

Dr. E. C. Harris Eye Specialist

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DIARY OF EVENTS ... BIRTHS ... MARRIAGES ... DEATHS ... PLACING THE BLAME ... CAREW-MACKENZIE

Special Trips S. S. Stanley

During Exhibition week the steamer "Stanley" will run between Charlottetown and Pictou.

AUCTION SALE

I am instructed by Richard Stevenson, Springfield, Lot 67 to sell by Public Auction on his premises on Monday, October 1st at the hour of 1 o'clock p. m.

W. D. MCCOUBREY, Auctioneer.

Ringworm on Child's Head

Caused Great Distress and Spread to Neck and Ear—Cure Was Speedily Effectuated When Right Treatment Was Recommended.

Grand Bend, Ont., Sept. 28.—There is no disease of the skin more obstinate than ringworm.

This remarkable cure was brought about two years ago, and as there has been no return of the distressing disease there can be no doubt that the cure is permanent.

Mrs. D. Stebbins, Grand Bend, Ont. writes: "I am going to tell you of my experience with Dr. Chase's Ointment. My little girl had sores come out on her head which looked like ringworms."

Joseph Brenner, J. D., endorses this statement as follows: "This is to certify that I am personally acquainted with Mrs. D. Stebbins of Grand Bend, Ont., and believe her statement with reference to Dr. Chase's Ointment to be true and correct."

Auction at Springfield

I am instructed by EVERET HASLAM To Sell on his Premises, Springfield, Lot 67 Saturday, Sept. 29th, 1917, at 12 noon

The following stock and implements (including) 1 Draft Mare, 5 years old; 1 Carriage Mare 10 years old; 1 Carriage Horse 6 years old.

TERMS AT SALE. Sale positive, rain or shine. HUGH F. MORRISON, Auctioneer.

Notice of Sale

of a house and Lot of land on Stewart Street, Charlottetown, and farm at Mount Ryan, Lot or Township Number 35, the property of the estate of the late James A. Smith.

Also to be sold by Public Auction on Thursday the 4th day of October, 1917, on the premises at Mount Ryan, Lot 35, a farm consisting of 45 acres of land, farm stock, farm implements and household furniture.

The above are the property of the estate of the late James A. Smith. Full particulars will be given at the sales.

Dated this 14th day of September A. D. 1917. C. R. SMALLWOOD, ANGUS C. McCAULAY, Executors.

Stock Holders Meeting

The Regular Annual Meeting of the Share-Holders of the Equitable Maritime Black Fox Co., Ltd., will be held at the Court House, Amherst, N. S., on Thursday, Oct. 11, 1917 at the hour of 3 p. m.

A. U. BRANDER, Secretary.

Dated at Amherst, N.S., Sept. 17th, 1917. 324-9-27M21.



Synopsis of Canadian Northwest Land Regulations

THE sole head of a family or any male over eighteen years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta.

50 Men Wanted

"50 men wanted for Shipyard. Herberg J. Larkin will be at Queen Hotel Charlottetown from Sept. 25th to 28th to meet any men desiring employment.

AUCTION SALE

We will sell on Friday 28th Sept. commencing at 12 o'clock noon a quantity of choice stock, among which we will sell 1 Clydesdale Mare 4 years old (registered). Also a Welsh Pony, at this sale any person having stock at Exhibition for sale can have same sold by applying to BENJ. CARTER, Auctioneer.

CAPT. J. D. WARREN

(From the Victoria Daily Colonist, Sept. 11) Captain Warren is a half brother of Mr. B. D. Howatt, Brudenell.

Marine annals do not disclose a more interesting history than that of Capt. James D. Warren, of Montreal Street, who died at Jubilee Hospital Sunday evening, at the age of 80 years, after fifty years of life on the Pacific coast of British Columbia.

Since his arrival on the Pacific Coast, he had more or less to do with every phase of shipping development, and was the first of the big company sealers, operating the largest fleet of sealing schooners on the West Coast and in the Bering Sea.

In 1877 Capt. Warren and Henry Saunders, who at that time ran a big grocery store on Johnson Street, purchased the famous steamer Beaver, the first steam vessel on the Pacific, this vessel having been brought out by the Hudson's Bay Company.

Another well-known steamer in which Capt. Warren was interested and which had a rather romantic career, was the Alpha. The Alpha was a former Cunarder, and it was while the vessel was owned by Pickford & Black and operated between Halifax and the West Indies that it was bought, in 1897, and bought out to the Pacific in 1898 for the Klondike trade.

Shortly after the vessel's arrival here, the boat was acquired by Capt. Warren and his associates, who made big money with it during the early days of the Klondike rush. Capt. Warren was considered one of the most reliable skippers on the northern route.

Later on, when the Alaska trade began to fall off in about the year 1900, Capt. Warren sold the Alpha to Barber Brothers, representing eastern capital, and it was on the first voyage after the captain parted with the boat that it came to grief.

Barber Brothers were taking the steamer to Japan with a full cargo of dog salmon, but the vessel never got even so far as the straits, for while bound to Union Bay for bunkers, something went wrong with the steering gear and the vessel drove ashore in a gale of wind at Yellow Island, Baynes Sound, near Comox, one of the owners being among those drowned. The vessel was abandoned as a total wreck.

A number of the oldest skippers now on the coast served with Capt. Warren by all of whom he was most deeply respected.

It would be difficult to mention all of the vessels with which Capt. Warren was connected, but he was interested in a great many other steamers plying in the freight and passenger service, among them being the Barbara Boscowitz, on the northern route into the Victoria and Skagway, and also the Venture and the Vado, which were also employed on the northern run.

Founders Steamship Company

The Boscowitz Steamship Company with headquarters in Victoria, was organized by Capt. Warren, which, in addition to the Boscowitz, operated a large fleet of steamers up the west coast.

It was in the old sealing days that Capt. Warren's career as a mariner was filled with romance. He was the first of the big company sealers and had the biggest fleet of sealing schooners operating on the West Coast and the Bering Sea.

None of the crew ever reached civilization again, and their exact fate will always remain a mystery, although guarded statements of the natives made years afterwards proved

that those who escaped death when the schooner was wrecked met a worse fate in the hands of the Hydah Indians.

Shortly after the disappearance of the Growler, the schooner Nanaimo Packet, which afterwards came to a similar end, reached the scene of the disaster, and Captain Stevens went ashore to get one of the Growler's anchors, but he was set upon by the Indians and robbed of \$600 before he could get back to his vessel.

Captain J. D. Warren was the first man to turn the tables on the blood-thirsty ruffians. He had been trading for a long time with the sloop Thornton and on June 13, 1868, he was cruising along the shores of the Mainland near the head of Vancouver Island and was tacking near Storm Island, when a small canoe containing two Indians came alongside, one of whom asked the captain to go in and anchor, as they had a great many furs an desired to trade.

Out-Generals the Indians. Captain Warren did not care to anchor, and told them so, but while they were talking, two more boats came up, and he gave them a towline, but the visitors did not offer to take it and appeared to be waiting for others. Finally they pulled in near the bow of the sloop, and Captain Warren observing a dozen rifles concealed under some blankets in one of the canoes, ordered his men to show the natives that they were armed.

Seeing that they were felled in making the first break, the Indian chief parried by asking why the ship's crew were armed, but Captain Warren did not beat about the bush, and pointing to the concealed rifles in the canoe, declared that the first Indian to touch a gun would be shot and advised them to go away.

Nothing developed, and the captain, thinking all danger of a scrape had passed following the disclosure of the concealed weapons, unthinkingly made a remark to this effect, to his men. The chief understood this, however, and believing that he could take the captain unawares, gave the order which resulted in every Indian seizing a weapon, the canoes closed in and the fight was on.

Captain Warren was aided by a giant sailor known as Big Bill and man called Steve, and at the first volley from the ship two Indians fell mortally wounded. Before they could recover from the first volley, another was fired into their midst which accounted for four more of the natives.

Steve was wounded in the battle and dragged himself to the cabin, leaving the others to fight it out, aided by the Indian pilot of the sloop, who killed two of his countrymen. Captain Warren had a repeating rifle which astonished the natives, as they could not understand how it could seemingly shoot forever without reloading.

Indians Beaten Off

The lively dodging indulged in by Captain Warren and his big assistant prevented the Indians from taking effective aim and when the last man went down before a bullet from the repeater, they withdrew with a loss of fourteen killed and six wounded, one of whom died the next day. Captain Warren suffered from a buck shot wound which laid him up for a long time and the man Steve was seriously injured, but both recovered and this lesson led the Indians to abandon their attacks on the traders for many a year afterward.

Prior to 1881 most of the sailing vessels would go on very short cruises, but as the habits of the seal became better known, they began to equip for longer voyages and the fleets were increased. In 1882 the small fleet of the previous year received nearly a dozen additions and of the fourteen schooners sailing out of Victoria Captain Warren owned the Kate, Grace, Thornton, Annie Beck and Dolphin, Captain Spring and Captain McKay being prominent operators at the same time.

Captain James D. Warren was born at Prince Edward Island in 1837 and came to British Columbia fifty years ago, engaging in the marine business, shortly after his arrival. He is survived by a widow, two daughters, Mrs. George Lassiter, of Salt Spring Island, and Mrs. E. A. Goddard, of Victoria, and one son, Mr. George Warren, who is at present living in Seattle.

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AUCTION

I am instructed by Peter McN. Robertson, to sell by Public Auction at "The Marshfield Farm" on

WEDNESDAY, THE 3rd DAY OF OCTOBER NEXT

Commencing sharp at 10 o'clock a.m., the following stock, crop and implements, viz:

Stock.—Two farm mares with foals at side, two road mares with foals at side, two farm horses, one "Registered" Clydesdale mare 2 years old, one yearling colt by "Harry T.", one yearling colt by "Hughes Crown Right," six milch cows Holstein, four fat cattle, six young cattle Holstein, three calves, one Registered Holstein bull 3 years old, two brood sows with litters, five spring pigs "Yorkshire," fifty hens, twenty ducks, one disc drill new, one manure spreader new, one gang plow, one single plow, two sets iron harrows, two disc harrows, one grain crusher, one scuffer, two turnip drills, one turnip cutter, one wheel rake, one mower, one binder, one fodder cutter, one 4 h. p. engine, one pump engine 1 1/2 h. p., one cart, two truck wagons with pole and shafts, one rubber tired buggy, one driving wagon rubber tired, one knock-about wagon, 1 road cart, 2 driving sleighs, 2 pung sleighs, 3 sets driving harness, 2 sets cart harness (complete), 2 sets team harness (complete), 3 working collars, mud digger chain and fork, one potato digger, forks, shovels, hoes and other articles too numerous to mention, 40 tons hay, 2 stacks oats, 25 bushels wheat. One Gladstone wagon with lamps.

As the farm is sold the sale will be positive with no reserve. Terms.—All sums under \$5.00 cash, over that amount 14 months' credit will be given on approved joint notes, 6 per cent. off for cash. Refreshments served.

Should the day be unfavorable the sale will be held the following day.

BENJ. CARTER & CO., Auctioneers. 195-9-22Mtf.

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