

HONOR ROLL

QUEEN SQUARE SCHOOL—APRIL

PRINCIPAL'S DEPARTMENT

Grade X—1, Richard O'Neill; 2, Fred McMahon; 3, Bennet McDonald. Grade IX—1, Edwin McCormac; 2, Brinsley Johnston; 3, Phillip Shama.

MR. WYNN'S DEPARTMENT

Grade VIII—1, James McCallum; 2, St. Clair Monaghan; 3, Dan McDonald. Grade VII—1, Leo Dolron; 2, Joseph McMillan; 3, Fred Reardon.

MR. McDONALD'S DEPARTMENT

Grade VII—1, John Dillon; 2, Colin McEachern; 3, Ernest Corrigan. Grade VI—1, John Connolly; 2, Harold Happeny; 3, Alfred McKearney.

MISS FENNESSEY'S DEPARTMENT

Grade V—1, Arthur Hogan; 2, Ernest Bradley; 3, Joseph Happeny.

MISS McDONALD'S DEPARTMENT

Grade IV—1, Joseph Trainor; 2, Maurice Clarkin; 3, Alfred McEachera.

MISS MURNAGHAN'S DEPT.

Grade IV—1, Earl Reardon; 2, Regie Cronin; 3, Norbert Bradley. Grade III—1, Anthony Shelton; 2, Patrick Murnaghan; 3, Edward Hornby; 4, Harvey Manderson, Fred Whalen. (equal)

MISS MCCOURT'S DEPARTMENT

Grade III—1, Fred Mahar; 2, Wilfred McIsaac; 3, Kenneth McMillan.

MISS LEONARD'S DEPARTMENT

Grade II—1, Cyril Ryan; 2, Leo Trainor; 3, Vernon McFarlane.

MISS TOWAN'S DEPARTMENT

Grade II—1, Thomas McGuire; Stephen Boland, (equal); 2, Edwin Peters; 3, Reginald McDonald.

MISS JOHNSON'S DEPARTMENT

Grade I—1, Alfred Kerwin; 2, John Rooney; 3, Francis McMillan.

MISS MONAGHAN'S DEPARTMENT

Grade I—1, Lloyd O'Neill; 2, Joseph McDonald; 3, James Manderson.

ROCHFORD SQUARE SCHOOL

GRADE X

1, Marie Byrne; 2, Marion McDonald; 3, Malvina Richard.

GRADE IX

1, Josie McLellan; 2, Mary McEachera; 3, Rose Lonergan.

GRADE VIII

1, Alice Pineau and Mary Clinton; 2, Mary Sexton; 3, Lottie Dolron.

GRADE VII

1, Marcella Cullen; 2, Jean Power; 3, Isabel Trainor.

GRADE VI

1, Mary Callaghan; 2, Elizabeth McAulay; 3, Sadie Dolron.

GRADE V

1, Irene Callaghan; 2, Alice Gauthier; 3, Catherine Campbell.

GRADE IV

1, Alice Garret; 2, Eleanor McLellan and Beatrice Murray; 3, Beatrice Murray.

GRADE III

1, Eileen Weaver; 2, Veronica McAulay; 3, Tena Connors and Blanche Corish.

GRADE II

1, Gladys McKinnon; 2, Gladys McLeod; 3, Constance Coyle.

AVOID COUGHS and COUGHERS! SHILOH 30 DROPS FOR COUGHS HALF TEASPOON FOR CHILDREN

GRADE I

1, Florence Mallett; 2, Mary Prunty; 3, Margaret Monaghan and Mary Turner.

GRADE I

1, Joseph Weaver; 2, Stuart McLellan; 3, Preston O'Neill.

THE GRAND FLEET DISPERSES.

In the days when the tide of battle on land flowed steadily in favor of Germany and her consorts, and command of the sea assumed an importance almost beyond the power of the human mind to define, the thoughts of the Allied peoples turned to the British Grand Fleet. So long as that was unbeaten, so long as it maintained the blockade, keeping the enemy skulking under the guns of German fortresses, there was hope for the Allied cause. Reinforcements of men, supplies of war material, and food for the Allies were impossible if once the Grand Fleet was badly crippled or driven off the sea. The Grand Fleet never failed. In fair weather as in foul, through long days and nights of storm and darkness, oftentimes with its decks covered with snow and ice, the Grand Fleet held to its task silently implacable until it won its greatest victory a day in November last when the German fleet surrendered to it ignominiously. Then the ignorant and uncomprehending who had some times uttered querulous criticisms of the Grand Fleet were seized with understanding and overcome with shame.

Despatches announce that the Grand Fleet has dispersed, and that Sir David Beatty, having hauled down his flag as its Commander-in-Chief is now without employment. At the time of British Cabinet reconstruction a few months ago the suggestion was made that the changes in the Admiralty should include the appointment of Sir David Beatty as First Sea Lord. The idea is now revived and it is a fair inference that only his refusal to accept would keep him out of the position. All through the time of his fighting services in the Sudan war, the Boxer rebellion, and in the great world war, Beatty has been beloved of the navy and the British people. The fighting spirit of the man, as shown in the battles of Heligoland Bight, the Dogger Bank, and Jutland, combined with his keen appreciation of values in strategy and tactics, placed him high in the roll of Britain's historic Admirals. His aim in every engagement wherein he took part was to annihilate the enemy, but it never blinded him to the real situation, even at Jutland, where his command suffered heavily but succeeded in the paramount objective of holding the enemy until the Grand Fleet, then under Admiral Jellicoe, arrived on the scene. He served the Empire and the Allies well; he commanded the Grand Fleet in its supreme hour, when the Germans surrendered; as First Sea Lord he would occupy the most important practical position in respect to the British navy and its future. His appointment would be a fitting tribute not only to himself, but to the work of the Grand Fleet generally and to the grand men who manned the ships, and of whom their Admiral was always so proud.—Ex.

Gilbert Budwig, pilot in the aerial mail service between New York and Chicago, fell 2,000 feet in his plane at Hollis, N. Y., Sunday landing upside down—but unhurt. He was found beneath the machine, smoking a cigarette, when rescuers arrived. The plane started to drop when his engine went dead at a dizzy height, Budwig tried to volplane to a landing place, and succeeded in "catching the air" just before it struck a billock and capsized.

Guzman Blanco, one-time president of Venezuela, had his portrait painted about 200 times, and erected about a dozen statues of himself equestrian and other.

PRESENTATION TO POPULAR PASTOR

On Sunday April 20, the parishoners of St. Anne's Lot 65 waited upon their pastor, Rev. Father Curran and presented him with a purse of gold accompanied by the following address: Upon a morning memorable in the annals of time a young man in the prime of youth knelt in the shadow of the sanctuary and consecrated himself to the service of God in the Holy Priesthood. During a decade of years or more he labored, whilst the ardor of youth deepened as the years matured until in nineteen hundred and nine he assumed the pastorate of St. Anne's Parish, and it is this Reverend gentleman to whom we have the honor of presenting our address. Your long years of faithful service together with the interest taken in our parish has endeared you to us and has kindled in our hearts undying sentiments of respect and love but knowing your aversion from public recognition we refrained from making public our appreciation of the sacrifices you made in behalf of your people.

Special attention you gave to the children not only in the tender years of youth, you guided them by your counsel and aided them in the choice of a vocation in life and this single circumstance in the history of St. Anne's parish is sufficient to have the name of Father Curran entwined in the wreath of memory—the leaves of which never wither.

May many years be added to your life and with each succeeding year an increase of heavenly favors, to continue a work so well begun and faith fully pursued and it is our earnest hope that your pastorate of St. Anne's Parish is only in its infancy. When time shall be no more and the veil which screens the celestial from the terrestrial be torn asunder may we meet in the realms of light the true pastor, watchful father and faithful friend, whom we loved on earth. In conclusion we ask you to accept our simple gift and assure you that no hearts are warmer or friends more sincere than those of your beloved children of St. Anne's Parish who ask your blessing. Signed on behalf of the Parishoners of St. Anne's.

JAMES COADY, JAMES TRAINOR, JOHN McMANUS. The Reverend gentleman in a few well chosen words thanked his parishoners for their kindness and generosity and expressed his pleasure in the manifestation of their goodwill with regard to the good work he had carried on in the parish he claimed no credit for he thought first, that it was the will of God and secondly that it was his duty. He expressed the wish that the goodwill which had always existed in the Parish should continue and concluded by imparting his blessing.

A GOOD RELISH.

A sweet pepper mayonnaise is a good relish. Mince two or three red Spanish peppers. Pound them in a mortar to a smooth paste and add them by degrees to a mayonnaise dressing. This makes a delicious sauce to use with boiled fish, especially with fish that has rather dry flesh. The oily qualities in the mayonnaise make it especially good for use in this way. Perhaps you have grown tired of the usual way steak is served. If so, try this. Buy a good thick one, either sirloin or porterhouse. Season slightly with pepper and salt, and broil until it is moderately brown. Have prepared enough chopped parsley and white onion to cover it. Dot it thickly with dabs of butter and bake in a quick oven for five minutes. The onion, parsley and butter sink into the meat, the parsley absorbing the strong flavor of the onion.

FIRST STEAM CROSSING OF ATLANTIC.

(London Times.)

At a time when eager preparations are being made for the crossing of the Atlantic by aircraft, it is interesting to recall the eighty one years ago today (March 31), the Times recorded the departure from the Thames of the first vessel to cross to America under steam. From the issue of March 31, 1838, we extract the following paragraphs:—

"The experiment of a steam voyage from England to America has commenced. Wednesday afternoon, (i.e., on March 28) the St. George Steam Packet Company's powerful steamship Sirius, Lieutenant Roberts, R.N., commander sailed from off East-lane stairs for New York, proceeding in the first instance for Cork, from where she will start for her final destination on Monday next. The Sirius is a vessel of 700 tons, with engines of 320 horsepower; and has been fitted up in a most splendid manner. It is expected that she will complete her voyage in 15 days, and so confident are her owners of this that they have already announced her sailing out from New York, for the return voyage, on the 1st of May. She carries out from London 22 passengers, but this number will be considerably augmented at Cork. She does not take out any goods, being intended for a passenger ship only.

"Soon after the departure of the Sirius, the America line of packet ship Quebec, Captain Herbert, for New York, came down the river in tow of a steam-packet. She carries out no fewer than 171 emigrants, viz: Cabin 17; between decks 32; and steerage, 122. The latter were chiefly agricultural laborers with their families. Some parties were bold enough to lay wagers that the Quebec would arrive before the Sirius at New York.

The Sirius, however, reached New York on April 22 and duly left again for England on May 1. An express message from Falmouth published in the Times on May 21 recorded her arrival at that port after a voyage home of 57 days.

A five-year-old boy passenger in the outward voyage of the Sirius is still living in Dorset. He is the Rev. V.F. Ransome, a retired country rector, and the Rev. F.L. Blathway, of Melbury Osmund Rectory, Dorset, who has just had a conversation with him, informs us in the letter that Mr. Ransome clearly remembers his experiences. Our correspondent says that the Sirius was a two-masted, one-funnelled steamer, 178 feet in length. She carried 450 tons of coal on the voyage, being loaded almost to the water's edge, but ran so short of fuel that she had to burn every spare yard and spar, and even rosen, of which she carried 58 casks.

"A printed abstract of her log, which lies before me as I write," Mr. Blathway says, "shows that she encountered at times heavy seas, with gales and sleet and snow. When the vessel left Cork there were only six first-class passengers left on board, the others being so alarmed by the run down the English Channel that they disembarked and forfeited their passage money."

HOTEL ARRIVALS

VICTORIA HOTEL

F. W. Arnold, Toronto. W. G. Church, Summerside. A. S. Patillo, Truro. C. R. Rogers, Summerside. W. K. Rogers, City. A. A. McDonald, Souris. J. W. Burgess, Ottawa. J. W. Carruthers, Montague. C. L. Morion, Montreal. S. C. McLochlan, Toronto. J. A. Leger, Halifax. H. J. Leaman, Moncton. Hayes Lloyd, Ottawa. P. Hurtibise, Montreal. W. E. Lotter, Detroit. H. S. Drinan, St. John. A. G. Webb, Montreal. E. M. L. Gordon, Quebec. H. Holland, Montreal.

BRINGING UP FATHER



Beautiful Furniture makes a beautiful home— if you are successful in keeping the furniture looking like "new." Tables and chairs must be kept free from dust and brightly gleaming—floors and wainscoting must be kept clean and shining, in order to preserve the grain-beauty so essential to the attractiveness of any room. The rich clear gloss resulting from the O-Cedar treatment is quite different to the effect obtainable any other way. The O-Cedar lustrate lasts, because O-Cedar Polish contains no injurious substances—no grease, acid or gum—when you apply the O-Cedar treatment you add to the surface of the wood nothing but O-Cedar Polish—which "cleans as it polishes," releasing every particle of dust and leaving a perfectly dry finish that is lasting. The 25c bottle contains 4 ounces—sufficient for a thorough trial—but after you have convinced yourself of the merits of O-Cedar Polish, you will want to purchase it in the larger-sized packages, whereby you obtain "more for the money." The 50c bottle contains 12 ounces. The quart size (imperial measure) is \$1.25. You can obtain a half-gallon can for \$2.00 or a gallon can for \$3.00. As O-Cedar neither deteriorates nor evaporates, the wisdom of buying it in the larger packages is quite apparent. O-Cedar Polish Men (round or triangle) is \$1.50. You will find both Polish and Mop at any Grocery or Hardware Store. Channell Chemical Company, Limited TORONTO

H. A. Taylor, Halifax. S. D. Killredge, Halifax. G. Greiver, Boston. J. L. Johnston, Toronto. W. A. Walker, Moncton. R. A. Peters, Louisbury, C. B. H. D. McLean, Souris.

QUEEN HOTEL

J. H. Bell, Summerside. Rev. Jas. McDougall, Cape Traverse. Geo. J. Lane, Halifax. W. H. Dennis, O'Leary. H. Morrow, Annandale. H. Horton, Annandale. Hivie H. Garrett, Bangor. A. E. McLean, Lot 16. L. G. Prowse, Murray Harbor. A. C. Saunders, Summerside.

REVERE HOTEL

J. M. Leard, Kelvin. W. L. Delaney, Kensington. Chester Pratt, St. Peters. James Shaw, Cardigan. Richard McPhee, Cardigan. W. P. Alward, Halifax. R. Alward, Halifax. W. A. Scott, Montreal. P. C. Murphy, Jr., Timish. H. H. Corney, Summerside. W. Moore, Alberton. H. McLellan, New Glasgow, N. S. Wm. Croft, Toronto. M. McKinnon, Toronto. Eda Pendergast, Kensington. Alex. McLeod, St. John. R. A. Jenkins, Orwell. H. S. McLeod, Orwell. A. D. McLellan, Georgetown. R. B. Raymond, Montreal. Fred Glynn, St. John.

To rapidly regain strength after an attack of Grippe or any other depressing disease, -VIN MORIN- CRESO-PHATES is unequalled. It is the salvation of Convalescents, Neurasthenics and all those suffering from Pulmonary troubles. On Sale Everywhere. DR. ED. MORIN & CO., Limited, Quebec, Canada.

Prizes Worth Striving For The Charlottetown Guardian's Circulation Campaign prize list is a record for the Maritime Provinces, viz: 1st Grand Prize—Overland Auto, \$1410; supplied by Bruce Stewart & Co. 2nd Grand Prize—Ford Auto, \$820; supplied by Kennedy & Webster. 3rd Grand Prize—Karn-Morris Duchess Player Piano, \$800; supplied by Miller Bros. District Prizes: 1.—3 Willis Pianos, each \$475; supplied by A. E. Toombs. 2.—3 Grafanolas, each \$150; supplied by A. E. Toombs. 3.—2 Diamond Rings, \$100 and \$50 or Pathephone, \$78; supplied by G. H. Taylor. 4.—3 Wristlet Watches, each \$17; supplied by G. H. Taylor. In addition 10 per cent. is given to all unsuccessful prize winners who continue to the end.