

**Silverware For The Bride**

The enduring gift, the one that pleases most. We have sterling silver and best silverplate that make exquisite wedding gifts in a variety of forms.

**G. H. TAYLOR**  
Jeweler Optician Engraver

**DIARY OF EVENTS TODAY.**  
City Magistrate's Court, 9 a. m.  
Prince Edward Theatre, 3, 7 and 8.45 p. m.

**DEATHS**

**FARLEY.**— At Roxbury, Mass. on July 21, Mary E. Farley (nee Doherty) wife of James A. Farley. P. E. I. papers please copy.

**McKINNON.**— In Provincetown, by accidental drowning on July 12th, John A. McKinnon, son of the late John and Mrs. Mary J. McKinnon, 5½ Newbury Street, Boston, on Monday, July 16th, at 8.15 services being held at St. Cecilia Church at 9 o'clock.

**ISLANDER'S DEATH BY DROWNING**

Mrs. Laughlin McKay of Bridge town, has received the following clipping from a Western Exchange giving details of the death of her brother, Mr. T. A. Cobb who was drowned some time ago:

The first drowning in Eagle Creek since this valley was settled occurred last Friday afternoon when Mr. T. A. Cobb of New Bridge met his death. It appears that he was trying to ford the stream near his home to look after some stock on the other side, when the horse he was riding either stepped into a deep hole or tumbled, throwing Mr. Cobb off and into the ice-cold waters of the raging torrent.

It is thought he was stricken with heart failure as he was subject to such attacks, else he might have reached shore. Mrs. Cobb, little Walter, Richard and 15-year-old Clyde Garret, who were on the bank of the stream and witnessed the accident, followed the body down stream for several hundred yards, and say that he made no struggle whatsoever after he fell. Word was sent down the valley and a crowd was soon looking for the body which was found about one hour later, almost two miles below where the accident happened.

The funeral services were held at the Methodist church in Richland on Sunday afternoon, J. M. Johnson of Sparta preaching a most impressive and appropriate sermon; Revs. Thomas and Bean assisting in the services. The funeral procession was the longest seen here for years, which was an evidence of the respect and esteem held for the deceased.

Thomas Alexander Cobb was born on April 6, 1853, at Bedoue, Prince Edward Island, Canada, and met death at about 5 o'clock p. m. on Friday June 29, 1917.

In 1878 he was married to Elizabeth Phoebe Harvey at Summerside, Prince Edward Island Canada. Twenty-eight years ago Mr. and Mrs. Cobb and family moved to the United States and settled at Osborne, Kas. where they remained until six years ago when they came to Eagle Valley and located near New Bridge, where they have since resided.

Mr. Cobb was well known to all throughout this section and was highly respected. Always a devoted husband and kind and loving father, and an accommodating neighbor, his untimely death was a severe blow to wife and children and a shock to the entire community.

Besides the grief-stricken wife there are left to mourn his departure the following children: Jennie Bell Jones and Ethel May Brown of Eagle Valley; Bessie Smith and Jessie Boomer of Osborne, Kansas and Warren Daniel Cobb, who is serving in the United States army and whose definite address is not known at this time. Eight grandchildren also survive.

The bereaved ones have the heartfelt sympathy of all in their hour of sorrow.

**Auction at Fredericton**

I am instructed by William Pound, Fredericton, to sell by public auction on his premises on Thursday, July 26th, 1917, at one o'clock, the following stock: One general purpose mare, 3 years old; 10 choice milch cows, newly freshened, some of which are giving 45 lbs. milk per day, and one cow to freshen; one farrow cow (short horn) weighing 1000 lbs; three 2-year-old steers; 2 fat cattle; 4 yearling steers; 1 calf, 2 months old. Terms: All sums of \$10.00 and under, cash; over that amount, six months' credit on approved joint notes, 8 per cent. allowed on cash payments.

**W. D. McCUBREY,**  
Auctioneer,  
1833-7-24M3pd.

**Valuable City Properties for Sale**

We are instructed by the Administratrix of the Estate of Jane B. Williams to sell by Public Auction on the premises

**On Monday the 30th July, 1917 at 12 o'clock noon**

the double tenement dwelling on the North side of Sydney St. (No's. 223 and 225) having 36 ft. front on Sydney St. and extending back 72 ft. This property rents readily and offers one of the best investments of the season;

**ALSO**  
**On the premises on the same day at 6.30 o'clock p.m.**

the two dwellings on the north side of Bayfield St. (No's 11 and 13) each with 20 ft. front on Bayfield St. and extending back 100 ft. Room for a good garden. An excellent opportunity to secure a home at a moderate price.

Part of the purchase price can be advanced on mortgage if purchasers desire. For further particulars apply to Mackinnon & McNeill, Solicitors.

Dated 23rd July, 1917.  
**B. CARTER & CO.**  
Auctioneers,  
7-24M6i.

**FOR SALE**

**By Public Auction**  
**On the Premises, North River Corner, Saturday, 28th July, at 2 p. m.**

House, Lot and other buildings with Forge, Blacksmith stand or other purpose. Reason, going overseas. Lovely locality.

**FRED SIMMONS,**  
**B. CARTER & CO.**  
Auctioneers,  
**MACKINNON & McNEILL**  
Solicitors  
1766-7-26M7i.

**CONVENTION OF WOMEN'S INSTITUTES**

**FOURTH ANNUAL CONVENTION**  
—of—  
**WOMEN'S INSTITUTES**  
**PRINCE OF WALES COLLEGE,**  
**CHARLOTTETOWN**  
**THURSDAY, JULY 26, 2 P. M.**

Presiding, Miss Hazel L. Sterns, Supervisor.  
Opening Chorus, "O Canada."  
Address of Welcome, Hon. Murdoch McKinnon, Commissioner of Agriculture.  
Reply to Address of Welcome, Mrs. George McDonald, Cornwall.  
Report of Supervisor.  
Branch Reports.  
Visit to Experimental Farm.

**8 P. M.**  
Presiding, Miss Maud Haslam, Spring field.  
Solo, Prof. Barlow.  
Address, J. E. McLarty, B. S. A.  
Reading, Mrs. Charman.  
Address, Rev. Dr. Fullerton.  
Work of the Handicraft Guild, Mr. Percy Pope.

**FRIDAY, JULY 27, 9 A. M.**  
Presiding, Mrs. A. H. Locke, Sherbrooke.  
Branch Reports.  
Women's Institutes in Nova Scotia.  
Miss Jennie A. Fraser, Supervisor Demonstration, "Home Canning of Fruits and Vegetables," Miss A. M. McFarlane, Assistant Supervisor.  
Red Cross Work, Mrs. F. L. Haszard.  
Question Box.  
"God Save the King."

All delegates coming by rail will please obtain one way tickets and ask for a Standard Certificate. An interesting feature will be an exhibit of work of the Handicraft Guild. 1840-7-24M3i

**From Member 105th Battalion**

Witley Camp, Surrey, Eng. June 23, 1917.  
Mr. Clayton Morrison, Tryon received the following letter recently from England:—  
Dear Friend Clayton—  
I suppose you will think it funny that I have never written to you before, but you will have to forgive me for not doing so.

Today, as I was thinking about old Tryon and friends, I thought it would be only right to drop a line to let you all know I'm still in the land of the living, and well, and I hope that this letter will find you and all the rest enjoying the best of health. It is quite a while since I've seen you, and I suppose things have changed considerably around the old Town since you left. I'm sure you'll let me see you today. The boys from Tryon are all well, and send their best regards to you all. I suppose you know that A. Leturgey has gone to France. We had a letter from him the other day. He is fine. Also, that Earl was wounded again, but he is getting better again, and he hopes to be able to get up to see us soon. He doesn't think that he will be able to go back again.

Well, Clayton, it's about time this outfit was in the trenches, isn't it? But I suppose you will see lots of scraping yet, so don't be too worried. It is lovely weather here now, but there are a lot of air-raids in one place and another. There are some sports on today in Guddalming. It would be nice if you were here to take part in them. There is base-ball, running and jumping, etc. It is a good way to pass the time away, but it would be far nicer if this war was over and the boys all back safe home again. May God speed the day when we shall all be together again.

Give my best regards to your Father and Mother. I hope they are both well. There has been a lot of sickness here amongst the camps. I was quite ill for some days myself, but am better now.  
Well, Clayton, I hope to be prayed for that I may arrive back safe home again after I've done my share in this awful struggle. And please remember me to all my inquiring friends, and write me a nice letter.  
With Best Regards,  
I remain, Your True Friend,  
**ELMER,**  
No. 712805 Armourer Elmer R. McNeill,  
105th Batt. C. Coy.,  
Co Army Post Office,  
London, England.

**WHY THE DESTROYER IS THE MASTER OF THE SUBMARINE**

**ITS SPEED LETS IT ACTUALLY OUTFRONT THE TORPEDO—WITH ENOUGH DESTROYERS U-BOAT WRECK WILL DIMINISH TO THE VANISHING POINT**

LONDON.—Both sides have learned that the submarine hasn't a chance against the destroyer as a fighting craft. People frequently wonder why the submarines don't get busy, and sink the destroyers that are on their trail, writes the London correspondent of the New York Sun. The submarine cannot travel nearly so fast as the destroyer. The destroyer on station, doing patrol duty, is always moving. It is a nervous little machine, always alert, and ready to fire. The submarine that comes up within torpedo range of a destroyer and attempts to torpedo the latter is pretty certain to meet two discoveries. One is that the destroyer can do more than the torpedo; the other is that the submarine cannot dodge the destroyer's gunfire.

The destroyer has more guns and heavier ones than the submarine can carry. It is much faster. The effective range of the torpedo tube is a good deal less than the effective range of the destroyer's guns. A fast destroyer under full steam can actually run away from a torpedo. The torpedo starts on its journey under a maximum speed of perhaps a little over 30 miles an hour, with enough power in it to carry it perhaps a mile and a half. The destroyer's business is to be ready, and it always is. When a periscope comes in sight of the destroyer's lookout the destroyer's guns are ready for business, and so is everybody on board. If by chance the torpedo gets launched, the agile little vessel is ready to dodge, for that is an important part of her business. More likely the destroyer's guns will be so busy on the instant that the torpedo never will be fired.

"No," explained my expert naval adviser, "you needn't worry about the submarine getting the destroyer. Neither with the torpedoes nor with its guns has the submarine a chance good enough to be worth taking. You must remember that a very little sound, made by a chance in the water, is impossible for the submarine to plunge. The destroyer can take a good deal of punishment and continue in business. The submarine can't take any. The first business of a submarine is to keep out of the way of the destroyers. The only safe place for it when a destroyer is around is under the surface. The U-boat may be as bold as a lion, rearing itself out of the deep, tossing aside its mane of spray, hoisting its guns into position and opening fire with them and perhaps also with its torpedo tubes, against a merchantman. But it is compelled to be the very best toward a good destroyer with its expert gunners and high speed.

Remembering now that the submarine hardly dare show its head, or rather its periscope—within range of a destroyer, the elements in this kind of warfare begin to take on their proper proportions. The next thing to find out how many destroyers it will require constantly to patrol the areas in which the submarine can operate effectively. That likewise is something that wasn't known when the submarine campaign began. I have reason to suspect that the naval authorities now have very accurate data based on very definite knowledge on this point.

For a variety of reasons the submarines must find their victims in the narrow seas round the British Islands. Some efforts have been made at hunting the wide waters with the undersea boats, and they have not been successful. The submarine has a narrow range of vision. It can raise its periscope only a little way above the water. Its travelling radius, despite the fact that submarines have crossed the Atlantic, is too restricted to permit of long voyages as regular business. The submarine must not get too far from its base.

It is this fact that transatlantic commerce must consist of a funnel through the small end of a funnel, and some nervous people are afraid that the submarines might come over to the neighborhood of Long Island and catch the outgoing ships. But they cannot do that effectively for want of supplies of both power and ammunition. There is no real danger of that sort. Even if, as a matter of bravado and in order to administer a scare to the people of the United States, the performance of sending submarines into those waters and sinking an occasional merchant ship should be repeated, it would not affect this aspect of the case. It would still remain true that the real place for the submarines to do their best work would be in the narrow part of the funnel on this side, where shipping for Great Britain must converge its routes toward the few available ports.

The Germans, then, know from experience that they must do the damage, if it is to be done at all, within this narrow area. The allied naval authorities know that in this same narrow area they must provide the most intensive protective measures possible. It is just possible, I gather, that the naval authorities of the United States do not fully appreciate this condition as yet. If they did they would do less patrolling with their vessels on the American, and a good deal more on the European, side of the Atlantic. The long and short of it is that it is a hopeless waste of naval material to be patrolling the American coast with destroyers. They are worth many times more on this side. For what possible use can it be to convoy vessels safely out of New York, only to have them sunk before they get to port on this side? To get to port on this side they must travel through a distinctly marked and well understood danger zone. It is in that zone that the full power of the defensive force should be concentrated.

If you want to see just where the fleet of American destroyers can be located in order most effectively to protect New York shipping, get down a map of Western Europe and study the areas immediately to the north-

west to to southwest of Ireland. Nothing can get into English ports without passing through one or the other of these areas.

While you are looking at the map notice the French coast from Brest south, the littoral of the Bay of Biscay. The Germans have at times attempted to blockade this coast with their submarines, but have failed because there is too much room to be covered. Submarines that were sent for service here got so little booty that they were withdrawn and put in to the areas already described. If, as the war's experience proves, the Bay of Biscay is too big to be covered effectively by the submarines, what earthly chance is there that the Berlin admiralty will ever take its undersea craft away from the small end of the traffic funnel around England and move them over to the American side? Absolutely none, declare all the naval experts. And the commonest sort of common sense gives the same answer.

Now, understanding where the submarines must do their work and why they cannot do it in the presence of a sufficient force of destroyers, it is easy enough to understand what the Allies need to do. They need to put every possible destroyer into the regions where the submarines are and are bound to be. The only way to suppress the submarine is to get out on the waters where the submarine is able to do its work and cover them with destroyer craft in such numbers that the submarines will be compelled to keep down. The thing can be done. Once the Allies get an adequate patrol in the right areas the Germans can go on building submarines till kingdom come, and scouting the high seas of the whole world with them if they are foolish enough to undertake it. The most important business in hand right now is to make every admiral on the Entente side of the war understand exactly this.

**NOT HER JOB**

He was a young subaltern. One evening the Sister had just finished making him comfortable for the night and before going off duty asked: "Is there anything I can do for you before I leave?"  
Dear little Two Stars replied: "Well, yes! I should like very much to be kissed good-night."  
Sister rustled to the door. "Just wait till I call the orderly," she said, "he does all the rough work here."

**TIME TABLE**

**ROCKY POINT FERRY.**

Leave Ch'Town	Leave Rocky Pt.
7.00 a.m.	7.30 a.m.
8.00 a.m.	8.30 a.m.
9.30 a.m.	10.00 a.m.
11.00 a.m.	11.30 a.m.
1.30 p.m.	2.00 p.m.
2.30 p.m.	3.00 p.m.
3.30 p.m.	4.00 p.m.
4.30 p.m.	5.00 p.m.
6.30 p.m.	7.00 p.m.
<b>SUNDAY</b>	
9.30 a.m.	10.00 a.m.
12.45 p.m.	1.00 p.m.
2.00 p.m.	2.30 p.m.
3.00 p.m.	3.30 p.m.
4.00 p.m.	5.00 p.m.

1602-7-13M5tttt.

**Ford Automobiles**

No need for us to write large ads for the FORD, she is the Standard Motor Car of the World; no use for knockers to advance flimsy facts, they are only helping to advertise the Ford Motor as each year has seen Ford Cars increase in demand by the thousands, because under almost every conceivable condition the Car has proved itself Superior. It has sold on its record for dependable, economical service for pleasure or for business. The Ford Car is the Car for you. The Ford Car is made in Canada by Canadian Workmen in the largest factory in the British Empire.

**BUY A FORD** not because it is the cheapest, but because it is a better car. There are over 700 Ford Service Stations in Canada, where a full stock of Ford spare parts are carried. Repairs and replacements may be quickly made. We are now stocked and prepared to do all kinds of repairs and put on any accessories required.

**Grant & Kennedy**  
Ford Dealers.

**S. S. HARLAND**

**TIME TABLE 1917**  
Telephone 235. Plant Line Wharf.

Leave Charlottetown	For	Arrive Charlottetown
*Monday, 3.00 p.m.	Orwell, Halliday's & China Pt.	Tuesday 10.00 a.m.
Tuesday, 3.00 p.m.	Orwell, Halliday's & China Pt.	Tuesday 8.30 p.m.
Wednesday, 3.00 p.m.	Victoria	Thursday, 10.00 a.m.
Thursday, 3.00 p.m.	Victoria	Thursday, 9.30 p.m.
Friday, 3.00 p.m.	East River	Friday, 9.30 a.m.
Friday, 3.00 p.m.	East River	Friday, 7.00 p.m.
Saturday, 6.00 a.m.	West River	Saturday, 9.00 a.m.
Saturday, 3.00 p.m.	West River	Saturday, 5.45 p.m.

\*Please note that Tuesday, Thursday, Friday and Saturday steamer makes afternoon return trips. Excursionists may avail themselves of those four sailings to make the round trip at one single fare. Three o'clock sailings continue in force until Sept. 30th.  
\*According to tide.  
1587-7-12MtuFriStu16i.

**CANADIAN PACIFIC**

**SERVICE—CONVENIENCE—COMFORT**

Passengers from the Island should consult Mr. H. M. Davison, Local Agent for the CANADIAN PACIFIC RAILWAY. He will issue via the **DIRECT SHORT ROUTE** TO MONTREAL AND WEST. And make necessary reservations, check baggage, etc. **DIRECT CONNECTIONS** Highest Class of Electric Lighted Equipment, Unexcelled Dining Car Service.

N. R. DesBrisay, D.P.A., St. John, N.B.  
1682-7-17M7July 31

**APRIL 1st, CASH BUYING**

**THE DAWN OF A NEW DAY IN OUR BUSINESS**

The Cash System which we introduced on April 1st enables us to offer you immense values in our different departments. Our customers and the public in general, have been big enough to see that our somewhat severe terms are no reflection whatever on the financial standing of any customer.

If you knew there was a \$5.00 bill between the pages of a book, you would look mighty careful, even if there wasn't a picture on every page. Lack of space prevents us from illustrating every article, but a careful inspection will disclose many opportunities for profitable purchases.

Our early buying enables us to offer you excellent values in our Millinery, Dry Goods, Boot and Shoe and Grocery Department.

We have just received two cars of Woven Wire from the N. B. Fence Co. which we are selling at the old price, and as there has been an advance of 15c per chain, with the probability of \$2.25 for next year, we would advise early purchases for your future requirements.

**WE HAVE ALSO RECEIVED:—**  
500 bbls. ROBIN HOOD FLOUR.  
300 BAGS STANDARD MIDDINGS.  
300 BAGS GERMAN MIDDINGS.  
300 BAGS OIL CAKE.  
300 BAGS BRAN.

We wish to call the attention of all dairymen to "Germ Middings," which has a better analysis than Oil Cake and is an ideal feed for your dairy cattle. Give it a trial and be convinced.

Special prices quoted on quantities of Feed and Flour. Freight paid on woven wire to all stations. Highest prices paid for washed or unwashed wool. Ask or write for prices.

**The Estate James Kennedy**  
Where Cash Buys the Best Goods Procurable

1198-6-25Mwtfff.

**STOCK QUOTATIONS**

HALIFAX, N. S., July 25.—(Quotations furnished by F. B. McCurdy & Co., stock and bond brokers, members, Montreal Stock Exchange, McCurdy Building, Halifax, N. S.)

**CLOSING PRICES**

Yesterday	Today
Atchison .....	100 1/4
A. F. ....	75 3/4
Am Loco .....	70 1/2
Am S & R .....	75 1/2
Anacosta .....	101 1/4
Can Pac .....	158 1/2
Crud .....	79 1/2
M. F. Cl. ....	87 1/2
Mex Nor Power ..	98 1/2
Prs. ....	93 1/2
S. P. ....	93 1/2
S. T. U. ....	54 1/2
U. S. Steel .....	120 1/2
U. T. ....	102 1/2

**Synopsis of Canadian Northwest Land Regulations**

THE sole head of a family, or any one over eighteen years of age, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. Applicant must appear in person at the Dominion Lands Agency office in person at the District. Entry by proxy may be made at any Dominion Lands Agency, but not Sub-Agency on certain conditions.

Duties—Six months residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres, on certain conditions. A habitable house is required except where residence is performed in the vicinity.

In certain districts a homesteader in good standing may pre-empt a quarter-section along side his homestead. Price \$5.00 per acre.

Duties—Six months residence in each of three years, cultivating homestead patent; also 30 acres extra cultivation. Pre-emption patent may be obtained as soon as homestead patent, on certain conditions.

A settler who has exhausted his homestead right may take a purchased homestead in certain districts. Price \$5.00 per acre. Duties—Cultivate 30 acres and erect a house, worth \$200. The area of cultivation is subject to reduction in case of rough, scrubby or stony land. Late stock may be substituted for cultivation under certain conditions.

**DODD'S KIDNEY PILLS**

**FOR ALL KIDNEY DISEASES**  
BRONCHITIS, RHEUMATISM, BRIGHT'S DISEASE, DIABETES, BACKACHE.

**NUMBER 23 THE PRINCE**

**Cemetery Lettering**

I am now prepared to do monumental lettering in any cemetery on the Island at reasonable prices. Call or write.

**W. G. TINNEY,**  
42 Pasmore St.,  
Charlottetown.  
1753-7-19MtuEmwflmopd.

**CASTORIA**  
For Infants and Children  
In Use For Over 30 Years

Always bears the Signature of **Dr. J. C. Hutchins**

**W. W. OUK,**  
Deputy of the minister  
E.—Unauthorized publication  
will not be paid for