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ou want a doctor's prescription—one that is doubly valuable because it is for internal and external use—and one that has proved it's great worth for more than 100 years—then you will find all three of these high standards only in

Johnson's Anodyne Liniment

For more than a century this famous old anodyne has brought safety and freedom from suffering into thousands of homes. It quickly masters Coughs, Colds, Sore Throat, Grippe, Cramps, Chills, Sprains, Cuts and many other common ills. All dealers, 25 and 50c.

GET DIPHTHERIA

RD, Jan. 31—An epide- htheria has broken out llage. Fortunately it is nly chickens. Many of birds which were exhi- bited the fall and winter fairs at Guelph, Newmarket and Barrie have died from the disease. Local doctors have expressed the opinion that there is no danger of the epidemic attacking humans.

42

ece Dinner Set

42 piece Dinner Set of Limoges China, or a 26 piece set of s & Sons, Silver Tableware can be secured AS PREMIUMS users of GOLD BOND, GARDEN CITY, AZBY, or WHOLE LOUR.

the coupons found in every bag and we will honor them as ent for the above mentioned premiums, which the purchasers e at a trifle over half their regular retail price.

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NASH CARS

This line comprises both four and six cylinder Models, ranging in price to the customer from $1525.00 to $3450.00 f. o. b., P. E. I., all taxes paid.

Nash Cars offer an excellent opportunity for a Distributor, and, if interested, either write or wire us, and we will be pleased to discuss our proposition. Please address.

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Fire, Life, Accident, Sickness and Plate Glass Insurance at Lowest rate. Agent at Summerside, Lloyd Lewis Good Stong Stock Companies.

Lobster Cans

We take this opportunity of wishng our many customers a very prosperous year.

Our cans this year will again be ade from high grade English Charoal tinplate. This gave complete tisfaction last year both to packers nd buyers of Lobster and we guarntee the high quality both in tinlate and manufacture will be mainained for the coming season.

It will pay every packer to get into ouch with us and we will gladly quote rices.

We are right on the spot and can ive you satisfaction.

PATRONIZE HOME INDUSTRY AND GIVE US YOUR BUSINESS.

CHARLOTTETOWN CAN CO., Limited.

Charlottetown, P. E. I.

Returns To England

LONDON, Jan. 31.—Sir Thomas Gordon Fairbairn, who left England thirty-five years ago, after he had failed as a stock broker with £108,965 gross liabilities, has returned because he does not want to die a bankrupt. Latterly he has acted as agent for a photographer in the United States, and his income, he told the London official receiver, has averaged $18 a week.

He appeared to-day for his public examination in bankruptcy, and said his deficiency in assets was £57,905. A receiving order was made against his estate on Febuary 11, 1898, on the ground that he had departed from his dwelling house and placed of business with the intent to defeat or delay his crediors.

He explained that shortly after he was declared a defaulter on the Stock Exchange he went to the United States, where he had lived ever since.

MAY ACCEPT FORD'S OFFER FOR MUSCLE SHOALS

WASHINGTON, Jan. 31—Acceptance of Henry Ford's offer for Muscle Shoals, provided no better offer is available, and conditioned on the actual production of nitrogen for fertilizer at the rate of 40,000 tons per year, is recommended in a special report made to the American Farm Bureau Federation by Bernard M. Baruch, wartime Chairman of the WarIndustries Board.

SEARCH REVEALS STOWAWAY WIVES

ANTWERP, Jan. 31—Customs officials made several unique discoveries here on a transport loading with American troops to sail for Savannah, Ga.

At the pier during the checking up process half a dozen stowaway German wives were discovered. Their soldier husbands had not "declared" them at Coblenz.

WAITING

Jack—"Hello, Fred! Had your hair cut?"

Fred—"Yes, old fellow. I found a place where they cut your hair while you wait."

Jack—"That's good. A barber's shop is usually a place where they cut other men's hair while you wait."

If Kidneys Bother Try Dose Of Salts

Drink Quart of Water if Your Back Hurts or Bladder Troubles

No man or woman can make a mistake by flushing the kidneys occasionally, says a well-known authority. Too much rich food creates acids which clog the kidney pores so that they sluggishly filter or strain only part of the waste and poisons from the blood. Then you get sick. Rheumatism, headaches, liver trouble, nervousness, constipation, dizziness, sleeplessness, bladder diorders often come from sluggish kidneys.

The moment you feel like a dull ache in the kidneys or your back hurts, or if the urine is cloudy, offensive, full of sediment, irregular of passage, or attended by a sensation of scalding, begin to drink soft water in quantities; also get about four ounces of Jad Salts from any reliable pharmacy and take a tablespoonful in a glass of water before breakfast for a few days and your kidneys may then act fine.

This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and has been used for years to help flush clogged kidneys and stimulate them to activity, also to help neutralize the acids in the system so they no longer cause irritation, thus often relieving bladder disorders.

Jad Salts is inexpensive and cannot injure; makes a delightful effervescent lithia-water drink, which everyone can take now and then to help keep the kidneys clean and the blood pure, thereby often preventing serious kidney complications. By all means have your physician examine your kdneys at least twice a year.

Eye-Glasses From $2.00 to $10.00

From East Point to Cape Bear is a big territory, yet right across this space

Parkman Supplies the Big Majority of Eye-Glasses

Simply because PARKMAN'S EYE-GLASSES are the FINEST PROCURABLE, and he is the ONLY GRADUATE OPTICIAN (attendance courses.)

In Montague

Call and see for yourself his UP-TO-DATE OPTICAL PARLOURS.

E. E. PARKMAN

MONTAGUE, P. E. I.

THIS SUMMER'S FASHIONS

Of Sporty Character

CINCINNATI, O., Jan. 31— The members of the American Supreme Court of Fashion, meeting at the Sinton Hotel here in connection with the International Designers' Conventionn, which closed its session here recently, departed for home after handing down the verdict on what the men of the American continent shall wear next spring and sumer. The fashion arbiters, just before leaving, decided to hold their next annual session at Toronto, Canada.

The fashion edict reads:—"We do hereby declare that American male attire for the summer season of 1923 will be distinctly of the sport nature, with Norfolk type predominating." The verdict, as handed down by the style committee, which is the supreme court of fashion begins. "Novelty effects will also have the call, the Norfolk coats will be cut in fuller lines, low belt, low pockets, coatlines for young men will be high waisted, with shoulders and lapels of more width. There will be a decided peak lapel on two-buttoned coats. Backs will have the deep vented effect."

This means that there will be a deep slit at the bottom of the back of every coat.

SHOULD YOU PAY FOR ADVICE YOU DON'T TAKE?

Sandy was not feeling well and consulted a physician of the village for advice.

"Do you drink, Sandy?" the latter asked.

"Yes, sir."

"Give it up. Do you smoke?"

"Yes, sir."

"You must give that up too."

This was too much, and Sandy was making for the door when the doctor called after him.

"You have not paid me for my advice, Sandy."

"I'm not taking it," was the reply.

GRAND CIRCUIT STORY.

By W. H. Gocher.

Fifty years have elapsed since the first Grand Circuit meeting was held at Cleveland in 1873. The idea of a mile track circuit was first discussed in 1871 during the inaugural meeting of the Cleveland Club. William Edwards, Lewis J. Powers and E. A. Buck were the leaders. In this group Colonel Edwards represented Cleveland, L. J. Powers Hampden Park at Springfield, Mass., and E. A. Buck the driving club at Buffalo.

As three tracks were not enough to go on with, the circuit idea was laid over until the following year when the trio met again at Buffalo. On one of the days of the meeting in that city C. W. Hutchinson joined them. He was the president of an association which had built a mile track at Utica. Before they parted plans were made for the formation of the Quadrilateral Trotting Combination.

The first meetings of the organization were held at Cleveland, Buffalo, Utica and Springfield in 1873. The premiums for the four amounted to $169,300. At that time Goldsmith Maid held the trotting record. It was 2.16¾. The stallion record for trotters was 2.21½. It was held by Jay Gould. Pacers were not very numerous at that date, the record for this gait being 2.16½ by Yankee Sam. Today these records read as follows: Trotting record, Peter Maning 1.56¾; stallion record trotting Lee Axworthy, 1.58¼; pacing behind a pace maker, Dan Patch, 1.55¼ and in the open Directum I. 1.56¾. All of them were made over Grand Circuit tracks.

The stewards of the Quadrilateral Trotting Combination held their first meeting at Utica in 1874. The dates and programs for the year were announced. Before the racing season opened a mile track was completed at Rochester. It selected the week assigned Utica. Both were injured.

In 1875 Rochester and Poughkeepsie, where a mile track was built in 1874, joined the circuit. Its name was changed to the Central Trotting Circuit. There was another clash that year. Poughkeepsie took the Buffalo dates.

Hartford was the next recruit. Charter Oak Park was opened in 1874. After racing independent for two years the Connecticut course became a member in 1876. It is still in line.

In the half century which has elapsed since the Quadrilateral Trotting Combination was organized thirty-six cities have at different times held membership. They gave four hundred and forty-four meetings at which the purses amounted to $14,460,163.18.

None of the members of the Grand Circuit have a perfect score for the fifty years. Cleveland is the nearest. During that period it has raced over two tracks and skipped one year. The blank was scored in 1908 when the meeting was declared off. In 1909 a transfer was made from Glenville where Maud S. made her record of 2.08¾ to high wheel sulky in 1885 to North Randall where the renewals of the Ohio, Tavern, Edwards and Fasig Purses have each year resulted in a series of brilliant races between the best horses in training.

With the exception of 1879 Buffalo raced every year from 1873 to 1894. After a skip of three years racing was resumed at the Buffalo Driving Park. Later it was transferred to Kenilworth Park. This change marked the pasisng of C. J. Hamlin. Later on when the New York betting laws were repealed meetings were held at Fort Erie until 1914.

Utica failed to give meetings in 1880 and 1885. It dropped out of the circuit in 1888 after a clash with Poughkeepsie. Springfield did not ask for dates in 1878, 1879 and 1882, and finally withdrew in 893.

Rochester raced regularly from 1875 to 1896. Its most memorable events aside from the record duel between Maud S. and St. Julien were the $10,000 Flower City Purses which were won by Jack and Star Lilly. The track at Poughkeepsie has had a checkered career so far as race meetings are concerned. It gave seven between 1875 and 1894. The Hudson River Driving Park appeared again in 1925 and remained in with a few exceptions until the close of 1922. During that time Jacob Ruppert and Horatio N. Bain were the leaders. After their deaths the meetings were financed by outside parties, the use of the grounds being donated by the Ruppert estate.

Charter Oak Park at Hartford is the senior member of the Grand Circuit. Meetings have been held there each year since 1876 except in 1893 whn its stake events were rotted at Fleetwood Park, New York, and in 1895 and 1896 when the gates were closed. In 1883 Hartford established the $10,000 Charter Oak Purse which is still a fixture. Later on T. O. King developed the futurity feature for colt racing, which of late years has proved very successful at other points.

Pittsburgh joined the Grand Circuit in 1881. Homewood Park was opened that year. The inaugural meeting was made memorable by Maud S. trotting in 2.10½ and Bonesetter dropping dead in one of the races. After a run of four years the big line stables passed Pittsburgh until 1820. Another break followed in 1893, after which Homewood Park was closed. From that date there was no more Grand Circuit racing at Pittsburgh until 1912 when a meeting was given over the Brunot Island track. Two others followed, while in 1916 the Grand Rapids meeting was transferred to that course.

Narragansett Park did not join the Quadrilateral in 1873 on account of the business reverses which overtook Amasa Sprague. Providence did not ask for dates until 1883. A meeting was given that year as well as in 1884 and 1885. The Rhode Island city then dropped out until 1899. From that year until 1906 F. E. Perkins made the "raging Grand" a feature in Providence.

Island Park at Albany was in membership from 1884 to 1889. Detroit joined in 1886. It withdrew the following year but annually gave an independent meeting prior to Cleveland until 1893. In that year Hamtramck Park was again added to the list. In time it was followed by the Grosse Point course and the track on the grounds of the Michigan State Fair. The last Grand Circuit meeting at Detroit was held in 1917.

New York held its first Grand Circuit meeting at Fleetwood Park in 1888. It then dropped out until 1893. Another blank was scored in 1898 when Fleetwood was dismantled. The Empire City Park was opened in 1899. Nine Grand Circuit meetings were held over it between that date and 1916 when it went over to the gallopers.

Point Breeze at Philadelphia was a member of the circuit from 1890 to 1894. In 1917 Belmont Park came in and continued until 1922. Saginaw was a member from 1894 to 1896.

What was known as the "New Grand Circuit" was organized in 1896. Fort Wayne, Columbus and Indianapolis were admitted that year. Columbus is still in line and has for several years given three weeks' racing each season. Fort Wayne remained in for three years. Indianapolis dropped out. It came back again in 1911 for one week.

Glen Falls and Readville were recruited in 1897 and Portland was given a date for Rigby Park the following year. Glen Falls raced three years. It then sold its dates to Brooklyn, where meetings were held over the Brighton Beach track from 1901 to 1904.

The most conspicuous event decided there was the $12,000 special between Cresceus and The Abbott in 1901. Cresceus won the first heat in 2.03¼, the world's race record up to that date. The Abbott was distanced in the second in 2.06¼, after which Cresceus trotted a third heat alone in 2.05.

Races were held each year at Readville from 1897 to 1912. This series was followed in 1918 by the Boston Fair which is still in the Circuit. The four-cornered track at Terre Haute over which Nancy Hanks trotted in 2.04 and Mascot paced in the same notch was a member of the circuit for three years from 1900. Syracuse joined in 1901. It was the first fair admitted to membership. Except from 1902 to 1905 when its dates clashed with Hartford, Grand Circuit meetings have been held annually at the New York State Fair. The $10,000 Empire State Purse is the feature event. Oakley Park at Cincinnati was also a new member in 1901. It was closed in 1906. After that date an extra week was added to the Columbus September meeting to fill the gap between the Ohio capital and Lexington.

The Grand Circuit horses made their first visit to the southland in 1904 when Billings Park was opened at Memphis. After the second trip in 1905 the crusade against speculation changed that point to a winter training camp.

There was a scramble for members in 1908. Kalamazoo and Long Branch, N.J., were admitted. The latter fell by the wayside while the Michigan city is still on the firing line.

In 1911 Grand Rapids, the Michigan State Fair at Detroit and the "historic track" at Goshen were admitted. Columbus withdrew on account of the new Detroit member being given one of its September weeks. This difference was adjusted in 1912 when the circuit opened at Grand Rapids an closed at Columbus, the other points being Kalamazoo, Detroit, Cleveland, Fort Erie, Pittsburgh, New York, Readville, Hartford and Syracuse.

The following year the stewards met at Pittsburgh. Windsor was given a date but did not race. This made Cleveland the starting point. Salem, N.H., and Lexington, Ky., were added to the list of members. The latter had been holding meetings annually from 1873 when the Kentucky Trotting Horse Breeders Association was organized. At first it raced over the running track but in time acquired grounds of its own.

Lexington was a small spot on the racing map until Ed. A. Tipton was elected secretary. He induced the northern horse owners to ship south, C. J. Hamlin being the first to go. Later he promoted racing fixtures which gave a character to the "trots" in the blue grass country.

In 1915 when Fort Erie dropped out a two-week meeting was put on at Montreal. The ship to that point was made from Grand Rapids. Atlanta joined in 1916 and remained in six years. Toledo made its debut in 1918 with a free-for-all pace in which all of the heats were below two minutes.

No change was made in the circuit membership from 1918 until last year, when Dade Park was given the Atlanta dates. This year the bell will tap at Cleveland the first week in July. From there the stables will make two trips to Toledo and one each to Windsor, Columbus and Kalamazoo before filling a return engagement at Cleveland. From that point the racing line extends to Readville, Hartford, Syracuse, Columbus and Lexington with the chance of another week at either Atlanta or the new track at Huntington, W. Va.

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