



Going for Chamberlain's Colic, Cholera and Diarrhoea Remedy.

Don't put yourself in this man's place, but keep a bottle of this remedy in your home. There is nothing so good for Colic, Cholera Morbus, Dysentery and Diarrhoea. It is equally valuable for Summer Complaint and Cholera Infantum and has saved the lives of more children than any other medicine in use. When reduced with water and sweetened it is pleasant to take. If you, or some one of your family, are sick, or need this remedy sooner or later and when that time comes you will need it badly; you will need it quickly. Why not buy it now and be prepared for such an emergency? Price, 35 cents.

Afternoon Special to the League Picnic at Suffolk at 1.45 O'clock

In order to accommodate the large number of ladies and gentlemen who find it inconvenient to go to Suffolk by the morning train the Committee have decided to run a Special at 1.45 p. m. today.

Return Fare 25 cents.

Hundreds selling **WEEKS DOLLAR HATS** They're Best

THE MORNING GUARDIAN

MONDAY, JULY 25, 1904.

THE DARDANELLES.

The movements and doings of the Russian volunteer fleet have drawn the world's attention again to the Dardanelles, the Hellespont of old, and generally to the strait which connects the waters of the Mediterranean with those of the Black Sea. The passage is made up of the Dardanelles, 40 miles long and 1 to 4 miles broad, the sea of Marmora 175 miles long and 50 broad, and the Bosphorus, 17 miles long and from half a mile to three miles broad. The entire channel 232 miles long happens to be entirely Turkish territorial waters as the Turks own both shores throughout. Both the Dardanelles and Bosphorus are also guarded by Turkish forts, whose frowning and powerful batteries no modern fleet would care to defy. But as Turkey has been called the Sick Man of Europe and the Sick Man's affairs have been considerably taken out of his hands and regulated by his obliging neighbors, known as the Great Powers, a number of these regulations pertain to the navigation of the water stretch through Turkey between the Mediterranean and the Black Sea.

These regulations provide, among the things that the Dardanelles and Bosphorus shall be free and open to the ships of commerce but that they shall be closed to ships of war. Russia has a considerable fleet in the Black Sea, but the ships were built at her own naval dockyards and port on that sea and according to the regulations referred to they cannot pass out into the Mediterranean. Britain has a formidable fleet in the Mediterranean, but her warships may not pass into the Black Sea. It would be very convenient for Russia just now if her Black Sea fleet could pass out and proceed to the East where she is ready in want of more ships. Not that these ships

are particularly adapted for eastern service. They burn oil fuel, and while oil is abundant near the Black Sea it is by no means plentiful at Fort Arthur or Vladivostok. At any rate the Russian Black Sea fleet is shut in by regulations agreed upon by the powers as above stated.

Britain was a party to this arrangement of the closing the Dardanelles to ships of war. Not that the arrangement is so important to British interests as it is to Russia. It suits Russia in many ways to have the Black Sea shut in and made a sort of Russian lake from which the warships of all other nations are shut out. But what Russia would most like would be to have the gate of the Dardanelles open outward and not inward, to let Russian warships out but not let the warships of other nations in. To this none of the powers would consent. But Russia has found a way to evade the regulation referred to. She has conceived and carried out the idea of a volunteer fleet, three or four ships of which have passed out through the Dardanelles as merchant ships, and then suddenly become fully commissioned war ships. And in their latter capacity they claim and have exercised the right to stop neutral merchant vessels, overhaul their papers, mails and cargoes, seize and carry off what they please as contraband of war, and in the case of the British steamer Malacca actually seized the ship itself. Then the trouble began.

It is obvious that the Dardanelles must be passable both ways on the same terms. If merchant vessels can pass outward from the Black Sea and turn up in the Mediterranean as ships of war, other merchant vessels must be permitted to pass inward through the Dardanelles to be metamorphosed into ships of war on the Black Sea. Moreover, as Russia has no ports on the Mediterranean, the Red Sea, or along the southern coast of Asia, how is her volunteer fleet to be supplied with fuel? Can these ships drop their warlike array and again become merchant ships to re-pass the Dardanelles and re-enter the Black Sea? Can they coal at neutral ports as merchant ships may, while actively engaged as ships of war in stopping, searching, and seizing neutral merchant vessels? The status of the volunteer fleet is simply a transparent fraud. Now that the time of reckoning has come there are a number of points to be settled and when they have reached a settlement it seems probable that some exalted Russian pretensions will be considerably abated.

J. A. Dewar in a well-written article in the last Maritime Farmer pays well-merited tribute to Rev. Father Burke for his zealous efforts to uplift the great industry, agriculture, and so to benefit his native Province. We believe the farmers appreciate these efforts, as Mr. Dewar does and can see that temporal betterment may also to a certain degree elevate spiritually. We quote Mr. Dewar in part:

"I know of no calling that is more in harmony [and sympathy with the plans and ideals of the great Architect of the Universe, than that of unravelling the mysteries and solving the problems that underlie the great basic industry, agriculture. Time forbids mention of even a few of the busy toilers who are engaged in this laudable work, but justice demands that we should pay a tribute of praise to the unselfish labor of the Reverend gentleman who presides over our Fruit Growers' Association. History will record of Father Burke that he has not wasted the talents entrusted to his care, that during life's uneven journey, he has gathered the richest fruit, plucked the choicest flowers, and has left his Island Home a good deal better than he found it."

Piles
To prove to you that the **Dr. Chase's Ointment** is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbor what they think of it. You can use it and get your money back if not cured. 50c a box, at all dealers or EDWARDS, BATES & CO., Toronto.

IF

The man in the ordinary walk of life—feels he would like to enjoy a cigar in the evening—we can give him a cigar at 5c equal to a good many nice goods sold as such. If the rich man wants a cigar we have them up to 25c each; close prices on fine goods by the box. We are of the people, for the people, by the people. Finest goods at right prices.

A. W. Reddin, Phm. B.
The Square Druggist, Sunnyside.

Frequently There's an Advantage in Early Choice
Good Reason Why You Should Shop in the Morning.

Prominent Price Facts

Prominent because they represent big savings on desirable merchandise—goods that are needed now. The following is a plain, concise statement of facts that means little profit for us—but very profitable to you.

- 5 Dozen Ladies Black Cotton Hose special..... 6c pair
- 8 Dozen Ladies Cotton Wrappers worth \$1.75 for..... \$1.25
- Big range of Fancy Muslins worth up to 38c for..... 15c yard
- White Aprons with Bibs special price..... 25c
- White Aprons with Bibs special price..... 38c
- Big basket full of Straw Hats..... 5c
- Cashmere Hose [extra value]..... 25c
- White Embroidery on counter..... 5c yard
- Gentlemen's White Linen Collars, slightly soiled..... 5c each
- All Ready-to-wear Hats on centre table..... 49c each
- Men's Good Strong Paragon Frame Umbrellas fitted with Steel Rod, Barrel Runner, very neat natural wood handle marked \$1.50 today for..... \$1.25
- Ladies Gloria Silk Umbrellas fitted with Steel Rod Paragon Frame, varied assortment of Handles, special price..... \$1.75

F. Perkins & Co.,
The Millinery Leaders,
SUNNYSIDE.

For Hot Weather...

Old Sol is getting in some Hot Work, and still it comes to us all alike.

Don't fret and stew.

It was just as hot last season, and we all lived through it.

There is a penalty for everlasting work in a treadmill. What you need is green fields, limpid waters, golf sticks, and an outfit of Summer Underwear, Negligee Shirts, Traveling Suit of Blue Serge, Stripe Flannel Outing Coat and Trousers, Wash Vests, Straw Hat, etc., etc.

Here you will find the correct styles, and some very purse-comforting prices.

We're not only up-to-date but we're a date ahead.

The Norfolk Suit

For the Boy who is pretty nearly a Young Man, the Norfolk's the thing.

It has a stylish, jaunty air, and is roomy and comfortable. Norfolk Suits are great favorites.

Materials are fancy Homespuns and Cheviots—the light fabrics, though rough, are cool and summery.

Prices range at \$3.00, \$5.00 and \$7.00 and the Suits show a happy medium between Boyish and Mannish styles.

Prowse Bros.,
The Stylish Clothiers.

Rev. Dr. Harrison, pastor of the Methodist Church in Cornwall is a man of culture, and extensive reading who has also contributed quite largely to the magazine literature of his time. The July number of the Methodist Review (New York) contains the conclusion of an engaging article from his pen entitled 'The Coronation of the Common People.' The argument is that while there has been a notable disappearance from the world's stage of many able and brilliant men, the loss has been more than compensated by the rise of the average or middling men socially, politically, mentally and religiously to a throne of power. The July number of The Methodist Magazine (Toronto) also contains an interesting review from the pen of Dr. Harrison of the recently published Autobiography of Herbert Spencer. It brings out among other things the fact that the synthetic philosopher's mother and several of his ancestral relatives were Methodists.

HOW TO KEEP WELL.
The best efforts of the great physicians are now expended in finding how to keep people well and prevent serious disease. Dr. Chase's Nerve Food was prepared with this subject in view. It is not only a cure for diseases of the nerves but also a restorative to be used when vitality runs low and the weakened condition of the system invites attack by fevers or contagious diseases.



Whether You Ride or Walk

for your pleasure, the satisfaction you receive from wearing garments that are as perfect as the art of the tailor can accomplish is a greater pleasure. Prove it for yourself by leaving your measure for a Summer suit at McLeod & Co. A perfect fit is guaranteed, the cut will be in the latest vogue, the fabric the finest of its kind, and the finish and workmanship unsurpassed.

JOHN McLEOD & Co.

5 p. c. 20 Year Gold Bonds of The CANADA LIFE ASSURANCE Co.
(ASSETS OVER \$27,000,000.00.)

for sale in lots to suit purchasers and on easy terms of payment. For particulars address:

W. K. ROGERS,

Charlottetown, Manager P. E. I. Branch.

Choose The BEST

The Tobacco Epicure who does not use the **Hickey Twist, Pearl or Ruby** Has never derived that real enjoyment which is his. They are the gems of the trade.

HICKEY & NICHOLSON

TOBACCO MANUFACTURERS
Quebec St. Charlottetown, P. E. I.

P. E. I. RAILWAY

Commencing Monday, April 25th, 1904, the trains of this railway will run daily (Sunday excepted) as follows:

No.	No.	Stations.	No.	No.	No.
21	5	Charlottetown	2	6	8
22	6	St. John's	3	7	9
23	7	St. John's	4	8	10
24	8	St. John's	5	9	11
25	9	St. John's	6	10	12
26	10	St. John's	7	11	13
27	11	St. John's	8	12	14
28	12	St. John's	9	13	15
29	13	St. John's	10	14	16
30	14	St. John's	11	15	17
31	15	St. John's	12	16	18
32	16	St. John's	13	17	19
33	17	St. John's	14	18	20
34	18	St. John's	15	19	21
35	19	St. John's	16	20	22
36	20	St. John's	17	21	23
37	21	St. John's	18	22	24
38	22	St. John's	19	23	25
39	23	St. John's	20	24	26
40	24	St. John's	21	25	27
41	25	St. John's	22	26	28
42	26	St. John's	23	27	29
43	27	St. John's	24	28	30
44	28	St. John's	25	29	31
45	29	St. John's	26	30	32
46	30	St. John's	27	31	33
47	31	St. John's	28	32	34
48	32	St. John's	29	33	35
49	33	St. John's	30	34	36
50	34	St. John's	31	35	37
51	35	St. John's	32	36	38
52	36	St. John's	33	37	39
53	37	St. John's	34	38	40
54	38	St. John's	35	39	41
55	39	St. John's	36	40	42
56	40	St. John's	37	41	43
57	41	St. John's	38	42	44
58	42	St. John's	39	43	45
59	43	St. John's	40	44	46
60	44	St. John's	41	45	47
61	45	St. John's	42	46	48
62	46	St. John's	43	47	49
63	47	St. John's	44	48	50
64	48	St. John's	45	49	51
65	49	St. John's	46	50	52
66	50	St. John's	47	51	53
67	51	St. John's	48	52	54
68	52	St. John's	49	53	55
69	53	St. John's	50	54	56
70	54	St. John's	51	55	57
71	55	St. John's	52	56	58
72	56	St. John's	53	57	59
73	57	St. John's	54	58	60
74	58	St. John's	55	59	61
75	59	St. John's	56	60	62
76	60	St. John's	57	61	63
77	61	St. John's	58	62	64
78	62	St. John's	59	63	65
79	63	St. John's	60	64	66
80	64	St. John's	61	65	67
81	65	St. John's	62	66	68
82	66	St. John's	63	67	69
83	67	St. John's	64	68	70
84	68	St. John's	65	69	71
85	69	St. John's	66	70	72
86	70	St. John's	67	71	73
87	71	St. John's	68	72	74
88	72	St. John's	69	73	75
89	73	St. John's	70	74	76
90	74	St. John's	71	75	77
91	75	St. John's	72	76	78
92	76	St. John's	73	77	79
93	77	St. John's	74	78	80
94	78	St. John's	75	79	81
95	79	St. John's	76	80	82
96	80	St. John's	77	81	83
97	81	St. John's	78	82	84
98	82	St. John's	79	83	85
99	83	St. John's	80	84	86
100	84	St. John's	81	85	87

Trains are run by Atlantic Standard Time.
D. FOTTINGER
Gen. Mgr. Can. Govt. Ry.
Moncton, N. B.

THE STEAMER "CITY OF LONDON"

Will until further notice leave Steam Navigation Co's., wharf on Tuesday and Wednesday at 3 p. m. for Halifax and Brush Wharves. Thursday at 3.30 p. m. for McEwens and West River Bridge. Friday at 3.30 p. m. for Hickey's, Haggarty's and Hayden's Wharves, East River.

Saturday at 8 p. m. for Cranand. Every second Monday to Vernon River Bridge according to tide. Tuesday at 3.00 p. m. for China Point Wharf, tide and weather permitting.

T. J. CRAIG,
Manager, Charlottetown.

NEW CAB SERVICE

I have decided to begin in the city and suburbs an up-to-date cab service. Passengers, baggage etc., will be conveyed to boats, trains or anywhere else desired. Orders left at McDonald & McKinnon's Drug Store or at the stables, Sydney Street, near Stevenson's Corner will receive prompt attention.
J. M. NICHOLSON.
Telephone No. 253