

THE SAN JOSE SCALE.

NEW YORK, June 11.—A special to the Times from Newburg, N. Y., says: Supt. Weed, of the Downing Park, Newburg is removing a large quantity of shrubbery from the Park, which has been found infested by the San Jose scale. The trees number over 2,000 and have been condemned by Percy Hulstell of the State Department of Agriculture.

Cold Settles on the Kidneys

Exposure to cold and damp atmosphere and sudden changes in the weather close the pores of the skin and this throws the waste matter which should escape through the skin back on the kidneys. The effect upon these overburdened organs is what is known as "cold on the kidneys," which usually develops into regular kidney disease or Bright's disease. The earliest symptoms of ailing kidneys are backache, painful and scalding sensations when passing water and deposits in the urine. Immediately on the appearance of any of these indications resort should be made to Dr. Chase's Kidney-Liver Pills, which will in a surprisingly short time set the kidneys and bowels in order and insure the return of health. Dr. Chase's Kidney-Liver Pills can be absolutely relied upon as a cure for every form of kidney and liver derangement. One pill a dose; 25 cents a box.

Dr. Chase's Kidney-Liver Pills.

VALUABLE PROPERTY FOR SALE.

The undersigned offers for sale by private contract that very eligible two storey, double tenement dwelling house on the corner of Grafton and Pownal Streets.

The property has a depth of 78 feet on Grafton Street, and a frontage of 59 feet on Pownal Street.

The House is comparatively new and in good condition and can now be bought at a great bargain and on easy terms of purchase.

For particulars apply to either of the undersigned.

H. J. CUNDALL,
F. L. HASZARD,
Executors of Estate of the late Thos. W. Dodd.

Charlottetown, May 27th, 1901—
29 Wed. Fri. if

Dominion Atlantic Railway

And Steamship Lines to Boston via Yarmouth. The Popular Fast Line between Eastern Nova Scotia and Boston via Windsor Junction and Halifax.

EXPRESS TRAIN leaves Halifax daily (except Sunday) at 6.30 a. m. for Digby and Yarmouth, making connection Wednesday, and Saturday at Yarmouth for Boston.

PRINCE GEORGE

1200 Gross Tonnage. 6000 Horse Power, the Fastest and Finest Steamer plying between the Maritime Provinces and Boston.

Leave Yarmouth Wednesday and Saturday for Boston, on arrival of Express Trains from Halifax.

Returning leave Boston, Tuesday and Friday at 4 p. m. Passengers arriving in Halifax next day 6.15 p. m. by Express Train.

For all information, guide book, folders, etc., which will be sent free, write to F. H. Armstrong, General Passenger Agent, Kentville N. S. P. GIFFKINS, General Manager

dt Sept. 1.

WHISKY AND LAW

The Question Does Prohibition Profit.

SHERIFF PEARSON SAYS

A Great Work is Done in Maine by the Prohibiting Law.

Sheriff Pearson, Maine's fighting parson, recently delivered the following address before the Pine Tree Club in Boston.

"Does Prohibition Profit? Prohibition does not prohibit. Prohibiting is a legislative enactment, not a mule or an elephant or anything to execute itself.

Here is a gun. I can wear it and sleep with it and do anything I please with it, and it is harmless. But let me exert two ounces of pressure upon the trigger when it is cocked and murder may be committed with it. In the same way Prohibition is harmless and useless until you put 140 pounds of man's nerve and muscle behind it, and then if it assisted by a few prayers, it will prohibit all right. I have worked for the cause of temperance for 31 years, for 29 years as city missionary of Portland and it is the substance and fibre of my life that I am explaining to you to-night. And I know what I am saying when I declare that were it not for the intoxicating liquor there need not be a single home of poverty and distress in Portland.

Since 1849 the prohibitory law has been on the statute books. Three-fourths of the territory of the state of Maine is perfectly free from liquor selling. I paid a man \$3 per day to drive from Portland to Lewiston 38 miles, and try his best skill for I had paid him for that and found not a drop. I know of a time when on the same route he traversed 47 places were open where for 3 cents one could buy rum and molasses.

Till 1849 Portland drank up every 20 years the whole assessed valuation of the city. There used to be 71 distilleries and 92 breweries, and now there are none.

There are fewer saloons in Maine than in any state where the traffic is controlled rather than prohibited. I cry shame upon the United States for receiving an income from the liquor licenses which stimulate the vice of its people. When I took my oath, I did not care whether a single man wanted the saloons crushed. He would be an unfaithful officer, a blackhearted villain, and a coward in his boots, who would stop to learn of public sentiment at such a time.

But do the results show that Prohibition prohibits? If it does not, why do they offer me \$10,000 to let four men sell freely for nine months?

The fact is that a man when confronted with the likelihood of rubbing his nose up against the bars of a cell in Thomaston prison will promptly stop selling rum, and that is all there is about. Let us before singing about the land of the free and the home of the brave, consider the fact that no other land under heaven has so many slaves to drink per million of population as the United States, where every 11th man is a drunkard.

A GREAT SAVING IN LUBRICATING

Recently Brought About on the Government Railways.

ONE HALF TO TWO THIRDS OF COST IS SAVED

How the Change Was Effected—Mr. B. C. Gesner's Good Work for the Mechanical Department—Cost of Oil to Run an Engine 1000 Miles was \$6 89 in March and but \$2.18 in May—Incidents of the Change.

Mr. B. C. Gesner of the Intercolonial Railway staff, Moncton, who is now at the Queen Hotel in this City, has visited the Island four times since March last for the purpose of introducing modern and up-to-date methods in regard to the consumption of lubricating oil on the Prince Edward Island Railway, with a view to greater economy. In a brief talk with Mr. Gesner THE GUARDIAN learned some interesting facts with regard to what is being done along this line, and the great success that has been met with.

It may be observed that the cost of oil for lubricating the rolling-stock of an extensive railway system like the Intercolonial is quite an important item. Four kinds of lubricating oil are in every day use. For the locomotives two kinds are in use, commonly known as "engine oil" and "valve oil". The larger consumption is of engine oil which is applied to the journals and other cold surfaces of the working parts while the valve oil is used in connection with the cylinders and heated surfaces where friction may occur. Value oil is much more expensive than engine oil. For the passenger cars what is called "coach oil" is used in lubricating, and this is of a better quality and more expensive than the "car oil" which is used on the ordinary freight cars.

All railway systems keep account of the consumption of coal, oil and waste and these are tabulated and digested to show the amount of each consumed per thousand miles run by engines, passenger cars, and freight cars respectively. The published reports show from year to year what the consumption has been on the thousand mile basis, and when it is found that one railway manages to operate its trains with a less expenditure of oil than another it at once causes inquiry in regard to how further economy may be effected in that line. It may be that the quality of the oil in use is partly at fault. More probably there are defective methods in utilizing the oil supplied for use on the engines and cars.

About two years ago Mr. Joughins, Mechanical Superintendent of the Intercolonial, became satisfied that greater economy might be effected in the matter of oil, the total cost of which has been some \$40,000 a year. He therefore caused investigation to be made with a view to ascertain where the waste, if any was happening, and where a saving could be introduced. Mr. B. C. Gesner was detailed to look into the matter and the result has abundantly justified the choice. As a locomotive driver for many years he had made himself thoroughly acquainted, not only with the engine, its care and economical working, but with the train as well, including not only its ordinary working, but the Westinghouse brake, and the lighting and heating. Mr. Gesner has also been from time to time a valued contributor to the railway and mechanical journals.

Mr. Gesner entered upon his work, making careful observation and inquiry over the entire Intercolonial system. He soon satisfied himself that a very considerable saving could be effected. On reporting the result of his investigations and the steps necessary to effect an improvement he was empowered to go on and work out the plan which he had devised. It was found necessary to further systematise the entire plan of

the distribution and application of lubricating oil, to put the engine men, firemen and car inspectors through a thorough course of instruction, supplemented by printed rules, and then to follow up the work by seeing that the rules were carefully carried out. This was done, and judging by the result the employees concerned appear to have cheerfully and loyally carried out the new instructions.

This will appear from what follows. THE GUARDIAN has been shown the figures showing quantities of lubricating oil consumed before and after the change, per thousand miles run by engines, passenger cars and freight cars respectively. What is of more consequence to the general reader and especially to the taxpayer, is the matter of cost. Just before the new rules and instructions were applied on the Intercolonial the average cost for lubricating oil for engines per 1000 miles running was \$5.00. After the better methods were introduced this cost was brought down to \$2.90 per 1000 miles. For lubricating the cars of all kinds where the average cost of oil had been 29 cents per 1000 miles it was reduced to 13 cents per 1000 miles. These are figures which speak eloquently of the economy that has been effected by intelligent painstaking effort and skill.

Mr. Gesner after effecting such results as we have just seen on the Intercolonial was sent to introduce the same system on the Prince Edward Island Railway. He came here very quietly on 10th April and went over the road. Since then he has made three further visits. He found the railway staff and trainmen willing to carry out the rules laid down, when once the system and its object were made clear to them by a practical man. The result has proved that what had been effected on the Intercolonial could also be effected here. In March last the cost of lubricating an engine for a thousand miles run was \$6.89. In May the cost was reduced to \$2.18 per thousand miles, or less than one third of the former cost. In March the cost of lubricating cars per thousand miles run was 53 cents. In May this had been reduced to 13 cents, or less than one quarter of the old rate.

This brief story is suggestive of what may be effected in the way of economy by skilled and energetic management and painstaking effort, in one department of the railway service. We have reason to believe that it is but a sample of other reforms in the same service that have been already brought in or are now preparation. Mr. Gesner deserves the greatest credit for his share in the work. He is first and last a railway man, who never meddles in politics but has made himself thoroughly acquainted with his business. He is just the sort of man who on a well managed Company railway would be singled out for promotion.

THERE ARE OTHERS but only one Kendrick's Liniment, the greatest modern household remedy. For all Pains, Lameness and Swelling get Kendrick's.

YOUNG AND MODEST YET.

(Boston Globe.) It is pleasant to observe that the shirt waist man hasn't yet followed the example set by the ladies and run to open work.

I believe MINARD'S LINIMENT will cure every case of Diphtheria. MRS. REUBEN BAKER.

I believe MINARD'S LINIMENT will produce growth of hair. MRS. CHAS. ANDERSON. Stanley, P. E. I.

I believe MINARD'S LINIMENT is the best household remedy on earth. MATTHIAS FOLEY Riverdale, Oil City, Ont.

THE BELOVED CHEERFUL GIVER. (Kansas City Star.) He who gives cheerfully is liable to be asked to give twice.

To Cure a Cold in One Day. Take Laxative Promo Quintine Tablets all druggists refund the money if it fails to cure; 25c. E. W. Grove. Signature on each box.

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That's the way we are doing in our big bankrupt stock of clothing and cloth.
Men's good solid tweed suit worth \$5.00 bankrupt price \$3.75
Men's tweed suits, well lined, worth 7.00 bankrupt price 4.90
Men's solid all-wool tweed suit, worth 8.00 bankrupt price 5.90
Men's solid all-wool serge suit, worth 9.00 bankrupt price 6.75
Men's hard serge suit, worth 10.00 bankrupt price 7.25
Men's worsted suit, worth 12.00 bankrupt price 8.50

Boy's Suits

Boys' tweed suit, worth 1.75, bankrupt price 1.25
Boys' tweed suit, worth 2.75, bankrupt price 2.00
Boys' tweed suit, worth 3.75, bankrupt price 2.90
Boys' tweed suit, worth 4.50, bankrupt price 3.25
Boys' three piece suit, worth 2.90 bankrupt price 2.00
Boys' three piece tweed, worth 3.75 bankrupt price 2.95
Boys' three piece serge worth 4.75 bankrupt price 3.65

Tweeds

We're selling tweed at 15c the yard, all wool at 25c and 35c, better up to \$1.00 the yard all worth 1-3 more. We sell the double and twisted Tryon Oxford tweeds at 65c the yard.

We give bargains every day, every hour, every minute, and if you'll come fast enough we'll do it every second of the year.

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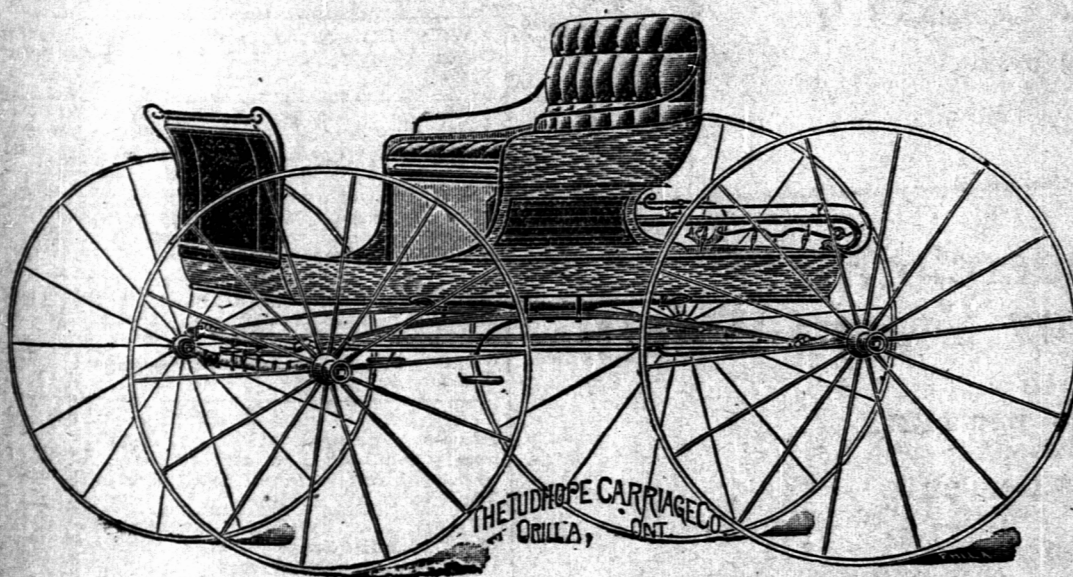
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Some New Features for this Season. Thousand Mile Axles, Recessed Colars, Roller Hub Irons, Rubber Step Pads, Bailey Body Loops, Roller Back Curtains, Crandal Tops, Slick Seats, Basket Seats and Solid Rubber Tires.

See our Light Three Quarter Concord and Buggies—Lightest and neatest rigs on the market. If you want Something Swell for 1901 buy from us.

Harness. We have 25 different styles in Nickel, Solid Nickel, Oriode and Rubber Mountings and are bound to please you in quality, price and terms.

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DRUNKENNESS IS A DISEASE AND CAN BE CURED

IS YOUR HUSBAND, BROTHER, FATHER, or any of your relatives afflicted with the Disease of Drunkenness? With a sure cure which can be given WITH or WITHOUT the knowledge of the patient. Read the following which speaks for itself. SAN FRANCISCO, CAL. Dec. 1, 1900. DR. W. H. SAUNDERS & CO., Chicago, Ill. Dear Sirs—Kindly accept my thanks for the wonderful and permanent cures you have wrought on many members of my congregation. I have organized a society among my members to promote and advertise this most safe and speedy cure for this dreaded curse and disease which so many are afflicted with. You will learn in the very near future of the result of their labors; sincerely hope that God will bless you and allow you to still continue in this great and good work in saving our fellow mortals from the scene of destruction, and place them on the road to live a sober and righteous life. Only wishing I could do more to assist you in this noble and worthy work, I am, Yours in Christ, Rev. J. M. B.

We have and are curing thousands, and we have hundreds of testimonials on file speaking of these wonderful cures. Send for particulars, enclosing 2-cent stamp, to reply Address, DR. W. H. SAUNDERS & CO., Sta. C. Chicago, Ill., U.S.A. 1902

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The most of the best matches for the least money. Don't forget the brand. Eddy's Telegraphs.