk Pacific, and in the speech from the throne it gravely congratulates the country upon being graciously permitted to enjoy the privilege of making that loan.

Besides securing a sound, practical business training, you have a chance of winning the \$50 scholarship at the Union Commercial College. Enter now. Full particulars on request. Wm. Moran, Prin., Charlottetown.

Caught In Heavy Ice.

The Allan Line steamer Mongolian, bound from Glasgow and Liverpool for St. John's, Nfld., Halifax, N. S., and Philadelphia, with hundreds of passengers on board was caught in a dangerous ice jam one mile off the harbor of St. John's, Nfld., on the 19th, and was in a hazardous position. It was feared that if the wind increased before daylight, the Mongolian will be driven ashore and become a total wreck. Should such an accident occur, it is thought that the passengers could escape by walking over the densely packed ice floes.

Just returned from the ice-packed waters of Belleisle Strait, where she had been abandoned by her crew and later recovered, the coasting steamer Prospero also lay wedged in the ice between the Mongolian and the shore. The Prospero had been despatched by the agents of the Allan line to St. John's to attempt to reach the Mongolian and take on board the passengers and mails. The little steamer had but just passed the harbor mouth when the ice barrier became impenetrable and further passage was arrested. There she kept company during the night with the greater steamer Mongolian which was equally helpless in the unrelenting grip of the surrounding sea.

The Mongolian left Glasgow on May 5 and Liverpool a few days later with nearly 500 passengers for St. John's, Halifax and Philadelphia. She met the first of the great fields of ice on the 18th but up to Wednesday morning her progress was fairly steady. With the approach to shore the Mongolian met more strenuous resistance when the narrow harbor of St. John's was sighted, the great steamer forced its way through the ice floes until a position about a mile off the harbor opening had been gained. There she stopped, the power of the engines and the stout hull unable longer to successfully cope with the great irregular stretches of ice. The steamer Mongolian was built at Glasgow by D. and W. Anderson and Company. Since that time the steamer has been in the service of the Allan Line S. S. Company, Limited, of Glasgow, plying between various ports of Europe and North America. She flies the Union Jack. The steamer has a gross tonnage of 4,838 and a net capacity of 3,088 tons. She is 298.2 feet long; she has a breadth of 45 feet and a depth of 34.4 feet. She is a screw steamer of eight compartments and has two decks. Water is carried on ballast when necessary. Her engines, which are triple expansion generate a nominal horsepower of 600.

Never in the history of St. John's, so far as has been recorded has the harbor been blocked by ice as late as the present. The steamer Rosalind was unable to leave today on her regular trip to New York.

Although assured that they were in no immediate danger, the passengers on board the Mongolian crowded the decks and gazed wistfully at the harbor lights. There the two great frowning sides of the ice wall appeared as sentinels to the harbor where the passengers' safety. Soon some of the anxious eyes discerned a little steamer which was headed for them. The officers of the Mongolian explained that it was the coasting steamer Prospero which had been sent out by the agents of the line to take off passengers and mails and the hopes of the passengers grew only to be dashed again as the Prospero came to a stop just at the mouth of the harbor where the crush of the ice had packed the varied-shaped cakes in a conglomerate impossible of penetration. There the little steamer lay during the night with her lights set, an ever present reminder of the situation in which both steamers were held in common.

The hardy fisher-folk undaunted by the fate of the two steamers traversed the ice floes and reached the side of the Mongolian where they held converse with officers and passengers, the latter carrying them their adaptability to the treacherous and shacking ice. With the thought before them that it might be only a few hours before they would be forced to find their way to shore over the same insecure path, the passengers followed closely the little movements of the fishermen as they passed from cake to cake and successfully reached the harbor mouth. All imagined that should they have recourse to that means of escape it would be an experience such as could probably never be repeated during their lifetime.

Watchers on shore could notice no change in the steamer's condition at midnight. The steamer cannot possibly escape while conditions remain as at present. If the ice slackens she may be able to work her way past here but if the wind freshens it will be but a short time before the steamer would be grinding against the bleak rocky coast, where destruction is almost certain to overtake her. That fate, however, does not seem imminent. On indications point to a continuance of existing conditions of wind and sea.

Advise of the 20th from St. John's say: The plight of the Allan Line steamer Mongolian, which has been wedged in the ice pack off the mouth of this harbor since yesterday, was believed to-night to be more precarious than ever, owing to a heavy swell. It was believed, however, that the efforts of the stout sailing steamer Diana to open up a line between the Mongolian and the narrow harbor opening would be successful by to-morrow morning. That this will be possible was apparently indicated in the release of the coasting steamer Prospero which today managed, unaided, to extricate herself. In case the Mongolian's sides should give any indication of yielding before the tremendous crush of the ice pack, the experience of the five passengers who to-day successfully crossed the uneven ice field between the steamer and the harbor mouth, assured the passengers that a ready and fairly safe escape lay open to them. To-night they were able to see the lights of the steamer Diana, which had reached to within a mile of the Mongolian, bringing nearer with each revolution of her engine the clear water that would release the Mongolian.

Under the impulse of the steady southward trend of the Labrador current, the Mongolian to-night had drifted a considerable distance farther from the entrance to

the harbor. The Diana suspended the relief operations at sundown. On all sides of the steamer stretched an almost compact, although irregular covering of ice, which to the east in the direction of the sea, was almost twenty-five miles off shore. To persons who had mounted either of the two promontories which mark the harbor opening this field appeared to stretch interminably before them. Even the aid of glasses failed to locate the fringe of clear water.

To-day five passengers from the Mongolian, among them two women walked across the ice. They were Dr. McPherson and wife, Dr. Hunt and Miss McPherson and a Mr. Stephenson. So far as Dr. McPherson had observed, the steamer sustained no serious damages up to to-day.

British Budget Comments.

The following opinions on the British Budget have been expressed by some of the best-known financiers in the City of London: Lord Swaythling (Liberal), head of the firm of Samuel Montagu & Co., bankers.

"Mr. Lloyd-George has attempted to do much in one year. If he had moderated this Budget to the extent of two or three millions, he might have taken off some of the rough edges, which are at present somewhat plentiful. No other nation would attempt to meet its expenditure in the manner which the Budget proposes."

"The Lords will pass this Budget. They have no alternative. If they were to attempt to throw it out it could only be on the ground of their personal interests being affected, and the House of Lords will never throw out a Budget on a personal matter."

The Hon. Herbert Gibbs, of the firm of Mr. Antony Gibbs & Son. "This is the last flicker of free trade finance. It is remarkably vague and complex, but in general, it seems to me that the revenue expected from certain sources, notably contract stamps, is much underestimated."

"I do not know how many people are liable for the super-tax, but I do know that many of the chief financial people of the city of London are Germans and Jews. Such charges as are proposed may have the effect of driving them elsewhere. This Liberal legislation is doing its best to discourage everybody, whereas the first thing that a government should do is to encourage all to do their best."

Sir John R. Ellerman, Chairman of the Ellerman Lines, said the Government proposals will tend to depreciate the value of English securities and force further capital out of this country to other countries for investment.

New Income Tax Passed.

The British House of Commons by a vote of 299 to 96 has passed the budget's imposition of a 28 cent tax on unearned incomes and on incomes exceeding \$15,000; also the super-tax of 12 cents upon incomes exceeding \$25,000 levied on the amount by which they exceed \$15,000.

In the course of the debate, Premier Asquith referred to the protest made by bankers against the budget. He pointed out that the bankers admitted the necessity of the increased taxation to meet the increased expenditures. He challenged them to find a way that would be more equitable or less injurious to the country's trade.

The Premier estimated the average income tax in Great Britain, including the super-tax, at 22 cents, which, he said, he regarded as extremely moderate and less than that imposed in Germany and France. He foreshadowed a further increase in the income tax, which he now regarded as a permanent part of Great Britain's fiscal machinery. He declared that with proper legislation and wise administration it would come to be considered the fairest of all taxes and capable of very wide expansion in time of public emergency.

The Prime Minister said the people must be prepared to give a large definition to the term "emergency" as not only applying to an outbreak of war, but also to preparation for war, while it would not be a wholly illegitimate expansion of the term to include therein pressing needs of social reform.

Minard's Liniment cures Distemper.

Meet Me at the Always Busy Store

Dress Materials For Everyone.

This year we have the finest display ever, of medium priced Dress Doods, such as everyone wants at reasonable prices.

All wool French Panama 48c. per yard
All wool extra special French Amazon 50c. per yard
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SPRING COATS

Do you need a new Spring Coat? We can assure you that nowhere else will you find as fine a range of Coats at such little prices.

\$4.25, \$5 and \$6, etc.

Stanley Bros.

Dominion Coal Company RESERVE COAL.

As the season for importing Coal in this Province is again near, we beg to advise dealers and consumers of Coal that we are in a position to grant orders for cargoes of Reserve, Screened, Run of mine, Nut and Slack Coal, F. O. B., at loading piers Sydney, Glace Bay or Louisburg, C. B.

Prices quoted on application, and all orders will receive our careful attention by mail or wire. Reserve Coal is well known all over this Island, and is most extensively used for domestic and steam purposes.

Schooners are always in demand during the season and chartered at highest current rates of freight. Good despatch guaranteed schooners at loading piers.

Peake Bros. & Co.

Selling Agents for Prince Edward Island for Dominion Coal Company. Charlottetown, P. E. I., April 21, 1909-41

ROBERT PALMER & CO.,

Charlottetown Sash and Door Factory, Manufacturers of Doors & Frames, Sashes & Frames interior and Exterior finish etc., etc

Our Specialties

Gothic windows, stairs, stair rails, Balusters Newe 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.

BEAUTIFUL FANCY VESTS

Made to Order and Made to Fit. \$3.50 to \$6.00.

The man who likes to wear a pretty Fancy Vest, will have no difficulty in pleasing himself among the great assortment of pretty Vestings we are showing.

McLellan Bros. The "Expert" Tailors.



Price \$2.50 Amherst Boots

Are the Farmer's friends. Made from Solid Leather throughout, counters, insoles and heels.

Men's Amherst Boots, \$1.60 to \$2.75 Women's " " 1.25 to 1.75 Boys' " " 1.50 to 2.00 Girls' " " 1.10 to 1.35 Child's " " 1.00

Alley & Co.

JOHN T. MELLISH, M.A., LL.B. BARRISTER AND ATTORNEY-AT-LAW

McLEOD & BENTLEY Barristers, Attorneys and Solicitors.

MONEY TO LOAN Offices—Bank of Nova Scotia Chambers.

\$50 Scholarships Free To the Student making the Highest Marks during next term.

will YOU win it? An up-to-date modern business training with no waste time.

Union Commercial College, WM. MORAN, Prin.

LOCAL & OTHER ITEMS

The editor of the Herald is absent this week.

Mr. R. L. Borden visits Nova Scotia this week. On June 18th he sails for Europe where he will remain a couple of months.

Senator Sullivan of Kingston is confined to his home here, and is in very poor health. He was not able to attend to his seasonal duties this year.

The work of placing the fire escapes on West Kent Street School has been concluded. Painters yesterday were putting on the finishing touches.

The Secretary of Finance of Cuba, Senor Villegas, said the other day that the forthcoming budget would reach a total of fully \$20,000,000, leaving a deficit over the regular revenues of \$2,000,000, which is expected, would be covered by the receipts from the national lottery.

Hon. James Duffy, is pessimistic over Ontario crop conditions. Unless we have a good spell of day warm weather agricultural conditions this year will be very serious, he said tonight.

A fifty dollar fine was paid on Wednesday at North Sydney by the commander of the French, fishing schooner Dictator, which was seized last week by the government cruiser, Gladiator, for an infringement of the customs law.

The new board of management of the Intercolonial Railway will hold its meetings and have permanent offices in Montreal. It will have the powers of the executive of a railway company.

Advices from Montreal of May 22nd say: Word reached this city of the drowning of four lumbermen in the Rouge river, north of Calumet. Three of the victims were brothers named Grenier, while the name of the fourth has not been ascertained.

Advices of the 18th from Lethbridge, Alberta said: The present snow storm promises to be the most serious yet in records. The stock will suffer severely.

One of the most daring hold-ups in the history of Truro N. S. took place shortly after one o'clock Wednesday afternoon, when two strange men walked into the office of the Canadian Express Company, near the I. R. C. station and while one covered Clerk Burgess with a revolver, the other went to the safe taking cash amounting to \$1,500 and everything of value in sight.

Mrs. J. B. Blatch of Highland Avenue City has received news that her husband who was water tender on the steamer Ransom B. Fuller, is missing in Boston.

Writing in the Canadian Courier, Mr. A. B. Wilmott makes the suggestion that the three maritime provinces Nova Scotia, New Brunswick and Prince Edward Island together with that part of the province of Quebec lying north of those three provinces and a portion of the unorganized territory of Ungava, should be formed into one province, to be known as Acadia.

The battleship Maine is still at the bottom of the sea in front of Havana. It is possible to raise her and find out what caused the fatal explosion.

I am showing the largest range of Fall and Winter Caps you ever saw. Prices from 50 cents to \$1.50 I can fit any man's head or suit any man's purse.

H. H. BROWN The Hat and Cap Man

Everyone interested in Business College work should apply for a free copy of the U. C. C. Journal. It contains much valuable information.

LOCAL & OTHER ITEMS

Shrubbs won the twenty mile race from St. Yves at Montreal, Tuesday, beating his opponent about a lap and a half.

Extensive docks and warehouses were destroyed at Lille, France, Wednesday night last. One man was killed. The loss is estimated at close to \$1,500,000.

One hundred and fifty masons and helpers went out on strike the other day, in an effort to obtain an increase of 50 cents to their daily wages. The masters have refused to consider the demand.

Fifty thousand mackerel were landed at Newport, R. I., the 18th, by schooners which secured their catch from waters adjacent to Fire Island, New York. The schooner Georgia, of Harwich, Mass., contributed one-half.

The S. S. Brant, Capt. Walker, returned last Friday from the Magdalen Island where she had been engaged in the work of placing on boys. The Brant has been away from this port for about ten days.

Hartley Crawford, of St. John, baggage-master on the South Shore train, was accidentally killed at Caswell's Sliding on Friday last. When on the down trip the baggage-master was missed and on the return trip his body was found at the sliding.

Sheffield advices of May 22th say: A political meeting addressed by Senator Asquith was stormed last night by a crowd of suffragettes. The women failed to effect an entrance to the Hall and several were injured in encounters with the police. Mr. Asquith was obliged to make his exit secretly through a side door before the proceedings ended.

One of the funniest things seen about Queen Street for a long time was a frisky young pig that got away from its owner Friday afternoon. Dogs, boys, and men joined in the chase, but piggy was greasy as usual, and it was not until an expert made a dive for his hoofs that he was safely retied again to a well deserved captivity.

Quebec advices of the 21st inst say: A report from St. Ann des Monts says that while crossing the river on Sunday their boat upset and fifteen persons were thrown into the water. Of these five were drowned, viz. Archer Dero, Philippe Stuard, Mrs. Larocque, Mrs. Garvais and little daughter of Vallancourt. The bodies of the men have been recovered.

Advices from Boston of the 21st say: A decision by the Supreme Court has over-ruled the exceptions taken in the case of the five Chinamen convicted of murder last July following the Tong war in Chinatown. The claims for which the men were tried marked the bloody Tong fight in the Chinese quarters when four Chinamen were killed and a dozen more injured. The decision means the electric chair for five Chinamen.

St. John advices of the 21st inst say: The plight of the steamer Mongolian is believed to be more precarious than ever owing to the heavy swell. The efforts of steamer Diana to open up lane between the Mongolians and the harbor will however, likely be unavailing.

Advices from Gardiff of May 21st say: A most extraordinary mystery of the sea is puzzling the police at Penzance. A little boy while walking on the shore of Mousehole, about two and a half miles from Penzance, saw a body appearing in the water and gradually coming ashore with the tide.

Morson & Duffy Barristers & Attorneys Brown's Block, Charlottetown, P.E.I. MONEY TO LOAN.

Snappy Styles -OF- Solid Footwear

Ladies! Here is your chance, one week only. Box Calf Boots, neat, up-to-date. Cheap any time at \$2.25, now \$1.50, all sizes.

A. E. McEACHEN, THE SHOE MAN.

McLean & McKinnon Barristers, Attorneys-at-Law, Charlottetown, P. E. Island

The Market Prices

Table listing market prices for various goods: Butter (fresh) 0.28 to 0.25, Butter (tub) 0.21 to 0.22, Oat skins 0.08 to 0.09, Ducks per pair 0.80 to 1.00, Eggs per doz 0.17 to 0.18, Fowls 1.00 to 1.25, Chickens per pair 0.80 to 0.75, Flour (per cwt.) 0.75 to 1.00, Hides (per lb.) 0.75 to 0.90, Hay, per 100 0.45 to 0.50, Mutton, per lb (carcase) 0.06 to 0.08, Oatmeal (per cwt.) 0.40 to 0.42, Potatoes 0.30 to 0.32, Pork 0.84 to 0.09, Sheep pelts 0.80 to 0.75, Turkeys 0.15 to 0.14, Turkeys (per lb.) 0.18 to 0.18, Geese 1.00 to 1.50, Blk oats 0.50 to 0.53, Pressed hay 10.00 to 00.00, Straw 0.25 to 0.30

Mortgage Sale

There will be sold by Public Auction at the Law Courts Buildings in Charlottetown on Friday the twenty-fifth day of May A. D. 1909, at twelve o'clock noon, all that parcel of land situate lying and being in Charlottetown, in Queen's County in Prince Edward Island, bounded and described as follows, that is to say:—

Commencing on the south side of Longworth Street at the distance of two feet on the said Street eastwardly from the house now or formerly occupied by John Kelly and Patrick Kelly, thence northwesterly thirty-seven feet to the rear of the stable, thence northwesterly along the line of the stable until it meets the line dividing the property of the said John Kelly and Patrick Kelly, thence northwesterly fifteen feet through the stable dividing between the said John Kelly and Patrick Kelly, thence northwesterly twenty-four feet to the right of way between the premises of the said Patrick Kelly and John Kelly, thence northwesterly nine feet to the dwelling house formerly occupied by John Kelly, thence along said dwelling house northwesterly twenty-eight feet to Longworth Street, thence along said Longworth Street easterly along the west boundary of the place of commencement. Also all that other tract piece or parcel of land adjoining the land hereinafore described, commencing on the south side of Longworth Street, and running thence southwesterly along the west boundary of the property hereinafore described, for the distance of about thirty-four and one-half feet to Longworth Street, thence eastwesterly along Longworth Street the distance of six feet three inches to the place of commencement, being the land over which Patrick C. Kelly has a right of way under an agreement bearing date the twenty-first day of February A. D. 1884, between Patrick C. Kelly and the said Edward Kelly, also fully and free right and liberty for the said Grantee to use the said right of way at all times hereafter by day or by night and for all purposes with or without horses, carriages or wagons, and to use the said right of way to pass and repass and to drive cattle, sheep and other animals along over and upon the road or right of way hereinafore described, having a width of six feet three inches at Longworth Street and extending back from said Street along the western boundary of the property hereinafore lastly described for the distance of about thirty-four and one-half feet, thence in a northerly direction a distance of nine feet, thence in a northerly direction parallel to the said western boundary of the property hereinafore lastly described for the distance of twenty-eight feet to Longworth Street, thence along the said Longworth Street, being the line dividing the land hereinafore lastly described, to the land of Patrick C. Kelly colored red on a plan annexed to the said agreement dated the twenty-first day of February A. D. 1884.

The above sale is made under and by virtue of a power of sale contained in an agreement of Mortgage, dated the twenty-seventh day of April A. D. 1908 and made between Peter D. Hapenny of Charlottetown, Charles H. Bellamy, Employee, and Annie Hapenny his wife of the one part, and Edward Kelly of Charlottetown, formerly said Charles Bellamy, the other part.

For further particulars apply at the office of Messrs McLean & McKinnon, Solicitors, Charlottetown, P. E. Island. EDWARD KELLY, Mortgagee. Dated at Charlottetown this 20th day of May A. D. 1909.

Trunks and Valises.—When you want to go travelling I can fit you out with a trunk, suit case, grip, telescope, or anything else you need. Don't forget my prices are the lowest. H. H. BROWN The Young Men's Man.

If you want anything at any time, and cannot come yourself; just drop us a postal, and we shall be pleased to send you samples and give you any information of any line of goods offered in a first class store like ours. Stanley Bros.

Five graduates of the Union Commercial College now hold good positions in Montreal city. Now is your time to prepare. Full particulars on application to Wm. Moran, Prin., Charlottetown.

Stanfield's Undersclothing. This make of Undersclothing is worn by at least half our people in the Maritime Provinces. I am showing it in all weights and sizes. Prices from \$2.00 per suit upwards. H. H. BROWN The young Men's Man.

Our store has gained a reputation for reliable Groceries. Our trade during 1908 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.—R. F. Maddigan.

Perfection Brand Clothing, the Best that can be Bought for the Money

Our Ready-made Clothing has every detail in style and construction that will be found in any stylish Suit. In selecting our suits we choose carefully to fill every requirement of the trade. Our aim is to give you something stylish, that will wear well and give it cheaper than you can buy it elsewhere.

Good Values in Suits.

- Men's Suits in fancy Striped Tweeds. These Suits have a very nice appearance—is good value at...\$7.00
Men's fancy Striped Tweeds, many nice patterns, the latest spring styles, nicely finished and of good appearance...\$8.00
There's numerous other values up to...\$20.00
Boys' Sailor Suits, braided collar, English Serge...\$1.50
Boys' two piece Norfolk Suits, assorted Tweeds, well finished and of good appearance...\$2.50
Other prices range up to \$10 per Suit.

H. H. BROWN, The Young Men's Man, Where you'll get your money's worth.

CANADA, Province of Prince Edward Island. In the Surrogate and Probate Court, 9th Edward VII., A.D. 1909. In re Estate of Donald Steele, late of French Village, Lot 37, in Queen's County, in the said Province, Farmer, deceased, testate.

Whereas upon reading the petition (filed) of Annie E. Steele, of French Village, aforesaid, widow, and administratrix cum testamento annexo of the estate of Donald Steele the above named deceased, praying that a relation may be issued for the purpose hereinafter set forth: You are therefore hereby required to cite all persons interested in the said Estate to be and appear before me as a Surrogate and Probate Court to be held in the Court House in Charlottetown, in Queen's County, in the said Province, on Tuesday, the eighth day of June next, coming, at the hour of twelve o'clock, noon of the same day, to show cause if any they can why the Accounts of the said Estate should not be passed and the Estate closed as prayed for in said petition, and on motion of Walter A. O. Morson, Esquire, K. C., Proctor for said Petitioner. And I do hereby order that a true copy hereof be forthwith published in any newspaper published in Charlottetown, in Queen's County, aforesaid, for at least four consecutive weeks from the date hereof, and that a true copy hereof be forthwith posted in the following public places, respectively, namely: in the hall of the Court House in Charlottetown, in Queen's County, aforesaid, and in front of the schoolhouse situate respectively at Donaldson and at Mount Stewart, both in Queen's County, aforesaid, so that all persons interested in the said Estate as aforesaid, may have due notice thereof.

Given under my hand and the seal of the said Court this thirteenth day [L.S.] of April, A. D. 1909, and in the ninth year of His Majesty's reign. (Sgd.) RICHARD REDDIN, Surrogate Judge of Probate. April 5, 1909—41

Colored Cards 2 for 5 cents. Victoria Row, Charlottetown Block House Point, City Hospital, Crossing the Capes Str Stanley in ice Str Minto in ice Apple Blossoms Travellers Rest Beautiful Autumn Terrace of Rocks Catching Smelts at S'Side Sunset at S'Side Harbor Summer St, Summerside High School,

St Joseph's Convent, Ch'town St Dunstan's College, Notre Dame Convent, Hillsborough Bridge Soldiers Monument Bishop's Palace & Church Interior St Dunstan's Cathedral, Charlottetown View of Charlottetown from Victoria Park

We also have a large variety of Comic Cards at one cent each. Any number of cards will be sent by mail providing one cent extra is added for each 10 cards.

Line. We are now supplying best quality of Lime at kilns on St. Peter's Road, suitable for building and farming purposes, in barrels or bulk by car load. C. Lyons & Co. April 28—41

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 on it show a continued increase. Price 25 cents per lb. R. F. Maddigan & Co. Eureka Grocery, QUEEN STREET, CHARLOTTETOWN.

Calendar for May, 1909.

MOON'S PHASES. Full Moon 5d. 8m. 3a. m. Last Quarter 12h. 5a. 46m. p. m. New Moon 19d. 9a. 42m. s. m. First Quarter 26d. 9a. 28m. p. m.

Table with columns: Day of Week, Sun Rises, Sun Sets, Moon Rises, Moon Sets, High Water, Low Water. Rows for days of the month from Sat 1 to Sat 31.

(Continued from first page).

roses blazed back at the crimson sunsets.

But the sound of spades reminded our curiosity in the present, and behold, just as the ingenious Neapolitan avant predicted, his swarthy shovellers struck stone only two feet below the soil of a thousand years' accumulation.

Already wonderful things had been found some years before in those tombs which had been opened to the north of the ancient city. These we remembered to have seen, particularly an early painting in the Naples Museum, of the victorious and fully armed Samnite warriors being welcomed home by their wives.

Subsequent visits were to show us where over four hundred feet of this great central road had been uncovered. It is some thirty-six feet wide, composed of huge polygonal blocks that have the same return appearance so characteristic of the streets of Pompeii, while its stepping stones are splendidly preserved.

Coins, bronzes, terra-cottas, and architectural fragments are being turned up every day. Among these is a singularly beautiful strip of cornice some ten feet long, bearing five finely modeled lions' heads and floral spirals.

These preserve their original colored surface, red and light brown, perfectly, and there is no doubt but that a frieze of this sort formed part of the cornice that crowned the Temple of Neptune.

Perhaps the greatest finds have been made along the lines of archaic and prehistoric weapons, bronzes, jewelry, gods, inscribed stones and the like, recently unearthed in front of the adjoining misnamed Basilica, which, of course, is no Basilica at all, but a later temple, probably erected for the worship of dual gods.

Hereabouts we lingered long into the afternoon, now and then creeping out of the sun into the shade of these columns that have lent their hospitality for 2,500 years, or strolling over to the majestic Temple della Pace, built by the Romans, tracing on our way the site of their amphitheatre, and afterwards walking along the top of the south side of the ancient town walls of travertine, almost preserved in their entirety.

A remarkable view of the temple is obtained from the terrace of the tower on the southeastern corner, and from the little bridge over the Capo di Fiumi, a brisk little stream just outside the Porta della Giustizia, you look down the rush flanked borders toward the sea, where a castle like villa stands forth to keep the old city away.

One is loath to tear himself away from Pæstum's enchantment, but long before the rumbling train had sped back with its ever-present burden of tourists, Constantino, ever intent on getting home in good season, had packed the luncheon things, and everything for the return was made ready. Sunset found us back in Eboli, whose twelve thousand citizens were awaiting forth for their evening promenade. But it was with them in the flesh it was in spirit that we were still at Pæstum, whose yellow temples blushed with the setting sun and then left nothing but a blue mist to greet the evening.

The cool winds of night were mingled with the perfume of the jessamine, but above all sweet odors was the fragrance of the gardens we dreamed of, the gardens of Pæstum, Dead City of Roses.

GARDNER TREATY.

Voice Strong Objections.

After a strenuous day's discussion, the house got into committee of supply about eleven o'clock Friday night, May 14th, and proceeded to put through estimates. As nearly all the items appertaining to services already criticised progress was rapid. Even the finance minister seemed satisfied with the speed with which the money was voted.

On motion to go into supply, made early in the afternoon, the International Waterways Treaty was brought under review by Mr. O. A. McGrath of Medicine Hat, who

Pains in the Back

Are symptoms of a weak, torpid or stagnant condition of the kidneys or liver, and are a warning that it is extremely hazardous to neglect, so important is a healthy action of these organs.

They are commonly attended by loss of energy, lack of courage, and sometimes by gloomy foreboding and despondency.

"I was taken ill with kidney trouble, and became so weak I could scarcely get around. I took medicine without benefit, and finally decided to try Hood's Sarsaparilla. After the first bottle I felt so much better that I continued its use, and six bottles made me a new woman. When my little girl was a baby, she could not keep anything on her stomach, but we gave her Hood's Sarsaparilla which cured her." Mrs. Thomas Wills, Walsburg, Ont.

Hood's Sarsaparilla

Cures kidney and liver troubles, relieves the back, and builds up the whole system.

protested against the arrangement come to in reference to the use of the water of the St. Mary and Milk rivers. Mr. Boyce explained the unfairness of the rider attached by the U. S. Senate regarding the waters at the "Soo," and Mr. Lancaster dealt with the appropriation at Niagara. It was a discussion full of interest and instruction, and Sir Wilfrid Laurier was fain to admit that with the spirit which prompted the speech no fault could be found. But the prime minister seemed to put his foot in it when he resented the "interference" of the Ontario government in the matter, as Mr. L. Borden was able to point out that not only was the province directly interested as a separate owner, but the prime minister had at the outset conceded Ontario's inherent interest by instructing the commissioners to confer with the Ontario government during the progress of the negotiations.

WATERWAYS TREATY.

Mr. McGrath (Con., Alberta) upon the motion to go into supply reviewed the history of the International Waterways treaty. He claimed that the United States representatives had dominated the Canadians in the international commission.

This was because the United States government had appointed scientific engineers, while the Canadian government had selected lawyers, newspapermen and political hacks. A good appointment was Dr. W. F. King, chief astronomer, who for reasons best known to himself soon retired. He dealt severely with the situation at Niagara Falls; it appeared as though the American section had hypothesized the Canadian section. The doctrine of equal benefits had been ignored. The United States would get 66 per cent of the power generated although that country owned only 20 per cent of the water.

Mr. Boyce (W. Algoma), referring to the situation at Sault Ste. Marie, Ontario, said that neither in the definitive treaty which followed it, nor in the treaty of Ghent of 1814, was there any line of demarcation drawn in the communicating waterways between Lake Huron and Lake Superior. Not until the Webster-Ashburton treaty of 1843 were the boundaries at this point provided for.

Finally the treaty of 1908 empowered the International Waterways commissioners to fix and mark the boundary between its intersection with the St. Lawrence river and the mouth of the Pigeon river. The discussion of the treaty by the United States senate resulted in the addition of a rider declaring that there should be "no interference with existing territorial or riparian rights in the water or in the land covered by water," at the falls of the St. Mary's river. This ambiguous stipulation might be perfectly harmless as it dealt with conditions already existing. But Senator Smith, of Michigan, claimed to have secured large concessions for United States interests now and in the future. He asserted before the senate and its committee on foreign relations that the larger part of Lake Superior lay to the south of the international boundary and that two-thirds of the watershed contribution to Lake Superior came from the United States. Therefore, he said, the water power on the St. Mary's river should be divided by the proportion of two for the United States and one for Canada. As a matter of fact the watershed of the St. Mary's river was about 30,700 square miles in Ontario and 17,820 square miles in Minnesota, Wisconsin and Michigan. The International Waterways commission, moreover, had recommended that the two countries should have equal rights in the water for power purposes.

THE SENATE RIDER. Hon. Mr. Haggart—"What is your opinion of the rider?" "It purports to be for the preservation of public and private riparian rights, but that I believe to be a fiction as the treaty itself is supposed to settle those two questions," said

Mr. Boyce. "How can we accept a rider based on arguments absolutely contrary to the unanimous findings of the commission appointed by the two governments? The object of the treaty will be defeated if this government recommends the acceptance of the rider with this rider attached."

Mr. Boyce explained that the reason which prompted Senator Smith to hold out for the addition of this rider was to protect the interests of the Chandler-Danbar company. This company had, as riparian owners, presented a claim against the United States government for damages sustained through the lease by that government to the Ontario-Michigan power company of more than half the flow of the river. Since then, however, the United States government had extinguished the Chandler-Danbar company's claim by making them an allowance for the damage resulting from the grant to the other company. If this treaty were assented to with this rider in it the treaty would lead to endless confusion. This rider, establishing riparian ownership of water in navigable streams, was opposed to the unanimous finding of the waterways commissioners themselves, as well as opposed to the principle applied to Niagara Falls. Mr. Boyce concluded by reading the telegram sent to Sir Wilfrid Laurier by the premier of Ontario protesting against the ratification of the treaty with the rider attached.

NIAGARA FALLS ARTICLE.

Mr. Claud Macdonell (S. Toronto) spoke briefly but with good effect confining his remarks to the situation at Niagara Falls. Article five of the treaty limited the diversion of water from Niagara river having regard to investments already made on both sides of the river. 20,000 cubic feet per second was allotted to the state of New York and 36,000 cubic feet per second to the province of Ontario. Was this an equitable division? As a matter of fact, the Americans were only entitled to generate seven per cent of the power, out of 56,000 cubic feet, at least 50,000 should have been allotted to Canada. Moreover, as Mr. Macdonell pointed out the Americans should be charged with the water withdrawn from Lake Michigan for the Chicago drainage canal. The reckless division made by the treaty reduced to money value meant \$9,250,000 per annum for the Americans and \$16,714,000 per annum for the Canadians. In justice this should be corrected so as to realize \$2,500,000 per annum for the United States and \$23,500,000 for Canada.

HISTORY OF TREATY.

Mr. Lancaster (Lincoln) traced the history of the treaty back to a resolution passed by the congress in 1902. In 1902 the United States government had appointed the first commissioner. Surveyors and engineers from the U. S. Army corps appeared in the counties of Lincoln and Welland. In this way our neighbors pointed themselves thoroughly long before the Canadian section was appointed. This explained why the question of where the boundary line was located never came up.

The Americans' shrewdly enough assumed that the two nations had about the same interests; as a matter of fact only ten per cent of the water belonged to the United States. Mr. Lancaster pointed out that territorial area was relied upon as a basis for the division of power at the Soo. Why was it ignored at Niagara Falls? He suggested that the rights of riparian owners be agreed to, but that Canada insist upon 90 per cent of the water supply at Niagara. Mr. Lancaster then complained of the export of electric power from Ontario to New York. The net result was that more Niagara power was consumed in the States than in Canada.

PREMIER'S DEFENCE.

Sir Wilfrid defended the composition of the commission—Mr. Gibbon, Dr. King and Mr. Oate, who he held, were men removed from politics. The commission had, he believed, made a very fair division of the waters of the St. Lawrence, an even partition being made, except at Niagara, where Canada was given two-thirds and the United States one-third. It was advisable that the use of the waters should be under the control of an international commission. Without such regulation there might be such diversion of the waters as would interfere with navigation. Dealing with Mr. McGrath's criticism of the division of the St. Mary's and Milk rivers in Alberta and Montana, Sir Wilfrid said immense reclamation works were being made by the United States commission so as to give a pointing-up supply to the districts adjacent to those streams on both sides and it was important therefore, that Canada should consent to the rivers being joined, as the plan proposed. Moreover, as the United States consented for full control, in their own territory, of all streams originating in the United States, even when they flowed through a foreign country the American government might permit the St. Mary's river to be wholly diverted at its source in St. Mary's lake, Montana. Sir Wilfrid did not care, under the circumstances to express an opinion on the senate rider. That amendment had been such as to induce the government to pause before deciding

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