



FLEET FOOT

IN MANY DIFFERENT STYLES

What a pleasure it is to have such a complete line of Stylish White Footwear as Fleet Foot offers you this season.

There are High Boots and Low Shoes—Oxfords and Pumps—in many different styles—all with the name Fleet Foot on the sole to assure you quality, workmanship and excellent service.

No matter where you live, or what you do, or where you go for your holidays, there is a Fleet Foot style that exactly suits every need and every occasion.



The Best Shoe Stores Sell Fleet Foot

CANADIAN NATIONAL RAILWAYS P.I.N.C.E. EDWARD ISLAND

Time Table in Effect, April 23rd, 1919

Trains Outward READ DOWN ATLANTIC STANDARD TIME TEAD UP Trains Inward

P.M.	P.M.	A.M.	Dep.	Charlottetown	Arr.	A.M.	P.M.	A.M.
4.00	12.15	6.35	Dep.	Charlottetown	Arr.	11.55	10.20	10.40
5.20	1.48	7.35		Hunter River		10.47	9.22	9.08
6.05	2.50	8.08		Emerald Jct.		10.09	8.50	7.30
6.50	3.30	8.34		Kensington		9.37	8.25	6.50
7.20	4.10	9.00	Arr.	Summerside	Dep.	9.10	8.00	6.10
8.10	12.20	Dep.	Summerside	Arr.	8.35	5.00		
9.08	2.10		Port Hill		7.40	8.21		
9.57	3.57		O'Leary		6.52	1.52		
10.38	5.07		Alberton		6.05	12.32		
11.15	6.05	Arr.	Tignish	Dep.	5.30	11.30		
8.55	9.55	Dep.	Emerald Jct.	Arr.	7.45	6.45		
		Arr.	Borden	Dep.				
P.M.	A.M.				A.M.	P.M.		
3.10	7.00	Dep.	Charlottetown	Arr.	10.10	6.10		
4.30	8.55		Mt. Stewart		9.55	4.30		
5.00	3.22		Morell		8.22	3.35		
5.22	4.00		St. Peters		8.00	3.00		
6.30	11.35	Arr.	Souris	Dep.	6.50	1.35		
P.M.	A.M.				A.M.			
7.50		Arr.	Elmira	Dep.	5.30			
P.M.	A.M.				A.M.	P.M.		
4.35	9.10	Dep.	Mt. Stewart	Arr.	8.50	4.10		
5.27	10.20		Cardigan		7.48	2.54		
5.51	11.00		Montague		7.23	2.25		
6.25	11.40	Arr.	Georgetown	Dep.	6.45	1.40		
		Daily ex. Sat. & Sun.			Daily ex. Sat. & Sun.	Stat. Only		
P.M.	P.M.				A.M.	A.M.		
3.10	3.10	Dep.	Charlottetown	Arr.	10.15	9.45		
4.25	4.55		Vernon River		8.20	8.31		
5.55	7.05	Arr.	Murray Harbor	Dep.	6.20	7.00		

Except as noted, all the above trains run daily, Sunday excepted.
H. H. MELANSON, Passenger Traffic Manager, Toronto Ontario.
W. T. HUGGAN, District Passenger Agent, Charlottetown, P. E. I.

WHAT THEY FOUGHT FOR

(Toronto Mail and Empire)

What does Vimy Ridge, in old France—all battered, bloodstained, a veritable charnel-house; but over all the Union Jack flying—mean to Canadians? It means what Harry Pellat and Tip Arthurs, and later on Tom Longboat and George Goulding, achieved when on the cinder track across the border they distanced all competitors. What the Paris crew of St. John; the Argonauts of Toronto; Ned Hanlan, the peerless sculler of his day, achieved when they not only overcame their opponents, but astonished the world with new records for the oar. Aye, more, what the U. E. Loyalist in the wild Canadian forest; the York Volunteers on the bullet-swept Queenston Heights did for love of home and loyalty to the "Old Flag"—and all it means. But it means even more, though great, indeed, were those feats of physical prowess and patriotic achievement. It means that not merely in winning the highest honors that competition in manly sport can offer, or in proving one's manly courage and patriotic spirit in defending home and country against a civilized, if over-ambitious, invader, Canadians have individually or in comparatively small numbers proved their worth, but that when the most untrustworthy, brutal and martial nation in the world suddenly attacked a weak and comparatively defenceless neighbor, had the dear old Motherland, all unprepared as she was, stirred to the depths of her heart by the awful outrage on a friend whom she had pledged her word to succor in time of need, rushed to her aid, and called all her sons and daughters, far and near, to the field of honor, our gallant Canadian freemen, peaceful, law-abiding, home-loving, but to the core of the same old breed that bent the bow against the Saracen, got them ready, crossed the salt sea, and at Ypres, Courcellette and on many another bloody field against a proud, determined, malignant and utterly insatiable foe freely shed their blood for

freedom and justice. And now at Vimy Ridge, having been given the place of honor in the attack, and fighting against the flower of the barbarian horde, they—three years ago peaceful Canadian citizens—have taken historic rank with the gallant Guardsmen who fought under Wellington at Waterloo, the splendid Jack Tars who won glory with Nelson on the Victory and all the other unnamed Britons who, whether ashore or afloat, in all lands and climes, have fought or died like heroes—for God, for country, and for right—under the old piece of bunting known to men as the "Union Jack."

BRITISH COAL SEAMS 'LIE BE- NEATH THE NORTH SEA.

It is often said that Britain owes her commercial supremacy to her coal. For her size she has more and better coal than any other country in the world, and for steam purposes South Wales practically supplies the world. Where did the coal come from?

The coal seams lying one below another to an unknown depth, and not infrequently cropping out at the surface, are sure proof that tropical conditions once prevailed at the latitudes of these islands. In primeval times, a period whose remoteness is measured by million of years, the district which is now Britain was connected with the continent and the coal of England doubtless runs under the Channel and the southern part of the North Sea, and is continued in the coal fields of Northern France, Belgium and Flanders.

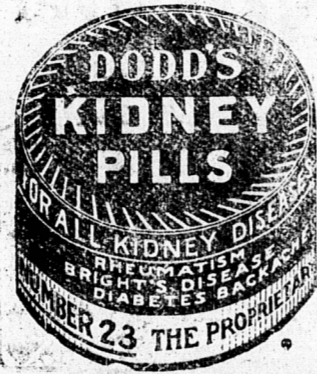
All this region was covered thick with great tree ferns, growing to a gigantic height, of exceedingly rapid growth, in the damp steaming heat of a tropical climate which exceeded the heat of the equatorial regions of Africa today. Growth succeeded growth, and in the course of ages probably seas flowed over it and deposited the sand which is now rock. Then came another period of growth, and the pressure carbonized the fallen vegetation and formed layers of coal, pieces of which still bear imprinted upon their flat surface the beautiful tracery of the original fronds of the tree ferns.

A delicious marmalade is made with 2 grapefruits, 4 oranges, lemon juice and sugar.

Housewives should make a point of exercising the large muscles as much as possible.

Cut the ends of potatoes intended for stuffing before putting in the oven instead of afterwards.

A filling for brown bread sandwich is a layer of cream cheese and one of prepared mustard.



S. S. Service Between Pictou N. S. and Eastern Ports of P. E. I. for Season of 1919 Viz S. S. Harland

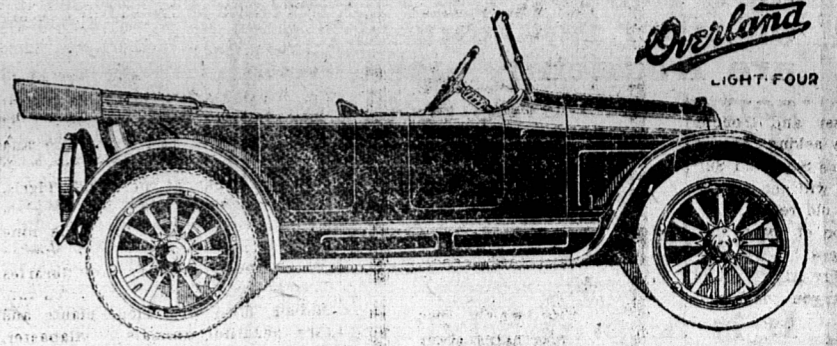
MONDAY—Leaves Montague, P. E. I. 7 a. m., Lower Montague 7.45 a. m., Georgetown 8.15 a. m., Murray River 11 a. m., Murray Harbor North 12 o'clock arriving at Pictou, N. S. about 4 p. m.

WEDNESDAY and Saturday—Leaves Pictou on arrival of noon train from Halifax calling at Beach Pt., Georgetown, arriving at Montague 5.30 p. m.

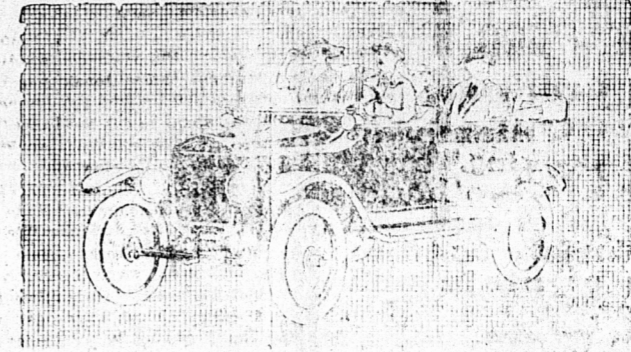
THURSDAY—Leaves Montague at 8 a. m. calling at intermediate ports on way to Cardigan returning to Georgetown same evening and remaining over night.

FRIDAY—Leaves Georgetown at 6.30 a. m., Murray Harbor South 8.30 a. m., arriving at Pictou 1 p. m.
Run by Daylight Saving time.
For further particulars write, wire, or phone to
WILLIAM MCLURE,
Pictou, N. S.
5601,
582-5-22Mtr.

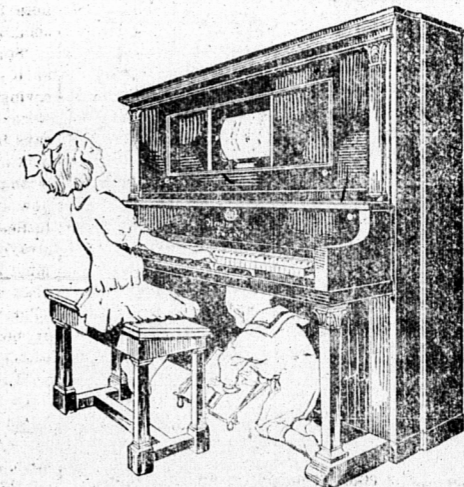
This Automobile Costs Nothing Just Think of it no Money Buys These Things



1st Grand Prize Supplied by Bruce Stewart & Co.



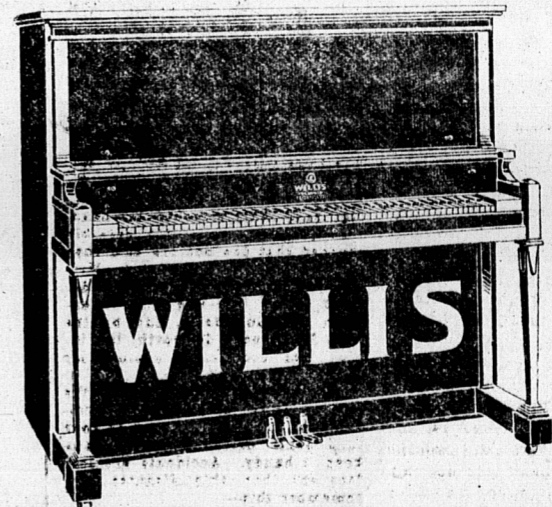
2nd Grand Prize Supplied by Webster & Kennedy



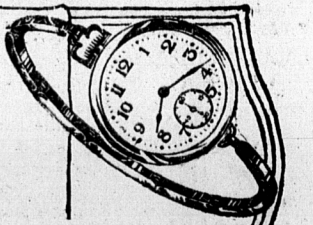
Supplied By Miller Bros



2nd District Prize Supplied by A. E. Toombs



1st District Prize Supplied by A. E. Toombs



3rd District Prize Supplied by G. H. Taylor

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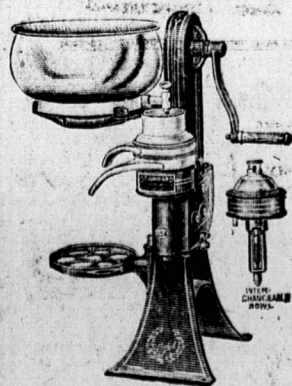
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CONTEST MANAGER

The Charlottetown Guardian, Charlottetown P. E. I.

Write, Phone or call Phone 132-2



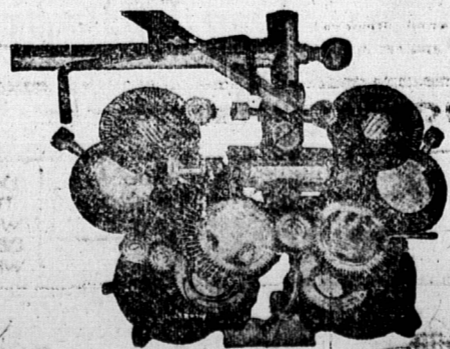
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The elegant satisfaction this machine has given for ten years is best proof as to its mechanical perfection. Also "Renfrew Kerosene Engines," Happy Farmer Tractors, "Renfrew" Truck Scales, Grain Grinders, Wood Cutters, Etc., Etc. Ask me for catalogues of any of above lines.

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