

MAY BATTLE IN THE AIR

German Army Officer and Major Baden Powell, a British Officer, Agree in Their Utility—Their Construction

Count Von Zeppelin, of the German Army, believes, and Major Baden Powell, of the British Army, agrees that the problem of the great problem of war balloons in the gigantic aluminum air ship. If this be true, it is scarcely possible to conceive of an invention more interesting to the whole civilized world.

For almost 30 years he worked at the problem, utilizing his own large means and the scientific advice of the leading German thinkers. His great aluminum flying machine is the result. One of his greatest difficulties was to secure a propeller that would really be effective in the air. At last succeeded in making one which, when attached to a balloon and released in the air, drove it along at the rate of nine miles an hour.

After this success, he called a meeting of the scientists and capitalists in Berlin last June, when a company was formed with a capital of \$50,000 for the building of the airship. Half of this sum was subscribed by the Count himself as proof of his faith in his invention, and the German Government experts gave their approval to his design.

Major Baden-Powell, the great English expert on aeronautics, and explosives, another of the British commander at Bulford, has been much impressed with the inspection of the new air ship. A test is to be made within a few days, and Major Baden-Powell says he expects it to be entirely successful.

WHERE AIR SHIPS ARE MADE.

The Zeppelin flying machine has been constructed in a special building, erected on the banks of Lake Constance, in the town of Friedrichshafen. This frame structure is 115 feet long, 78 feet wide, and 68 feet high. It is lighted by 11 large windows, which make the interior bright as day.

Entering the visitor sees a tremendous skeleton of aluminum wires. This device is 406 feet long and 29 feet in diameter in the centre. The framework is made of aluminum bars, forming a series of triangles, joined firmly together by longitudinal strips braced by T-shaped pieces. The large polygonal rings are 25 feet apart and are braced in addition by numerous strong strands of aluminum wire, running from a central small circle, giving the effect of a huge bicycle wheel, or a series of them.

The result of this construction is that the great air ship is divided into 17 compartments, firmly connected and yet separate. The whole circumference is worked into a strong net of "ramie," and each compartment has a similar net on its inside.

HOW THEY ARE CONSTRUCTED.

The plan is to put a balloon in each of these compartments, the buoyancy of which is to lift the ship and keep it in the air. The idea of using a number of balloons is that in case of any accident to one the others will still be able to work, and, besides, enclosing them in the great work, which will be covered with silk to protect the balloons from the effect of the atmosphere and sun, making it possible to shape the ends of the ship so that they offer the least possible surface to opposing winds, and at the same time make it possible to steer the ship.

The balloons are specially manufactured for this purpose, of the best material, absolutely unbreakable. They are to be filled with hydrogen gas from retorts already in place on the pontoons. There are 2,000 of the cylinders, each holding sixteen cubic feet of gas, so there will be about 32,000 cubic feet of gas in the whole ship. It is admitted by all scientists that the lifting power of that much hydrogen gas will be ten tons. The weight of the ship, cars and machinery will be only about four tons.

The inventor relies upon the fact that every body in motion ought to be easily steered. This has not been the case hitherto with air ships, for several reasons. One was their unscientific form, the other that there was not enough headway provided by the propelling force to give the steering apparatus a hold on the air. These difficulties Count Zeppelin claims to have overcome.

THE WAY THEY ARE STEERED.

The forward and backward motion is to be controlled by two very large revolving aluminium propeller blades. Two of these will be in front, just where the circumference of the ship begins to decrease towards a point, and the other two will occupy a similar position at the rear. The steering will be done by double rudder blades at front and rear.

The motive power for these propellers is to be furnished by two Daimler motors, using benzine as fuel. These are the lightest possible engines which will produce the required power of twelve to fifteen horse power each. These engines will be carried in two aluminium cars, hung forward and aft, just beneath the propellers.

The cars will be twenty feet long and five feet wide, three feet deep, shaped to an edge, and pointed fore and aft. The motors are connected with the propellers by strong steel rods and two shifting links couplings, so as to have as little play as possible. The motors have been specially built for this ship, so as to throw out no sparks; but an additional precaution the fabric which forms the outer covering of the ship has been thoroughly fire-proofed.



GEN. SIR FRANCIS W. GRENFELL, Officer, who it is understood, will command the British forces in China.

MOUNT ALLISON COLLEGE.

Ladies' College Finely Located and Splendidly Equipped. Opens its 47th Year on Sept 6th.

An attractive Calendar of the Mount Allison Ladies' College has recently been issued. It bears on the cover an artistic representation of its buildings embracing Lingley Hall, the college residence for pupils and teachers, the Conservatory of Music, and the Owen's Museum of Fine Arts. The college has an noble situation and healthful surroundings, and it affords exceptional opportunity for vigorous student life.

For many years this institution has taken the foremost rank among the educational institutions of our country. It is a safe and thorough Christian home school. The efficiency and cultural value of its instruction is widely recognized.

Mount Allison students are in frequent demand as teachers to fill high and responsible positions. One of them, who received all her educational equipment at Mount Allison has recently been appointed lady principal of a college in a neighboring province.

The prospects for the coming year are exceptionally bright. Many new students as well as a large proportion of former students are expected to enter the College in September.

Both the literary and the musical staff is ably filled. The Director of the Conservatory, Prof. Vincent, as well as Miss Golden, Miss Higley and Miss Borden will return. The new piano teachers will be Miss Sara Perkins and Miss Catherine Stark. Both have had the benefit of long training abroad under the famous masters of Italy and Germany. Raymond Clare Archibald who, a few

years ago, delighted Charlottetown audiences with his playing, will take charge of the violin and harmony departments. Mr. Archibald has had a brilliant career since he left this Alma Mater five years ago. During the past two years he has been studying with marked success, under famous artists. He has also won great distinction in the mathematical work he has been carrying on in the universities of Berlin and of Stratsburg.

Last year Prince Edward Island was well represented in the Ladies College. Miss Poole, Miss Phillips, Miss Breckon and Miss Weeks of Charlottetown, all pursued the studies of the M. L. A. course. Miss Minnie Moore completed a course in vocal music. Miss Large gave special attention to violin and Miss Higgs to oratory. Miss Wright of Summerside completed the first year in the B. A. course.

In the fine art department were Miss Irving of Vernon River, and Miss Emma Moore of Murray Harbor. Miss Emma Moore devoted her time to musical studies. Miss Lottie Deacon who has attended the college for the past two years, will in a few weeks enter the Deaconess' Home in Toronto, where she will be further prepared for her chosen sphere of labor in the foreign missionary field.

A GOOD SYSTEM

The Training of Powers of Observation by

SIR. WM. McDONALD'S

School System is Commended by the Leading Journals of Canada.

The Montreal Witness says:—It is doubtful if money could be spent to better advantage for the good of the people of Canada than in the introduction of the training of the powers of observation and manipulation into our school system, as is being done under the noble foundation of Sir William Macdonald. The school of the past has studiously suppressed these powers while trying to train the mind apart from the body and the senses. So long as the school was but a small episode in a child's life he made up for this loss largely on the farm, in the shop, or on the playground. When the school began to absorb the child's powers it came to be realized that even the best intellectual training—that the senses and the hands must be put to use if the brain is to be in working order. Moreover, a pure book teaching has had the effect of unfitting the people of this continent for mechanical pursuits and for dealing with material things, so that the largest and most remunerative interests of the community have been largely relegated to the uneducated, while the educated people are reduced to living upon the actual producers by means of commerce or by the professions, all of which callings are overcrowded and for the most part comparatively under-paid. This is the natural result of educating the understanding without developing the powers of observing and doing. It is to be hoped that this part of education will be actually grafted upon the school system. If attempted as something separate, it is likely to be very slow in getting hold on the people, who will refuse it the moment it begins to cost them money.

A Garden Row.

A potato went out on a mash
And sought an union bed:
"That's pie for me!" observed the squash,
And all the beets turned red.
"Go 'way," the onion, weeping cried;
"Your love I cannot be;
The pumpkin be your lawful bride—
You canteloupe with me."

(Continued from second page.)

arrests for drunkenness and disorderly conduct than in any other place in the country, at least in proportion to the population.

TOWN OF NORTH SYDNEY.

Five miles over the river lies the coming-busy town of North Sydney. Between those two sister towns there exists a rivalry somewhat akin to that between St. John and Halifax, or St. Paul and Minneapolis. Here another boom is beginning its first stages in embryo. The Nova Scotia Steel Company are going to out rival the Whitney concern in Sydney. Thus it would appear that before many moons the two towns will enjoy the ironic distinction of being as smoky as ever Pittsburg dared to be. Sydney is making a vigorous kick against the present system of running the passenger trains whereby a half hour or so is lost by the trains unnecessarily running into North Sydney. The latter town, however seems to have the most political influence hence the state of affairs remaining in statu quo.

CAPE BRETON COAL MINES.

The coal mines of the General Mining Association, which have been taken over by the Nova Scotia Steel Company are situated from North Sydney about three miles, but new shafts will be sunk at a place called Point Aconi, which is a few miles further, where more extensive coal seams are situated. The work on the coke ovens is about to be commenced at Sydney Mines, North Sydney and Sydney Mines should then become amalgamated into one thriving industrial community, which would probably form the nucleus of a Greater Sydney, which in the course of a very few years would have a combined population of many thousands. Greater Sydney would then be the industrial and commercial metropolis of the Dominion of Canada.

Eczema on the Scalp

Would Itch and Burn until the Child Soreness with Agony—A Wonderful Cure Effected by Dr. Chase's Ointment.

The case recorded here is one of the worst ever brought to the attention of Toronto's best physicians, and which doctors gave up all hope of recovery. Dr. Chase's Ointment was successful in producing a perfect cure.

Mr. James Scott, 125 Wright Avenue, Toronto, states:—"My boy, Tom, aged ten, was for nearly three years afflicted with a bad form of Eczema of the scalp, which was very unsightly and resisted all kinds of remedies and doctor's treatment. His head was in a terrible state. We had to keep him from school, and at times his head would bleed, and the child would scream with agony. For two and a half years we battled with it in vain, but at last found a cure in Dr. Chase's Ointment. About five boxes were used. The original sores dried up, leaving the skin in its normal condition. To say it is a pleasure to testify to the wonderful merits of Dr. Chase's Ointment is putting it very mildly."

Dr. Chase's Ointment, at all dealers, or Edmansoa, Bates & Co., Toronto.

Those Delicious Coffee Rolls
are gaining in popular favor every day. But remember that all our baking is just as good as the Coffee Rolls.

Our Groceries
are pure and fresh and we deliver them free. Anything you want in groceries, at the price you ought to pay. Pure cream, fresh from the country daily, 12 cents a pint, delivered at your door.

W. Pickard & Co.

THE **Sickness Policies**
—OF THE—
Ocean Accident & Guarantee Corporation, Ltd
CAPITAL - - \$5,000.00

Cover disablement caused by any Sickness or Accident.
The most liberal and attractive Policy issued by any Company.

J. J. JOHNSTON, Agent
Charlottetown, P. E. I.

THE **P. E. I. COMMERCIAL COLLEGE**
Re-opens after the Holidays on **Monday, August, 20th inst**

At 9:30 a. m. A thorough and practical training is given in the following: Book Keeping, Commercial Law, Arithmetic, Penmanship, English Correspondence, Business Methods, Shorthand, Typewriting, etc. Save time by taking our course. Special attention to securing positions for graduates.

ISAAC OXENHAM,
Principal & Proprietor.
Ch'town, Aug 3, 1900, d&wif

FOR BOSTON
BY THE
INTERNATIONAL S. S. COY

The Steamship "ST CROIX" has resumed the **POPULAR DIRECT TRIPS TO BOSTON!**
Leaving St. John every TUESDAY and SATURDAY, at 5.30 p.m. arrive in Boston about 1 p. m. next day.

Charlottetown To Boston About 30 Hours,
Summerside To Boston About 28 Hours.

ROUTE 1—Leave any point on the P. E. I. by morning train Wed.nesday or Saturday, reach St. John, via Summerside and Point Du Chene, at 5 p.m. Leave St. John, by Steamship "St Croix," at 5.30 p.m. direct for Boston.

ROUTE 2—Leave the Island on Tuesday or Thursday, reach St. John same evening, and connect with Wednesday and Friday morning steamers for Boston, via the Coast Service. Wednesday's steamer does not call at Portland.
Send for folder and information to nearest ticket agent, or to

W. G. LEE, Agent for St. John, N. B.
Aug 1, 11 Sept 27.

Don't Neglect Your Watch

If you allow your watch to run too long without cleaning, or with damaged parts it may be worn so badly as to destroy its usefulness as a timepiece; better have it examined by your Watch Doctor and if in need of repairs he will advise you accordingly and perhaps save your watch.

WE BOAST on our repair department turning out first-class work only. **WE GUARANTEE ALL OUR WORK;** if you have not given us a trial it will pay you to do so and we will be pleased to see you at **GREAT GEORGE STREET.**

W. N. TANTON
Jeweler
Sign of the Big Watch

DRESS SUIT CASES.
A new lot just opened at the biggest store.

BEAUTIFUL LEATHER
—AND—
LEATHER LINED

A Case you need not be ashamed to carry anywhere.

When going to the Seashore be sure you pack your Suits in one of our Cases, it will pay its own fare and its cost during the first trip.

It keeps your clothing perfectly creased where they ought to be creased but does not put any extra touches where they are not appreciated.

We've nipped the extravagance out of the prices
\$5.00, \$6.00, \$7.00, \$8.00, \$10.00.

If you haven't had one, get one at once, you'll never appreciate what a comfortable thing they are until you use one.

We'll sell you more comfort per dollar invested than others can.

PROWSE BROS.,
What Trade We Have We'll Hold, What We Haven't We're After.