



Marriage Scales

By Mildred Harbour.

A DECISION IS REACHED.

Silk Stockings

Silk stockings will give much longer, better service, if washed after every wearing in Lux. Dust, grit and perspiration are most injurious to silk fabrics.

Sold only in sealed packets—dustproof!



LEVER BROTHERS LIMITED TORONTO

Twelfth of July Celebration

GRAND GATHERING OF ORANGEMEN AND OTHERS AT BORDEN, JULY 12TH

Most inviting spot on the island for an outing, Pipe Band, Parade, Speeches, \$50.00 for Athletic Sports, Tug of War. Fair ladies will provide excellent meals, Usual refreshment booths, Ice Cream. Proceeds for Orphanage, New Protestant and Orange Halls, Borden. Special leaves Charlottetown at 9 a. m. Come and enjoy yourself.

WM. McLEOD, Chairman.

JOHN HOWATT, Secretary 3123-630-Mw61.

FOR SALE

That desirable residence of the late Ross B. McGrath, No. 19 Upper Queen Street, at the corner of Queen and Chestnut Streets. House has hard wood floors and contains eleven rooms and bath. Hot water heating and all modern improvements. Barn in rear suitable for garage.

For further particulars apply at the office of MacDonald & MacPhee, Solicitors, Riley Building. 3217-7-4-61.

FOR SALE

Valuable farm property, consisting of 150 acres choice land, of which 115 acres is under cultivation—balance under second growth, soft and hard wood.

This square block of land, located in center of the beautiful and prosperous district of Hamilton, is well watered by a brook running through—is within convenient distance to School House, Hall, Churches and Stores and presents a fine view of Malpeque Bay from any part of farm.

I will sell the entire block of land including buildings, orchard and crop—or if preferable to prospective buyer, will sell part of the farm, with or without the buildings, orchard or crop. Possession of farm given to purchaser with the transfer of deed. Payment terms easy. Write or come and see property.

J. R. LOCKERBY, Hamilton, P. E. Island 3102-6-28-101.

Professional Cards

Palmer & Palmer H. J. PALMER, K. C. Barrister, Etc. Money to Loan Bank of Nova Scotia Building Charlottetown, P. E. I.

MacDonald & McPhee B. A. J. A. McDONALD, H. F. McPHEE, B. A. Barristers, Attorney, Etc. Money to Loan Riley Building Charlottetown

Mark R. McGuigan B. A. BARRISTER, SOLICITOR, ETC. Money to Loan Cameron Block Charlottetown, P. E. Island

Dr. C. C. Archibald Graduate of N. Y. Post Graduate Medical School and Hospital. Practices limited to Eye, Ear, Nose, and Throat. Office Beyer Building, St. George Street Telephone 350-J. Office Hours—9 to 12 a. m. 3 to 6 p. m. 7-1-61.

Mariana sat at her desk beside the open window and tried to focus her attention on the guest list for the prospective house party. The June world outside beckoned in vain. She was oblivious to the riotous masses of bloom on the terraces. The sunlit sifting through the shade trees, birds carolling joyfully as they flashed and dipped about the sunken pool failed to impress themselves on her consciousness.

Her whole mind was engrossed with the calculations knowledge which had come to her the night before—the realization that she had fallen in love with Craig Cullum!

She was not only frightened and miserably shocked. Her sense of propriety was outraged. All her cravings for romance, all her weariness with the dullness of marriage, vanished before the realization that she, a faithful and dutiful wife, had become infatuated with another man.

Like many women with an overdeveloped sense of romance, she had liked to contemplate the "eternal triangle" with herself forming the principal angle. She was always quite confident that she would be quite unconventional, and loftily dismissed every consideration but love as a grandiloquent gesture she would proclaim the world well lost for this overwhelming passion.

But, like most women, she did a right-about-face when this hypothetical situation became a reality. She forgot all the things she had said about marriage being "only a legal imposition imposed upon the unaltruistic masses for the protection of society." "Love was all that should count."

Marriage suddenly seemed to her an immensely sacred covenant. No truly good woman should, of her own accord, and without severing its eternal bonds, enter into a circle of society which treated the matter of a change of wives as a matter of mere convenience, even with her. It was the smart thing to do! She herself had insisted upon that solemn pact with Charles at the time of her marriage ceremony. It was agreed that they should tell each other frankly if another flame ever came to burn on the altar of their hearts. She had fully expected to fulfill her agreement.

And now, when the time had arrived she was shocked!

Curiously enough, during this thorough search of her mind and heart, she was not at all disturbed by the fact that Craig Cullum very obviously had not fallen in love with her. He had not a cordial friendship and beyond a formal courtesy toward the wife of his good friend, he had exhibited no emotion which could possibly be interpreted into a semblance of infatuation.

She was so completely absorbed with her own emotional life that the man whose unconsciously charming personality had inspired the play was almost forgotten. She felt, too, a confidence in her own power to fascinate him when the time came. The time still not, she knew, while she was still Charles' wife.

Mariana had Doris' courage, but, unlike Doris, she was neither ridder by her pride nor checked in her desires by a definite consideration for others. In the latter, she was not consciously selfish. She was the product of her environment. All her life she had been in the earthy guise, first of dotting parents, later of an adoring husband and admiring friends, but not contrived to change her whims, no matter how capricious. Her will was rarely brooked, but, since it was never arrogant and was usually rooted in respect, she seemed much less spoiled than she really was.

At this particular crisis in her own life, she felt very virtuous about her attitude toward Charles. For she had determined to tell him the truth that very evening. She had decided, she would ring up Doris and announce her contemplated step.

To this end, she picked up the telephone and gave Doris' number.

What were YOU paying for Coffee during the past month. The latest figures from Ottawa give these as the average prices.

Table with 2 columns: Item and Price. Includes Coffee, Tea, Sugar, etc.

How do prices in your locality compare with other cities? Are you paying more or less than average? These prices are for average quality "delivered" goods. Tomorrow: Black Tea.

Mr. HANSON: The chief objection I take to this subsidy contract is that it was not entered into and negotiated by the minister of the predecessor in office long before the boat was in existence. Secondly, the boat in question, if she lives up to the advance notices, is far beyond what the service requires. This is a weekly service, as I understand it.

Mr. HANSON: Well, does the minister say that in the winter a twice a week service is required?

Mr. LOW: I have already stated that a boat of this size is required for a half a dozen months of the year. I am sorry that the redistribution committee is meeting this afternoon, otherwise the discussion on this item would be over by this time. Unfortunately, however, it has to be made a speech on the subject. I do not object to that, of course, but I am sorry those hon. members were not here.

Mr. HANSON: If the minister had instead of being here, he might have made more progress with the business than he is making here. The government is financing the building of this boat, and that is contrary to public policy. What has the minister to say about it?

The subsidy was granted to the Fraser personages and to the three, and assigned the subsidy, to the company, and then subsequently the subsidy was assigned to the trustee, under the trust deed, for the benefit of the bond holders and the prospectus of the company says, "that this is going to pay the boat."

Mr. LOW: The prospectus also says, if my hon. friend had read a little further, that they hope the freight traffic will increase by 50 per cent, and the passenger traffic by 100 per cent.

Mr. MEIGHEN: But that is in addition to getting full pay for the boat from the government. That is velvet on top of the other.

Mr. LOW: We have control over the rates, and I am sure my hon. friend will agree with me that these people who are shut off from the year are entitled to the very best service we can give them during the months when there is an opportunity to communicate with the mainland.

Mr. HANSON: There is another feature of this that is the service between Pictou and Souris. Does the minister think it is good policy, from the standpoint of the Canadian National Railways, that there should be any more competition with the car ferry of the Edward Island than there is today and that the government should subsidize a private concern to enter into competition with the Canadian National Railway? That is a matter of policy upon which I would like to hear the minister's opinion. Mr. SINCLAIR (Queens): The sail at Souris is a help to the Canadian National Railway. A great deal of through

HALIFAX-PICTOU

MAGDALEN SUBSIDY

Discussion in the House of Commons on the New \$50,000 Subsidy for the Magdalen Island Steamer Service

(Continued) Mr. CASGRAIN: When do you expect that will be? Mr. MEIGHEN: The minister now takes the course that once a route is established it has got to stay and if it is not established the people have got to do without anything until the country gets rich enough to take care of itself.

Mr. LOW: No, I do not take that course. I do not want a grant of a subsidy, in almost every case it has to remain. Certain subsidies have been cut off, but it is very hard to eliminate them. My right hon. friend will know that from experience; once the post is in an area they seem to take it for granted that it is going to continue for all time.

Mr. MEIGHEN: It is difficult, I know, to discontinue a subsidy, but surely it would be better to ask later what a service and a service for years rather than to double that at the price of denying other people any means of getting in and out at all. I have pointed out that in his own estimate of the cost of the boat, the minister says that he has \$42,000 available; I will ask later what this \$42,000 was applied to previously. I know something about the Tadoussac service, although the route was established before I came in and consequently the petition was not presented to me. I am sure I will be forced to call attention to something the late government did undertake on behalf of that district, in the face of the bitterest possible antagonism from some hon. members whom I see in front of me now. I refer to the extension of the railway from wreckage of the Quebec and Charlevoix railway and the placing of it in a position actually to serve the whole north shore. I was glad to hear the gentleman of the House on one of the benches of the line bills, in which he paid tribute to the excellent results that had been achieved by that policy. I could not help thinking at the time of the attitude that was taken by many hon. members who pretended about the people of that district but who abused us for all the efforts we made to serve them; especially the present Minister of Railways (Mr. Graham) who was so disgusted with what was being undertaken on behalf of that district that he rose in his place, declared that our conduct and our policy was reprehensible, and left the House.

Mr. HANSON: The chief objection I take to this subsidy contract is that it was not entered into and negotiated by the minister of the predecessor in office long before the boat was in existence. Secondly, the boat in question, if she lives up to the advance notices, is far beyond what the service requires. This is a weekly service, as I understand it.

Mr. HANSON: Well, does the minister say that in the winter a twice a week service is required?

Mr. LOW: I have already stated that a boat of this size is required for a half a dozen months of the year. I am sorry that the redistribution committee is meeting this afternoon, otherwise the discussion on this item would be over by this time. Unfortunately, however, it has to be made a speech on the subject. I do not object to that, of course, but I am sorry those hon. members were not here.

Mr. HANSON: If the minister had instead of being here, he might have made more progress with the business than he is making here. The government is financing the building of this boat, and that is contrary to public policy. What has the minister to say about it?

The subsidy was granted to the Fraser personages and to the three, and assigned the subsidy, to the company, and then subsequently the subsidy was assigned to the trustee, under the trust deed, for the benefit of the bond holders and the prospectus of the company says, "that this is going to pay the boat."

Mr. LOW: The prospectus also says, if my hon. friend had read a little further, that they hope the freight traffic will increase by 50 per cent, and the passenger traffic by 100 per cent.

Mr. MEIGHEN: But that is in addition to getting full pay for the boat from the government. That is velvet on top of the other.

Mr. LOW: We have control over the rates, and I am sure my hon. friend will agree with me that these people who are shut off from the year are entitled to the very best service we can give them during the months when there is an opportunity to communicate with the mainland.

Mr. HANSON: There is another feature of this that is the service between Pictou and Souris. Does the minister think it is good policy, from the standpoint of the Canadian National Railways, that there should be any more competition with the car ferry of the Edward Island than there is today and that the government should subsidize a private concern to enter into competition with the Canadian National Railway? That is a matter of policy upon which I would like to hear the minister's opinion. Mr. SINCLAIR (Queens): The sail at Souris is a help to the Canadian National Railway. A great deal of through

traffic from the mainland goes to Souris and is picked up there by this boat, and freight is taken back. It is benefit to the Canadian National Railways, rather than competition.

Mr. HANSON: That is freight for the Magdalen Islands. And freight for the mainland as well. Mr. HANSON: I do not follow the argument.

Mr. MEIGHEN: How could it be for the mainland? Mr. SINCLAIR (Queens): From the Magdalen Islands. Mr. HANSON: Is the minister serious in that? The broad gauge has not been extended to Souris. Mr. SINCLAIR (Queens): But there is a railway there.

Mr. HANSON: I have a narrow gauge, and freight would have to be trans-shipped at Souris and handed again at Charlottetown.

Mr. SINCLAIR (Queens): It does not make any difference whether the railway is broad gauge; it has to be trans-shipped from the boat to the railway just the same.

Mr. SANSON: But there would be no carload lots trans-shipped in that way.

Mr. SINCLAIR (Queens): It makes no difference. Mr. HANSON: It means all this extra handling at Souris and again at Charlottetown. I would ask how much traffic goes that way from the Magdalen Islands?

Mr. SINCLAIR (Queens): The freight, the shipper gets the same rate as for the railway.

Mr. HANSON: But it adds to the cost for the National Railways. I do not see how it is of any benefit to them. The National Railways could get the freight at Pictou, and again at Charlottetown. I would ask how much traffic goes that way from the Magdalen Islands?

Mr. SINCLAIR (Queens): The freight, the shipper gets the same rate as for the railway.

Mr. HANSON: But it adds to the cost for the National Railways. I do not see how it is of any benefit to them. The National Railways could get the freight at Pictou, and again at Charlottetown. I would ask how much traffic goes that way from the Magdalen Islands?

Mr. SINCLAIR (Queens): The freight, the shipper gets the same rate as for the railway.

Mr. HANSON: But it adds to the cost for the National Railways. I do not see how it is of any benefit to them. The National Railways could get the freight at Pictou, and again at Charlottetown. I would ask how much traffic goes that way from the Magdalen Islands?

Mr. SINCLAIR (Queens): The freight, the shipper gets the same rate as for the railway.

Mr. HANSON: But it adds to the cost for the National Railways. I do not see how it is of any benefit to them. The National Railways could get the freight at Pictou, and again at Charlottetown. I would ask how much traffic goes that way from the Magdalen Islands?

CEMENT

Fresh stock always on hand at lowest prices.

Carvell Bros

3282-7-7-31.

the minister that unless some hon. member wishes to discuss this item, he should go on with another. I am not going to read these papers. I cannot read them in a second.

Item stands. The CHAIRMAN: We will revert to item 202, Pictou, Souris and Magdalen Islands, steam service between \$50,000.

Shall the item carry? Mr. MEIGHEN: I was waiting for the hon. member for Charlottetown-Montserrat (Mr. Casgrain) to renew his protest.

Mr. CANNON: He has eaten since. Mr. CASGRAIN: I have no objection to the vote passing, I am satisfied that I shall get the Murray Bay-Tadoussac service next year.

Mr. MEIGHEN: I thought something had happened. Mr. CASGRAIN: Nothing has happened.

Mr. LOW: I have not had the pleasure of seeing my hon. friend since six o'clock.

Mr. MEIGHEN: It might be done otherwise; those transformations take place rapidly.

Mr. LOW: Not being familiar with politics, I do not know how such transformations are effected.

Mr. MEIGHEN: I have learned from observation. For how many years was the other tender of \$50,000, and from whom?

Mr. LOW: Ten years; from Young and Burchell of Sydney.

Mr. MEIGHEN: For how long was the tender for \$24,000.

Mr. LOW: One year. That was for the old boat.

Mr. MEIGHEN: Did the minister see what they would do for if they got it for ten years on the chance to sell their bonds on the faith of the tender?

Mr. LOW: No purpose would have been served by such a course, the boat was not at all suitable for the service.

Mr. MEIGHEN: Did the boat comply with the stipulations which were sent out?

Mr. LOW: No. Mr. MEIGHEN: In what respect?

Mr. LOW: It was a very slow boat, seven or eight knots an hour.

Mr. MEIGHEN: What did the tender form specify?

Mr. LOW: The contract was for ten knots.

Mr. MEIGHEN: No; I am asking what did the request for tenders stipulate.

Mr. LOW: It did not so state, but the contract was specific.

Mr. MEIGHEN: Nothing was said in the request for tenders? Mr. LOW: I do not know what the contract was to be until after the tender had been accepted.

Mr. LOW: The department thought the boat offered by the former contractors was not suitable for the service and the terms of contract were not acceptable. It had the right to refuse the tender. The rejection of the original call for tenders. They undertook to operate at a speed of twelve knots per hour.

Mr. MEIGHEN: That is the tender's?

Mr. LOW: No, the contractors under the contract.

Mr. MEIGHEN: Of course, doing business that way the minister can give the contract to whom he likes. He asks for tenders, but he does not stipulate the speed of the boat. Then when he gets a tender offering to operate a boat at a certain speed, he puts in the contract that the boat must have that speed, and he awards that tender at ten years. What has prevailed for ten years. What traffic was carried this year? We have had this new boat in operation for considerably over a year now.

Mr. LOW: It is not in operation yet.

Mr. MEIGHEN: Oh, it is still being built?

Mr. LOW: Yes; the subsidy is being paid on the \$24,000 basis.

Mr. MEIGHEN: According to the contract the boat should have been in operation by now. Surely things are not frozen up there yet?

Mr. LOW: The contractors are operating the service with the old boat until the new one is ready, at the same rate as heretofore, \$24,000.

Mr. MEIGHEN: These they have not fulfilled the contract. Under the contract they were to start with the new boat at the opening of navigation.

Mr. LOW: I suppose my right hon. friend knows that there have been several strikes and shipbuilding delays in Scotland which naturally delayed the building of the boat?

Mr. MEIGHEN: Can the minister tell us what freight and passengers were carried this past year? I want to see how the new boat gets along.

Mr. LOW: I gave the latest return to my hon. friend this afternoon. I think he will find it in Hansard to-morrow.

Mr. MEIGHEN: I never heard any return as to the passengers and freight carried except for the years previous. For that year the

RESOLUTIONS PASSED

At the closing session of the Women's Institute Convention Thursday afternoon, the following resolutions were presented to the meeting by a resolutions committee, all of which were adopted by the meeting:

RESOLVED THAT the Women's Institutes of Prince Edward Island do all in their power to prevent the manufacture for sale of intoxicating beverages in their district.

Moved by Mrs. George Pickering, Sherbrooke. Seconded by Mrs. J. H. Vickerson, Montague.

RESOLVED THAT as the Prince Edward Island Institutes owe \$100,000 to the National Federated Institutes of Canada, the Women's Institute Division shall hereafter reserve one-half the yearly Government Grant and this year in order to pay our debt the Institutes refund half their grant to make up the \$100,000.

Moved by Mrs. D. Murchison, Victoria.

Seconded by Miss Alice Cairns, Lower Freetown.

RESOLVED THAT the money left over from the National Debt to be used as a Sinking Fund under the control of the Provincial Executive.

Moved by Mrs. Walter Schurman, Linkletter.

Seconded by Mrs. Ernest Rogers, Linkletter.

As a National Official Organ is needed to keep in touch with the Provincial Institutes and to know of their work for "Home and Country."

BE IT RESOLVED THAT the Prince Edward Island Institutes heartily commend to the National Executive the publication of a Federated Official Organ and should such come into effect, it will receive the support of our Provincial Organization.

Moved by Mrs. Thomas Bolger. Seconded by Mrs. J. W. Trowsdale.

RESOLVED THAT wives of qualified voters under the Public School Act be given the right to vote at any school meeting, and also be eligible to be elected as a school trustee.

Moved by Mrs. Merrill Stewart. Seconded by Mrs. J. J. MacDonald.

figures were these: passengers, 1,313; freight 6,380 tons; live stock 8; bales of mail, 4,063. The number of tris made was 59 and the subsidy paid \$24,000. Can the minister give the corresponding figures for the year past.

Mr. LOW: I shall give the same figures that gave this afternoon: number of passengers carried, 1,875; tons of freight, carried, 4,009; live stock, 79; mail bales, locker, 2,734; tied sacks, 1,902.

Mr. MEIGHEN: Doing less business than the year before.

Mr. LOW: That is accounted for by the poor service—the very boat we have been discussing all afternoon.

Mr. MEIGHEN: I cannot understand it, because the year before it carried 6,380 tons of freight, this year 4,000 odd. If it could carry 6,000 this year if the freight was offered, the Dominion Parliament amendments under Mr. McLean's proposal would be brought about by an absolute majority vote of each house of the Dominion Parliament. The Dominion Parliament would not, however, be empowered to pass any amendment affecting the rights guaranteed in the British North America Act to minorities. Australia already possesses the right to amend her own constitution.

Item agreed to.

"What is a synonym?" asked a teacher. "A synonym," explained the pupil, "is a word you use when you don't know how to spell the one you thought of first!"

Summersville Matinee Races, July 19th

The horse races which were to be held at Summersville, July 9th, are postponed until Saturday, July 19th.

The following are the classes:— A Free For-All Trot and Pace 75 bushel of Oats A 230 Trot and Pace 60 bushel of Oats A 3 Minute Trot and Pace 60 bushel of Oats

All races will be mile heats and finish at end of fifth heat. National Rules to govern of which track is a member.

Prizes will be divided 50, 25, 15, 10 per cent. Entries close July 15th.

If day should prove unfavorable Races will be held on the following Wednesday, July 23rd.

JAMES B. McMILLAN, Secretary 3291-7-11-21.

Rocky Point Ferry Time Table

Commenting June 1st, the Steamer Hillsborough will run between Charlottetown and Rocky Point during the summer months, as follows: DAILY (Except Sunday) Lv. Charlottetown Lv. Rocky Point 7.30 a. m. 8.00 a. m. 8.30 a. m. 9.00 a. m. 11.00 a. m. 11.30 a. m. 1.30 p. m. 2.00 p. m. 2.30 p. m. 3.00 p. m. 4.30 p. m. 5.00 p. m. 5.30 p. m. 6.00 p. m. SUNDAY Lv. Charlottetown Lv. Rocky Point 8.30 a. m. 9.00 a. m. 11.00 a. m. 11.30 a. m. 1.30 p. m. 2.00 p. m. 2.30 p. m. 3.00 p. m. 4.30 p. m. 5.00 p. m. 5.30 p. m. 3292-7-3-31.

Mothers!

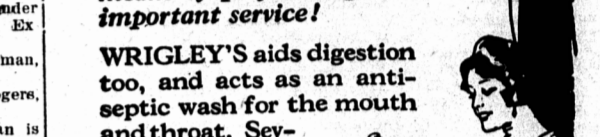
Give the children WRIGLEY'S after every meal

A prominent physician says: "It is surprising how free from decay the teeth can be kept by using gum after each meal."

You know how hard it is to get the children to clean their teeth. By giving them WRIGLEY'S you not only reward them for cleaning their teeth, but the reward is actually the means of performing this important service!

WRIGLEY'S aids digestion too, and acts as an antiseptic wash for the mouth and throat. Several flavors—all of WRIGLEY quality.

The Flavor Lasts



Sealed in its Purity Package

WRIGLEY'S JUICY FRUIT CHEWING GUM

To Ask Right To Amend Own Constitutions

OTTAWA, July 6.—W. E. McLean, of York south, proposes to move an address in the House requesting that the British parliament make such amendment to the British North America Act as to give Canada the right to amend her own constitutions. Constitutional amendments under Mr. McLean's proposal would be brought about by an absolute majority vote of each house of the Dominion Parliament. The Dominion Parliament would not, however, be empowered to pass any amendment affecting the rights guaranteed in the British North America Act to minorities. Australia already possesses the right to amend her own constitution.

Established 1861 The Electrical paper that gives the best, British Commercial, Technical, Engineering and wireless News.

A COMPLETE SURVEY OF BRITISH ELECTRICAL SCIENCE AND INDUSTRY Annual Subscription 30 shillings to all parts of the World. Specimen copy is.

Benn Brothers, Ltd. 8 Boulevard Street LONDON, E. C. 4, ENGLAND 3282-7-7-31.

EDUCATIONAL

The School of Nursing of the New Hampshire State Hospital offers a course of Nursing Education to young women who are eligible for admission. The School is registered by the New York and New Hampshire State Boards of Education. A generous allowance is offered to students during the course.

For further information apply to the Directress of Nursing NEW HAMPSHIRE STATE H