

Heart Trouble Hands and Feet Numb and Cold

Mrs. Wm. Fowler, Auburn, Ont., writes: "Several years ago I was troubled with my heart and nerves, so bad, at times, my hands would become numb and cold. I took doctor's medicine for a while, but it did me little or no good. I happened to see



advertised and started taking them at once, and continued for some time, and since then I have had no return of my trouble."

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SMILES

GABBY GERTIE



"A girl who flirts with an aviator expects him to fall sooner or later."



"He brings her a lot of maple sugar."
"You might expect that of the sap."



"Have you ever run amuck?"
"Never heard of the car."



OF COURSE
Potato: Mr. Pea acted like a regular Rube when he visited in the city.
Paranoid: He couldn't help it. You know he's a green pea!



WHEN THEY ARE ODD.
"Do you know when an even number of figures can be odd?"
"No—shoot!"
"When they're human figures."

Men Marooned By George Marsh

THE STORY

The Albany mail Garth Guthrie's thoughts were a medley of surmises, questions, hopes. Letters from home! There would be little from his family—Ethel, that would bring cheer to an exile's Christmas. But the letter which a girl on the moonlit shore of the Albany had promised to send him—had she remembered? As he passed the tips on his way to the chattering people on the shore, his heart was quick with expectation—hope. After the disapproval—reproach, of home letters, the letter from Joan Quarrier would come like the sun breaking through the cloud canopy of the bay. But if she had forgotten? As he joined Etienne and Marie, the possibility of there being no letter on the sled behind the four Ungava huskies galloping in to Etlikwan to the shouts of the Crees, made him set his finger nails in the palm of his hands.

Up at his quarters, the little Christmas spruce waited on a table—for her letter—his Christmas. Should it wait in vain?

In the trade-room Garth opened the mail bag with nervous fingers. Clara's familiar hand, company mail from Cameron, two from Ethel, pale blue—He heard the hammering of his heart as he fumbled for, and drew out, the last envelope in the bag. One from an old army friend, another from his colonel, a third! Slowly he did slide the folded paper from the one beneath—the last, as he doubtfully shook his head, numb with disappointment.

He looked! A strange hand—a woman's! She had kept her word to the exile.

In his joy Garth south the privacy of the rear of the counter to read Joan Quarrier's letter. Then he remembered. He had said it was to hang from the tree, to be read last, on Christmas day. Tucking it into the shirt beneath his coat, he put the others in a pocket and joined Etienne and the hungry dog-runner, who waited for Marie's dinner.

After all, it was to be a happy Christmas. A trade beyond his hopes; triumph over the schooner which lay thirty miles away over the ice—and word from the girl who faced so dauntless with those unwavering dark eyes. A Merry Christmas for Garth Guthrie, come what might from Charlie and Clara—and Ethel. From Ethel, what?

On Christmas eve he stood in his living room with old Anne, before the little spruce, brave with worsted and colored paper and bits of lighted candle. On the tree hung colored baits

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and at its foot were small parcels tied with gaudy Christmas ribbon. On the topmost twig a letter.

"You told me, Anne?" he asked the grinning squaw, proud in her best wool dress, her raven hair coquettishly creled by a huge pink ribbon—a gift of Garth's cherished for ceremonious like the present.

"Aha!" chuckled the faithful Cree. "Dey come soon, now. Marie, she rub dem chil's face till dey shine lak de moon!"

Garth paced the floor, his lean, dark face beaming in anticipation. Then laughter, giggles, shouts of children, followed by stern reproof in a man's voice, announced the arrival of the guests, the eight Savannes.

Garth and Shot simultaneously sprang to the door to welcome the comely Marie, leading her excited brood of six, with the grinning Etienne as rear guard.

"Merry Christmas, Marie! Jean! Yvonne!" he cried, fairly dragging the giggling and embarrassed children into the house. "Ah, Monsieur Etienne Savanne, friend of McDonald Hal! Hal is also with us tonight."

With his audience seated, Garth proceeded to divide the gifts he had ordered the previous year from lower Canada. For each of the children was a bag of candy, which was opened with wide-eyed curiosity and grins of delight. And, as the sweet tooth of town-ups is also highly developed in the North, Marie and Anne, who had been forgotten, swiftly evidenced their appreciation of good candy by pinning the children in their "munches."

Then the toys in packages marked with the children's surnames were given out. There remained a dress each for Marie and Anne, and a Ross sporting file for the delighted Etienne.

In the heart of the Santa Claus of Etlikwan, the pleasure lighting the dark faces of his friends at this unexpected gifts reached manyfold. Besides, at the top of the tree, his own Christmas waited his eager eyes.

When with much bustle and character his friends returned to their cabin and old Anne left him, Garth sat down to read the letters from home. The first opened was his brother's, which ran as follows:

"If I had been told that my own brother was to disgrace himself as you have seen fit to do up there on James bay, I should have knocked down the liar who said it. We understand now your strange refusal to return home, your indifference to Ethel and the business. Professor Quarrier has given me the whole shameful story. A white woman would have been bad enough—but a squaw! Pah!"

Guthrie's lean face set hard as he read the first lines. Slowly the blood pushed up under the wind-burned skin.

"A white woman would have been bad enough—but a squaw!" Reading no further, he crushed the letter in his hand and let it fall.

"Poor Ninda!"

The letter from Clara was a medley of hysteria, reproach, and unmistakable evidence of a sincere affection for her erring brother-in-law. His eyes softened as he followed the misguided woman's effort to appeal to his sentiment—to his old love for Ethel.

"Of course she knows, Garth. That Quarrier man spread it all over town. But I am sure, in spite of it all, she still loves you—would forgive, if you asked her. Oh, Garth! You're the only brother I have, and I've always doted on you. Won't you, for my sake, come back this spring—for your own, for Ethel's sake. I don't know what she's writing you, but you mustn't take it seriously. She's terribly hurt, of course—but I know she'll forget it all, if you come back."

MOTOR CAR FERRY SERVICE TO P. E. ISLAND

The following article appeared recently in the Truro (N. S.) Citizen—A short time ago J. O. Hyndman, of Charlottetown, gave an address before the Caledonian Club of that city, taking as his subject "Prince Edward Island and the Missing Link of the Canadian Pacific Railway."

In the course of a lengthy and interesting address, he said, in part: "My second proposal is that the Canadian Pacific build a railway branch from Tatamagouche harbor to Truro, approximately 25 miles, connecting with their subsidiary, the Dominion Atlantic Railway at Truro, as well as the Canadian National Railway, and that the Canadian Pacific operate a modern ferry between Tatamagouche and Charlottetown, a distance of about 30 miles, with adequate capacity for the carrying of passengers, mails and automobiles for seven months of the year. This would replace the present Charlottetown-Pictou service, a distance of 45 miles, and for which a large Dominion subsidy is paid.

"The present service consumes over four hours, whereas the proposed shortened route, with a fast boat, should not consume over two hours and make, at least, two round trips per day. It is possible that this proposed service could be established and operated jointly by the two railroads. This new steamship connection would bring many advantages besides the shorter sea trip. It would put us in closer touch with the great sea port of Halifax."

Tatamagouche to P. E. I.

F. H. Patterson, barrister, of Truro, is much interested in the proposal to establish a ferry service between his native Tatamagouche and P. E. Island.

In an interview with the Citizen-Sun, he said he had long heard of a proposal to establish a car ferry between these points. About 30 or 40 years ago, he said, it was much agitated, and was suggested as more or less probable until the car ferry was put on at Point Borden. At one time provincial and federal governments had gone so far as to vote subsidies and various surveys were undertaken. Mr. Patterson said that because of increased motor and tourist traffic

"Poor old Clara," said the man aloud. "Poor, simple Clara! She can't see yet that it's brother Charlie who counts with Ethel, not I."

So Quarrier had had his revenge, Quarrier, her brother. It was not strange after the snubbing he got. But she? What did Joan Quarrier think of the tale her brother had brought to Charles Guthrie?

Then he opened the two letters in the blue envelopes. One was dated a month earlier than the other and he read that first.

"I imagine your life in France," ran the letter, "was similar to that of the last year on James bay. I have learned much of what went on over there. Was it a French girl or an army nurse?"

She had unwittingly hurt him in the only way it was now possible for Ethel Falconer to reach the man who had once loved her. Army nurse! What had Ethel done for Canada to qualify her as critic of the women who had tolled and dared behind the lines, that stricken men might live?

He read on: "Of course, Garth, this is your answer. I was willing to forget the slight, the neglect, but when we learned how you had been living, my love died. To share your affections with an ignorant, immoral squaw was asking a little too much, Garth."

CONTINUED

"They were discussing silk stockings."
"They were invented in Queen Elizabeth's time," said the man who knows everything.
"Yes," commented another, "but they weren't discovered until the twentieth century."

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he felt the time was now ripe to consider whether a plan for the summer months merely that would involve cheaper, quicker and more convenient transportation from Halifax and the central and western parts of the province should not now be investigated. He pointed out that Halifax, Truro, Tatamagouche and Charlottetown are almost in a straight line and said that the natural geographical route from this part of the province is Truro to Tatamagouche via the Old Tatamagouche Road, 23 miles; and then Tatamagouche to Charlottetown by water, 35 miles; total of only 63 miles. This route, he said, showed a substantial saving over other routes.

The Original Route

The old original route to the Island, he said, was via Tatamagouche. It was established two centuries ago by the French and Indians and was followed by the British colonists until the late 60's, when the railway was opened to Pictou. There then being no rail connections at Tatamagouche the steam boat service was transferred from Brule to Pictou where it remained until the car ferry was put on at Point Borden.

At various times, he said, an agitation arose to have the service restored to Tatamagouche, but there were several obstacles. Ice conditions were not definitely known, and before a year-long connection could be made at Tatamagouche a great deal of dredging would have had to be done.

A New Plan

"These objections," he said, "have no relevancy to the plan which I am now advancing, which is that a ferry build particularly for the carriage of motor cars should be put on during the season of open navigation between Charlottetown and some point on Tatamagouche harbor. Doubtless to make the venture remunerative at first, a subsidy would be required; but if the three governments interested could all be convinced of the advisability of the scheme, the contribution required from each would be small. If a little dredging were done, enough to remove the mud deposit in some parts of the channel running from 'the bar' to the government wharf at Tatamagouche village steamers of sufficient draft could berth there at any time during the season of open navigation. The Old Tatamagouche Road, the straight and direct route from Tatamagouche to Truro, is already being reconstructed and made into a first-class road. Last Fall the grading was completed about half way, and it is anticipated that this season is over the work will be completed. At Truro this road joined the main trunk roads to Amherst, Sydney and Halifax."

Mr. Patterson said that before further subsidies are granted by any government he felt that there should be a complete investigation as to the comparative advantages of this and other routes. As far as transportation from Tatamagouche to Truro for those who did not have cars was concerned, this is taken care of in the summer time by a bus service, he said.

FIVE WARSHIPS WILL VISIT IN CAN. PORTS

OTTAWA, March 16.—The Department of National Defense has announced the program of visits of Canadian ports of British war vessels of the American and West Indies stations during the summer of 1929 as follows:

H. M. S. Despatch, light cruiser of 4,850 tons, will leave Bermuda June 17 and will arrive at Halifax June 19; St. George Bay, Nfld., June 26; Hawke Bay, Nfld., July 6; Hare Bay, Nfld., July 15; St. John's, Nfld., July 26; Saint John, N. B., August 3; St. Andrews, N. B., August 9; Charlottetown, E. I., August 20; Quebec, August 21; Montreal, September 2; Esquimaut, by the flag of Vice-Admiral Sir Cyril T. M. Fuller, K. C. B., commander-in-chief of the America and West Indies station.

H. M. S. Capetown, light cruiser of 4,200 tons, will leave Bermuda June 4 and arrive at Sydney, N. S., June 7, then to Newfoundland ports, thence to Halifax July 2; Digby, N. S., July 30; then proceeding to United States ports, returning to Pictou, N. S., August 30; Dalhousie, Chaleur Bay, September 5; Quebec, September 12; Montreal, September 20; Halifax, October 7, and Bermuda, October 17.

H. M. S. Colombo, a sister ship of the Capetown, will cruise in British Columbia waters until returning to Esquimaut prior to August 7, on which date she will proceed to United States ports, en route to Bermuda.

The sloop H. M. S. Heliotrope will arrive at Sydney, N. S., July 4; Baddeck, N. S., July 16; Yarmouth, N. S., July 25; Bay Harbor, Maine, August 3; Halifax, August 14; Amherst Island, August 19; Gaspé, August 21; Quebec, August 27; Montreal, September 3; Quebec, September 16; Riviere du Loup, Que., September 18; Liscombe, N. S., September 26; Halifax, September 30, and Bermuda, October 14.

The sloop H. M. S. Victoria will arrive at Sydney July 20; Ellis Bay, Anticosti, July 25; Matane, Que., July 30; Quebec, August 3; Montreal, August 13; Miramichi Bay, N. B., August 30; Charlottetown, P. E. I., September 5; Halifax, September 10; Chester, N. S.; September 18; Shelburne, N. S., September 23; thence proceeding to United States ports and Bermuda.

SOURIS HIGH SCHOOL

The following is the standing of Souris High School for the month of February.

- Grade X. 1, Kenneth MacDonald; 2, Frank MacInnis; 3, Eugene Lewis; 4, Lester O'Donnell.
- Grade IX. 1, Billie Acorn; 2, Doris MacDonald; 3, Donald MacDonald; 4, Irwin Cairns.
- Grade VIII. 1, Jesse Bushey; 2, Edward Moynagh; 3, Ernest O'Donnell; 4, Willie Fitzpatrick.
- Grade VII. 1, Bernard Mooney; 2, Esther Gillam; 3, Marshall Condon; 4, Ernest St. John.
- Grade VI. 1, Percy Cheverie; 2, Stewart MacAulay; 3, Francis St. John; 4, Ian MacDonald.
- Grade V. 1, Leonard Condon; 2, Blanche Green; 3, Billie MacMillan; 4, George Roach.
- Grade IV. 1, Phillip Paquet and Billie Maynagh; 2, Jack Matthew; 3, Amby Maynagh; 4, Henry Gallant.
- Grade III. 1, Franklyn Cheverie; 2, Shirley Gillam; 3, George Paoli; 4, Stirling Dingwell.
- Grade II. 1, Camille Cheverie; 2, Arthur MacDonald and Arthur Bryne; 3, Grace Paoli; 4, Robert Paoli.
- Grade I. 1, Marjorie Paoli; 2, Andrew Meurant; 3, Harvey Paoli; 4, Pearl Croucher and Edward Campbell.

WHEN TELEVISION COMES

"Daughter, your wanted on the telephone."
"Oh, dear, and I haven't a thing to wear."

Teachers' Attention
A Special Meeting of the
Prince Edward Island Teachers' Federation
Will be Held in the
Prince of Wales College Hall
AT
ONE P. M. FRIDAY, MARCH 22ND.
IT IS IMPORTANT THAT EVERY TEACHER ATTEND.

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NORTH GRANVILLE
The standing of North Granville School for the month of February.
Grade X.—1, Florence Morris.
Grade VII.—1, Gladys Taper, 2, Marion Taylor.
Grade VI.—1, Roy Wall.
Grade IV.—1, Elva Chappelle.
Grade III.—1, Alvin Mallett, 2, David Chappelle, 3, Evelyn Burgoyne, 4, Archie Chisholm.
Grade I.—1, John Chappelle, 2, Ethel Cappelle.

HEAD ACHES

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