

"Doc Bird Says"

Every play we make on the gridiron of Drugdom is a sure gain toward the goal.



We're right behind everything we sell. And if you are not satisfied or don't feel that you have received your money's worth you can get your money back.

E. A. FOSTER Central Drugstore Sunnyside

Foster's Laxative Cold Cure never fails to cure a bad cold 25c a box.

CAR FERRY FOR P. E. I. SERVICE

The Canadian Railway and Marine Works says:

As stated in Canadian Railway and Marine World for October, Sir W. G. Armstrong Whitworth & Co., Ltd., wrote us Aug. 31 that they had had to inform the Dominion Government that the launching of the Prince Edward Island car ferry had been indefinitely postponed, as the machinery had had to be put on one side to enable them to execute urgent Admiralty contracts for turbine machinery, which had to be completed with all speed.

The new vessel is an extremely interesting one and differs to some extent from anything of her class that has yet been produced. She is designed in accordance with the experience gained by the firm in building a number of icebreaking steamers now in use in the Baltic Sea and on Lake Baikal, on the Trans-Siberian Ry., and approaches to some extent the Russian icebreakers Esmarck, although she is not such a powerful vessel.

She is designed and built for the special service of transporting trains across the Northumberland Straits from Cape Tormentine, N. B., to Carleton Point, P. E. I., at all seasons. This passage is frozen over for some months in the year, and provision has had to be made for breaking ice which will probably attain a thickness of some 3 or 4 ft. This severe duty has formed the governing factor in the design, both as regards the form and scantling of the hull and the power and arrangement of the propelling machinery.

The principal dimensions of the s.s. Prince Edward are: Length over fender 300 ft.; length between perpendiculars 285 ft.; breadth extreme over fenders 53 ft. 10 in.; breadth moulded at deck 52 ft.; depth moulded 24 ft. The mean draught of water when laden with gross weight of cars and freight of 500 tons, together with 150 tons of coal and stores, is 18 ft. The general arrangement of the vessel is shown by the accompanying plans. It has an upper or railway deck with a superstructure in which is provided accommodation for passengers and officers. The care will be run over a hinged gangway at the after end of the vessel on the railway deck, and will be secured in position by suitable appliances so as to avoid any chance of breaking loose in a rough sea.

A feature of the vessel is the arrangement of the propelling machinery. There are three sets of triple expansion engines working at 180 lbs. pressure, with Howden's forced draught. Two sets of engines drive twin screws fitted as usual at the stern, and a third screw at the bow. Icebreaking steamers to be effective must have considerable manoeuvring powers, as they have often a very small space in which to work, and for this reason the twin screw arrangement is advisable. The bow screw is not introduced for speed purposes, as it is generally known that a propeller in this position has very little propulsive efficiency, but when used for disintegrating packed ice it is very effective, and in disturbing the water under the ice, thus depriving it of its support, and so reducing its resistance to crushing so that the overhanging bow of the vessel can cut its way through without experiencing either the shock or resistance to which the older type of icebreakers was constantly exposed, and very often failed to overcome. The bow screw will also be very useful when the vessel is going astern or being manoeuvred alongside the landing pier, and for driving the vessel astern when working in heavy ice.

The after propelling machinery is of 5,000 h.p., the forward set 2,000 h.p., and is capable of propelling the vessel at 14 knots an hour in open water. The propelling machinery is of the inverted direct acting triple expansion type, the after engines having cylinders 23, 37, and 60 ins. dia. with a stroke of 39 ins., and the forward engines cylinders 21, 33 1/2 and 54 ins. dia. with a stroke of 36 ins. Steam is supplied by six boilers 16 ft. diameter by 11 1/2 ft. long, of the usual single ended type, fitted with Howden's forced draught, and with a heating surface of about 16,500 sq. ft. There are four funnels placed at the sides of the vessels so as to give a clear train deck. Fore and aft tubular stays and cross lattice stays are fitted for binding the funnels together.

The hull is exceedingly strong and heavy. The stem and stern consist of heavy steel castings, which confer on a small space the momentum of the vessel and so give the maximum striking power. The frames are very closely spaced and the hull has been specially designed to give great strength to the bow and stern, on which the trains will run. A belt of flush plating some 12 ft. deep and 1 in. thick extends from stem to stern at the waterline and generally speaking every constructional detail has been worked out so as to offer the greatest resistance to ice pressure. The principle of subdivision has been carried very far, so that the vessel may be pierced in several compartments before she will be in danger of sinking, and in addition a double bottom of the usual system is fitted. The hull is divided into nine compartments by eight watertight bulkheads, and filled with water ballast tanks in the cellular double bottom.

The condensers, which are separate from the main train deck, are of the reflux type, and a pair of feed pumps are fitted in each engine room. The pumping arrangements are complete and have been specially designed to suit the various compartments into which the vessel is divided. A large horizontal duplex ballast pump is fitted, which can discharge through the forward condenser, and there are two bilge pumps in each engine room. The circulating water for the forward condenser can be discharged through two outlets at the bow, to free the ship from frazil or lolly ice. There is a surface feed heater and feed filter in each engine room. The whole of the shafting and reciprocating parts have a factor of safety much above the Lloyd's and Board of Trade requirements, and the propeller blades are massive and of great strength, so that they may be brought up by the ice without breaking, when running at full speed.

The car tracks are placed on the main deck, above which are three decks—promenade, upper promenade and boat deck. The engineers and the crew will be located on the main deck, the former at the latter forward. Stores, etc., will be located on other parts of the same deck. The promenade deck is immediately above the main deck and extends round the accommodation and stateroom for the stewardess, while the aft deck house contains similar accommodations for the second class passengers. Above this is the boat deck, fitted with davits for eight lifeboats, the wheelhouse being forward. The passengers will alight from the cars and pass to the promenade deck by means of stairways on both sides of the vessel. These stairways lead to the entrance hall of the saloon deckhouses, from which large doors give access to the several apartments. In the pantries are lifts going down to the main deck, where the gallery is situated.

The public room, with the officers' and engineers' accommodation, are on the upper promenade deck, entrance to which is obtained by four teak stairways from the promenade deck. The first class public rooms are handsomely fitted and the dining room is a large apartment at the forward end of the promenade deck. The floor is of oak parquet artistically arranged, and the framing and panelling throughout is of solid oak handsomely carved. The ceiling is of plaster with painted panel mouldings. A number of small dining tables are arranged to seat altogether 46 people. The ladies' and smoking rooms, are fitted up in somewhat the same style. The general effect of these rooms has been worked out with the view of departing as far as possible from the stereotyped forms of internal decoration peculiar to steamships, and to provide rooms and passages which resemble those of a well appointed house. The second class public rooms, entrances and corridors are handsomely paneled in oak and mahogany, and have swing doors with plate glass panels arranged in small squares. The stairways from the entrance to the promenade deck are of carved mahogany with rubber treads. The captain's night and day cabins are at the forward end of the upper promenade deck. The accommodation for the officers and engineers is about the second class accommodation. The petty officers, cooks' and stewards' accommodation, together with the first and second class men's lavatories, gallery, lamp and paint room, messrooms for scullery and firemen, are arranged at the sides of the railway deck inside the superstructure. The crew will be berthed at the forward end of the railway deck. The life saving appliances of this vessel are to comply with the latest requirements of the Maritime Convention.

A large warping winch is fitted at the forward end of the railway deck, and the life saving appliances, for hauling cars on board. A powerful windlass is fitted at the forward end of the promenade deck, and a combined hand and steam steering gear is fitted at the stern on the second deck. The electric lighting installation is of a very complete nature and includes two 25,000 c.p. searchlights. The contract was awarded in February, on a tender of £138,000.

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PERSONALS

Hon. John McLean and Mrs. McLean came to Charlottetown on Saturday from Souris.

Messrs Harry Webster, Augustine Cove, and T. B. Gillespie, Carleton, were in the city Saturday.

Mr. Louis Mullins, who has been doing garrison duty at Sydney, arrived home Saturday on a short furlough.

Mrs. Rogers, of Government House, was an inward passenger by the S. S. Northumberland, Saturday evening.

Mr. Vincent Callaghan left Saturday morning for Ottawa to resume his duties there after spending a short visit at his home in Charlottetown.

Dr. Jack Jenkins, Charlottetown, left Saturday morning for Halifax, where he will undergo a month's training before going to the front.

Mr. J. J. Hornby and Mr. John McLean, M. L. A., Souris, returned from Halifax on the Northumberland Saturday evening.

Mrs. Compton, of Summerside, was a passenger to Charlottetown on the Northumberland, Saturday and spent the week-end here with Mr. and Mrs. E. Duchemin.

Mr. Vincent Callaghan left Saturday morning for Ottawa to resume his duties there after spending a short visit to his home in Charlottetown.

Mrs. W. Prowse, of Murray Harbor, P. E. I., has been visiting in Picton, the guest of her parents, Captain and Mrs. James A. Fraser.

Mrs. L. A. Wright, Summerside, with her little daughter, Miss Bird, spent the week-end in Charlottetown, the guest of her mother, Mrs. J. B. Russ.

Mr. Alfred Calven, Halifax, N.S., owner of the schooner Palatia, who was in Victoria for the past few days superintending the loading of his schooner, left for his home Friday.

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Furniture--Carpets--Linens--Curtains

Beer & Weeks Souvenir When at the Linen Dept. ask for a spray of genuine Scotch Heather. It brings luck!

Elevator Service to all Floors

Secure some of this real Russian Crash--usually 17 and 18c yd--14c

Its unrivalled for wear and sturdy wearing qualities and being made on handlooms by the Russian peasants, its somewhat hard to get. Since the war, it is practically impossible to get any. Just before the war, we were offered a quantity at a specially attractive price--and we took it. But we had to take a big lot of it--or none at all. Its here now--and there is a big lot of it. So, to move it quietly, we are putting it on sale until the surplus is disposed of at 14c yard. For floor cloths, roller towels--anything that gives hard wear--there's nothing like the real Russian crash. Regularly 17 & 18c yd--Special 14c

LACE CURTAINS

Special clearing lines on sale today at substantial reductions 35 to 75c Curtainings at 25c

Madras curtaining--2 patterns--scalloped edges cream shades 25c dainty patterns. Regular 35 & 38 25c Casement cloth nice firm quality in the new Arab shade neat colored border. Regular 40c 25c Frilled white muslin curtainings--splendid for bedrooms--dainty and durable. Regular 35 & 40c 25c Colored madras. Very fine goods. Several patterns in artistic colorings 55, 60, 75c goods now 25c

\$2.50 Curtains for \$1.49 \$3.25 Curtains for \$2.25 4 patterns in ivory and ecru curtains 2 1-2 and 3 1-2 yds long. Regular 2.25 and 2.50 for 1.49 2 Patterns in ivory and ecru curtains 3 1-2 and 3 1-2 yds long 2.25 Regular 2.85 and 3:25 for 2.25

BLANKETS Bigger values than ever--and our usual complete range of prices and qualities. No trouble to get exactly what you want. 10-4 11-4 12-4

Fltte. Blankets 95 \$1.35 \$1.75 Great bargains in these warm fleecy blankets which are so much better than cold cotton sheets for winter wear. Our prices are the lowest in the city.

Superior Values in Warm Wool Blankets Special Sale Prices! 1.45 Fltte. Blankets Special \$1.15 at 1.15 A few pairs still on sale of these slightly damaged 1.45 blankets--they are faded on the double fold through having been left exposed to the sun while in the warehouse. They're heavily fleeced--bordered 56 x 76 inch, and a bargain at the 1.15 reduced price 1.45 for 1.15

Famous "Skeldon" blankets--made in Scotland on the banks and braes of the Bonny Doon Made of the very finest grade of wool. For those who want the very best we have no hesitation in fully recommending these beautiful goods. All weights and sizes. 6.25 to 12.00.

Souvenir Beer & Weeks Souvenir When at the Linen Dept. ask for a spray of genuine Scotch Heather. It brings luck!

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FOUND! a place where you can get all kinds of choice meats at lowest possible prices:--

- NOTE OUR LIST Fresh Beef from 6 to 14 cents per lb. Beef Steak 14 cents per lb. Fresh and corned pork from 6 to 14 cents per lb. Lamb from 10 to 14 cents per lb. Prime Sausages 12 cents per lb. Ham, Bologna 12 cents per lb. Potted meat 10 cents bowl. Cows Tongue from 20 to 35-cents each. Also spare ribs, Cows and Lambs Liver. Goods promptly delivered to all parts of the City. Shop open evenings till 10 o'clock. Phone No. 119. Market stall Tuesdays and Fridays, Phone No. 355.

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AUDITING ADJUSTING OR ACCOUNTING for Companies, Firms or Private Individuals promptly attended to. Statements prepared or Inventory taken. E. H. Beer Phone 521. Brown Block 6428-11-78Wtf.

The Columbia Grafonola the Home Entertainer There's limitless entertainment in the COLUMBIA GRAFONOLA--barrels of fun for the family. You may select records that will keep your family and friends in spasms of laughter. Then if you are an admirer of the higher art of entertainment the world's best artists are at your command. Prices range from \$32.00 to \$650.00. A. E. Toombs 177 Queen St.



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