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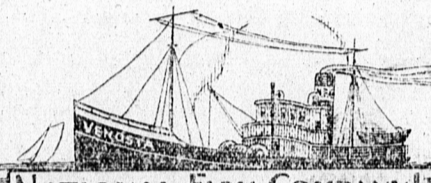
CHASE & SANBORN, Montreal.

Mrs. Tupper Foster's Fillet Recipe

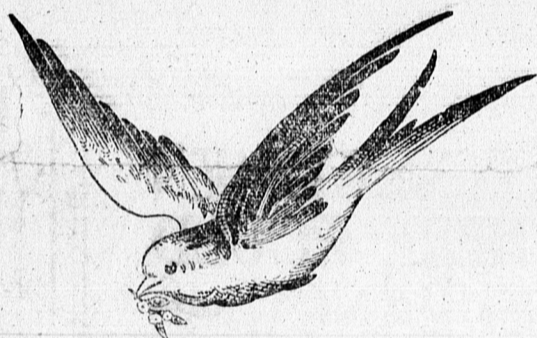
Fry liced bacon until crisp. Remove from pan to oven. Wipe Smoked Filets thoroughly and dredge with flour paper.

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NATIONAL FISH COMPANY



A Tip from Tibet

While the natives of The icy Land "Cannot stand absolute privation for any considerable length of time, they can exist for long periods on starvation rations, of eked out with buttered tea which is drunk at frequent intervals."

When you're troubled, when you're tired, when you're under stress and strain there's nothing will sustain and restore you like a cup of tea, especially Blue Bird Flowery Orange Pekoe with superb strength and golden richness. 4 cups for a cent!

Blue Bird Tea "BRINGS HAPPINESS"

Western Guardian

SHOP from Holman's Catalog.

THE POSTPONED Annual Meeting of the Kensington Dairymen's Association takes place Tues day Feb. 6th.

WEDDING BELLS—A quiet wedding took place at the Methodist parsonage at Summerside on Wednesday last, when Miss Stella Mabel Clark, daughter of Mr. and Mrs. Richard Clark, of Wilmot, became the wife of Mr. Lea H. Moose of Kensington, the Rev. George Morris officiating.

SAD BEREAVEMENT.—The death occurred last week at South West Lot 16 of Mrs. Roderick W. MacLean at the advanced age of 97 years.

Western Personals.

Sympathy is extended to Mr. and Mrs. A. Holland of St. Eleanors in the death of their infant son, Arthur Edward, born in 1922 and who passed away on Monday last.

HOME FROM LUMBER WOODS.—A large number of men from the lumber woods arrived home last week, owing to the work coming to almost a stand still owing to the successive storms.

Mr. T. J. Inman, Central Paddock, has returned to his home. He was one of the delegates who has been storm-stayed over from the Farmers' Convention. While in Charlottetown he was the guest of his brother, Mr. G. S. Inman.

IN MEMORIAM

The home of Mr. and Mrs. M. H. McLennan, Experimental Farm, was doubly saddened on Friday and Saturday, February 2nd and 3rd, when their little twin daughters Jean and Ruby were summoned up higher unto Him who said: "Suffer little children to come unto me and forbid them not, for of such is the Kingdom of Heaven."

and Arthur in California, John of Peabody Mass. and Ernest in New York and adopted daughter Mrs. J. M. Stewart, High Bank.

The funeral service, which was held in the Presbyterian Church, was conducted by her pastor Rev. M. D. McDonald of Murray River and the remains of a devoted wife, an affectionate mother and a kind and obliging friend and neighbor were tenderly laid to rest beside her husband who predeceased her by nine years.

MRS. HENRY J. BREHAUT

There passed peacefully away at Murray Harbor on the morning of Jan. 12th 1923, Mary S. Young widow of the late Henry J. Brehaut, Mrs. Brehaut, who was in the eighty-sixth year of her age, was a daughter of the late Mathew Young of Sturgis and was a woman of sterling character, honored and respected by all who knew her.

Besides a large circle of relatives and friends there are left to mourn their loss seven sons: Dr. Lemuel of White Plains N.Y. James of New Hampshire, William of Boston, Mass., Henry

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FOUR YEARS AFTER

By Canon F. G. Scott, C. M. G., D. S. O. (Copyright: all rights reserved)

Chapter 5 On the next morning we were to vary our programme and Padre Mullinoux was to meet us at Ypres and take us with him on his rounds. We started for Ypres in the train, and from the carriage windows we saw the well known objects of the landscape. In war days the men used to be taken up from Poprinche to Ypres on flat cars. Never did I dream then that one day I should travel in a comfortable coach untroubled by anxious cares and the presence of enemy aircraft, in the compartment with us, were two ladies, one English and one Belgian. I understood that the Belgian had shared the English lady's hospitality in England and now, after the war was over, the English woman had come out to visit her son's grave and was sharing the hospitality of the Belgian. The train was very crowded and it was hard to find a seat, but as the journey was not long it did not matter. We did not travel very fast so we had a good opportunity to look up the old landmarks.

When we got to Ypres we made our way to the Moulin gate and the Hotel Splendide which lies beyond. The name of the hotel is somewhat misleading. It is really a large wooden structure consisting of a dining room downstairs and presumably some bed rooms upstairs. At one of the tables we were delighted to find some Canadians. They had just completed a tour of the battlefields and were starting for the base. It was delightful to meet friends there in those strange surroundings, and to hear the name of Montreal.

At last Padre Mullinoux with his trusty friend and chauffeur Captain Parmenter, turned up. We had lunch together and started off in Parmenter's car for a good afternoon's work. Mullinoux was looking up graves at various places, photographs of which had been asked for by sorrowing hearts in the far away Dominions. I may say here that no one knows the splendid work often done with great difficulty and self sacrifice, which the Padre carries on. This photographing of one grave may involve a whole day's journey in a car and often a long scramble on foot to reach the cemetery. Again and again a day has been spent by the light fading or rain coming on when his destination has been reached, thus preventing his taking a photograph. Our first stopping place was Railway Dugouts where several photographs were taken. Then we went up the road to Sanctuary Wood. The cemetery which was once on the outskirts of the wood now stands alone because the

wood has shrunk in size and the plough has passed between the two. Nearly all the crosses were destroyed by shell fire in the last year of the war, but the bodies rest undisturbed in the well tended God's Acre. In the centre stands the stone Cross of Sacrifice with flowers round it. About half a dozen wooden crosses alone remain. The cemetery among the green fields in the slight valley is really beautifully situated and looks most peaceful.

We left our camp by the roadside and determined to explore the old wood which is forever associated with some of our bitterest experiences. It was rough scrambling over the ground, and as no work had been done upon the trenches we found dugouts, machine gun emplacements, bits of shells and barbed wire. When we came to the wood itself, however, it was almost impossible to go through it. The shell holes were very deep. Many of them had water in them surrounded by billrushes. The grass was long and matted, the broken stems of trees held up black knotted arms against the blue sky. Bushes and brambles grew in great profusion at their feet and round many of the shell holes and remains of dugouts grew long, slimy, black toadstools which looked like some satanic growth, the product of war and death. It was intensely interesting to trace the various trenches, and to look under pieces of rusty corrugated iron resting on rotten sand bags and think of what those hiding places meant. There were many "dud" shells lying harmlessly here and there. Some of them were very large. We saw a small shell still sticking in the stem of a tree where it had lodged without exploding. When the wood is cleared, no doubt many bodies will be recovered. A huge pile of barbed wire many feet in height stood in a field nearby.

We were not sorry when we left the scene of destruction and made our way back to the car. With joy I heard Mullinoux tell the driver to take us next to Hill 69. In the spring and summer of 1916, this had been a favorite resort of mine and I wished to see it in its modern guise. We struck a road that was anything but good, and our progress was a venture of faith. At every moment we expected the car would have to turn back but we finally got through German side of our old front line. This was Hill 69 and back about three hundred yards was the famous railway cutting known by the name of "Lover's Lane, along which we had our dugouts. (To be Continued.)

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Summerside Will Have Three Special Days During Summer of 1923

Some Live Matters Discussed at Meeting of Board of Trade Held Last Thursday Night.

During the coming Summer three special days are planned for Summerside. Plans are to be arranged and completed to make the special days of real interest to people throughout the Province and the business houses have signified their intention of fully cooperating in offering special inducements, so as to attract the very largest number of people possible. The plan was outlined by D. J. Boonel, chairman of the publicity committee of the Board of Trade at the monthly meetings held on Thursday evening, and it received the strong support of the meeting. During the Summer the Canadian Weekly Press Association members will visit the province, and at that time it is planned to publish a special paper giving interesting information regarding the province. To aid in the work of arranging the special days and the publicity number, a committee of twelve were appointed, with power to add to the number, as follows: J. LeRoy Holman, L. R. Allen, J. E. Campbell, J. E. Gallant, A. F. Arsenault, J. J. Gaudet, Jos. Barr, L. H. Read, T. D. Ramsay, W. J. Lidstone, J. E. Dalton and W. F. Strong.

Grand River Ferry

A communication was read from John Trauer, with reference to the Grand River ferry, asking the assistance of the Summerside Board of Trade in getting a better service at Grand River either in the way of improved ferry service or the construction of a bridge. The matter was fully discussed and it was decided to take the matter up with the government members.

Marine Committee

In reference to the Montreal boat service, the marine committee reported the effort of last year, only moderately successful, and added that the encouragement from the C. G. M. M. for this year is not too good. The great need for this service was strongly pointed out.

ed out and it was recommended that the Board of Trade send strong resolution to A. E. McLean M. P. and the Prime Minister. It was decided to hold a special meeting of the Board next Thursday to further discuss marine matters. Good Roads Road work in the province came in for considerable discussion. Roads are being constructed at considerable expense by the government, but unless these are kept in repair, all this work is going to be for nothing. The Board of Trade is to urge the government to keep the roads in condition. Edith's Little Brother: "I think it's a bit tight, 'cos she finds it very hard to get off when the other young men call." Young Man—"So Miss Edith is your oldest sister? Who comes after her?" Small Brother—"Nobody ain't come yet; but pa says the first fellow that comes can have her." Mrs. Digbs: "Every time I raise my hand my husband gives me an awful beating." Mrs. Dabbs: "Heaven, why don't you call the police?" "What do they know about a bridge?"

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The first premium will be half a dozen of silver tea spoons valued at one dollar and seventy five cents and will be placed in a 24 lb bag of GOLD BOND or AZBY.

Have a try for the lucky bag, the flour is worth what you pay for it.

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