



**Run-Down!!**  
Worn out  
Limp and weary  
Yours is a case  
for Wingarins

When your system is undermined by worry or overwork—when your vitality is lowered—when you feel "any-how"—when your nerves are "on edge"—when the least exertion tires you—you are in a Run-Down condition. It is then that Wingarins will prove its wonderful power, and give new vitality to your undermined system.

**WINGARINS**  
IS A TONIC-A RESTORATIVE-A BLOOD MAKER AND A NERVE FOOD.  
It has given joyous health to thousands of sufferers all over the world. 10,000 doctors recommend it.  
ASK YOUR DOCTOR  
GET IT AT YOUR DRUGGIST'S

6 Pints, 90c. Quarts, \$1.50  
CANADIAN AGENTS: FRANK S. BULL, 67 Portland St., Toronto, Ont.

Sold by the Two Mace Drug Store, Rosdun Bros.

**STRAND**  
A new *W.P.A.*  
**COLLAR**  
Same style, 2" back  
**BROCK**  
2 for 30c  
Quarter Sizes

**BAGPIPES**  
Sent Anywhere  
With our practicing Chanter, coating \$2.65, and an instruction book at 50c you'll soon learn to play the pipes. Send for complete bagpipe catalog. It interests in hand work and for the famous "Pison" instrument catalog.

**C.W. LINDSAY LIMITED**  
189 SPARKS ST. OTTAWA CANADA

**The Magdalen Islands S. S. Co. Ltd**  
The S. B. Amelia carrying H. M. mails, passengers and freight leaves Pictou every Monday and Thursday after arrival of morning express from Halifax, for the Magdalen Islands calling, going and coming at Souris.  
CHAS. W. IVES, Agent, Pictou  
W. H. Starratt, Manager, Amherst, Harbor, M. I.

**Eastern Steamship Lines**  
ALL-THE-WAY BY WATER.  
INTERNATIONAL LINE.  
Leave St. John Mondays and Tuesdays at 9:00 a. m. (Atlantic Time) for Eastport, Lubec, Portland and Boston.  
Return—Leave Central Wharf, Boston, Mondays and Thursdays at 9:00 a. m. for Portland, Eastport, Lubec and St. John.  
**MAINE STEAMSHIP LINE.**  
BETWEEN PORTLAND AND NEW YORK REDUCED FARES AND AND STATEROOM PRICES  
From Portland and New York. Passenger service Tues., and Sat., one week Thurs., alternate week. Freight service Tues., Thurs., and Sat. Leave Franklin Wharf, Portland, 6 p. m. Leave New York 5 p. m.  
**METROPOLITAN LINE.**  
Direct between Boston and New York.  
1 1/2 Hours.  
Route via Cape Cod Canal.  
Express Steel Steamships Massachusetts and Duncker Hill.  
Leave North Side India Wharf, Boston week days and Sundays at 6 p. m. Same service returning from Pier 18, North River, Foot of Murray St., New York City.  
St. John City Ticket Office, 47 King St. A. C. Currie, Agent, St. John, N. S.  
A. E. Fleming, T. F. & P. A., St. John, N. S.

**WEDNESDAY**  
**ANNANDALE NEWS** Shipping is quite brisk at Annandale wharf. Four vessels are loading produce. One for Clay Bros., one for A. C. Myers, one for E. McFarlane and one for J. M. Morrow. The farmers are getting along well with their potato digging. The crop is reported very fair, the potatoes being good and sound. Mr. James Robertson, Annandale has a bumper crop. Mrs. Crawford Blackett and Mrs. James Parks are on a visit to Pictou. Mr. J. H. Steele and Mr. Patrick McCormick of Little Port have returned from the West. They report poor crops there. Rev. Wm. McLeod preached in the Presbyterian church on Sunday night to a fair sized congregation.

The Victoria Hotel dining hall presented a most enhancing and enjoyable spectacle last night, the occasion being a complimentary dinner to Mr. Alfred V. Fraser of Messrs. C. M. Lampton & Co., the great fur buying house of London, England.

The dinner was given under the auspices of the Fur Sales Board of the Silver Black Fox Breeders' Association of Prince Edward Island and this enterprising body are certainly to be commended for their courtesy in honoring in such a magnificent manner the representative of the world's greatest fur buying concern.

Some sixty persons sat down to the repast, comprising gentlemen from every part of the Province—men possessed of the strongest confidence in the success and permanence of Prince Edward Island's great industry—an industry which has brought her into prominence before the whole world.

The dinner was undoubtedly one of the greatest affairs of the kind ever held here and goes to prove once and for all that when Mr. R. H. Sterns and the capable staff of the Hotel Victoria undertake to do a thing they do it handsomely. The entire function was carried through with clock-work precision and nicety of detail, and everybody was delighted with the appetizing viands provided and the manner of serving.

Following was the menu which was handsomely printed in dainty booklet form, providing a pretty souvenir of an occasion which will long be remembered by those privileged to be present:

- MENU.**  
Mepeque Oysters on the half shell.  
Lemon Points, Salted Almonds.  
Consomme aux Pate d'Italie.  
Broiled Salmon aux Fines Herbes.  
Potatoes a la Duchesse. Iced Cucumbers.  
Native Plover. Pies a la Francaise.  
Victoria Farm Choice Celery.  
Roast Young Turkey. Oyster Stuffing. Cranberry Jelly. Potatoes a la Marie. Creamed Cauliflower. Victoria Farm Fancy Tomatoes.  
Romaine Potage.  
Roast Brant. Red Currant Jelly.  
Potatoes au Purpure. Quenon Olives.  
Brandy Sauces.  
English Plum Pudding. Hard and Caramel Ice Cream. Genoese Cake.  
Demi Tasse.  
Nuts. Raisins.  
Malaga Grapes.

Mr. E. R. Brow, President of the Association presided with the guest of honor at his right hand, and Mr. Fred Rogers, was Vice Chairman and Toastmaster.

Among those present occupying places at the three large tables placed in the form of an open square were, besides the guest of honor, Mr. Fraser, Messrs. Fred Rogers, Summerside, who presided, A. B. Warburton, James Paton, Chester McLure, J. E. B. McCready, W. K. Rogers, J. A. Webster, J. W. James, H. M. Davison, R. H. Jenkins, T. B. Woodman, J. R. Dennis, J. B. Rombough, J. F. Andrews, S. Craig, C. H. Black, Percy W. Turner, Prof. Theodore Ross, J. O. Hyndman, B. R. Holman, Archd. McLean, L. Poole, R. H. Sterns, Major Bartlett, Dr. McIntyre, Montague, Dr. S. R. Jenkins, Dr. Leo Frank, Dr. S. R. Ross, Mr. W. L. Cotton, of the Examiner and Mr. J. J. Enman of the Guardian and others.

After full justice had been done to the elaborate menu, Mr. Fred Rogers, called for the toast to His Majesty the King which like all the toasts was drunk in solid water, the national anthem being sung.

The next toast was "Our Guest," to which Mr. Fraser happily responded and "got down to business" and gave a very enlightening address concerning the fur industry. He stated that the war had had a disastrous effect on the fur trade in general as well as many other lines of business. Since 1915, however, there had been increased quantities of pelts and improved prices. The New York market through the suit and cloak trade has taken more than usual. A good many foxes will be killed this fall and he believed there would be some lowering of prices. Mr. Fraser declared that his firm would be willing to make advances on any skins of any animal killed and the skin could be sold to a strong firm and kept in this way they would have brought better prices. After the war, Mr. Fraser said he believed that the European and American market would be able to take care of two or three thousand foxes without making any serious break.

Mr. Fraser urged the Island breeders to endeavour to raise larger pelts—the quality was for the most part splendid, but too many of the pelts were not large enough to command the price they otherwise would. Mr. Fraser gave quite a lot of information in answer to questions but owing to the late hour at which the meet-

**YOU NEED**  
to aid nature occasionally when your liver is sluggish, your stomach disordered or your bowels inactive. Let this safe, mild, dependable remedy regulate these organs and put them in a sound and healthy condition.

**BEECHAM'S PILLS**  
Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 25 cents.

**BE CURED TO-DAY OF BACKACHE**

Your persistent backache can have but one cause—Enlarged Kidneys—and they must be strengthened before the back-ache can be cured. Your last remedy, and the quickest to act, is Dr. Hamilton's Pills; they cure kidney backache in a hurry. Kidney and stomach disorders has no equal. Dr. Hamilton's Pills will surely cure your back weakness, they will bring you appetite, color, strength and good spirits. Being purely vegetable they are mild, not drastic. A 25c bottle of Dr. Hamilton's pills today.

ng broke up it is impossible in this issue to give further space to his remarks.

Other toasts were "to the ladies, presided to by Dr. Leo Frank and Mr. Graham Rogers; "Our Industries" replied to by Messrs. J. E. B. McCready, A. B. Warburton, J. W. Jones and Hon. J. A. McDonald. "Our Host" replied to by R. H. Sterns.

The proceedings broke up at a late (or an early hour with the National Anthem.)

**THURSDAY**  
A special committee of the Charlottetown Board of Trade, consisting of Messrs. G. E. Full, (Chairman), Jas. Paton, M. L. A., N. Rattenbury, E. T. Higgs, W. H. Aitken, and H. V. Buntain, accompanied by a large majority of the members of the Board, yesterday paid an official visit to the Car Ferry Terminal at Carleton Point, where they looked over the whole ground and thoroughly inspected the works, afterwards examining a number of the officials of the P. E. I. Railway with regard to freight, passenger facilities and kindred questions. A special train left Charlottetown shortly after nine o'clock, arriving at Carleton at 11:30, and before dinner the Committee were shown around by the Engineers, who courteously explained the various steps in the progress of the stupendous operation and gave every possible information in connection with them. After dinner, the Committee met in one of the buildings, and there conducted the enquiry as above stated.

The party consisted of the following gentlemen: A. Pickard, President of the Board of Trade, H. P. Hillson, Vice-President; E. H. Beer, Secretary; Jas. Paton, M. L. A., James McIsaac, A. A. McLean, M. P., Major A. A. Bartlett, Col. D. Stewart, Chas. Chandler, City Councillor; G. D. Wright, Bruce Stewart, Albert Nowell, Isaac Carter, George E. Hughes, M. L. A., W. A. Stewart, H. V. C. H. Peet, Gavin Duffy, Ernest Coffin, W. W. Staney, J. A. Webster, Laughlin McDonald, Wm. Moran, S. A. McDonald, F. J. Holman, Capt. Finlayson, J. A. Messervey, Lloyd Wellner, John McLoughlin, G. H. Taylor, James Tait, Harold Jenkins, Mr. George, Peter McDonald, John McKenna, Dr. C. H. Peet, George E. Full, J. C. Clark, of the Experimental Farm; J. R. Dennis, P. R. Newsom, E. T. Higgs, W. H. Aitken, Rev. J. J. McDonald, and Rev. H. A. McIntyre, (Kinkora); City Councillor, P. A. Smith; Nelson Rattenbury, W. E. Hyneman, J. E. B. McCready, Publicity Agent; R. C. Goff, James F. McIsaac, and the following Railway Officials: Mr. H. McEwen, Superintendent; and Messrs. Alex. McDonald, W. F. Huggan, G. A. Hughes, S. F. Hodgson and John Fraught. The engineers were Messrs. F. B. Fripp, general superintendent of works, and H. M. Downing, in charge of the work at Carleton Point. Mr. Tapley was present, representing the I. C. R., Moncton. The Press was represented by Messrs. W. L. Cotton and T. S. Hubbard. The representative of this paper, in an interview with Mr. H. M. Downing, one of the engineers elicited some interesting information in regard to the work which has been carried out at Carleton Point within the past year, and which is still being pushed ahead, and from what was seen and heard, it was quite obvious that every available moment had been taken full advantage of and turned to the greatest account. No mere statement can give anything like an adequate idea of the magnitude of what has been accomplished and the vast expenditure of organized and systematic labour, which it has involved. The general "lay" of the terminal has already been fully described in "The Guardian" and it is unnecessary to enter into details here; but perhaps a brief description of the dimensions of the work, forming the harbour which will be ready to appreciate what has been done. The break-water, which is practically completed, is 600 feet long and 20 feet wide along the top, gradually broadening out towards the bottom until it reaches a width, at the foundation of 130 feet. It is thus an impressive structure. This break-water is 35 feet high and at low tide stands 15 feet above water. The pier represents a colossal task almost accomplished. In connection with this part of the terminal, what is known as the "rubble mound" approach to the landing slip is practically finished, all that remains to be done being the laying of the rails on this approach and the erection of the sea-wall along the top of the pier. The pier consists of the approach and the landing slip, and the total length is 2740 feet, of which the approach occupies 2,000 feet and the slip 740. The slip is composed of nine concrete "cribs" or square boxes 100 x 35 feet, and 33 feet deep, with timber bottoms, and they are divided into smaller compartments each 10 feet square. These cribs were built at Point Du Chene and brought over to Carleton Point, where they were set in place and filled with quarry stone. This filling process has been practically completed. A year ago the water was visible over the entire surface now covered by the pier and a conception can be formed of the progress that has been made since then when it is stated that stone amounting to upwards of 250,000 tons has been handled and put into position. The overhead trolley suspension between towers of 95 and 110 feet high respectively, and used for the purpose of distributing this stone, has a carrying capacity of upwards of ten tons, some of the large slabs of rock being as heavy as 25 tons. The sea-wall on the pier was 65 feet high and will protect the cars from the sprays in very rough weather.

There is a transfer platform, consisting of 3 girders suspended from

steel towers and resting on a concrete pier. This platform occupies a dock in the landing slip, and by means of screw gear operated by steam, it is raised or lowered to bring the rails of the track to the proper elevation of the Car Ferry, the stem of which will partly enter this dock. There will be 4 lines of tracks on the slip proper, two running over the transfer platform or bridge to connect with the tracks in the steamer, and one on either side.

A large percentage of the dredging of the "turning basin,"—the immediate space in which the Car Ferry will turn in leaving the harbour,—has been completed, the dredge "McDougall" being used in the work. "The McDougall" is one of the largest dredges in the Maritime Provinces, her "dipper" having a capacity of six yards. As regards the railway work, the tracks have been laid on the approach to the landing slip, and all the tracks in the yard have been laid with the exception of a few hundred feet. The engine house, turn table, foundation and stock pen have all been completed except as regards a small portion of the painting. The work in connection with the buildings is being done by Mr. D. R. Morrison of Summerside. The length of the branch road connecting the P. E. I. Railway with the Terminal is three miles, and the grading on that stretch has been completed, while the laying of the tracks will well under way.

The construction of the Terminals, it may be mentioned is in the hands of the Roper Miller Company, Toronto, which is represented by Mr. Saunders. In regard to the work at Tormentine, the landing slip is completed here, the installation of the transfer bridge which is now being put up. These transfer bridges for both Carleton Point and Tormentine are used by the Dominion Bridge Company. The work at Tormentine is practically of the same nature as that at Carleton Point, with the exception that where an approach of 2,000 feet had to be as an approach of 2,000 feet had to be on this side to connect with the landing slip, at Cape Tormentine the Marine Pier had been incorporated into the work and forms the approach. The "turning basin" at Carleton Point is about a thousand square feet in area.

Some persons have an idea that the board ice might, when wind and tide favoured it, overrun the pier, and in regard to this question the writer asked the engineer's opinion. Mr. Downing made it quite clear that such a condition is not only extremely unlikely but impossible, as the pier is protected by a natural reef of rock, which parallels it a distance varying from four hundred to a thousand feet, on which the running ice grounds and piles to a height of 30 feet, the pier being thus free at all times. This reef during rising water throws the tide out from the turning basin and prevents any strong current entering which would parallel the pier. On the other hand, during falling water this condition does not exist, so that a strong current flows out of the harbour, keeping it clear all the time.

**THE INQUIRY.**  
At the meeting Mr. Alfred Pickard, President of the Board of Trade, pre-

sided, and Mr. G. E. Full, Chairman of the committee, conducted the enquiry. Mr. Full, in a few remarks, explained that the meeting was for the purpose of enquiring into the freight transferring facilities at Carleton Point, which facilities, he said, the Board had learned, were not adequate. The Board had also requested the Government to send an engineer with whom they could confer, and in response to that request Mr. F. B. Tapley was in attendance. Mr. Pickard then declared the meeting open.

Mr. Alexander McDonald, of the P. E. I. R., in reply to Mr. Full, gave a statement showing the number of cars taken from Summerside each morning and also the number of cars taken from Charlottetown at the same dates. On October 11th 16 cars were taken from Summerside and 32 left behind; 15 from Charlottetown and 23 left behind.

On Oct. 12, 15 were taken from Charlottetown and 22 left behind, and 15 taken from Summerside and 33 left behind.

On Oct. 13, 20 cars went from Charlottetown and 29 remained, and 34 left Summerside and 26 were left.

On Oct. 14, 17 left Charlottetown and 28 remained behind, while 22 were taken from Summerside and 29 left behind.

On Oct. 16, 11 cars were taken from Charlottetown and 50 left behind, while 37 went from Summerside and 25 were left behind.

On Oct. 17th, 5 cars left Charlottetown, while the figures were not available in regard to those which remained in Charlottetown and those which left Summerside and those which remained. Mr. McDonald suggested a number of questions as to the best means of transferring so many as 80 cars a day at Carleton Point and he thought that two tracks would best answer the purpose, one a narrow-gauge track and the other a wide-gauge and being sufficiently close together, Messrs. McEwen and Downing also made statements, both being of opinion that the present freight shed at Carleton Point is inadequate and that, uncovered as it is, it would be uncomfortable and unsuitable in winter.

The opinion was expressed by Messrs. Full, Buntain, Buntain and others that it would be in the interests of the province that the Railway Department provide a place at the Car Ferry Terminal for the transferring of coal cars. After some further discussion Mr. Full moved and Mr. Buntain seconded the following resolution, which was unanimously carried: "That it is absolutely necessary in the business interests of the province that a double track siding 800 feet long be provided at Carleton Point immediately for the transference of freight coming and going from this province to the mainland; and that proper facilities be afforded for the transference of coal from I. C. R. coal cars and Prince Edward Island coal cars; and that a proper shed be provided for the transference of way freight."

The meeting thereafter closed and the party returned to Charlottetown arriving at 4:30.

North River, Hardest Thawing services in the Baptist Church at 7 o'clock on Sunday next, Special singing.



**FOOD ECONOMY**

Every housewife knows the length of time it takes to prepare the most ordinary soup, the cost of fuel, ingredients, etc. But with a few vegetables, one or two Oxo Cubes, a little flour and water, a most excellent soup can be prepared in a few minutes at the cost only of a few cents.

So with entrées, savouries, sauces, invalid dishes, the Oxo Cube way is the quick, convenient, efficient way, and makes for economy every time.

Another point of great importance is the peculiar power of Oxo Cubes to increase the nutritive value of other dishes. For instance, Oxo and rice is much more nourishing than rice without Oxo. Hence when Oxo Cubes are used lighter meals can be indulged in.

Tins of 4, 10, 50 and 100 Cubes.



**CROWN LIFE**

Have you seen the new Crown Life Policies approved by the Canadian Government Department of Insurance? They contain surprisingly liberal provisions.

Let us send you some fresh insurance facts.  
**CROWN LIFE INSURANCE CO., TORONTO**  
Agents wanted in unrepresented districts.

**Kellogg's TOASTED CORN FLAKES**  
10c

**TRUST** the children to know what is good to eat. Kellogg's is a warm favorite with them because they like the delicious crispness of the delicately toasted flakes. Mother knows that Kellogg's Toasted Corn Flakes are good by the way the youngsters thrive on them. They contain much of the nourishment that little bodies need, and their extreme digestibility makes them kind to little "tummies."

The Battle Creek Food Co., Ltd.