

### For Your Soldier Friend

As this season of the year we are thinking of our soldier boys in the trenches. Very soon now the Christmas parcels must be sent forward so that they will arrive at their destination in time. You are perhaps considering what you will send him. Why not make his Christmas as bright and happy as possible? Send him something useful, which he will appreciate.

Our stock contains many useful gifts such as:—wrist watches, emblem rings, cigarette cases, signet rings, fountain pens, silver pencils, cigarette holders, etc.

It will be a pleasure to have you call and see our new goods.

**W. W. WELLNER**  
Estab. 1868, Jewellers, Etc.

## The Eastern Guardian

"IT PAYS to buy in this Province."  
"T. GORDON IVES is Guardian representative in Montague."

**WAR CANNOT END WITHIN TWO YEARS AND MAY RUN FIVE.**

NEW YORK, November 5.—Roy Howard, correspondent of the United Press, who has returned from a four months' trip abroad, says:—"No where in England, France, or Germany, is there the slightest evidence yet of an approaching end to war. In no country is there any indication that the struggle can be terminated within two years. There are innumerable indications that the end is much farther off."

Lord Northcliffe, who more often probably than any other man has correctly forecasted the war developments, is now urging the British to make no calculations based upon peace within five years. Although pushing their offensive on the Somme with great vigor, the British land forces will not have attained full merit. The idea is current in Germany that France is too nearly exhausted for a further dangerous offensive is unwarranted optimism. The actual figures of the Somme drive, where the French, (though only called on to protect the right wing of the British offensive force), have actually taken more ground and more prisoners than the British, is indicative of what the French have in reserve. So also the new trust at Verdun.

**SUMMERSIDE MARKETS, FRIDAY.**

Butter, creamery, per lb	36	37
Calfskins, per lb	19	20
Eggs, per doz.	11	12
Hay, loose, per ton	11.00	12.00
Hay pressed, per ton	12.00	13.00
Hides, per —	15	16
Lamb pelts, each	50	70
Oats, black, per bus.	55	55
Oats, white, per bus.	50	50
Potatoes, per bus.	45	50
Pork, organs alt.	09 1/2	12 1/2
Straw, pressed, per ton	56.00	56.50
Turnips, per bus.	18	20
Wool, per lb	35	45
Wheat, per bus.	1.40	1.50

"MR. R. R. HOWLETT is Guardian agent for Annandale and vicinity."

**"MEETING. BUTTER FACTORY—**A meeting will be held in St. Mary's Hall, Souris, on Wednesday, Nov. 15th at 2 o'clock p. m., to consider the advisability of starting a Butter Factory in Souris for the farmers of the surrounding country. The members of the Institute and all interested are invited to attend. By Order of Committee. 2377-11-9M31.

**COST OF BILINGUAL FIGHT IS \$150,000.**

TORONTO, Nov. 7.—It is estimated that the entire cost of the bilinguist litigation through the Ontario courts and the Privy Council will exceed \$150,000, of which \$100,000 will be borne by the province. These figures cover court costs, legal fees, travelling and other expenses incidental to the trials. The costs assessed by the courts will total \$25,000. In the first British appeal before the Privy Council in which the decision was in favor of the province, the province is allowed its costs, but in the second appeal the decision in which was adverse, the Ottawa separate school commission appointed by the Government must pay the costs of the city of Ottawa and Quebec Bank, parties in the action.

The legal fees which the Government must pay will alone reach \$80,000. This sum covers the fee of Sir Robert Findlay, who was retained by the Government and those of Messrs W. N. Tilley and McGregor Young, Government counsel. The travelling expenses will in addition represent \$5,000.

**CHARLOTTETOWN MARKETS.**

Butter (creamery) in prints	35	35
Butter (tub) lb	32	32
Butter (fresh) lb	32	32
Eggs, doz.	15	20
Beef lb (retail)	12	12
Powls, lb	12	14
Chickens lb	12	15
Ducks lb	14	15
Hay (pressed) ton	11	12
Oats (black) bus.	55	55
Oats (white) bus.	50	50
Carrots, box	40	50
Straw (pressed) ton	7.00	7.00
Pork lb	12 1/2	12 1/2
Turnips, bus.	18	20
Potatoes per bus.	45	50
Buckwheat, per bus.	75	90

of the crew, in a few minutes. Only a few scattered individuals, some of whom had been thrown far from the ship, could be picked up from the water after half of the vessel and the boats. They were all more or less burned or maimed. The after part of the ship, where all the bulkheads had been closed at once, remained afloat for about twenty minutes. To this circumstance, which is brilliant evidence of the worth of our ship's material and of German construction work, survivors principally owe our salvation.

"The two steamers accompanying us at once realized the full import of the catastrophe, which had made it self known to them through a pillar of fire about 100 yards high, and they hastened at full steam to the vicinity of the sinking cruiser, and put out all their boats. Our own boats were also got into action at once, and in company with the steamer's boats, scoured the scene of the disaster in search of survivors. After the First Officer, together with the Engineer of watch, had gone below and made sure that there was not a living man there, the last boat, carrying the officers, pushed off. We had hardly reached a distance of 100 yards when the stern of our ship rose sharply out of the water so that her rudder and screw were plainly visible. Then, from the boats that were still looking for survivors, rang out three cheers for the remains of His Majesty's ship Karlsruhe, so swiftly diving into the depths, and for our comrades.

"Then all was still in our little circle. A burden of sorrow and pain lay upon us, and staring us in our faces were the questions: 'How?' and 'Why?' They will never be answered. The disaster had struck us so suddenly and heavily that at first we could not realize its full import and extent.

**KEPT THE DISASTER SECRET.**

"The next morning the search for fragments of the sunken ship soon had to be abandoned as fruitless. What were we to do now? The answer was not difficult. Our next action was limited by two lines of conduct. We must try to place ourselves and the survivors among the crew at the disposition of the Fatherland as soon as possible. Then the loss of the cruiser of which the English thank God, could know nothing, must be kept secret as long as possible. The good work of His Majesty's ship Karlsruhe had severely damaged and disturbed English commerce in the North Atlantic Ocean. The Karlsruhe would free the English from their burden, and the result of our work would be wiped out with

## GILLETT'S LYE

HAS NO EQUAL

It not only softens the water but doubles the cleaning power of soap, and makes everything sanitary and wholesome.

REFUSE SUBSTITUTES.

a single blow. If, however, we could succeed in keeping the loss secret, the alarm of the English shipping would be prolonged for months. Important English fighting units would be kept tied up by us, and this would also be of advantage to our cruiser and futile fire.

"We dropped the idea of joining the cruiser squadron. We soon agreed that we wanted to make our way azzu under the shelter of defences and a mine zone. Enemy destroyers came out and were attacked by our ships which forced their retreat. Our destroyers then returned safely to their base. On November 5, three enemy destroyers appeared at dawn before Santa Pifolmare and began to bombard that part of the coast although no military works are there. One of our armored trains rushed up engaged and drove off the enemy. Two destroyers were hit, one was ed by others. The enemy fire was ineffective, one railroad man being slightly wounded and small damage done to private property.

**AUSTRIAN SUBMARINE SUNK WHILE TRYING TO SINK ITALIAN TRANSPORT**

ROME, November, Monday 6.—An official statement says:—"An Austrian submarine attempted on the night of October 16-17 to torpedo one of our transports conveying troops, but was discovered and attacked by a convoying destroyer. The submarine and the transport reached its destination safely. The majority of the crew of the destroyer were saved, and two officers and eleven men of the crew of the submarine were made prisoners.

"On the night of November 1 our destroyers after crossing boldly and successfully a mine zone and surmounting by their daring solid obstacles defending the Fasana-Pola canal, managed to enter the customary anchorage of part of the Austrian fleet.

"Two torpedoes were fired against one large ship, and were observed to catch in the vessel's torpedo net. For two hours our destroyers re-

confronted within a few hundred yards of the (dred and strong citadel the alarm of the English shipping when they had accomplished difficult and most delicate missions. Numerous powerful searchlights beat the sky and sea and batteries opened random and futile fire.

"On the night of November 3 several of our destroyers sank a large Austrian steamer anchored at Durazzo under the shelter of defences and a mine zone. Enemy destroyers came out and were attacked by our ships which forced their retreat. Our destroyers then returned safely to their base. On November 5, three enemy destroyers appeared at dawn before Santa Pifolmare and began to bombard that part of the coast although no military works are there. One of our armored trains rushed up engaged and drove off the enemy. Two destroyers were hit, one was ed by others. The enemy fire was ineffective, one railroad man being slightly wounded and small damage done to private property.

**MISREPRESENTING VOTE IN KITCHENER.**

KITCHENER, Ont., Nov. 7.—The city council tonight emphatically repudiated the action of certain firms and persons in this city who have secretly sent small blue cards to their customers, on which they allege that the vote on the by-law to change the name of the city was carried by unfair methods and that the electors were intimidated and asking that their mail be addressed "Berlin Canada."

"On motion of Alderman Hahn and Hallman, the city solicitors were requested to advise the council as to proceedings necessary to put a stop to the misrepresentations.

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If you can't get back to the old home for Christmas a new photograph will come nearest to taking your place—will bring cheer to home-keeping hearts. Make the appointment today at

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**PLANT LINE**

The next sailing from Charlottetown for Boston will be on Friday November 3rd.

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Ch'town.  
2735-10-25Mttf.

**Eastern Steamship Lines**

ALL THE WAY BY WATER. INTERNATIONAL LINE.

Leave St John Mondays and Thursdays at 9.00 a. m., for Portland, Eastport, Lubec and Boston.

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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.

18 1/2 Hours.  
Route via Cape Cod Canal.  
Express Steel Steamships Massachusetts and Bunker 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. B. A. E. Fleming, T. F., & P. A. St. John N. B.

**Your Childrens Eyes Need Attention**

Many parents are culpably negligent of their children's eyes, early attention to which would very often obviate lifelong annoyance and possibly injury to physical health. If a child of yours complains that he cannot see clear, that he has dull pains in the region of the eye, or that he is subject to headache; if he leans, looks at objects askance, or what partly closed eyes, he is suffering from some defect of vision, and it is your parental duty to at once consult a competent optician, lest your negligence of indifference may result in permanent injury. Always have your children's eyes examined before first sending them to school.

The examination of children's eyes calls for special tact as well as professional skill. If they do not need glasses we will tell you so.

**H. J. MABON,**  
Druggist and Optician  
Next door to Bank of Commerce  
Montague P. E. I.  
2803-10-28Mttf.

**NE-O-LIN SOLES**

We are showing several new lines of mens fall boots made with neolin soles.

Neolin makes your boots easy and flexible, will resist water—and does not get hard. Black and Mahogany \$6.00 6.50 7.00

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**The Magdalen Islands S. S. Co. Ltd**

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W. H. Starratt, Manager, Amherst Harbor, N. I.

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The shooting tearing pains of neuralgia and sciatica are quickly relieved by the soothing external application of Sloan's Liniment.

Quiets the nerves, relieves the numbness feeling, and by its tonic effect on the nerve and muscular tissue, gives immediate relief.

Sloan's Liniment is cleaner and easier to use than musky plasters and ointments and does not clog the pores. Just put it on—it penetrates. Kills pain—You will find relief in it from rheumatism, neuralgia, sciatica, stiff neck, toothache, etc.

For strains, sprains, bruises, black and blue spots, Sloan's Liniment quickly reduces the pain.

It's really a friend of the whole family. Your druggist sells it in 25c., 50c and \$1.00 bottles.

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KILLS PAIN

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or to the Department of the Naval Service, Ottawa.

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**THE STORY OF A GERMAN RAIDER**

With the publication by the G. Brauchne Court Book Publishing House of Karlsruhe of the war diary of Capt. Aust, one of the surviving officers of the German cruiser Karlsruhe, the mystery surrounding the fate of the commerce destroyer that sank in the Atlantic in the west for several months following the outbreak of war seems to have been dispelled. According to Captain Aust's account, the Karlsruhe was blown up by an internal explosion on the evening of Nov. 4, 1914, while a short distance off the northeastern coast of South America, and her surviving officers and men, sailing in one of her prizes, succeeded in slipping through the British network of warships and reaching a Norwegian port on Nov. 29.

In a story headed "Mysteries of War That Are Unsolved" of Oct. 8, 1916, mention was made of a rumor from Copenhagen to the effect that the Karlsruhe had been blown up at sea, and in the light of Capt. Aust's diary this report seems to have been well founded. After giving a detailed description of the days of the war, Captain Aust, who was Adjutant of Captain Erich Kohler the cruiser's commander, who went down with his ship, writes:

"On Nov. 4 His Majesty's ship Karlsruhe was in 10 degrees 7 minutes north latitude and 55 degrees 25 minutes west longitude and 6.30 o'clock in the evening. The commandant was on the bridge, together with First Lieutenant Baron von Althaus, the officer on watch, and the personnel of the steering and signal detachments. It was the hour of the brief tropical twilight. The members of the crew had just finished their supper, and, as was the custom every evening, had assembled forward to listen to the ship's band, which had taken up its position under the bridge. The officers and petty officers were still sitting at their supper in their messrooms aft where the various watches and stewards, cabin boys and cooks were also gathered. At a short distance the cruiser was followed by the steamers Indrani and Rio Negro.

**EXPLOSION JUST AFTER SUPPER.**

"The first officer had just risen from the supper table and some of the officers were on the point of leaving the hot afterport of the ship for the cooler atmosphere of the bridge, when a heavy shock, followed by a muffled cracking and grinding, shook the vessel. The electric lights went out. The ship immediately heeled over sharply to her port side. Some one in the officers' mess room cried: 'Struck by a torpedo!' This thought was taken up mechanically by all the others. We rushed to our stations.

"Even before I had reached the after part of the ship's superstructure, which was my emergency post as second artillery officer, I heard the cry: 'Close the bulkheads!' and the customary five short strokes of the ship's bell. Right in front of our bow I saw the floating hull of a ship which sank in a few minutes. I thought it must be a strange vessel with which we had been in collision, although this seemed unexplainable to me. In fact it was the forward half of our own ship. A terrific explosion had blown His Majesty's ship Karlsruhe into two pieces.

"The place where the explosion occurred and its immediate neighborhood, the part of the ship extending from the bow to the forward stack and including the captain's bridge and the foremast, must have been blown to atoms. No one had seen even a piece of it. The forward part of the ship went down, with the greater part

**Callers**

Of course they will take a cup of tea, and naturally you are anxious it should be "just so."

Pin your faith to KING COLE next time, and see how well it will serve you.

**KING COLE TEA**

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THE STANDARD OF EXCELLENCE

—for children, has the comfortable ruggedness necessary for sturdy little legs—legs inclined to destroy everything in sight. You'll find in Penman's most astonishing wearing qualities—warm? Of course!

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