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 is proven by the fact that each pound produces 240 cups of Rich, Thick Liquoring Tea.

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 Four Insertions ..... 8c per line of 5 words  
 Eight Insertions ..... 6c per line of 5 words

**Agents Wanted**

**PERSONAL GREETING CARDS**—Agents wanted to take orders for the finest line ever shown in Canada. Regal Art Company, Manufacturers, 310 Spadina, Toronto. A. W. June 20-July 4-18.

**UNREPRESENTED SALESMEN FOR** unrepresented Prince Edward Island counties. Pay weekly, exclusive stock and territory. Represent a six hundred acre modern Nursery growing choicest varieties and best stock. Established thirty years. Our agencies are valuable. Write, Pelham Nursery Co., Toronto, Ont. A. W. II. Aug. 15.

**Teachers Wanted**

**TEACHER WANTED FOR POINT** DeRoche School. Supplement \$75.00. Mark McCormack, Secretary. 6366-7-17-41

**WANTED—A TEACHER FOR** Spring Vale School. Supplement \$150. John Stewart, Sec'y. 6866-7-17-41

**WANTED—AN EXPERIENCED** second class teacher for Milburn School. Supplement \$100.00. Mid-summer vacation. Fred Robbins, Sec'y. 6866-7-17-41

**For Sale**

**FOR SALE—CHILD'S WHITE** enamel coat, in excellent condition. Apply 222 Fitzroy St. 6918-7-18-31

**FOR SALE—40 ACRES STANDING** hay, by auction, Thursday, July 19th. Frank Bagnall, Hazel Grove. 6812-7-14-51

**FOR SALE AT A BARGAIN, ONE** Ford runabout in good order. Suitable for light delivery truck. Michael Murphy, Panmure Island. 6907-7-18-41

**Teachers Wanted**

**TEACHER WANTED—THIRD** class teacher for Suffolk School. Supplement \$50.00. John Arling, Sec'y. R.R. no. 8. 6806-7-14-41

**WANTED—FIRST CLASS EXPERIENCED** teacher for Bedouque school. Supplement \$200. Irving Toombs, Sec., Albany R. R. 6794-7-14-41

**EXPERIENCED FIRST CLASS** teacher for Ebenezer School. Supplement \$175.00. Apply to Mrs. Chester McDonald, Wheatley River. 6810-7-14-41

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**WANTED FOR CARDIGAN HEAD** School teacher, first or second class. Male preferred. Supplement \$100.00. J. J. McDonald, Cardigan Head Sec'y. 6861-7-17-31

**TEACHER WANTED FOR SEA** View school, district no. 97. Supplement \$150. First class preferred. Apply to Mrs. Aubrey Hillz, Sea View, P. E. I. 6909-7-18

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**WANTED—FOR RED POINT** School, experienced first or second class teacher. Supplement \$125. Apply to Albert Garrett, Secretary, East Baltic. 6335-7-16-31

**WANTED—A SECOND CLASS** teacher for St. Catherine's School. Supplement \$100.00 including government minimum. Seymour McLean, Secretary, Bonshaw, R. R. 3. 6926-7-17-31

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**WANTED—A MAID FOR GENERAL** housework. Apply V. L. Goodwill, 84 York St., Brighton. 6925-7-17-31

**WANTED—YOUNG GIRL ABOUT** 14 or 15 years of age to help with housework. Country girl preferred. Apply 5 Euston St. between 12:30 and 1:30 from 5:30 to 7 o'clock. 6920-7-18-31

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**Central Guardian**

STORE CLOSURE to-day 12:30. Please shop early. Moore & McLeod Limited. 6923-7-17-41

**AN ISLAND CANDIDATE**

Among the Conservative candidates in the coming general election in British Columbia, as published in the Family Herald and Weekly Star, appears the name of Capt. James Fitzsimmons, for Koslo-Slocon. Capt. Fitzsimmons is a brother of Mrs. Hayes and Mrs. Grimes of Waterville and also of Patrick Fitzsimmons, C. N. R., Charlottetown.

**ANOTHER ACCIDENT**

Monday evening about 5:30 an Essex touring car, on the way to the circus in Borden, met with an accident on one of the Bonshaw hills. The driver of the car, as it was going down the hill, tried to light a cigarette when the car swerved and hit the bank. The impact must have been terrific, as it wrenched one wheel off, tore off the mud guard and running board on the right hand side, broke the windshield to bits, and completely turned the car around. The driver had his nose broken, and another occupant was fortunate to avoid serious injury.

**SCHOOL CLOSING**

The School at Waterville took place on June 29th in the presence of a large number of parents, ratepayers and visitors. The opening feature was the presentation of their P. D. L. certificates to Misses Theresa and Viola Grimes who were complimented by those present for their application to their work during the term to enable them to gain their certificates. The teacher, Mr. Wm. O'Brien then examined the various classes in the subjects under instruction. The pupils showed by their answers they were well grounded in the work gone over. After the examination a short programme of recitations, etc., was carried out. Mr. O'Brien was complimented of a large number of useful gifts from the pupils, and thanked them warmly for their thoughtfulness. The teacher remains another year.

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**AT HOME**

Mrs. J. M. Laird, Kensington, will be at home to her friends, Thursday, the 19th, afternoon and evening, 3 to 5 and 7 to 9.

**RT. HON. R. B. BENNETT**

is now definitely arranged, will arrive here on Thursday night August 9th and will spend the 10th, 11th, 12th and 13th in the Province. He will speak in Charlottetown on Saturday as previously reported.

**HAMPTON**

United Church of Canada Services for Sunday, July 22nd, as follows: Bonshaw 11 a.m.; Hampton, 3 p.m.; Victoria, 7:30 p.m. The sacrament of the Lord's Supper will be observed at the close of the evening service, Rev. J. P. Kaye, Minister.

**REMAINS ARRIVE**

The remains of the late Guy Cameron reached New York from Lima, Peru, on Monday the 16th and arrived in Charlottetown last night and were taken to the MacLean Funeral Home, King Square. The funeral takes place this morning at Strathgartney.

**PRESBYTERIAN CHURCH IN CANADA**

Sunday, July 22nd. The sacrament of the Lord's Supper will be dispensed in the Clifton Church at 11 a.m. There will be preparatory services on Thursday, Friday and Saturday at 7:30 p.m. Services on Saturday in the South Granville Church at 3 p.m.; in the Geddie Memorial Church at 7:30 p.m. The preacher at the service in Clifton will be Rev. R. H. Stavert.

**SUPPER A SUCCESS**

The supper put on by the Cornwall Community Club on Wednesday the eleventh was a decided success. A number of prominent citizens of Charlottetown enjoyed the excellent supper. The auto wrap offered as a door prize was won by Miss Doris Morrow of Charlottetown and Harry Hyde Cornwall, received the clock. Kindly donated by Hazen Howard as the supper ticket prize. Music and games completed an enjoyable evening.

**CHURCH OF SCOTLAND**

The sacrament of the Lord's Supper will be dispensed in the Kirk, Murray River on Sabbath, 22nd. Services at 10:30 and 6:30. Preparatory services on Thursday, 19th, and Saturday 21st, at 7 p.m. Rev. J. W. S. Lowry will assist the pastor and preach on Saturday and Sabbath evening. The presbytery will meet after Divine service on Monday 23rd.

**"LEAGUE" BOYS WILL PARADE**

This morning the League of the Cross boys will leave their hall, Richmond Street and headed by the society band parade the principal streets before entering for the League Picnic, which is being held at Suffolk. This parade—without doubt the largest of any society in the city—will, it is expected be even larger this year. Extensive preparations have been made to look after the record crowd and it is to be hoped the weather man will be on his good behaviour throughout the day.

**COME TO THE ICE CREAM FESTIVAL**

and dance at 7 Mile Bay Hall, Thursday night, July 19th. Good music. Come and enjoy a good time. 6929-7-17-21

**Relieves Asthma at Little Expense**

Thousands of dollars have been vainly spent upon remedies for asthma and seldom, if ever with any relief. Dr. J. D. Kellogg's Asthma Remedy, despite its assurance of benefit, costs so little that it is a remedy for asthma, far removed from the class of doubtful and experimental preparations. Your dealer can supply it.

**Phone 525-J. JIMMY'S TAXI SERVICE**

DAY OR NIGHT Four Cars at Your Service Flat Rate System.

**DR. J. P. MILLAR DENTAL SURGEON**

Corner Queen and Richmond HOURS—9 to 12:30, 2 to 5:00

**KODAKS FILMS AND CAMERA SUPPLIES**

COMPLETE STOCK THE PROMPT DRUGGISTS

**N. D. MacLEAN Undertaker**

EMBALMER PHONE 149 KING SQUARE

**MacKinnon Drug Co.**

THE REGALL, PHONE 219 KODAK STORE 332

**INQUEST**

(Continued from page 1)

afternoon. It is not usual for passengers to get mixed at this time. It is at 7:50 and 8:05 in the morning when passengers are most liable to get mixed. I never knew of anyone to make a mistake in the afternoon.

William O. Havelly (Sworn)—I am conductor on the C. N. R. 1 run on Nos. 41 and 40 trains. This train leaves Charlottetown every day at 2 p.m. and is due at Emerald at 3:45 p.m. I was Conductor on the train yesterday when the accident happened. I did not see the accident. I heard about it just as I stepped into the station to register, when I was told there was an accident. We always slow down when coming into a station, and at Emerald there is a crossing to deal with on coming in from the east, which makes us even more careful. Our train is usually at Emerald ahead of the other train. The Conductor on the train announces the train at the station, bound for Charlottetown or whatever the case might be. The passengers going to Charlottetown must cross the track before they get to the Jitney. The passengers usually wait in the waiting room, or if it is a fine day they come out and stand on the platform. Our train and the Jitney are both due at Emerald at the same time and it often happens that both trains are pulling in to Emerald Station at the same time. Our train has fifteen minutes delay at Emerald. I often see people going across the street to our car to get to the Jitney. There is a platform across from the station for passengers who are going on the Jitney to wait for their train. I have been running west for past ten years as conductor. Passengers who have to leave our train at Emerald, that is, the brakeman and myself tell them what side of the train to get off on and where they will find their train. I do not think there are any more mistakes made at Emerald Junction by passengers than at any other station.

There is no other way of directing passengers to their train, that is, they are directed by the conductor of the different trains and the brakemen, that is, in transferring from one train to another. I do not think the trains come into Emerald Junction Station too fast. I can't say whether the noise from the Jitney would interfere with passengers hearing the other train come in.

Percy Murphy (Sworn)—I am 22 years old. I live at Emerald. I am employed with the Canadian National Express Company and work in the station at Emerald. I was working in the office when the accident happened. I came out of the office about 3:45 p.m. and the Jitney was just stopping on the passing track and the No. 41 train was coming in on the main line from Charlottetown. I saw Mrs. Croken walking on the platform crossing the track in front of the incoming train. I did not see the train hit her. I went into the baggage car, looked out the door and saw the body of a woman lying on the platform, which I afterwards learned was the body of Mrs. Croken. I did not hear the train from Charlottetown blow coming in, I did not hear the bell ringing. The Jitney was on the other track and her engine was going which makes quite a noise. I did not notice how fast the train was going coming into the station. I saw Mr. Croken making an attempt to follow his wife across the track. I shouted at him but he did not remember. I pulled him back or not. Emmet Power was on duty at the time in the station.

Emmet Duffy (Sworn)—I live in Kinkora. I was a passenger coming on the Jitney from Summerside this afternoon. We arrived at Emerald about 3:47. I heard the conductor say we were a couple of minutes late. The Jitney is due at Emerald at 3:45. I was getting off the Jitney when it stopped and saw the train coming in from Charlottetown on the other track, almost directly in front of me as I stepped off. I saw that engine strike a woman, but I did not know it was Mrs. Croken until afterwards. I saw the front wheels crush the legs off her, the body was partly thrown out on the platform and her legs were under the train. She was dragged or rather rolled over and over for quite a distance, would say she was dragged about 12 or 15 yards. I was not sure of this. The engine and two or three cars passed over her. When the train stopped one of the train hands opened the door of the baggage car and I told him there was a woman killed under the train. They gathered up the remains and carried the body into the station. I would judge the woman was just in the middle of the track when the engine hit her. I cannot say how fast the train was going when I got off the Jitney. I would say she was going pretty fast—too fast for coming into a station. I did not hear the train blow or the bell ringing. The Jitney was making too much noise. There was no official to warn the passengers who got off the Jitney of the incoming train.

Michael Croken (Sworn)—I am the husband of the deceased. I live in Charlottetown, 17 Sydney Street. Previously I hired on a farm in Clearmont, Indian River. I came to Emerald this afternoon about half past three p.m. accompanied by my wife and her sister, Mrs. Patrick Lamb of Springfield. We had been visiting Mrs. Lamb since Sunday afternoon. My wife and I intended to go back to Charlottetown on the Jitney, which was due here about 3:45 p.m. I went down to see Mrs. Bernard Murphy and while there I heard the Jitney coming into the station. I started up to the station from Mr. Murphy's place, which is about one hundred yards away. I walked into the station house to get a rain coat I had left there. I came right out and my wife and Mrs. Lamb were standing on the platform in front of the station house. My wife reached out her hand to her sister to bid her good-bye, which she did. She then put her hand to her forehead and she said "I never saw any motor on this train yesterday when the accident happened. I remember driving into Emerald Station. I did not see any woman on the track at that time. I did not know of the accident until after we had stopped. In coming into the train I saw the woman on the left hand side, I saw no obstacle in the way from my side going in from the east. I sounded the whistle for the Station at the usual time and place which is about a quarter of a mile from the depot and started the bell ringing. The bell continued to ring until the train stopped. I slow down first at the curve which is about an eighth of a mile from the Station and go into the Station at about six miles in pretty fast.

When opposite the Station I apply the final brake to stop the train. This train is usually on time, may be late on an odd day, but very seldom. Some days we are at the Station ahead of the Jitney. We are both due at 3:45 and I have seen the Station at the same time.

H. B. Warren (Sworn)—I am a spare conductor employed by the C. N. R. I am running on the oil electric car, popularly known as the Jitney. I was the motorman on the Jitney yesterday. I remember driving into Emerald Station yesterday afternoon. I am coming into Emerald from Charlottetown, may have to wait occasionally five minutes. It has happened that we met them at Bradalbane but very rarely. Sometimes we are pulling into Emerald at the same time but more often one or other is a minute or two ahead. Yesterday I think we were in a minute or so ahead of the Charlottetown train. I did not see the accident yesterday. I was doing some work about the motor for a minute or two and then a brakeman told me there was a woman hurt by the other train. I went over and helped them lift the body from the platform into the stretcher. The engine was not stopped at the Station, she was idling. I do not think the motor makes sufficient noise to interfere with hearing the signals from the other train. We always leave Emerald before the Charlottetown train does.

Richard Dugtra (Sworn)—I am a locomotive fireman employed by the C. N. R. I am a spare fireman. I

relieve the regular man. Yesterday, had several trips last summer but I am not on her very much. There is always plenty of time to cross over and get on the Jitney if it is in on time. The Jitney is nearly always on time. There is nothing to keep over late. I heard the whistle blow in to the Station. The noise from the mastoid together with a fractured skull. The lower extremities were crushed from the thighs down, right foot being entirely absent and most of the flesh of the leg. The left foot had attachments as a mangled remains, both thigh bones were crushed. The sternum and ribs were depressed in the right breast but the skin was not broken.

Death was due to fractured skull and concussion of the brain. In my opinion death was instantaneous.

Supreme Court At Georgetown

The Supreme Court held its opening session of the July term at Georgetown yesterday. His Lordship Chief Justice Mathieson presiding.

The grand jury, having been duly charged by His Lordship, brought in their report, in which it was recommended that the walls and ceiling of the Kings County Jail be painted and kalsomined.

As there were no criminal cases, His Lordship was presented with a pair of white gloves by the Sheriff, Mr. Malcolm MacDonald.

Yesterday an absent debtor case (new jury) was heard, the plaintiff being represented by H. F. MacQuaid, K. C. of Souris.

Tomorrow the case of Neill Albin Shaw, preventive officer vs. Patrick C. O'Halloran will be heard.

This is an appeal from a hearing in which the defendant was charged with an offence against the Inland Revenue Act.

The case was heard by the Justice of the Peace in Montague, who dismissed the charge.

It is from this decision that the present appeal is being taken.

The appellant, Shaw, is represented by Messrs. S. S. Hessian and Mark R. MacGuigan.

And the respondent, O'Halloran, by Mr. J. J. Johnston, K. C.

**STANDARD MINING EXCHANGE**

Quotations furnished through courtesy of LOUIS M. ATWELL & CO. Charlottetown Office

Abana	3.25	3.30
Acanda	16	15 1/2
Argonaut	6	6
Amulet	5.00	4.55
Area	34	39
Arno	33	28
Amity Copper	51 1/4	55
Bedford	62	56 1/2
Bidgood	70	68
Capital Royun	13	12 1/2
Central Manitoba	1.05	1.05
Clercy	17	15 1/2
Crown Reserve	49	48
Carona	5 1/2	8 1/4
Dome	8.40	8.00
Federal Kirkland	53 1/2	40
Granada	20 1/2	21 1/2
Grover Daley	11	11 1/4
Hollinger	13.50	11.60
Howey	86	84
Hudson Bay	19.75	18.40
International Nickel	97.00	90.00
Keeley	61 1/2	60
Kirkland	1.40	1.40
Kootenay Florence	27 1/2	25 1/2
Lake Shore	22.70	22.40
Lafayette Quebec	16	14
Malartic	1.50	1.41
Mandy	3.20	3.25
McIntyre	23.00	22.60
McDougall	40	35
Min. Corpn	3.75	3.50
Mofatt Hall	24 1/2	21
Murphy	32	30
Newbec	41	34
Nipissing	3.75	3.55
Noranda	54.25	51.60
Potter Doal	16	13
Pioneer	56 1/2	49 1/2
Sherrill Gordon	7.25	7.00
Stadacena	7.25	7.00
Sudbury Basin	17	16 1/2
Teck Hughes	10.75	9.99
Tough Oakes	25	24 1/2
Treadwell Yukon	19.75	18.00
Towagmac	3.40	3.64
Vipond	50	50
Wright Hargreaves	3.92	3.25
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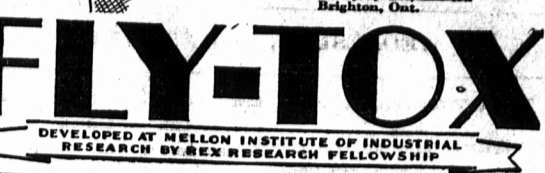
**U. S. Railways To Take Over Express Business**

(Special to the Guardian)

NEW YORK, July 17.—The United States Railways today announced definite plans for taking over the country's express business. Presidents of four of the larger railroads are appointed agents with broad powers to acquire either the existing property of the American Railway Express Company, or its stock, and to organize a new corporation, railway express agency, incorporated. Representatives of sixty six railroads doing most of the nation's business have agreed they will now enter into a binding contract with the American Railway Express Company when it expires next February 28, and all are expected to co-operate in the plan for taking over the business. The agents who will now enter into the contract are: the Pennsylvania; P. E. Crowley, president of the New York Central, and Carl R. Gray, president of the Union Pacific.

**When you uncork a bottle of FLY-TOX**

When you uncork a bottle of FLY-TOX, you may do so with the assurance that you have an insect spray which is guaranteed to please you in every way. FLY-TOX is a clean, pure, crystal liquid that will not stain; harmless to humans and animals; and has a fragrant odor.



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