# MISSING ISLANDER

## Recognized By a Cousin in New Zealand.

## ABSENT FOR 30 YEARS

### His Parents in Stanley Bridge Have Passed to Their Reward Some Years Ago

About thirty years ago the settlement of Stanley Bridge was thrown into a state of excitement over the sudden disappearance of Charles Anderson of this place. Diligent search was made but no light was ever brought to bear on what had become of him.

Fifteen years later his parents received a letter, purporting to be from him, but as they thought it too good to be true that he was alive, they answered, asking him to send his photograph, so they could recognize him.

He replied saying as he had received a scar on his face they would not know him. So his parents concluded it was not their son.

Nothing more was heard until the other day when word arrived from a reliable source that he was alive and well in New Zealand where Mr. Anderson was recognized by his cousin in a billiard room there.

He then related the following account of his experience, which will set at rest all other conjecture as to what had become of him. He said:

"I left home secretly in the night and got on board a schooner bound for Boston. I sailed hence in a ship bound for Australia, and from there I came to New Zealand."

His parents are both dead, having died a few years ago. He still has two sistars living on the Island and one sister and one brother abroad. His father, Mr. Chas Anderson, lived on his farm about 200 yards from Stanley Bridge

If men would only realize that ill-health robs them not only of life, but of their fortune as well, there would be fewer penniless widows and orphans to drag out cheerless lives. When a man holds a dollar close up to his eyes, it shuts out the light of good judgment, and looks bigger than life or death, or wife or child. The facts are that ill-health very soon puts a stop to a man's money-making powers and turns them into money-losing disabilities.

When a man's digestion is out of order and his liver sluggish, his brain gets dull, his muscles sluggish, his blood impure and every organ in the body—brain, lungs, heart, stomach, liver and kidneys—becomes crippled. A man with a crippled lung, liver, heart, brain or kidney, is a worse cripple ten times over, than a man who is minus a leg or an arm. The man who is crippled ontside may live a long life but the man who is crippled inside is taking a short cut to the grave. Dr. Pierce's Golden Medical Discovery cures indigestion, makes the appetite keen, the liver active, the blood pure, and every organ healthy and vigorous. It makes blood and builds flesh up to the healthy standard. Honest dealers don't recommend substitutes.

"I wish to say to those who suffer from kidney and bladder trouble—*take Dr. R. V. Pierce's Golden Medical Discovery*," writes Dr. Anderson, of Carthage, Jasper Co., Mo. "A patient of mine says it is worth $50 per bottle to any one who is afflicted as he was. Three bottles cured him entirely. Perfectly miserable he was, before taking the 'Discovery' and now is one of the happiest men in this County. Prof. Chreine would gladly sign this if he were in town. He requested me to write a testimonial and make it *as strong as the English language could make it.*"

A $1.50 home doctor-book FREE. For a paper-covered copy of Dr. Pierce's Common Sense Medical Adviser send 31 one-cent stamps, to cover cost of customs and mailing *only*. Cloth binding 50 stamps. Address Dr. R. V. Pierce, Buffalo, N. Y.



# For Sale

House and lot near railway in Sour formerly occupied by Edward Chiviere Terms easy

For particulars apply to

A CURRIE.

Souris


# GREAT DAYS SPORT IS ASSURED TO-MORROW

## On The C.A.A.A. Grounds —Races Well Filled---Five Teams Entered for the Massey-Harris Trophy.

All that is now required to make to-morrow's races a success is a fine day. The management have put forward every effort to bring the fastest riders of the province together and the programme is arranged with a view to make the the boys go their best.

All the events are well filled, as many as fifteen being entered for several of them as will be seen by the list below.

Great interest has been taken in the Massey-Harris competition this year It will be remembered that last year the Massey Harris Company protested by wire at the last minute against this race taking place as teams from all the provinces had not entered. This year five teams are after this handsome trophy, the three provinces being represented, so that this race is assured. The Charlottetown boys now hold it and hope to retain it but they have fast men to compete against. Are they able to hold it? Wednesday will tell. Following is a list of the officials for the day and the entries in all events.

ONE MILE NOVICE BICYCLE

Peter Martin, Sam Doyle, A. W. Gaudet, Byron Brown, L. A. Seller, Heath E. White, Chelsea, Mass. Louis McDonald, Montague; Gordon Hughes.

HALF MILE BICYCLE RACE (Time Limit)

C. M. Clarke, L. R. Unsworth, P. Brown, W Cook, L. Large, B. Brown, F. R. Newsome, Charlottetown; H. F. Grant, J. W. Grant, New Glasgow; J. E. Howes, Sussex N. B.; G. Stanley, W. S. Davidson, Moncton; W. D. Tandvin, Boston Mass.

220 YARDS RUN

R. A. Donahoe, L. B. McMillan, H. W. Ritchie, A. C. A. C. Jack Payne, B. & A. C. C.; D. McEachern. Eldon; G. L. Collins, Howard University.

ONE MILE BICYCLE RACE. (time limit.)

C. M. Clark, W. Cook, L. R. Unsworth, L. A. Seller, A. C. A. C.; P. Brown, L. Large, B. Brown, A W. Gaudet, F. R Newsome, B. & A. C. J. E. Howes, Sussex, N B.; H. F. Grant, J. W. Grant, New Glasgow, N. S.; G. Stanley, W. S Davidson, Moncton, W. D. Tandvin, Boston, Mass.

ONE MILE BICYCLE RACE.

(Boys under 15)

W. Brown, Pownal; Peter Martin, City; G. Hughes A. C. A. C.; Jack Jenkins, Sam Doyle, B. & A. C.

SEALED DISTANCE RACE.

J. W. Grant, New Glasgow, F. R. Newsome B. & A C.; L. R. Unsworth, L. A Seller, W Cook, A. C A. C.; C. M. Clark, B. & C.

440 YARDS RUN.

P. Duffy, H. W. Richie, L. B. McMillan, R. A. Donahoe. A. C. A. C.

TWO MILE BICYCLE RACE (Lap)

G. Stanley, W. S. Davidson, Moncton N. B.; J. E. Homes, Sussex, N. B. H. F. Grant, J W. Grant New Glasgow, N. S.; A. W. Gaudet, F. R. Newsome, B. & A. C.; L. A. Seller, L. R. Unsworth, W. Cook, A. C.; A. C. C. M. Clarke, B. & A. C.

ONE HALF MILE BICYCLE RACE.

(against time)—pacers permitted

F. R. Newsome, L. Large, B. Brown P. Brown, B. & A. C.; G. Stanley, W. D. Davidson, Moncton, N. B; J. E. Howes, Sussex N. B.; H. F. Grant, J W. Grant New Glasgow N. S.; L. A. Seller, W. Cooke, Lorne R. Unsworth, A. C. A. C.; C. M. Clarke B. & A. C.

880 YARD RUN,

L. McIntyre, D. A. McKinnon, P. Duffy, A. C. A. C.

THREE MILE BICYCLE RELAY RACE.

B. & A. Club, Charlottetown, Abegweit-Crescents, Charlottetown; Moncton Team, New Glasgow Team.

FIVE MILE BICYCLE RACE

Massey-Harris.

Abegweit-Crescent Atheletic Club; Moncton Amateuer Atheletic Association; New Glasgow, N. S. Team; Summerside, A. A. A.

OFFICIALS.

Referee. Dr. Alley; Judges, B. C. Prowse, A. A. Lefurgy, C. J. McMillan Starter, G. J. Rogers: Clerk of course, H. R. Large; Timers, Dr. H. D. Johnson, D. J. M. Reddin, C. H. Dingwell. Umpires. O. Arsenault, A. A. McDonald, S. C. Moore, James Sullivan.

In the relay race the following rules will govern.

1. Teams shall consist of three men.

2. One man from each team will start and ride one half mile, then rest until the other two members of their respective teams shall have each completed a half mile, and repeat in that order until each team shall have completed three miles.

3. The starter of each team shall be provided with a message which on the completion of his half mile he shall deliver to the next rider of his team, who shall pass it on in order until it is in the possession of the last rider who shall retain it in his possession until the completion of the race when he must hand it to the referee.

4. In event of any rider dropping the message, he must secure it again without assistance.

# "TO THE PEOPLE OF THE PHILIPPINE ISLANDS."

## A Well Written Proclamation at the Head of Which Was Jacob Gould Schurman.

Among a lot of Philippine newspapers just received we find the very long, yet well written Proclamation, "To the People of the Philippine Islands," from the Civil Commission, at the head of which was that talented P. E. Islander, J. G. Schurman, that President McKinley created to inquire into the condition of the Filipinos. This very lengthy document states that the United States has now complete sovereiguty over the Philippine Islands, urging the people to respect the law, as laid down by the American rulers, asking them to consult the Commission in regard to grievances or troubles that individuals or communities may have.

This formidable looking document is signed as follows;

Jacob Gould Schurman,
President of Commission.

George Dewey, Admiral U. S. N.
Elwell S. Otis, Major General
U. S. Volunteers.

Charles Denby.
Dean C. Worcester.
John R. McArthur,
Secretary of Commission.,

and is dated Manilla April 4th, 1899.

The Proclamation did not amount to anything and the work of the Commission to but little more.

# C. E. And E. L. Convention At Sackville, N. B.

The Convention, which opens on Tuesday, Sept. 5th. promises to be of more than usual intrest. The programme is full of good things in store for all who will be privileged to attend.

Rev. A. C. Crews, General Secretary of the Epworth League, and Wm. Shaw Treasurer of the United Society of Christian Endeavor, hold prominent places on the programme.

An open air mass meeting on "Christian Citizenship" to be held within the ramparts of Fort Cumberland has been arranged for Wednesday afternoon. Addresses will be delivered by Prof. R. C. Weldon, L. L. D. and Hon. Judge Morse. In the afternoon of Thursday Denominational Rallies will be held.

Each Society and Epworth League of Christian Endeavors is invited to send one delegate. Every delegate should come prepared to pay $2.50 to cover cost of board and lodging and other incidental Convention expences The delegate's name should at once be sent to Mr. W. Turner, Sackville, N. B., so that provision may be made for accomodatien.

Every delegate on purchasing a ticket for the Convention should procure a Standard Certificate from the ticket agent. When this is signed by the secretary of Convention it will be good for a free return passage if exchanged for a ticket at the I. C. R. Station, Sackville.

Standard Certificates will be issued by the I. C. R. at principal stations and on the New Brunswick division of the C. P. R. Delegates from P. E. I who hold Standard Certificates, will be provided with a free return passage on the P. E. I. Steam Navigation Co's. steamers from Pictou and Point du Chene.

# A Ride on an All Night "Bus" and the Consequence.

By A. E. Arsenault.

"Lest you think this story true I merely mention I evolved it lately. 'Tis a most unmitigated mistatement."—Kipling.

I cannot say that I ever was possessed of an ambition to become a London bus driver; and yet I have not only driven a bus; but am actually a member of the Omnibus Conductors and Drivers' Association.

I may here say that an omnibus or "bus" as it is commonly called, is a two horse carriage, in shape not unlike a railway car, with accomodation for twelve passengers inside and fourteen on the top.

Far be it from me in this article to desire in any way to dim the glory of the bus driver; indeed, in my opinion, he is in many ways a superior genus homo. Always calm and serene, and with a certain amount of dignity which his last year's top hat lends, nothing ever ruffles him except it may be the stupid action of a drayman trying to cut the street ahead of him, and even then a judicious draft on his reserve fund of "emphatic adjectives" effectually restores his equanimity. Possessed of an inexhaustible store of information about London, its history, its streets, and its many places of interest he is ever ready to share it, for a consideration, with the front seat passengers whilst guiding his steeds through the intricate maze that throng a London thoroughfare. His weakness for the ardent cup, however, is proverbeal, and if rarely, yet it sometimes places him in an uncomfortable position.

I had been attending a "smoker" of the ——Club, near Whiteball, and was returning home at an early hour of the morning. I was just about whistling for a hansom when I noticed a late bus approaching. The color of the light told me that it passed quite near my "diggings." I accordingly stood aside, and as it passed swung myself on and took a seat inside. I was the only passenger, and as I did not see the conductor in his usual place, I supposed he was on the top, and having some distance to go, I proceeded to make myself comfortable by leaning back and stretching my legs along the seat. My rest was not destined to be of long duration. The first intimation I had that anything was wrong was the gradual increase in the speed of the horses, but this did not disturb me, for the night being far advanced, I supposed the driver was anxious to finish his run; but when the trot became a galop I jumped up and began to look around for the conductor. Seeing that he had not returned to his platform I passed out to see if he was on the top. I grasped the stair rail and began the perilous ascent. Peril us, for now the horses were going at a break-neck pace, and there was danger every moment of colliding with the numerous lamp posts and other obstructions along the street. I reached the top, but still no sign of anybody could I see. I started forward, convinced that the driver must be asleep or drank, but such was the swaying of the carriage that it was with the greatest difficulty that I reached the front, only to find the driver's seat empty and the reins hanging from it. What was to be done? Jumping was out of the question, and yet I felt that it was now almost useless to try to stop the horses. This was no time for debate, however; immediate action was imperative. At the risk of breaking my neck I quickly jumped down into the driver's seat and seizing the reins with one hand, I passed the seat strap around me with the other, and hooked it at the back, and thus made sure of not being pitched off my high perch. Thus secured, my next step was to try and get the horses under control. But it was too late; they had made a circuit at Charing Cross and were now rushing down Northumberland Avenue towards the Thames. I pulled and tugged at the reins, but to no purpose, the horses still dashed on furiously, the incline now adding to the momentum of the bus; and I realized that I must either drive into the river or turn at the sharp angle at the bottom of the street to follow along the embankment. The latter course would have been madness, as at the rate we were going the omnibus would have been upset by the sharp turn, and I dashed against the stone pavement. Nothing remained but to guide the horses for the river, which was now not a hundred yards off, and take the risk of swimming ashore. Again I braced myself for a last effort. and in so doing my foot struck against something—the brake! My God! why had I not thought of it before? Is it now too late? Yes, yes, too late, for we are already on the embankment. But no! the horses answer to the rein; they have seen the river; the brake grasps the wheel; we are stopping. One more strong pull. one hard pressure on the brake, and the horses, panting and covered with foam, stand still, but not a moment too soon, for not two feet in front is the edge of the embankment.

Though there is no longer any fear, for the horses realize the danger, I still hold them in, till two policemen, who have seen the wild ride, come to the rescue. They take down my name and address, and with an intimation that I will be wanted at the Magistrate's Court next morning, they call a cab and I drive home. I attend the Police Magistrate's Court next morning and tell my story. The conductor and driver explained that as the night was cold they stepped into a bar to get a "hot Scotch," and when they came out the horses were gone. I did not wait to learn their fate, but on being dismissed I walked away, thinking I had heard the last of the incident. On my return home that evening a surprise awaited me in the form of a pass over all the London Omnibus Company's lines, with the compliments of the President. Nor was this the end of the affair. Two days another surprise greeted me in the shape of a document in parchment which informed me that I had been elected an honorary member of the Bus' Drivers' Association. This was accompanied by the silver badge of the Association. And this is why all drivers, as they pass by me on their "busses," dip their whip in token of brotherhood.—Prince Edward Island Magazine.


# Lends Fragrance

to the Supper Table.

# "SALADA"

CEYLON TEA.

Sold in lead packets only. All Grocers.
25c, 30c, 40c. 50c. 60c.


Bentley's Liniment The Modern Pain Cure Price 10c.

# Charottetown Condensed Milk Co., Limited.

A meeting of the shareholders of the above Company will be held in the Stipendiary Magistrates' Room, City Building on Wednesday the 6th Sept. 1899, at 3 p. m for the election of Directors, adoption of Bye Laws and the transaction of other general business.

F. L. HASZARD,
Chairman of Com

Dated at Charlottetown this 21st day of Aug. 1899.

—eodtd.

# English Ship-Building as a Model for Germany.

In reviewing the evolution of German ship-building, the question must arise: How could development so remarkable be attained in a time relatively so short? England and France had begun much earlier to build ironclads and torpedo-boats, and the experience of the English engineers in designing and building fast and elegant transatlantic passenger steamers was much older and fuller than that of their German rivals.

First of all it must be cordially admitted that the British ship-building business has served from first to last as a splendid model, which the Germans have not hesitated to use on the greatest scale. Many German naval and mechanical engineers held positions in the largest British yards, thus adding to their knowledge; others made frequent trips across the channel to study the equipment and organisation of British workships. Much of the heavy handing-machinery and many of the machine tools were bought in Britain. It is a pleasant duty to admit that, without Britain as a teacher, no such rapid success could have been attained.


# It Certainly

Never pays to carry an unreliable Watch. You never know the time, and are constantly missing appointments on that account,

**We sell Reliable Watches only**

We dont care to handle anything else.
Call and give us the verdict of your inspection,

**W. N. TANTON,**
Jeweler.


# C.A.A.A. ANNUAL SPORTS

The Annual Sports of the Charlottetown Amateur Athletic Association will be held on their Grounds

## CHARLOTTETOWN, WEDNESDAY, Sept 6th.

The following is the programme and prize list:

1. ONE MILE BICYCLE RACE, Novice 1st—Gold Medal; 2nd and 3rd, Silver Medal.
2. HALF MILE BICYCLE RACE (Time limit) 1st and 2nd—Gold Medals; 3rd, Silver Medal.
3. 220 YARDS RUN. 1st—Gold Medal; 2nd, Silver Medal.
4. ONE MILE BICYCLE RACE (Time Limit.) 1st and 2nd—Gold Medals; 3rd, Silver Medal
5. ONE MILE BICYCLE RACE, Boys under 15 1st—Gold Medal; 2nd, Silver Medal.
6. SEALED DISTANCE BICYCLE RACE, 1st and 2nd—Gold Medals; 3rd, Silver Medal.
7. 440 YARDS RUN. 1st—Gold Medal; 2nd. Silver Medal.
8. TWO MILE BICYCLE RACE (Lap) 1st and 2nd—Gold Medals; 3rd, Silver Medal.
9. ONE HALF MILE BICYCLE RACE. Against time with intermission for pacers 1st, 2nd and 3rd—Gold Medals.
10. 880 YARDS RUN. 1st—Gold Medal, 2nd Silver Medal.
11. THREE MILE BICYCLE RELAY RACE, Teams of Three Representing Club or otherwise—Silver Cup.
12. FIVE MILE BICYCLE TEAM RACE. Massey Harris Trophy.

Entries close September 1st with the Sec'y. Entrance fee 25c. with each entry, which must accompany the entry, otherwise it will not be considered complete.

**BAND IN ATTENDANCE**

**TRAIN ARRANGEMENTS**

| | | |
|---|---|---|
| Leave Tignish (regular train) | 5.00 | a. m. |
| " Alberton | 5.45 | " |
| " Bloomfield | 6.06 | " |
| " O'Leary | 6.21 | " |
| " Port Hill | 7.14 | " |
| " Wellington | 7.45 | " |
| " Miscouche | 8.04 | " |
| " Summerside | 8.25 | " |
| " Kensington | 8.48 | " |
| " Freetown | 9.03 | " |
| " Emerald | 9.13 | " |
| " Bradalbane | 9.19 | " |
| " Hunter River | 9.43 | " |
| " Wiltshire | 9.53 | " |
| " Hoy't Junction | 10.25 | " |
| Arrive at Ch'town | 10.40 | " |

FOR WEST—Special leaves Charlottetown at 5.00 p. m., connecting i Summ rside with regular for Tignish leaving at 7.45 p. m.

| | | |
|---|---|---|
| Leave Souris (regular train) | 5.10 | a. m. |
| " Bear River | 5.41 | |
| " St. Peters | 6.15 | |
| " Morell | 6.37 | |
| " Georgetown | 5.55 | " |
| " Cardigan | 6.10 | " |
| " Peakes | 6.40 | " |
| " Mount Stewart | 7.10 | " |
| " Bedford | 7.32 | " |
| " Royalty Junc | 8.00 | " |
| Arrive at Charlottetown | 8.15 | " |

FOR EAST—Special leaves Charlottetown for Georgetown and Souris at 5.30 p. m.

All standard time.

**FARES.**

| | |
|---|---|
| Tignish to Piusville | $1.25 |
| Bloomfield to Portage | 1.15 |
| Conway to Richmond | .95 |
| Wellington to St. Eleanors | .85 |
| Summerside to Freetown | .75 |
| Emerald to Fredericton | .60 |
| Clyde to Wiltshire | .45 |
| Colville to Charlottetown, Single Fares | |
| Kinkora to Cape Traverse | .75 |
| Souris to Bear River | .85 |
| Rollo Bay to Midgell | .75 |
| Marie to Douglas | .60 |
| St Andrews to Tracadie | .45 |
| Bedford to Charlottetown, Single Fare | |
| Georgetown to Perth | 75 |
| 48 Road to Peakes | 69 |
| Pisquid | 45 |

Arrangements are being made with the I. C. R. to issue RETURN TICKETS at one First-Class Fare from all Stations in New Brunswick and Nova Scotia to Charlottetown on the 5th September, good to return up to and on the 8th.

Pictou to Charlottetown and Point du Chene to Summerside, Single Fare, good for passage on Tuesday, Sept. 5th, good to return Thursday, Sept. 7th.

**Admission 25 cents. Grand Stand 10 cents.**

**Sports begin at 1 p. m sharp.**

**B. C. PROWSE,** President. **E. H. BEER,** Secretary.

C'town, P. E. I. Aug. 23—dtdw2i