

TENDERS FOR ERECTION OF BRACE BLOCK

Tenders addressed to Donald McKinnon, Royal Bank Building, Charlottetown, will be received up to twelve o'clock noon on Monday, the 25th day of August instant for the erection and completion of Brace Block to be erected of brick and stone on the east side of Queen Street, Charlottetown, according to plans and specifications which may be seen at the office of Messrs. Chappell & Hunter Architects, Charlottetown. The lowest or any tender not necessarily accepted.

By Order—
Trustees, Brace Block.
5839-8-16-81

Shore Farm For Sale

At Mermaid, Lot 48, six miles from Charlottetown, containing 70 acres of good farm land all clear.

New dwelling house, new barn, also Fox Ranch with 25 pens and two large fox sheds.

Not sold by private sale will be sold by Auction.
FRED DIXON
Mermaid.
1-13-16-27.

TENDERS

Will be received for the building of new school in Morrell East. According to plans and specifications to be seen at home of Secretary. Lowest or any tender not necessarily accepted. Must be received by August 20, 1930. Material furnished by district.

(Signed)
JAS. B. O'BRIEN,
Secretary.
5818-8-13-15-16-31.

Valuable Property FOR SALE

I offer for private sale the farm of the late R. Percy Mutch, Mt. Herbert, 4 1/2 miles from Charlottetown, consisting of 212 acres of choice land in a high state of cultivation. Good dwelling house and out buildings, with water system in house and barns. Fox ranch in connection, also extra house for farm help.

Property is near to school, church and railroad station.
For further particulars apply to
MRS. R. PERCY MUTCH,
Mount Herbert.
1-13-16-18-20-23-51.

For Sale

Farm of the late John Angus McKenzie at Scotchfort, on the Saint Peters Road, consisting of fifty acres of land with good buildings.

For further particulars apply to
BELL & MATHIESON,
Solicitors, Charlottetown.
5919-8-9-12-16-18-20-23-61.

Professional Cards

AUDITORS

Accounts Audited, Income Tax Returns Prepared.
A. E. MacNeill & Co.
127 Grafton Street
5134-4-17-18-60.

Prohibition Commission

Chairman, Mr. GEORGE E. BROWN, Margate, P. E. I.
Send all information regarding infractions of Prohibition Act to the above

Or to
Chief Inspector B. J. Haywood
75 Dorchester Street, Charlottetown

Mark R. McGuigan, B. A.

BARRISTER, SOLICITOR, ETC.
MONEY TO LOAN
Cameron Block, Charlottetown, P. E. I.

McLeod & Bentley

J. A. BENTLEY
W. E. BENTLEY, K. C.
Barrister and Attorney-at-Law
Office: 180 Richmond Street
MONEY TO LOAN
Charlottetown, P. E. I.

McDonald & McPhee

B. A.
J. A. McDONALD, H. F. MCPHEE
BARRISTERS, ATTORNEYS, ETC.
MONEY TO LOAN

Stewart & Lowther

J. D. STEWART, K. C.
H. W. LOWTHER
BARRISTERS, SOLICITORS, ETC.
64 Great George Street
MONEY TO LOAN

SMILES

GABBY GERTIE



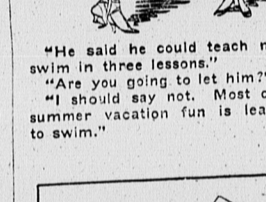
"When a girl brags about having the eight-bulb set she's talking about glowball, not radio."



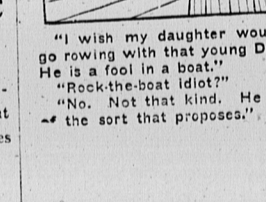
"They say there are as many microbes on a dollar bill as on a fly."
"Well I'd like to get near enough to swat a few of 'em!"



"He said he could teach me to swim in three lessons."
"Are you going to let him?"
"I should say not. Most of my summer vacation fun is learning to swim."



"I wish my daughter would not go rowing with that young DeSoto. He is a fool in a boat."
"Rock-the-boat idiot?"
"No. Not that kind. He is one the sort that proposes!"



"I wish my daughter would not go rowing with that young DeSoto. He is a fool in a boat."
"Rock-the-boat idiot?"
"No. Not that kind. He is one the sort that proposes!"



Auction at Springfield

Owing to ill health in my family I will sell by Auction on my premises on Tuesday, August 19th at 9 a. m., my farm containing 35 acres, chiefly land practically all clear, cropped with oats, potatoes and turnips. Stock—2 work horses, 2 cows, calf, 2 hogs, 35 hens, a bunch chickens, farm wagon, 1 gang plow, M. H. 1 walking plow, 1 spring tooth harrow, 1 sleigh and a quantity harness and all small articles found on a farm.

Terms easy and made known at sale.
If day is unfit sale on next morning at same hour.
BENJAMIN C. CANN,
HUGH F. MORRISON,
Auctioneer.

Furness Red Cross Line

"S. S. ROSOLIND"
Freight and Passengers.
Arrive Ch'Town and sail for St. John's.

Leave Montreal
Aug. 15
Aug. 23
Sept. 1
Sept. 12

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AGENTS
MONTREAL

CONSERVATIVE CONVENTION

A Convention of Charlottetown and Royalty voters is called for FRIDAY EVENING, AUGUST 29, in the CONSERVATIVE COMMITTEE ROOMS, over the Canadian Bank of Commerce, to select a Conservative Candidate to contest the seat made vacant by the resignation of W. Chester S. McLure, M. P.

The Convention will be called to order at 8.30 p.m. (Daylight Saving Time).

Each Poll in the City and Royalty is entitled to be represented by five (5) delegates and the Chairman of the different polls should have his or her delegates appointed, and have the names of the delegates ready for the meeting, or have the list sent to the Secretary before the meeting.

BY ORDER.



The Wife-Ship Woman

By Hugh Pendexter

AUTHOR OF
KINGS OF THE MISSISSIPPI,
BOY GRIMMEL,
A VIRGINIA SCOUT, ETC.

CHAPTER I

The Natches Make a Picture

The pirogue drifted into an eddy and knowing I was in the immediate vicinity of Fort Rosalie, I leaped out and drew my dugout up on the bank. It was near sundown and the shadows were beginning to creep out from the western bank. Although having had three years of experience with the mighty river it always fascinated me; especially when the shadows began to rendezvous or when the white mists danced before the rising sun.

I never tired of watching its irresistible and sullen onrush to the gulf. Such tremendous secrets the Mississippi could tell! What people had haunted its shores throughout the ages? Was the red man the first to attack the monsters drinking from its flood? I had traveled it much and always found it to be a mystery.

It was a sinister tyrant, a whimsical giant, what you would. It flowed through hobgoblin land. No tale was too strange and fantastic for belief if connected with the Mississippi. I prided myself on my hard-headed English sense, and yet I could not resist its lure. There was no beauty to attract me, such as I had observed along the more gracious Ohio. There was lacking that spell of utter desolation which I had found in pushing up the muddy current of the Missouri. It was a rapacious thing, a fickle thing; its potentials, its many promises of incredible achievements, haunted me.

Such puny triflers as La Salle and De Soto had been peremptorily dealt with; the assassin's bullet for one and the river's maw for the other. And these two were simply types of count-

less others, of high and low degree, even including my humble self and such savage yet dependable fellows as Damaon the Fox, who had parted from me at the mouth of the Ohio. And what fortune did the river hold for Spain, for France, for England? Since the wreck of the Armada, Spain was out of the game except as it won temporary success by rather desultory playing. Solitude had made me something of a philosopher, just as my occupation tutored me in politics. If I filled my lonely watches with musing over the mysteries of the inscrutable waterway, also did I observe much which pleased Governor Spotswood of Virginia, and other notable leaders along the Atlantic coast.

John Law's amazing circle of finance, with the mighty empire of France thoroughly gullible, was closely watched by us in America even if we could not foresee how swiftly the crash would follow the first symptom of weakness in his system. There are these who in calmer years have held that the fantastic notions concerning the Louisiana country grew up from the prodigious falsehoods nurtured by the Company of the Indies, better known as the Mississippi company.

I never could accept this process of reason; in truth, I reversed it. I have always held that Beau Lou could not have staged the greatest gambling saturnalia of the ages had not the way been smoothly paved for him by Europe's credulity in the marvelous and impossible. Only because it was the age of fairy stories were half a million foreigners flocking madly to the dirty rue Quincampoix to trade in the shares of the Mississippi company.

We in Virginia and the Carolinas were intimately informed of the doings of Law from the time he organized his first company. It was common knowledge how map-makers and "historians" were vying with each other in popularizing miracles in the new world. One could lift one's self by the boot-straps in Louisiana. The Mississippi was but another name for hyperbole. Its tributaries drained regions where strange white races dwelt along the shores of vast inland lakes, hemmed in by sands of purest gold.

I was no skeptic concerning mines, and possible pearl fisheries in the gulf. But when immigrants poured in and expected to find unicorns and other dream-monsters in the land of the Peduchas (Comanches) I laughed. I knew the river as well as any voyageur. For three full years I had voyaged it from the northern lakes to the gulf, I accepted it as a possibility, for the wealth of the southern continent was a matter of history; but when they talked of dwarfs and giants and ethereally beautiful Indian maidens I must see them before believing. When Damaon the Fox heard such yarns—and he was most at home in the wigwag—he would smile with his tongue in his cheek.

The English feared that the impetuosity of the French in exploiting the Louisiana country, and their feverish efforts to populate it, would give the vast valley to Louis XV. But I could not forget that France's belief in the marvelous must be reflected in her colonialist. And I could not believe that Louisiana would be held those who believe in myths and fables; no more than the English could have held the coast settlements if, instead of prospecting making homes, they had dwelt on the fantastic doings of King Arthur's knights. Trade was to shape the destiny of the Mississippi basin.

FOR SALE

6 carloads of horses and 2 of cattle, to arrive in Charlottetown on or about August 18th.
RAMSAY BROTHERS, Owners.
J. A. McDONALD, Auctioneer.
6787-8-12-61.

dom must lose the race. Beau Lou's job was to keep his stock from exploding, and within three years he had seen it rise from 500 to 15,000 livres a share! The Englishman's job was to bring home-makers into the country and establish permanent communities. Homes and crops first, then miners if there be any. So far as I could foresee, the very nature of law's advertising must defeat his plan to people the valley.



It was the First French Settlement in the Valley South of Kaskaskia.

From his residence in Place Louis le Grand he might order the sailing of many ships; but who would fill them? The absurd tales peddled by his agents could attract only the dissolute, the reckless, the purely adventurous, but never the heads of families.

The coming and going of these unstable classes would leave no French foothold on the land. In all my work of spying up and down the river I knew of but one menace to English ambitions; the linking of Canada to the gulf by a chain of forts, thereby making permanent settlements possible. This was the far-sighted plan of Louis de Buade, count of Frontenac, one of the greatest Frenchmen of his time. In the consummation of his original plans lay France's strength and England's peril.

(To be Continued)

CANADA'S GOVERNMENT TO BE SUED IN U. S.

Grand Trunk Stockholders Seek to Reopen Old Claim for Compensation

WASHINGTON, Aug. 16.—What amounts to a suit against the Canadian government is being instituted in the supreme court of the United States by a group of Britishers who hold stock of the Grand Trunk Railway, which was adjudged worthless at the time these lines were taken over by the Canadian National Railways.

Since 1919 the minority stockholders have made repeated attempts in Canadian courts to realize on their holdings, but their claims have been disallowed. All hope of success was washed away when an appeal from a Canadian supreme court decision was thrown out by the privy council.

In view of the fact that part of

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OPTOMETRY

is a specialized science, concentrating all its resources to the end that

Defective Vision may be restored.

Eye Strain relieved and Muscle imbalances corrected.

Any one of these defects may be, and nearly always is, the cause of

Severe Headaches

If troubled with headaches, we will be glad to investigate the condition of your eyes, and if necessary, furnish you with properly fitted corrective glasses.

G. F. Hutcheson

OPTOMETRIST

the old Grand Trunk lies in the United States, the British group is making a last attempt by instituting proceedings through the high courts of the United States, to attach the American section of the railway, owned by the Canadian government and operating as an American corporation.

The question of compensation was submitted some years ago to a board of arbitration. The board, of which the late Chief Justice Taft was a member, awarded compensation to certain classes of stock, but a majority of two members held the stock now concerned in the pending litigation to be worthless. Mr. Taft in a minority report maintained that all classes should have been compensated.

It is believed that the number of stockholders involved in the case is 20,000 and that litigation has been fomented by speculators who have bought up a large block of the apparently worthless certificates.

James M. Beck of Pennsylvania, former solicitor-general of the United States, has been retained by the British group. He will base the suit on a claim that the Dominion government, in securing the roads without compensation to all stockholders violated the American constitutional guarantee against deprivation of property without due process of the law.

CAPITAL IS ASSURED FOR DIRIGIBLE LINE

Sir Dennistoun Burney Finds Inter-view With Premier "Most Satisfactory"

OTTAWA, Aug. 16.—Definite plans for the early establishment of a British-Canadian airship service across the Atlantic, embracing as a distinct possibility the construction in Canada in the near future of an Atlantic type of airship, were today laid before Premier R. B. Bennett by Sir Dennistoun Burney, constructor of the British dirigible R-100. Sir Dennistoun, while unable to disclose exactly the terms of the proposed plan, described his interview with Premier Bennett as "most satisfactory" and indicated he is now in a position, when he returns to England on the R-100 to further discuss the matter with the British government.

Construction of an Atlantic type of airship in Canada, was described today by Sir Dennistoun as "quite feasible" through the transfer of certain technical men from England, thus establishing a new industry in Canada and at the same time providing adequate facilities on this side for the proposed regular bi-weekly service.

"I have been assured of sufficient capital forthcoming from commercial sources in Canada to finance the ultimate bi-weekly service," Sir Dennistoun announced on leaving the premier's office, "providing the Canadian and British governments implement the proposals I made in my Toronto speech."

MR. MASSEY AT OTTAWA TO DISCUSS LONDON JOB

OTTAWA, Aug. 16.—Hon. E. N. Rhodes, Minister of Fisheries, the last of the cabinet to be sworn in, is scheduled to arrive here during the day and to conform to this formality

before taking over his Department. A writ will issue at once for a by-election, consequent upon opening up a seat for the new minister from Nova Scotia. It is thought that Hon. W. A. Black, of Halifax, will be the one to make way for Mr. Rhodes though nothing is official.

Special Fares have been put into effect by the Canadian National Railways for this event.

A special train will leave Moncton at 9.30 P. M., August 19th for Grand Pre, N. S., going and returning via Truro. Train will leave Grand Pre at 6.15 P. M., August 20th.

For further particulars, Apply
TICKET AGENT.
8-11-13-16-18.

One way to win is to look like a winner

Good grooming marks a man for success

THE man who scorns good grooming makes a big mistake. Torn fingernails, cracked and grimy hands, a careless shave or an unclean skin, spoil a man's chances for success.

A clean healthy appearance is worth everything. And you need only one simple, old fashioned familiar preparation to have them all. "Vaseline" Petroleum Jelly. You'll probably find it right in your bathroom. If not, get a tube or jar from the nearest store.

To keep the hands in good condition, scrub with a stiff brush and soapy water. Then apply "Vaseline" Jelly liberally and massage your hands (exactly as if you were washing them). Work the Jelly into the base of the nails. Then wipe off and wash quickly. Your hands will emerge looking clean and fresh, like the hands of an executive, not a day laborer.

In the morning apply a film of "Vaseline" Jelly to the face be-



Rising young merchant

fore lathering. It not only gives you a clean, close, comfortable shave, but it cleanses the skin. Improves its texture.

You try these two simple things. You'll be surprised at the way "Vaseline" Jelly helps your appearance. Sold everywhere in tubes and bottles.

And remember, when you buy, that the trademark Vaseline on the package is your assurance that you are getting the genuine product of the Chesebrough Mfg. Co., Cons'd, 5520 Chabor Avenue, Montreal, Canada.

CANADIAN NATIONAL RAILWAYS

Acadian Celebration

Grand Pre. N. S.

Wednesday, Aug. 20th, 1930

Special Fares have been put into effect by the Canadian National Railways for this event.

A special train will leave Moncton at 9.30 P. M., August 19th for Grand Pre, N. S., going and returning via Truro. Train will leave Grand Pre at 6.15 P. M., August 20th.

For further particulars, Apply
TICKET AGENT.
8-11-13-16-18.

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-the reason for

De Soto success

DE SOTO SIX

\$1030

AND UP, F. O. B. FACTORY
Roadster, \$1030; Business Coupe, \$1055; Coupe (with rumble seat) \$1095; 4-Door Sedan, \$1110.

DE SOTO EIGHT

\$1230

AND UP, F. O. B. FACTORY
Business Coupe, \$1230; Roadster, \$1255; 4-Door Sedan, \$1275; De Luxe Coupe (with rumble seat) \$1305; De Luxe Sedan, \$1360.

All prices f. o. b. factory including standard factory equipment (freight and taxes extra)

Greater value is the secret of the great success De Soto is scoring in both the six-cylinder and the eight-cylinder fields—value that clearly asserts itself in the thrilling flash and great range of De Soto performance, and in the remarkable smoothness of that performance. At low speeds and high speeds and all speeds in between, the finer De Soto Six and the new De Soto

Straight Eight both develop their free-flowing power without effort, noise or vibration. Power is transmitted from the engine to the wheels in a velvet stream. It is the care and skill with which De Soto Sixes and De Soto Eights are engineered and built that accounts for De Soto stamina and economy of operation. From every standpoint, a De Soto is a real investment.

DE SOTO

CHRYSLER MOTORS PRODUCTS

Bruce Stewart & Co., Ltd

58-62 Fitzroy Street, Charlottetown, P. E. I.

Business Coupe PLYMOUTH \$700

SALES, SERVICE, REPAIRS, PARTS, ACCESSORIES, TIRE SERVICE, WAXING, POLISHING, AND TUNE-UPS