



Young Goldfinch Weight 1850.

Young Goldfinch was imported by Messrs Stockman and McMillan direct from Scotland sired by the famous McGregor, the stallion that was never beaten in the show ring and prized and admired by all horsemen in Scotland and England. His dam was 1st Nancy by Lord Lyon, 2nd dam Trim by Sir Colin 3rd dam Ball by Robert Burns. Young Goldfinch is but coming 5 years old and is the very type of his sire—McGregor.

Young Goldfinch will stand at Mitchell's stables, Grafton Street, opposite Court House, Charlottetown, for the season of 1903 except on the following dates when he will be at W. G. Simpson's, Kensington, all day, Wednesday of May 6, 30; June 1, 17; July 1, 15; and at W. C. Smith's, Hunter River for the afternoons of Thursdays of May 7, 21; June 4, 18; July 2, 16; when he will return to Charlottetown by evening train.

His owners, Messrs. Stockman & McMillan will give \$25.00 in prizes every Provincial Exhibition for the exhibit of Goldfinch's best colts. Prizes to be awarded as follows \$10, \$7, \$5, \$3.

GUS MITCHELL,
Manager in charge.

Apr 29, wkly; 2 mos. Tues & Thurs 2 wks.

Lucky Lad 5184

The Stallion Lucky Lad will stand at the owner's stables Central Bedeque during the season of 1903. This Stallion has been liberally patronized in the past and the owner desires to thank all who have thus favored him.

During the present season his service fee will be placed lower than ever before with the expectation that mares will be brought from a greater distance than in the past.

Terms for the season \$3.00. to insure \$5.00.

THOS. ROBINS,
Owner.

May 9 12 w 81

JUNE DAY

The imported thoroughbred stallion June Day will leave the owner's stables Monday, May 11th for Nelson Clarke's, Cape Traverse remaining all night, Thursday May 13th Richard Lord's, Tryon at noon, Aloosa Trowsdale, Crapaud at night, Wednesday May 14th Duncan McNevis's, Bonshaw at noon, Reuben Barrett's, Kingston at night, Thursday May 15th John Moreside, North River at noon, thence to O'Holloran's stables, Charlottetown remaining until Saturday morning, Saturday May 16th to Norman Lings, Wheatley River remaining over Sunday. Monday 17th to R. Y. McCoubrey's, New Glasgow at noon, thence to Path Reid's, Hope River at night, Tuesday 18th to George B. McKays, Clifton noon, thence to George Simpson's, Kensington at night, Wednesday 19th to Frank Tunstall's, New Annan at noon, thence to John McDonna's stables, Summerside at night, Thursday 20th by rail to Alberton standing at Robt. McEwan's over night returning on Friday 21st to Summerside remaining over night, Saturday 22nd at the owner's stables, Central Bedeque remaining until following Monday. The above route will be continued fortnightly during the season health and weather permitting. Mares at owner's risk.

Terms for season \$10.00 payable 1st November. If not paid then \$20.00 will be charged. June Day was imported to this Island by the Provincial Government in the spring of 1902. His sire Falsetto won the Phoenix Stake at Lexington the Canada owned Ada Glen second. Next the best 1/2 Travers stakes, 1 1/2 mile at Saratoga in one of the most sensational races on record, defeating the then high invincible Spendrift. June Day very much resembles his sire having all the best characteristics of the great Lexington family. Falsetto's excellence in the stud was proved by his son Decrow, one of the best and fastest mares that ever looked through a bridle. Falsetto's sire, Enquirer was the best racehorse of his day and an animal of extraordinary power. Virgil, the maternal grand sire of June Day was the sire of Tremont probably the fastest and most successful two-year-old that ever ran in any country and it is needless to go farther or to point out that Virgil was the best son of Vandal who was the best son of Glencoe who shares with June Day's other ancestor Lexington the honor of being the most valuable importation of horse flesh yet made into United States.

As a two-year old June Day won a 3/4 mile sweepstakes at Morris Park, N. Y. beating nine others in 1:15 1/4. He also beat Lullia Blackburn, Judge Morrow and five others 3/4 mile in the Pelham Stakes in 1:13 1/4 and later won the Champagne stakes at Jerome beating six others on a heavy track in 1:24. Mr. N. C. Edwards, Rockland, Ont., the former owner of June Day in a letter to the Department of Agriculture on June 27th says June Day is recorded with Bruce and is a thoroughbred of some of the very highest character and individuality. The thoroughbred breed is a distinct breed of horses and there is only one thoroughbred breed in existence and from that breed of horses all the various road and saddle horses in the world are evolved. June Day as before stated has the proud distinction of being himself a thoroughbred and a thoroughbred of the very highest type. There is no better bred horse in the world than he is.

THEOS. ROBINS,
Central Bedeque.

May 9, 12 w 81

NOTICE NOTICE

FISH

Jno. Powell's Son & Co.
No. 9 Fulton Fish Market

NEW YORK CITY
Commission Dealers in all kinds of Fresh Fish, including Smelts, Salmon, Mackeral,

A DOUBLE HANGING.

St. Louis, May 8.—Henry Wilson and Sampson Gray, negroes, were hanged in the jail yard today for murder. This is the first double hanging here since 1888. It was the first private execution in the history of St. Louis, a few officials and newspaper men being the only ones present. Gray killed another negro for money, and Wilson was convicted for the murder of Thomas Mooney, a saloon keeper, whom he attempted to hold up.

Disease Lurks on Every Hand

And Finds Lodgment in the Weak,
Run down and Exhausted System—Protect Yourself by Using

Dr. Chase's Nerve Food

The spring air is often laden with disease germs. The waste and decayed matter of winter is thawed out, and forms a regular hot bed of disease; from which arise poisonous gases and germs of disease.

People with rich blood throbbing through their arteries need have little fear, for disease seeks out the weak and exhausted for its easy victims. For such there is no season more to be dreaded than spring.

The artificial life of winter is such as to leave the blood thin and watery, and as a result the action of the vital organs, such as the heart, stomach, kidneys and liver, is weak, sluggish and torpid, appetite becomes poor and digestion is impaired.

All depends on the state of the blood, and because Dr. Chase's Nerve Food is, above all else, a builder and enricher of the blood, it is the best spring medicine that can possibly be obtained. Once the blood is made rich and pure, the benefit is felt in every nook and corner of the human body. The vital organs perform their work, the nervous system is nourished and rekindled, new firm flesh and tissue is added, and new vigor and vitality permeate the whole system.

Instead of purging the system with salts and cathartics this spring, eat and purify the blood by a month's treatment with Dr. Chase's Nerve Food, and see how differently you will feel. As this food cure is composed of nature's greatest restoratives, it is bound to be of benefit to you. 50 cents a box, 6 boxes for \$2.50; at all dealers, or Edmanson, Bates & Co. Toronto.

CIVIL SERVICE ACT VIOLATIONS.

OTTAWA, May 8.—After dinner today in the house of commons, the opposition called attention to the continued violation of the civil service act. The promotion of a clerk named F. A. Dixon in the railway department, to the chief clerkship, called forth a vigorous protest from the auditor-general. Mr. Borden declared the practice to be scandalous and an outrage. Items are smuggled through permitting these violations.

PARK'S PERFECT EMULSION

Is the finest Emulsion of Cod Liver Oil made, which is just another way of saying that it is one of the most perfect foods in existence.

Price 50c. a bottle.
Large bottle \$1.00.

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JAS ANDERSON, Manager.
Halifax.

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JEWELER AND OPTICIAN,
Queen Square.

I.S. Lowther, D.D.S., A.W. Leard, D.D.S.
LOWTHER & LEARD

IN AUSTRALIA.

South Africa Losing Her Supremacy for Feathers Since Establishment of Ostrich Farms in the Antipodes.

Ostrich farming in Australia is fast booming to the front and sending out a feathery product which is far superior than any ever derived from Africa itself. In speaking of this subject, the manager of a big ostrich feather house, said:

"A South African visitor traveling through Australia suggested a few years ago the feasibility of ostrich farming in that country. The right sort of country and the right sort of climate obtained there, he said, to make the venture a success even beyond that of sheep farming. Within the following year the first Australian ostrich farm was started in a Sydney suburb.

"The farm is located near one of the immense headlands guarding the entrance to Port Jackson, and commands a magnificent panoramic view of the waters of the broad Pacific. Kraals were built, exactly as the animals are housed in Africa, and twenty-two fine, healthy birds were imported and fed on maize and vegetable matter. The supply of water on the farm is limited, but it is found that ostriches require but little water to thrive.

The Birds Thrive.

"The experience in raising the birds and gathering their feathers is practically the same in Australia as it is elsewhere—the animals thrive even better under their new conditions than they did in their native land—and it's safe to say Africa is not going to have a monopoly in plume harvesting. One of the ostriches on the Sydney farm yielded a feather 27 inches long and 15 inches wide and of the purest white. In South Africa the animals mature at three years, but in Australia two and a half years is their full time. The feathers, of course, are most valuable when the bird is matured.

"After the feathers are clipped, they are carefully strung and dried, after which they are graded for the workshop. Owing to more favorable climatic conditions and to better care and food, the feathers are superior to any sent from Africa, and there is a ready sale for them in the open market where the supply just now is unable to meet the demand.

Raising Young Ostriches.

"The same advantage found in arriving at speedy maturity and in securing superior feathers is likewise obtained in the matter of hatching young ostriches. The old birds as a rule breed three times in two years, usually in the cooler months, when they lay as high as twenty-eight eggs, out of which it is safe to count on 50 per cent. hatching. The young birds grow amazingly fast, and within a few years a farm, starting with only ten birds ought to number several hundred.

"During the breeding season the life of the ostrich expert is not a pleasant one. The mother birds are exceptionally vicious, and must be approached with care. Their weapons of offense are their short wings and their wonderful legs. A kick from an ostrich would break the leg of a strong man as if he had been struck with the iron-shod heel of a vicious mule."

The Plough and Harrow.

The quaint little hostelry known as the Plough and Harrow, King street, Hammersmith, is shortly to be demolished, to be replaced by a modern drinking palace. The date of its establishment as recorded over the entrance in 1419, and if this be correct it is probably one of the oldest licensed houses in London. Being situated on "the road to the west," it is not unlikely that the date is correct, but in the absence of corroborative evidence the statement must be received with a caution. The London Daily Graphic, however, says there is undoubtedly evidence pointing to a respectable antiquity, for in the churchwardens' accounts the following entry relating to a burial occurs:—"1669, for the man at the plough, 02. 06." The sign is suggestive of the time, not so very long ago, when Hammersmith was a rural hamlet whose chief inhabitants were farmers and market gardeners. No "romance of the road" is associated with the house, which was doubtless largely used as a halting place by the wagoners of bygone days, who traveled the Great Western Road, of which King street forms a part. In the rear there is a large yard with stables and coach-house, which, having outlived its original purpose, has been used as a farrier's shop for many years. The front of the building is severely plain, having apparently been refronted at some recent date, the only redeeming feature being an ancient "ale-pole," with a swinging signboard, the ironwork of which is very good.

Gilbert's Well-Learned Lesson.

When W. S. Gilbert in his early days as a playwright had completed a short play, entitled "Dulcamara," for T. W. Robertson, says The London Tit-Bits, he took his manuscript to Mr. Emden, Mr. Robertson's manager, for approval.

"This will do," Mr. Emden said, after glancing through the play. "How much do you want for it?" "Thirty guineas," the young dramatist diffidently suggested.

"Make it pounds and I will take it," answered Emden, a proposal to which Mr. Gilbert eagerly assented. "Now," said Mr. Emden as he handed over the check, "let me give you a piece of advice. Never sell such good stuff for thirty pounds again."

"And," continued Mr. Gilbert, when telling the story, "I never did."

Weeds Given Up.

Algy.—When he married the widow he stopped smoking. Maud.—Why? Algy.—Well, she gave up her weeds for him and he gave up his weeds for her.—Sydney Town and Country.

RESEMBLE TRAMCARS.

The New Electric Trams for the London Railway—Built in England, But American in Appearance.

The first two trains built in connection with the "electrification" of the Metropolitan District Railway have been recently delivered to the company, and are now at South Harrow, where they are being fitted with their electrical equipment before being worked in a series of trial trips over the new section of railway between that place and Ealing. This line, though it has been completed for about two years, has not yet opened to the public, and it is now being used as a sort of training ground in connection with the "electrification," a small power station having been built to supply the electric current, as the main station at Chelsea is still far from complete. The new trains are interesting as constituting a great departure from all former British practice in railway carriage design, the only cars at all resembling them being those in use on the Central London Railway.

Painted a Bright Yellow.

The District cars are painted a bright yellow, and they are thoroughly American, both in appearance and in arrangement, though they were built at Loughborough, in England. They are much more like tramcars than railway carriages, as all the seats are placed longitudinally along the sides, with a broad corridor running down the middle. The doors are, of course, at the ends of the cars, with platform gates to be manipulated by a conductor standing between the cars as on the Central London Railway. But the District cars also have side doors in the middle, which, however, do not open outwards as in an ordinary railway carriage, but slide, handles being provided to enable them to be worked either from within the car or from the station platforms. It is possible that these side doors may not be used in the ordinary way, but treated, as emergency exits; or they may be used only at stations where a large number of people desire to alight at one time. There are seven cars to each train, and each car is 50 feet long and holds about the same number of people. The total seating capacity of the train, therefore, is about 350 passengers, which is not much more than half the number which can be seated on an ordinary English suburban train of the compartment type. Those who are responsible for the new arrangements on the District frankly say that they expect to carry almost as many passengers standing as seated in the new trains in the busy hours. This, it appears, is the usual thing on American electric railways, and the wide passage between the seats with straps hanging from the roof is designed for this end. Whether the London traveler will take kindly to this arrangement remains to be seen. Its advocates contend that with real "rapid transit"—i.e., very frequent trains traveling at high speed and spending the minimum of time at the stations—the objection to standing in the cars largely disappears.

There are several other new features in the internal fittings of the new District cars. One is the absence of all cloth or stuffing in the upholstery, the seats being all covered with the material known as "rattan." This is done in the interests of cleanliness; in fact there is nothing inside these cars which cannot be washed over every day. All the material employed is as far as possible fireproof, the wood having been treated by the patent "non-inflammable" process, while the collings are lined with asbestos. But for this precaution one might apprehend danger of fire from the electric "heaters," sixteen of which are placed under the seats of each car. This heating apparatus is an American patent and finds much favor in that country, but it is quite new in an English suburban train.

Motors Under the Floor.

Practically all the electrical equipment for driving the trains is carried under the floors of the three motor cars, which are placed one at each end of the train and one in the middle. A small space above the floor of each of these cars is required for the motorman's cabin; but with this exception the entire length of these cars, as of the "trailers," is available for the service of the public. On the two end motor cars of the District trains luggage lockers have been provided. There is, of course, no locomotive, as the trains are driven by what is known as the "multiple-unit" system. Apart from the saving in weight and length of train resulting from this system of traction, it has the great advantage of easy adaptation to the needs of the traffic. These seven-car trains, for instance, can at any time be split up into two trains, one of three and the other of four cars, or into three trains of correspondingly shorter length or a single motor car can be run if the traffic be exceptionally light. One of the principal objects of the trial trips about to be run between Harrow and Ealing is to decide which is the best system of "master control" for these "multiple units." Accordingly one of the trains has been fitted with the Thomson-Houston system and the other with the Westinghouse. The former is purely electric, whereas the latter is electro-pneumatic.

So far as the fittings of the cars of these new trains are concerned, no distinctions of "class" are observable. Of course, if in this matter also American practice be followed, there will be one class only on the "electrified" District Railway, but no final decision has been come to on this point. It is possible that, as a concession to British custom, some of the cars will be labeled "reserved," and for these, of course, an extra fare would be charged. Apart from this, it is understood to be the intention of the authorities to introduce a uniform fare of about 2d. for any distance—Proportion of

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Of Charlottetown is our store, where a full line of everything in farm and garden, domestic and builders' hardware may always be found at prices cut down to low water mark. The tide of high prices is out and values are at hard pan. The uniform high quality applies to every department, tinware, ironware, galvanized ware, table cutlery, pots, kettles, pans, pails, bowls, wooden ware and all other articles in our line. Better goods were never shown in this or any other town on this side of the Atlantic, because better goods can't be manufactured. It's the quality that makes every article in our stock a bargain.

Fennell & Chandler

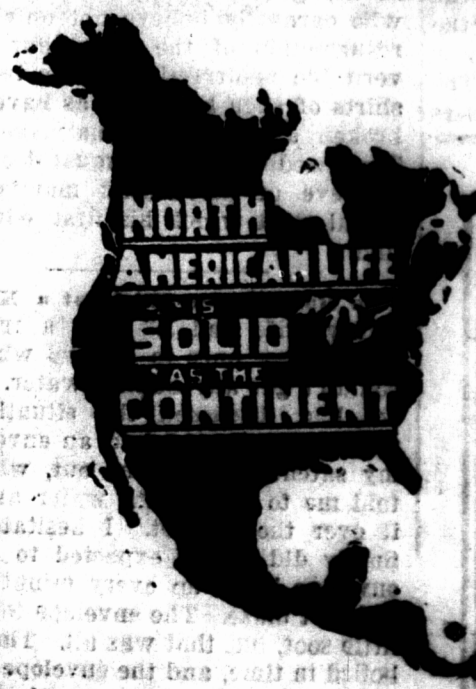
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| Year. | Cash Income. | Assets. | Policies in Force. |
|-------|--------------|-----------|--------------------|
| 1881 | \$ 59,613 | \$ 88,763 | \$ 1,227,712 |
| 1888 | 263,691 | 666,919 | 2,927,554 |
| 1895 | 581,478 | 2,300,518 | 15,779,385 |
| 1902 | 1,270,840 | 5,010,813 | 30,997,991 |

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