

Important Editorial News of the week for Saturday Subscribers.

TUESDAY THE BOARD OF MANAGEMENT AND THE BOARD OF TRADE.

The meeting held yesterday morning between the Board of Management and the Board of Trade was not hardly as promising as might have been expected. The first matter taken up was the unsatisfactory train service from Summerside to this city in the morning, the train due here at eleven frequently not arriving till 1.30 or 2 o'clock p. m. This was discussed by Messrs. Full, Atkes, Bastard, Tiffin, and Tidmarsh. As to local freight rates, Mr. Tidmarsh commented strongly on the rate of 40 cents per barrel for flour between Summerside and Tignish in small lots, while it is brought all the way from St. Mary's to Charlottetown for 2 cents per barrel. The reply to this by Mr. Tiffin, was that the rate from St. Mary's is ridiculously low. That is rather poor satisfaction for those who complain of the local rate.

The three-hour rate was discussed by Messrs. Hughes, Butler, Hassard, Tiffin, Full and others. Mr. Full introducing his favorite idea of a car ferry and the Brule route. Mr. Butler again reminded the Board that this Province is an island, and is essentially subject to some unusual disabilities. Cape Breton is an island, and so is Vancouver, B. C. but they have managed all along to get through rates in common with the mainland when they sail. No real reason was advanced to explain why the unfair treatment extended to this Province as compared with Cape Breton or Vancouver Island. Careful study of the situation was, however, promised, as it has often been promised before. The meeting could hardly be considered encouraging.

The general policy of transportation in the Dominion is directed and controlled by the Government and not by the Railway Board of Management. So long as the Government at Ottawa is indifferent or hostile to improvement, no real progress is to be expected. The first great requisite toward obtaining fair play.

WEDNESDAY THE ECONOMIC VALUE OF THE SOBER CITIZEN.

Rev. Dr. W. W. Andrews of Mount Allison discusses the above topic in a luminous and forceful manner in a recent issue of the Christian Guardian. He first discusses the effect of intemperance upon the citizen as a worker, and the consequent loss of productive labor. He finds many large corporations such as railway companies, putting into force prohibitory laws as far as their employees are concerned, on account of the Sunday drink, and the Monday "lay-off," the waste of property and life through avoidable accidents, and the general decrease of energy and reliability.

Other big corporations such as the Dominion Coal Company of Sydney, lose heavily every year through the fact that a large number of men are absent from work the Monday after payday. On June 15th, the first Monday after payday, 810 men in the different collieries were off work. There were at the time no outside attractions, such as picnics, games, etc. From January 1st to the last day of April, the company claims to have lost 45,000 tons of an output through the men absconding themselves. This would be at the rate of 130,000 tons a year. The loss in wages to the men is estimated at \$130,000 for the year. The Government lost in royalties \$16,250. Through increased cost in production the company lost \$13,300, besides the profit on the 130,000 tons of coal. It is estimated that in twelve months \$250,000 is spent in liquor around the mines. Altogether the loss to the men and Government would amount to about \$380,000, while the total loss to men, Government, and the company would go close to the half million dollar mark.

These figures were published in the Sydney Post and in order to verify them Dr. Andrews wrote Mr. Birchall, Manager of the Royal Bank at Sydney, who wrote in reply, after consultation, that if there is any error in the figures it is "an understatement." Now this same sort of thing is going on all over Canada, in the big industrial concerns and the small, and in every branch of working activity. The question may well be asked, as Dr. Andrews puts it, "Should not a nation as a business partnership, say that the loss of economic value is \$200,000,000, and that

Advertisement for Mauretania featuring an image of a woman in a hat and the text: 'Mauretania' is the all-time year-round collar. Men who wear it in summer for its style and comfort, wear it all winter for the same reasons.

the nation cannot afford it? Then there is the cost for the detection and punishment of crime resulting from intoxication, an enormous sum yearly. And there is the cost of liquors, \$76,367,000, spent last year in Canada for that which indisputably reduces the vital force, the working energy and the moral stamina of the nation and increases the percentage through disease, accident and crime. If this is treated as a national question, and dealt with as a business proposition, would not the nation do as these big railway corporations do, which have prohibited the use of liquor among their employees?

These who read Dr. Andrews' excellent article with unprejudiced minds, we think can hardly fail to be convinced that prohibition of the liquor traffic by the state is at once a sound business proposition and a patriotic duty as well.

SOME DIFFICULTIES OF THE PARTY ADVOCATE.

All are familiar with the ever ready argument of the party advocate when his party is in power. He will tell you that you should vote for a minister or a candidate supporting the ministry, because the party is in power, and can do things, can make appointments to office and promotions, make grants for public works, railways, harbors, buildings and so on. And why, he will ask, could you vote for a man who is elected with no power to do any one of these things, for your good or advantage, or for the general good, whose sole employment in Parliament must be to criticize, complain and find fault? Now this line of argument, although it may not appeal to the higher motives and feelings of men, has yet been found quite effective in both winning and retaining support, and has been much in vogue by both Conservatives and Liberals when in power, and is quite as sound and good on behalf of one party as the other under any conditions.

But the difficulty comes when the party that was in power has been relegated to the cold shades of opposition. A case in point is in Saint John County, where a by-election for a seat in the Provincial Legislature is pending. The seat was held by a Liberal, Hon. Mr. McKinnon, who was recently appointed to a judgeship. The Provincial Government, led by Premier Hazard is Conservative and the familiar arguments above referred to are put forward to show that a Conservative supporter ought to be elected for the vacant seat. These arguments are quite as good as they ever were, and we presume are quite as good in a provincial as in a federal election. But the Liberals are in power at Fredericton. If the argument for supporting the party in power is sound (which we cannot think it is), the men of St. John ought now to support a Hazard candidate for the Legislature, while continuing to support Laurier candidates for the Commons. And it would be equally the duty of all electors throughout Canada to support the parties in power locally and federally, with the result that the parties once in office would hold on for all time.

The St. John newspapers are just now grappling with this question, just as the opposing party organs are in Prince Edward Island and elsewhere in the past, with no very satisfactory results. The merits or demerits of parties and policies are always legitimate subjects for discussion and criticism, but the support of a party simply because it is in office and has gifts to bestow is essentially unsound. The appeal made on such grounds is too often successful, especially where a government is firmly seated. Where parties are of almost equal strength it is of less effect and may diminish to the vanishing point. When a change of government comes the party advocates who had relied upon that sort of defence are inevitably compelled to accept it, or frame excuses for or answers to their own earlier contentions. It is almost impossible for the party advocate to remain logical and consistent when his party passes out of office.

PREMIER HAZARD TALKS OF THE TUNNEL.

During his recent visit to Montreal Premier Hazard was thus quoted by the Montreal Star: "The prospects of a Tunnel under Northumberland Straits to connect the Island with the mainland depended entirely on the federal representatives of the larger Provinces. A survey is to be made this summer, and if it is found that a Tunnel can be constructed for a reasonable sum, say from ten to fifteen million dollars, I think our chances are very good in the Tunnel line, at least larger undertakings have been carried out in many of the other Provinces, and to my mind this Tunnel is one the inhabitants of Prince Edward Island."

These are good words for the many who hold the Tunnel project very near to their hearts. There have been many disappointments, many hopes deferred over the matter. So little was said of the Tunnel, or the survey in Parliament, and so far as we could learn, no money voted, that the people had about despaired of the present Government doing anything. It would be cruel to raise hopes again only to dash them down and we cannot believe that Premier Hazard would be a party to any such reprehensible proceeding. We therefore rely upon his word that a survey is to be made this summer and a careful estimate prepared. The Guardian would be glad that he would take the people more fully into his confidence at an early day, as best a matter of such vital importance. He must know, however, whereof he speaks. And a survey, to meet the demands must be more thorough and exhaustive than that on which Sir Douglas Fox based his estimate, inasmuch as the Government has proclaimed that survey and report to be inadequate. Therefore we take it, that the work will now be thoroughly done, and if so it must be very soon undertaken, for the summer will quickly pass. Thousands of Guardian readers will await with some impatience the early beginning of the promised survey.

FRIDAY SUPPLYING THE PLACES OF THOSE WHO HAVE GONE.

It is now thirty years since Sir John Macdonald wrote to Lord Beaconsfield as follows: "From the Province of Ontario there has been a very large emigration of farmers to the Canadian Far West. They are selling their cleared and improved farms at from \$30 to \$40 per acre, and afford a great opportunity to English tenant farmers who may shrink from encountering the hardships of the wilderness, of purchasing, at very low rates, beautiful farms in good order."

Sir John was wise in his generation, and what he wrote so clearly and concisely about Ontario in 1879 has been painfully true of our own Province during the two decades past. A large portion of our younger farming population has gone away to the west. We can ill afford the loss, which has been greater in proportion than that of the big Lake Provinces. Ontario has managed to maintain some growth in population, although it has been chiefly confined to the cities and the new mining regions. Here we have to deplore an actual decrease of population.

The loss is no doubt merely temporary and will not always continue. The true remedy is to be found in filling up the places of those who have gone away or may go hereafter, by bringing to our shores British tenant farmers of the better class, just as was pointed out by Sir John Macdonald. The Immigration Department has been pretty painfully negligent of our interests and those of the Maritime Provinces generally in this matter. Fortunately it is now showing us some attention, as is indicated by the recent appointment of Rev. Mr. Winfield as a special agent. Mr. Robertson in a recent address pointed out that nowhere in Canada were there better chances for immigrant farmers from the Old Country to do well than in the Maritime Provinces. This is especially true of Prince Edward Island. This class of men would do well here, they would be at home among people of British descent, thoroughly loyal to British traditions, and they would find themselves from the outset in a land of churches, schools, railways, telephones and post offices. At the same time their more thorough methods of cultivating the soil would be a valuable object lesson to our native agriculturists.

A possible wrong impression might be had from The Guardian's condensed report of the evidence given by George Hickox at the recent election trial. Mr. Hickox did not state that he got the work of repairing bridges from Hon. Mr. Cumiskey, but from Mr. McKinnon, the Road Inspector.

Premier Hassard informs The Guardian that the Montreal Star was in error in reporting him as saying that the survey for the Tunnel will be made this summer. The Premier had a conversation with Hon. Mr. Fielding on the subject and has good reason to hope that the survey will be made a year hence.

BORN. SMITH—At Margate on May 19th, 1909, to T. M. and Mrs. Smith, a son. MCINNIS—At Bayfield Street, Charlottetown, on June 8, 1909, to Seymour and Mrs. McInnis, a son.

MARRIED. BURNS-FRASER—At the residence of the bride's parents, North Bedouque, on June 7th, by Rev. M. H. McIntosh, James T. Burns of Cranbrook, British Columbia, to Addie S. Fraser. THOMAS-McNEIL—in the Baptist Church, Cavendish, on June 2nd, 1909, by the Rev. John Stirling, Charlotte McNeil, daughter of the late Arthas McNeil, and Collingwood Thomas, of North St. Eleanor's.

OAKES-TAMLYN—At the residence of the officiating clergyman, the Rev. W. V. Ostrander on May 6, 1909, Robert J. Oakes of that place but formerly of P. E. I. to Miss Eliza A. Tamlyn, Stewardess of the S. S. Northumberland Chartered by P. E. I. After a staid and honeymoon trip Mr. and Mrs. Oakes will take up their residence on 719 South Wyoming St., Butte-Mont. Mr. Oakes is well known there being for a number of years on the staff of the "Butte Reduction Works. Their many friends wish them a long and happy journey through life.

ST. JOHN, June 9—The exchequer court opened here yesterday at 3 p. m. in the court house, with His Lordship Judge Cassin presiding, and the trial case of John Gleason vs. The King was commenced. The plaintiff is a letter carrier in Belmont (Mass.) On July 28, 1905, he boarded a train in the depot for P. E. I. A car struck the one in which he was sitting and the collision, he claims, caused a large suit case to fall and strike him in the abdomen. Great physical injury, he says, was caused him and he claims \$5,000. R. B. Hanson, of Shipp & Hanson, and H. A. Powell, K. C., appeared for him and E. H. McAlpine, K. C., for the Crown. Adrian Doncett, the owner of the valise and the person who placed it in the rack, was the first witness. He said the valise was a very large one and that a considerable portion stuck out over the side of the rack. John Webster, of Hampton, who saw the valise fall, told of the accident.

Advertisement for Nature's Own Beautifier and Abbey's Effer-Salt. Text: 'Nature's Own Beautifier for you and for every one else. Abbey's Effer-Salt clears the complexion, purifies the blood, keeps the liver active and stomach clean. AT DRUGGISTS, 25c and 60c.'

Important Telegraphic News of the week for Saturday Subscribers.

NEW GLASGOW, June 5—After two postponements, the horse races at New Glasgow took place on Saturday. In the 2.40 trot there were seven entries. Dr. J. T. Jenkins' Devilish Dorothy won the event. Time 1.14. In the 2.40 pace there were six entries. Arena Belle, owned by Dr. Strickland was second. Time 1.13. These were the Island horses competing. The track was very heavy and in poor condition for fast time.

PICTOU, June 8—The June term of the supreme court opened here today. Judge Graham presiding. The only civil case tried was Ben vs. MacLean, an action on a note. The defence was that money had been obtained for the illegal purpose of gambling in stocks. The case was heard without a jury. Decision was reserved.

Joseph Shepherd pleaded guilty to the charge of breaking and locking up, and also to stealing an overcoat. He pleaded not guilty to the charge of stealing a horse and was not tried on this charge. Shepherd was sentenced to seven years in Dorchester penitentiary for several offenses committed on P. E. Island last fall. While on the way to the penitentiary he escaped from the Pictou lockup in company with a chum named Macdonald, who was sent to the penitentiary for the same offense. Both lads were captured after being at liberty for several weeks. Macdonald elected to be tried under the speedy trials act and in one year added to his sentence of four years given him on the island, Shepherd, to-day had three years added to his sentence of seven years imposed by an island judge.

MONTREAL, June 7—Oats—The local oat situation is strong and excited, owing to the advance recorded again today in the Winnipeg market, the price going to 58 1/2 to 59c. Other coarse grains are firm, but quiet. Cable enquiries for wheat are slow. Canadian western, No. 2, are quoted at 62 to 62 1/2; No. 1 feed at 60 1/2 to 61; Ontario No. 2, at 60 1/2 to 61; No. 1 at 59 1/2 to 60, and No. 4 at 58 1/2 to 59c.

Hay, active and firm, No. 1, \$13 to 13.50; extra No. 2, \$12 to 12.50; No. 2, \$10.50 to 11; clover, mixed, \$9 to 9.50; clover, \$8 to 8.50. There was no new feature in the potato market and the tone of the market was very firm and steady. Green Mountains were selling at \$1.05 per bag, in car lots, on track, and in a small way at \$1.15 to 1.20 per bag. Quebec varieties were quoted at 95c to \$1 per bag, in car lots, on track, and in a jobbing way at \$1.05 per bag.

WESTERN OATS HIGHER. TORONTO, Ont., June 7—Western oats are quoted as higher. Ontario wheat—No. 2 red, white or mixed, \$1.30 to 1.35; Manitoba wheat—No. 1 northern, \$1.32 1/2; No. 2 northern, \$1.30 1/2; No. 3 northern, \$1.28 1/2, on track, lake ports. Oats—No. 2 white, 58 to 58 1/2, on track; Toronto; No. 2 white, 55 to 56; No. 1 white, 54 to 55 1/2; Canadian western, No. 2, 61c; No. 3, 60c. Millfeed—Manitoba, \$23 to 24 per ton; Ontario bran, \$25; shorts, \$20 track, Toronto.

WOLFVILLE, June 7—The Art Department of Acadia University under the able direction of Miss Andrews of Toronto and Miss Richardson of Boston has had a most successful year, not only in the matter of attendance but also and especially in regard to the quality of the work done. The private exhibition of the two graduates, Miss Nellie Andrew, Summerside, P. E. I., and Miss Flora Denton, Little River, N. S., was a revelation as to the amount, the variety and the fine quality of the work attempted in the studio. This impression deepened to admiration when a closer examination showed the careful conscientious and artistic manner in which so many of the subjects were handled. The Halifax Herald has this to say of the work of Miss Andrew: "Miss Nellie Andrew of Summerside, one of the graduates showed excellent water colors more than in oils although she showed some fine work in the latter medium, especially carnations, daffodils, a rose and two fruit studies. Her water colors her fruit study of lettuce and of some bits of local scenery were carried out in a delightful manner. Her studies in black and white were also very good. But it is in the arts and crafts that she shows most talent. Examples of her work in this branch are a pair of silk curtains, a pair of burials, cushions, table covers, tooled leather articles, brass work and a most creditable showing of china painting. We predict great success for Miss Andrew should she continue further to prosecute her art studies. This is warm praise and thoroughly deserved."

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John W. Carruthers, of P. E. Island, said he saw Gleason lying in the corner of the car after the accident and he appeared to be suffering considerably from the effects of the blow. Under cross-examination the witness said that the jolt of the car did not disturb him. James A. G. Ellis, also a native of P. E. Island, said the jolt was so severe as to knock his glasses from his nose and break them. He also injured his elbow. He said that he had every reason to believe that Gleason was experiencing great pain as the result of the accident. Mr. Gleason, who was formerly a foot letter carrier in Waterville, (Mass.), had now a mounted letter carrier in Belmont, was the next witness. He said that in 1904 he went under an operation in the Massachusetts General Hospital for a rupture. On the morning of July 28, 1905, he said, he boarded the east bound I. C. R. train in the depot here on vacation, after arriving from Boston by boat. Mr. Doncett and others were with him. He corroborated Mr. Doncett's evidence about the placing of the valise in the car rack. At this juncture his lordship said that he would call the article that fell on Mr. Gleason, a trunk. Mr. Gleason said he was sitting in the car and, hearing some shouting, he looked out and saw a car rapidly coming towards the one in which he was sitting. He had not time to get out, when the collision occurred. The "trunk" fell and struck him. He was knocked unconscious for a time, and when he came to went with Dr. J. Christie to the toilet room where he was examined. He then went to Charlottetown but said he was compelled to return to the states before his vacation had expired. On May 24, 1906, he said, he was operated on in the Massachusetts General Hospital and since that time had been unable to do heavy work that he was compelled to give up his position as a foot letter carrier and become a mounted one. He claimed that he lost considerable time on account of his physical unfitness for work. Mr. McAlpine subjected the suppliant to a severe cross-examination but did not shake his testimony. L. R. Ross, L. C. R. terminal superintendent, was the next witness. He told about making up the train on the day the accident occurred. He also said that the brake of the car which ran into the car in which Mr. Gleason received the injuries was defective, although this was not known until after the accident had occurred. The car was also marked as being disabled. The evidence of Ralph A. Landers, Fred A. Washburn, H. A. H. Beech, Dr. F. C. Balch and Dr. Michael Kelly, having taken by commissioner was put in and this closed the suppliant's case.

HEALING CATARRHOZES COMES WHEN COUGH SYRUPS FAIL. They slip quickly over the sore irritated membranes, drop into the stomach and do little else but harm digestion. It's different with Catarrhoxone—you inhale it. Every breath sends healing balsams to the inflamed tissues. Tightness, soreness and inflammation are cured by healing pine essences. The cough goes away, throat is strengthened, huskiness is cured. Nothing so simple, so convenient, so certain to cure as Catarrhoxone. Try it. 25c. and \$1.00 sizes. Sold everywhere.

STOCK NOTES. A. J. Dungan, Tracadie Cross, recently sold a handsome mare to a gentleman from Marshfield for \$185.00. The purchaser was looking for a good one, and came down handsomely with the cash when he found his ideal.—Ex.

John Horne shipped by the Northumberland yesterday morning a pure bred shorthorn cow to Millerton, Nfld., and a horse to Nova Scotia. Two fine calves were shipped by Roper Bros, Royalty, to A. C. Archibald, Truro.—Ex.

WHAT BEAUTIFUL HAIR! How often do we hear that exclamation from a certain woman's hair or a certain man's hair. A prominent scientist and hair specialist emphatically states, and has proven, that any man or woman can have luxuriant, lustrous hair, by using a famous prescription called Parisian Sage.

Parisian Sage is now made and sold in Canada. Geo. E. Hughes, druggist, is the agent in Charlottetown and the readers of The Guardian can buy from him for only 50 cents a large bottle. Geo. E. Hughes knows that Parisian Sage will beautify the hair, cure dandruff and stop falling hair, and for that reason he sells it under a guarantee to cure or money back.

If you cannot obtain Parisian Sage where you live, you can get a bottle for 50 cents from Giroux Mig. Co., Fort Erie, Ont., express charges prepaid.

THE Carbo Magnetic RAZOR No Honing-No Grinding Get a CARBO-MAGNETIC RAZOR TO-DAY on 30 days trial from your dealer and learn all about real shaving comfort. EVERY ONE OF THEM Unconditionally GUARANTEED. CRABE

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Advertisement for HOTEL VICTORIA. Text: 'HOTEL VICTORIA Broadway, Fifth Avenue and 27th St., NEW YORK. In the Centre of the Shopping District. A Modern, First Class Hotel. Complete with everything necessary for the comfort and convenience of guests. Rooms \$1.50 per day and upward. GEORGE W. SWEENEY, Proprietor. ANGUS GORDON, Manager, Late of King Edward Hotel, Toronto, Canada.'

Advertisement for FENNEL & CHANDLER. Text: 'HERE WE ARE and where we are is notoriously the best place in town to buy hardware. The best place to buy anything is where you get the best. On the score of merit, quality and durability, our goods are ahead handsomely. Every purchaser is certain to get a good article. We cater to the wants of our customers, knowing what is wanted, and having what is wanted, we can always supply the article desired at the right price. This is the legend on our business flag. Good goods, and prices are right. FENNEL & CHANDLER 'The Acknowledged Hardware Dealers'

Advertisement for Gay's Plants. Text: 'Gay's Plants. We think it unnecessary to extol our plants. For the last forty years we have used a specialty of this department and have no hesitation in saying we meet all requirements. The following is a partial list of our stock in trade: Pteris in bloom, Daisy, Carnation and Dianthus at 50c per doz. 50c each Hollyhock 2c each Annual bedding Flower plants, Aster, Petunia, Verbena, Phlox, Zinnia,ignonetta, S. Ispigolus, Larkspur, Calliopis, Lobelia, Golden feathers, Nasturtium 2c per doz, stocks 20c per doz Salvia fireball (scarlet) a grand new variety 2c 3c each Transplanted seedling pansies, and daisy 20c per doz. Vegetable plants transplanted (extra early) cabbage 50c per hundred, Snowball 2c per doz, and celery 75c per hundred, Extra early tomato Parry's strain, 2c each. Same variety later planted for general use 20c per doz. Cucumbers 5c per doz, Squash and pumpkin 2c each. Late cabbage plants for fall and winter use ready for sale about the 20th of June at 12c Hundred; Late cauliflower 50c per hundred. We send by mail postage paid all animals at price quoted but large premiums such as pany, daisy and carnation 10c extra per doz. must be added for postage. Early cabbage, celery and cauliflower 10c extra for postage, imported 10c extra per doz for postage; late cabbage 50c per hundred for postage. Choice imported gratinians at \$1.25 per doz. Choice double daffodil bulbs 8c each. Seedling daffodil single and double 35c per doz. We advise a number clubbing together and have their plants freighted if at all possible. Cash in bill is included with order. Our every day market open from 7 A. M. to 6 P. M. gives ample opportunity for all visiting the city to call and see our grand display of plants. Special attention given to orders for delivery to trains or to boats. J. J. GAY & Son Every Day Market Charlottetown 5-3mwsd&rff'