THE CHARLOTTETOWN GUARDIAN

MORNING DAILY

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CHARLOTTETOWN, CANADA, THURSDAY, SEPTEMBER 24, 1914.

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SECOND DAY OF THE PROVINCIAL EXHIBITION IDEAL WEATHER, RECORD ATTENDANCE, SPLENDID SHOW

6,500 Visitors Passed Through Turnstiles—Unusually Large Number of Attractions. A Great Day's Racing and a Magnificent Display of Exhibits.

Ideal summer weather and the assurance of an enjoyable day in Charlottetown made yesterday, the second day of the Provincial Exhibition, one of the most successful exhibition days ever seen in Charlotetown.

The early trains from east, and west were more than crowded with visitors from the distant parts of the province while the surrounding country was fully represented.

The streets during the day presented a busy scene, numerous autoists and cabmen reaping a good harvest in carrying visitors to and from the grounds and vieing with each other as to who could get nearest to the speed limt without breaking it. No accident of any kind marred the proceedings on the streets or on the grounds and as has been the case for many years there was an almost entire absence of drunkenness or any unpleasantness.

On the grounds there were the usual amusements and devices for extracting spare dimes from their owners in return for a peep at curious animals, freaks, and possibly frauds —also at contortions, that did little credit to the contortionists, and at things that bulked less largely than the representations on the posters. All, however, either saw or heard what they paid for, more or less, and the show men reaped their reward—strickly in cash. The usual opinion prevails that many of those sideshows are little beter than frauds and that they are adding but little to the sum total of human happiness or edification.

The aeroplane was a real and genuine attraction and its birdlike, graceful flights over the grounds and the surrounding country and city were watched with the keenest interest and pleasure. The management is to be congratulated on having secured this splendid attraction.

In the exhibition building there was very much to admire and to instruct. The Islands agricultural and horticultural products perhaps never appeared to better advantage and were well worthy of the Island's banner crop The art and needle work were also of a very high order and attracted much attention.

CANADIAN RAILWAY'S DISPLAY.

In the Gallery of the Main Building is a fine display installed by the Canadian Government Railways, with the idea of showing some of the fine scenery and places of historic and industrial interest along the line of the Intercolonial in Quebec, New Brunswick and Nova Scotia, in order to promote knowledge of travel conditions, and a desire for inter-provincial travel.

The views shown are handsome photo enlargements in Sepia tints, and a large panoramic oil painting of Cape Breton showing the marvelous beauty of the Bras d'Or Lakes.

The interest of sportmen is aroused by the sight of two fine mooseheads, and some finely mounted salmon and trout. The big game hunting territories in New Brunswick and Nava Scotia are easily reached by P. E. I. sportsmen, and those who wish to obtain information on the subject can get it from Mr. A. H. Lindsay who has charge of the exhibit. The display is one that reflects great credit upon the Traffic Department of the Canadian Government Railways.

EXPERIMENTAL FARM.

Centrally located in the main building is the Dominion Experimental Farm's large and instructive exhibit. There are 10 panels, representing the various branches of work carried on at the experimental farm. The first division illustrates the chemical department, in which are shown fertilisers, analysed food-stuffs, a diagram comparing the advantages to be derived by mixed farming against grain and hay farming alone, etc. The next panel is devoted to Aristology. In this exhibit there are numerous varieties of plants, with samples of Alfalfa and Alsike clover.

Then follows an illustration of the experimental farm system, and in connection with it is voluminous literature dealing with practically every department of agriculture. The horticultural division is another feature of the exhibit. Here is shown a large assortment of fruits and vegetables preserved. The display is magnificent. Then there is the poultry division, which is well represented. The great difference between a producing hen and one that is not is strikingly pointed out. A splendid exhibit of packed eggs is also on view.

One of the most interesting features of the stand is the section devoted to apiculture, where bees are seen actually at work, a queen bee being shown cased ready for shipment. The department is a highly interesting and instructive one. The cereal division is also represented, while a panel is used almost entirely for the display of grain grown at the Charlottetown Experimental Farm. Animal husbandry occupies a panel, and shows plans of cattle barns, piggeries, etc., stall frames and excellent illustrations of stables. The last panel is an interesting and attractive one. It is a model of a 150-acre farm, with fields and roads well defined. The whole exhibit gives evidence of splendid arrangement.

OLD LOG CABIN.

A great deal of interest centered around "the old log cabin," representative of an early stage in the Island's history and reminiscent of pioneer days. The cabin had been built specially for the Confederation Jubilee Celebration and was finished in rough hewn logs. Placed on the main floor of the exhibition building it was visited by thousands who were cordially and typically welcomed by an elderly lady dressed in old time Scottish costume. As the hostess in the primitive dwelling she "played well her part" explaining most agreeably and intelligently the process of carding and spinning as these now lost arts were carried on in ye olden time. The lesson taught by this old log cabin and its interesting occupant was a very pleasing one and elicted much favorable comment from the visitors.

Altogether yesterday's exhibition will compare more than favorably with any that preceded it and it is expected that today's will be even more successful. The weatherman especially deserves the thanks of the management and of the public for dealing out a brand new kind of weather for the occasion.

The number of visitors who went through the main turnstiles was 6,500 while there were 3,500 on the grand stand in the trotting park.

YESTERDAY'S RACING

A packed grand stand with delighted spectators witnessed the racing yesterday afternoon at the Charlottetown Driving Park There were three reces on the card, the 2.19 pace, the 2.40 pace and the 2.24 trot. All were well filled with horses comprising many of the best in the Lower Provinces, teamed by the ablest rainsmen they could produce. The result was each race was particularly interesting and exciting at various times. The uncertainity of horseracing was fully demonstrated in the 2.24 trot, when after Orwell Belle had won the two first heats easily, Mayor Todd came on and won the race in th 2.19, Hilda S. driven by Peter Conroy, who has had such excellent success in Halifax recently, hung up a new track record in the first heat when she negotiated the oval in 2.16½; the former record was 2.17 and was held by Ada Mac, the Summerside mare, piloted at the time by Dan Steele. The first heat in such very fast time seemed to cook them all, except Miss Alcyone who had made a slight break shortly after the start and went an easy mile. She came in and won the next three heats, being pushed by Prince Wilkes in the second and Hilda S. in the third and fourth. There was very nearly being an accident in the second heat when the sulky of Hilda S., and Prince Wilkes collided and Hilda was thrown off her stride and slightly injured. Dan Paine, a Sydney horse which went such a good race in Halifax was not quite up to form. Prince Wilkes which won third money was the winner of the 2.19 class at Halifax last week. During the intermission a three year old colt Petrello by Prodigal, 2.16 out of the Huntress 2.23¾ the dam of Margaret B. Druien 205½, one of the biggest money winning trotters on the ground circuit this year stepped a half mile in 1.14, very easily. The colt is owned jointly by Mr. D. A. McKinnon and Mrs. J. P. Irving. He gives promise of being a record breaker. Mr. Charles Crossman drove him during his trial.

The 2.40 pace went from heats, the first heat being won by Moth Miller in 2.20¾. He was the contending horse throughout the race. The race was won by Rexlight, owned by L. A. Simpson of Amherst. Rexlight was bred and raised by Duncan Robertson, North River. Princess Etta went a good race considering the fact that she had been injured only a short time ago. The 2.24 class trot was a very fine exhibition of trotting action and gameness. The race constituted a new record from the fact that the first five heats are the fastest ever trotted or paced in the Charlottetown track in fact over any Island track, the two contending horses, Mayor Todd, owned by Hamond Kelly, Southport, and Orwell Belle, owned by the McKinnon Drug Co., each carrying new records, the former being 2.18¼ and the latter 2.19. It was John MacDonald who said horse races and elections were the two most uncertain things on earth. He was right. Any one would have been thought buggy who would have suggested Orwell Belle would have been beaten after the first two heats, she looked such an easy winner. But Mayor Todd who had been taking it comfortably came along in the third with his wonderful burst of speed and beat the black mare to the wire. The fourth and fifth were also won by Todd, King Brazilian making him step very fast to reach the wire first. The races were handled very capably, and the conduct of the meeting has made many friends for horse-racing. It is a grand thing for the sport that the services of such an excellent official as Starter Frank J. Power can be secured. The Judge Dr. J. A. Johnson and Mr. Joseph Crabbe are exceptionally well up in the rules and are quick to notice any breach of them.

Today the finals will be run off. The three races in the programme are Free-for-all, which will bring together Hilda S., 2.16½, Vesta Boy 2.05¼ Walter J., 2.08½ Sharney Boy 2.10½. The 2.22 Trot and Pace will bring together the famous Dr. Sharper 2.18¼ Charley Ripe, 2.21, Oakly H., 2.18½ and Gladiola 2.19¼. The 2.30 Pace will have among other starters, Miss Alcoyne 2.18¼, Bob Mac 2.20¼, Rexlight 2.20 Princess Etta, and several others.

The races will start promptly at 1.30 p. m.

Note: Helen R. 2.18¼ has been withdrawn from all the classes she was entered in at this meeting. It is the intention of her owners, the McKinnon Drug Co., to enter her in the Rich Stakes throughout the Canadian Ice Circuit which starts on Christmas Day at Toronto. Helen is still eligible for the 2. 40 class and is said to be even faster on ice than she is on clay.

SUMMARY.

2.19 Class Pace, Miss Alcyone 2.18¼
McKinnon Drug Co., (MacKinnon)
.....4. 1. 1. 1.
Hilda S., Alfred Stewart, 2.17½
Southport, (Conroy) . . . 1 2 2 2.
Prince Wilkes, 2.16, Peter Carroll, (Carroll) .....2. 2. 3. 3.
Dan Paine, 2.19¼, P. Doherty, (Warren) .....3. 4. 3. 4.
Time 2.16½, 2.20, 2.23, 2.20¼.

2.24 CLASS TROT.

Mayor Todd, 2.22¾
Hammond Kelly, (elly).....2. 2. 1. 1.
Orwell Belle, 2.23¼,
McKinnon Drug Co., (McKinnon)
.....1. 1. 3. 3. 3.
King Brazilion, 2.24½,
Fred Welsh, (Welsh)
.....3. 4. 2. 2. 2.
George Croesus, 2.23¼,
Dan Steel (Steel) . . . .4. 3. 4. 4. 4.
Also started, Wynnie M. Lloyd Achille, and King Dodds.
Time, 2.19¼, 2.19, 2.18¼, 2.22, 2.19½

2.40 CLASS PACE.

Rexlight 2.20.
L. A. Sampson, (Simpscn)
..... 2. 1. 1. 1.
Moth Miller,
Hammond Kelly, (Kelly)..
.....1. 2. 2. 2.
Don Ambulator,
T. B. Dobson, (Dobson)
.....3 4. 3. 3.
Princess Etta,
T. C. Edgett, (Egett)
.....4. 3. 5. 4.
Helen A.,
G. McMillon, (Hooper).. 5. 5. 4.
Time, 2.20¾, 2.20¾, 2.20¼, 2.25½.

THE PRIZE LIST

Following is the list of prizes which have so far been awarded:—

CLASS 53—GRAIN AND SEEDS.

Bushel Wheat, Campbell's White Chaff.—1, Wood & Son, Hazelbrook (Lot 48).

Bushel wheat, White Russian.—1, E. J. Vessey, York; 2, A. J. Hynes, Cherry Valley.

Bushel wheat, any other variety.—1, James Simpson, Bay View; 2, Hamilton Horne, Milton.

Barley, 2 rowed.—1, E. J. Vesesy; 2, Wood & Son; 3, J. A. Jhonson, Chatham, N.B.

Barley, 6 rowed.—1, E. J. Vessey; 2, Ernest Laine, Mount Herbert.

Black Oats.—1, E. J. Vessey; 2, Peter Brodie; 3, James Simpson.

(Continued on Page Four.)

Minard's Liniment Cures Rheumatism

Minard's Liniment Cures Diphtheria

CONDENSED ADS. TOO LATE FOR CLASSIFICATION

ONE CENT per word each insertion in this column. Cash must accompany all orders. Minimum charge twenty-five cents.

LOST.—Friday, ladies small brown purse containing about $7. Finder rewarded by leaving here.
5710-9-24m2i

LOST IN CITY, SEPT. 23. LADIES' open faced gold watch with fob attached. Finder rewarded by leaving here. 5711-9-24m2i

LOST.—IN CHARLOTTETOWN YESterday a hand bag containing a pair of gloves and a number of other small articles. Finder please leave at Jamieson's Drug Store.
mli-5722

POULTRY NOTICE.—WE WILL BUY Poultry on Tuesdays and Fridays, but prefer having a larger quantity on Tuesdays until December first when we expect to buy daily. —F. J. Holman Co., Ltd., Charlottetown.
5661-9-21M3i.

NOTICE—THE PUBLIC ARE HEREby notified that I will not be responsible for any injuries trespassers may receive in my apple orchard after this date. (Signed) Joseph A. Dalton, West Cape, Lot 7, P. E. I., Sept. 21st, 1914. 5703-9-23M2ipd.

FOXES FOR SALE.—ONE ISLAND Red Female raised a litter of five in 1913. One Island Patch Male one Western Female light color all for $200 inquire of J. D. Jenkins, Charlottetown.
5707-9-23 m2i pd.

GASOLINE ENGINE FOR SALE.—We have a number of high grade Gasoline Engines for sale all new and in perfect running order. We purchased these engines at a great bargain and will sell at a very low price for cash only. A. Pickard Co., Coal-Dealers, Charlottetown.
55685-9-22M6i.

THE DEADLY DUEL STILL IN PROGRESS AND DECISIVE STROKE NOT YET GIVEN

SUMMARY OF THE SITUATION

Further progress is reported in the Aisne Valley, the left wing of the Allies having advanced ten miles after violent fighting. An enveloping movement is developing along the river Oise, but no change is reported in other directions.

Two trains of German reinforcements being hurried to the front were blown up near St. Quentin. The entire German staff of one of the German divisions have been taken prisoners to Amiens.

In Austria, the Servians have beaten the enemy completely and they are in full retreat. The Servians are continuing their progress in Bosnia.

The Montenegrins have penetrated ithin ten miles of Saragevo.

In Belgium the army in Antwerp have made several successful sorties and engaged the Germans in battle, but without apparent effect.

In Galicia the Russians have captured 435 officers and 63,531 men of the Austrian army.

Later details of the loss of the three British cruisers in the north Sea show that the Aboukin, Hogue and Cressy were proceeding abreast three miles a part when the first boat was blown up. The other two thinking she had been mined went to the assistance of her crew only to be torpedoed in turn. Latest reports state that 1067 of the total crew of 2250 have been rescued.

The disaster in the North Sea is partly atoned for by the sinking of a German cruiser and two torpedo boats in the Baltic.

GERMAN CRUISER AND 2 TORPEDO BOATS SUNK

LONDON, Sept. 23.—A report received here from Paris says that in a naval battle in the Baltic a German cruiser and two torpedo boats were sunk.

GERMAN REINFORCEMENTS BLOWN UP.

LONDON, Sept. 23.—The Mail's war correspondent telegraphs that two trains of badly needed German reinforcements were blown up between Pronne and St Quentin. The same despatch says the entire general staff of one German division were brought as prisoners to Amiens.

RUSSIAN PROGRESS.

PETROGRAD, Sept. 23.—The Russian general staff has issued the following:—

"In continuing the pursuit of the retreating Austrians the Russian troops have reached Veschloky. In the region of the Przemysl opertaions of the Russians are developing with success. Upon the German front the Russian troops are in close contact with enemy, but no battle has yet taken place."

GERMANY EXPLAINS.

BERLIN, Sept. 23.—The headquarters staff in further explanation of the bombardment of the Cathedral of Rheims says:

"Since Sept. 20 when a white flag was hoisted in the steeple, the Cathedral has been respected by our artillery. We soon discovered that the French had used the steeple as a point for observation, which sufficiently explained the good shooting of the French artillery. It became necessary to remove the observation point, which removal was effected by shrapnel from field guns."

RUSSIAN CAPTURES.

PARIS, Sept. 23.—A Hawes Agency despatch from Petrograd says that the Army Journal publishes the following list of Russian captures in Galicia from August 10 to Sept. 14:—Seven flags, 637 guns, of which 38 bore the initials of Emperor William, 44 machine guns, 823 cases of ammunition, one General, 435 officers and 63,531 soldiers.

THE NAVAL LOSS.

LONDON, Sept. 23.—According to latest report 1,067 were saved from the ships sunk in the North Sea.

MONTENEGRIN'S CAPTURE CITY.

PARIS, Sept. 23. — Montenegrins have captured Rogilliza, ten miles from Sarajevo. Sharp fighting is going on in North-Eastern Belgium between Germans and Belgians.

GERMANS REOCCUPY THREE TOWNS.

PARIS, Sept. 23.—The Germans have reoccupied three towns in Lorraine, the French Embassy admits

SURVIVORS FROM NORTH SEA DISASTER

YMUIDEN, Holland, Sept. 23.—This little seaport town is all agog with excitement over the bringing here of 287 survivors from the British cruisers sunk in the North Sea by German submarines. The men brought here by the Dutch steamer Floa which happened to be in the vicinity when the disaster overtook the Britishers. The crews of all three of the sunken warships were composed largely of naval reservists. The Aboukir was the first ship struck About six o'clock in the morning she received three torpedos of terrific force blowing out a big section of her bottom at the bow and capsizing the ship. The crew had no time to launch lifeboats and tried to save themselves by jumping in the water. The boat was out of sight beneath the water within three or four minutes after the explosion.

The cruiser Hogue which was near by heard the explosion and realized the danger at once, although at first those aboard her believed their sister cruiser had struck a mine. The Hogue immediately launched numerous lifeboats and began to save the swimming survivors but while this was going on the Hogue herself was torpedoed, apparently in an exactly similar manner as the previous ship, three shots reaching her hull, according to survivors. The Hogue sank in a few minutes but the greater part of her crew were saved in their own boats.

The cruiser Cressy at this point discovered the presence of two German submarines on their way to attack heavy projectiles. The Cressy's markmanship was excellent and both submarines were demolished.

AUSTRIAN CRUISERS DAMAGED.

PARIS, Sept. 23.—The Austrian cruisers Kaiserine, Maria Theresa and Admiral Spaun were badly damaged in battle with the French in the Adriatic.

PARIS, Sept. 23.—The left wing of Allies is making steady progress against the Germans commanded by General Von Kluck and have advanced ten miles in the region of Oise. Von Kluck's army is nearer destruction than at any time since the battle of the Marne.

LONDON, Sept. 23.—1,174 British officers and sailors are missing as the result of the sinking of the cruisers Aboukir, Cressy and Hogue.

Military experts estimate the German loss in the French campaign at 213, 000. The Russians took 25,000 prisoners and large quantities of ammunition, supplies and 64 guns in capturing Jarosala.

ALLIES SUCCESS.

PARIS, September 23.—Confirmation of the circumstantial report that the French had succeeded partially in turning the flank of the German right wing came today from the War Office. The official result of the situtation was made public at Bordeaux 3 o'clock by wire. General Gallieni stated that by violent fighting the French left, on the right bank of the river Oise had now succeeded in advancing a short distance and has gained more than ten miles. The War Office says the Germans were again attacking a force from notheast Verdun but the French, by a series of brilliant counter attacks, finally repulsed them. Reports say "left wing of the Allied army is making steady progress against the Germans commanded by General von Kluck. Our left, by a determined effort, at times hand to hand fighting, succeeded in gaining ten miles along the right bank of the river Oise. A movement at this point (an enveloping one) is progressing as planned by the Commander-in-chief.

The Germans made a violent attack on the French positions from Notheat, but this was checked and finally repulsed by a series of brilliant counter attacks by the French armies centered there. No change movement is noticeable from any other point along the line of battle.

SERVIANS VICTORIOUS

NISH, September 23.—The following official statement is given out after nine days struggle the Austrians whose both wings have been beaten completely are in full retreat along the whole front from Liuboyia to Losnitza. The Servians are pursuing them vigorously Servian columns from Vishrad and Bain Abastha continue their progress into the interior of Bosnia.

MONTENEGRINS SCORE

LONDON, September 23.—A despatch from Cettenge says that Montenegrins yesterday occupied Rogatisa about ten miles from Sarayevo.

BELGIANS SORTIE AT ANTWERP.

LONDON, September 23.—The Telegraphs correspondent with the Belgian army under date of Tuesday says:—"Belgian army emerged from ramparts to Antwerp today in sortie against the German army based on Brussels. The advance guards exchanged shots with the German outposts on the road, thirteen miles from the capital.

BRITISH CAPTURE THE STEAMER SPREEWALD

LONDON, Sept. 23.— The Hamburg-American Line Steamer Spreewald has been captured by the British Cruiser Berwick in the North Atlantic Ocean according to announcement made by Admiralty. It is also stated two colliers have been captured. The Spreewald was fired out as an armed cruiser. The two Colliers carried 2600 tons coal and 180 tons of provisions for the German Cruiser in Atlantic Waters.

NINE MILES OF DEAD REPORTED

LONDON, Sept. 23.— The Daily Mails correspondent reports German right has been turned between Peronnea and St. Quentin. He says that during all Sunday night the wounded had been arriving at an unnamed place. They report there are nine miles of dead in trenches between these two towns.

OF FORTY-THREE WARSHIPS LOST SINCE WAR BEGAN THE GERMANS HAVE LOST TWENTY-TWO

Detailed List of Vessels Known to Have Been Put Out of Commission Given Below, and Indicated That Others May Have Been Destroyed and Not Reported

NEW YORK, Sept. 23.—Forty warships have either been destroyed, badly damaged or otherwise lost to the European powers since the war began. These are the known losses as reported in the belligerent countries.

The sinking of the German surveying ship Mowe by the British cruiser Pegasus, announced in London without a date, suggests that other warship disasters may be concealed.

The naval casualties show that France alone of the great powers has not suffered at sea. The losses of the other countries are:

Nation.	Ships
Germany	22
Great Britain,	10
Austria,	5
Russia,	2
Japan,	1

VESSELS DESTROYED.

The list follows:

August 3.—German Russian engagement reported off Aland Islands. Two Russian ships lost.

August 5.—German mine layer Koenigin Luise sunk by British torpedo boat Lance in North Sea.

August 6.—German torpedo boat sunk off Gedser Light by boiler explosion.

August 6.—British cruiser Amphion sunk in North Sea by mine.

August 9.—German submarine sunk by British cruisers in North Sea.

August 13.—German cruisers Goeben and Breslau sold to Turkey to escape capture.

August 16.—Austrian battleship Zrinyi and three other Austrian warships sunk in Adriatic by French fleet.

August 16.—Unnamed Gedman dreadnaught reported ashore and out of action at Trondhjem, Norway.

August 27.—German cruiser Magdeburg ashore in Gulf of Finland, attacked by Russian warships and blown up.

August 27.—German converted commerce destroyer Kaiser Wilhelm der Grosse sunk by British cruiser Highflyer off West coast of Africa.

August 28.—Two German cruisers and two destroyers sunk in night engagement off Heligoland. Another German cruiser set afire and several German destroyers damaged. British cruiser Amethyst and Destroyer Laertes damaged.

August 31.—Japanese destroyer Shorotaye went ashore off Tsing-Tau and demolished by German gun boat Jaguar.

September 4.—Seven German destroyers arrived at Kiel badly damaged believed in fight week previous off Heligoland. Understand they afterwards sank vicinity Kiel Canal.

September 4.—British torpedo gunboat Speedy sunk by mine North Sea.

September 6.—British light cruiser Pathfinder sunk by German submarine in North Sea, 246 lives lost.

September 7.—British cruiser Warrior reported stranded in Mediterranean after fight with German cruiser.

September 8.—British converted cruiser Oceanic wrecked off North Coast of Scotland, all of crew saved.

September 13.—German light cruiser Hela sunk by British submarine.

September 14.—German converted cruiser supposedly Cape Trafalgar or Berlin sunk by British converted cruiser Carmania off East Coast of South America.

September 17. —British training ship Fisgard II. foundered in gale in English Channel. Twenty-one drowned.

September 19.—Austrian dreadnought Viribus Unitas reported damaged in Adriatic.

September 19.—Austrian submarine AE1 sunk, no details.

September 20.—British light cruiser Pegasus caught in Zanzibar harbor overhauling machinery and completely disabled by German cruiser Koenigsberg. British lost 25 killed, 80 wounded.

Date unknown—German armed surveying ship Mowe sunk by British cruiser Pegasus.

Date unknown—Three British cruisers, Abonkir, Cressy and Hogue sunk in North Sea by torpedoes.

Minard's Liniment Cures Neuralgia.

THE WEATHER THE TEMPERATURE TIDE, MOON, ETC.

The temperature at nine o'clock yesterday morning was 68 degrees, at nine p. m. it was 66 degrees. The warmest registered was 80 degrees.

The tide will be high this afternoon at 2.11, and tomorrow at 3.07; it will be high tomorrow morning at 1.05 and Friday at 1.44.

The sun sets this evening at 5.54 and tomorrow at 5.52; it rises tomorrow morning at 5.50 and Saturday at 5.52.

There was a new moon on Saturday-September 6th, at 5.33 p. m.

The first quarter of the new moon will be on Saturday, September 26th at 8.03 a. m.

The length of today will be twelve hours and five minutes.

Minard's liniment cures garget in cows

COMING EVENTS, ANNOUNCEMENTS, MEETINGS, ETC,

ONE CENT per word each insertion for advertising in this column. Cash must accompany orders. Minimum charge twenty-five cents.

**Miss Phillips will re-open her classes in china decorating on Monday Sept. 28th, Intending pupils please call at her studio upstairs, Kindergarten Building betReeb the hours of 2 p. m. and 5 p. m.
5717-9-24 m3i

**The Island Condition Powder contains only the finest ingredients and is made according to the formula of an eminent vetinary. For fifteen years it has stood the test and today it is in greater demand than ever. Feed it and get results. 25c. full pound package. 20c. pound in quantities. E. A. Foster, Central Drugstore.
5678-9-22m4i