



POWNAI

The young people's group of Cornwall journeyed to Pownal on Wednesday night where they presented their play "The Winning of Joy."

The Lovable Fragrance



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CHERRY VALLEY AND VICINITY

Mr and Mrs J. J. Larabee, Eldon, were in Cherry Valley recently. Miss Ina E. Carrier, Mt. Herbert was a recent visitor to Cherry Valley.

Miss Laura Young, who has spent the past two months in Boston has returned to her home in Earncliffe.

Mr and Mrs Neil McKinnon and son Robert, of Southport, were the guests of Mr Trueman Jenkins, on Sunday last.

Mr Harold S. McLeod and son Lloyd, Vernon River were in Cherry Valley recently.

Mr Vernon Ross, Edison Nelson and Stephen McGilvery and Mrs Fred Nelson and Mrs Beaton were in Iris recently.

Mr and Mrs David S. Sherrin and Mr and Mrs Clark Fall and daughter, Crapaud, were recent visitors to Cherry Valley.

BRITISH AND FOREIGN BIBLE SOCIETY IN CANADA AND NEWFOUNDLAND

The Royal Assent has recently been given to a bill which authorizes the change of name from the Canadian Bible Society to the British and Foreign Bible Society in Canada and Newfoundland.

The Prince Edward Island Auxiliary will hold its annual meeting in the Tryon Baptist Church on Wednesday July 9th.

Hardwood Flooring 35000 feet to choose from. All thicknesses, stored under steam heat. Made by SEAMAN-KENT CO. MacDONALD ROWE WOODWORKING CO., LTD. Charlottetown

WHEN A CHILD IS FEVERISH, CROSS, UPSET



Colic, gas, sour belching, frequent vomiting, feverishness, in babies and children, generally show food is souring in the little digestive tract.

Add it to the first bottle of food in the morning. Older children should be given a tablespoonful in a glass of water. This will comfort the child—make his stomach and bowels easy.

rather is well organized and supervised, and of lasting benefit to teen aged girls. At the close of the talk H. Smith, To the Church, proposed by Adelle Smith, responded to by Rev. H. E. Campbell.

On Friday evening May 20th, a mother and daughter, father and son banquet was held in the Florida Hotel, Pownal, about sixty sat around the banquet board which was beautifully decorated with artificial flowers in two shades of pink, and candles in harmonizing colors.

Mr. and Mrs. Robert Enman is spending a couple of weeks in South Lake, with her daughter Mrs. Harry McDonald.

Mr. and Mrs. McLure and young son of Montague were visitors here recently at Mrs. McLure's sister Mrs. Willard Jenkins.

Maritime Summer School

Mount Allison University SACKVILLE, N. B. SEVENTH SESSION July 7th to August 16th 1930

Four main groups of subjects (1) Matriculation Courses, (2) Courses leading to a degree in Arts and Science, (3) Professional courses for teachers, (4) Fine Arts and Music.

Island Ships And Sidelights On Island History

The following letter in I. C. R.'s column in the Halifax Herald, signed "P. E. I." will be of general interest here:

"Dear I. C. R.: I wish to thank you for your appreciation of my feeble attempt to write of the old ships and captains of Georgetown, P. E. I. Continuing, I wish to mention the Barque "Lucy Pope," owned by Welsh and Owen, Charlottetown and commanded by Capt. "Joe" McDonald of Cardigan Bridge, whose wife (a very fine charitable lady) was a daughter of Michael Burke, shipbuilder of Georgetown.

"Do we need a history of Prince Edward Island?" asked the speaker. Several attempts have been made to write a history in the past. In 1806 John Stewart, "Hellfire Jack" son of Peter Stewart, founder of Mt. Stewart published a history, but it was to a large extent a political pamphlet.

Reference was also made to the Campbell's History published in 1857. The Past and Present of Prince Edward Island and to Judge Warburton's history, which was brought down to 1831.

Prof. Harvey said that consistent effort is needed in the writing of history. The history of Prince Edward Island must be related to the general movements of history. He spoke of the difficulties he had in getting local color, local traditions. He suggested that an effort should be made to get family biographies and other historical data before they passed out of recollection.

I have another man in mind, one of the best navigators that ever left the Maritimes, Capt. Bobbie (See Here) McDonald, a native of Pictou Island, who went out as mate on the Mission ship "Dayspring" from Pictou to the South Seas. At one time I found him in a talkative mood, when he gave me a wonderful description of his work on that ship. If I remember rightly he told me the captain died and he had charge for a while. Bobbie (See Here) was a perfect gentleman; never known to swear, and he would rebuke any one for that offence. He was also very polite to the ladies. He was a master of the brigantine "Plymouth" owned by Richard Westaway, of Albion Bay, near Georgetown. In his latter days he sailed a lobster smack for Hogg, Craig and Co. (I think) from Pictou to Pictou Island, and was drowned near where he was born.

Next we find Capt. "Joe" Cole, a native of St. John's, Nfld., a tall, fine, good-looking man. He sailed for Hon. D. Gordon and Richard Westaway. Mrs. (Capt.) Cole was a well educated lady, having been taught in a Convent in St. John's, Nfld. She was

At the Rotary Luncheon Monday Prof. D. C. Harvey, head of the English Department of the University of British Columbia, in speaking on "Sidelights on Island History" paid first a tribute to the late Percy Pope, Past President of the Rotary Club. He said that the Pope family had played an important part in the history of Prince Edward Island and Mr. Pope himself had tended to keep alive the old traditions of courtesy and the idea of a gentleman.

Prof. Harvey said that he had for the past week been travelling over Prince Edward Island in order to obtain material for a history he was writing. He had gone from St. Andrew's Point to Alberton and Casumpec. Accompanied by Mr. J. O. Hyndman he visited Rocky Point and viewed Fort Amherst. He thought that the citizens of Charlottetown should get together and bring some pressure upon the C. N. R. to have the site of the old fort marked, pamphlets distributed, an inn built with a golf course around it and motor communication established between that historic spot and the city during the summer season. It should prove a very marked attraction to tourists both on account of its historical associations and beautiful location. He had written Dr. Webster of Shediac, Chairman of the Board, for appointment to mark historical sites. "We have a monument ready," he said, "as soon as right of way and communications are established."

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Reference was also made to the Campbell's History published in 1857. The Past and Present of Prince Edward Island and to Judge Warburton's history, which was brought down to 1831. Prof. Harvey said that consistent effort is needed in the writing of history. The history of Prince Edward Island must be related to the general movements of history. He spoke of the difficulties he had in getting local color, local traditions. He suggested that an effort should be made to get family biographies and other historical data before they passed out of recollection. In Great Britain a record has been kept and

a wonderful cook and did beautiful fancy needle work. Next we find Capt. "Bill" Graham who sailed for Jas. E. MacDonald, of Cardigan. When I was 18 years I fired on a tug boat. One night early in January we towed the brigantine "Stella" (new off the docks) outside Panmase Island. Capt. "Bill" Graham was master on that voyage and fell overboard between Panmase Island and Cape George. He disappeared and never was found.

Next we find Capt. "Jim" Burke who owned and sailed the brigantine "Minnie." He kept a general store in Georgetown, and was Government Marine Agent, for many years. He was a bluff kind-hearted Irishman with a keen sense of humor. Monsignor Burke, editor of the Catholic Register, and who was sent by the Vallean to Mexico to settle some church affair, was a son.

Since writing my last letter I find that Capt. Hugh McPhee has sold his farm and retired. Capt. "Hugh" on a voyage from Rio de la Plata to Africa became becalmed off Tristan da Cunha, a lonely little island in the Atlantic owned by Great Britain. He went ashore, gave the people some books, magazines and papers, receiving in return fresh meat, vegetables, etc. I understand not many merchantmen call at that lonely place. Another time he was coming from Messina, Italy, with a cargo of fruit for New York. He had the brigantine "New Era" owned by Hon. D. Gordon, with Capt. Len Gordon as mate. Becalming becalmed in the Strait of Gibraltar, they signalled an antediluvian Spanish tug to tow them outside. The tug charged \$100. As Capt. Hugh had a bonus on early arrival of cargo at New York he was satisfied to pay to gain time. After the tug let go the rest of the fleet behind came out with a strong breeze of fair wind, making Capt. Hugh feel disappointed. They met bad weather and head winds, thereby losing the bonus.

Next time I will write of old shipcarpenters, riggers, span makers and blacksmiths. Thanking you again for your patience and kindly spirit I beg to remain—P. E. I. New Westford, May 4, 1930.

"Please Teacher"

Only teachers know how tiring it is at times to deal with a roomful of children. What a relief, sometimes, when doing hour comes. Take time then, to make a cup of tea. Nothing so soothing for tired nerves.

RED ROSE TEA "is good tea" Two Qualities -- RED LABEL & ORANGE PENNE

An attempt made to establish a similar record in Canada but in this only three or four people from Prince Edward Island are mentioned among the "nation builders." Prof. Harvey spoke of his searches among the Archives at Ottawa which contain copies of documents received from Paris, dealing with the French period of Canadian History. In London there are similar records of the British period. He had written a book on the "French Regime in Canada" and the reviews of it had been very commendatory. It was published by the celebrated Yale and Oxford Press. The book had a sale to some extent outside of Prince Edward Island where only ten copies had been disposed off. He said that the preparation of the work had cost him about \$1,000 in cash and the book he is now working at dealing with the period of English occupation to Confederation would cost him about \$2,000. However he was glad to labor in the interest of his native province where his family has lived for generations.

He said that in the Colonial Office in London there is an abundance of material but the question is what to do with it. The handling of it is the work of a trained historian. He then referred to documents which he had found dealing with the history of the Island. One of them was a description of a voyage to Prince Edward Island in 1775, written by Thomas Curtis. New London had been founded by one Robert Clarke and Curtis told of his trip to that part of the province. His writing is extremely interesting as revealing social conditions in that year. The speaker read a number of interesting extracts from the Curtis account. He also read a confidential dispatch (now made known for the first time) written at the time of Confederation by Lieutenant Governor Robinson to the Colonial Secretary, Lord Kimberley, written March 24th, 1871, (two years before we went into Confederation.) British desired Confederation because otherwise the Island would become a nest of smugglers and the fishing

regulations would be violated. In the confidential despatch which was released by the British Government, Lieutenant Governor Robinson wrote that nine tenths of the people were opposed to Confederation because they feared increased taxation. He thought however, that the best interests of the Island would be consulted by the Union with Canada. He had been active in putting forth legitimate arguments to win over the anti-confederate party; he said that should the offer of 1869 (commonly known as the "Better Term") be repeated with the addition of an offer to pay for the construction of a railroad through the Island, it would commend itself very generally to the people. Although the need of increased facilities was admitted it was felt that the present resources of the colony were inadequate to meet the cost, which was seven hundred thousand pounds. He said the time for making the offer, should Canada consent to make it, must be judiciously chosen. The proper time would be either when those who advocate an immediate commencement of the rail way see that there is no prospect of accomplishing their object without assistance, or (and here is the interesting part) having commended the work themselves the people began to feel the heavy taxation which would be thereby occasioned.

This supports the statement that it was through the building of the railway we were brought into Confederation because the Union Back that held the railway bonds was threatened with bankruptcy and Canada had to go to the rescue by building the road. Some interesting comments on the despatch of Sir Frederick Rogers, the Under Secretary of State, and Lord Kimberley were also read. The indications were that both Canada and Great Britain were anxious that Prince Edward Island enter the Union and were urging the government to do all he could to bring it about. The governor himself obviously hoped to make use of the financial strain of the railway to achieve his ends.



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