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NO CAUSTIC OR ACIDS IN  
**Old Dutch**  
Cleanser  
See full directions and many uses on large Sifter-Can 10c.

**DUKE AND DUCHESS SAIL UP ST. JOHN RIVER**  
ST. JOHN, August 20.—The Duke and Duchess of Connaught and Princess Patricia said good-by to St. John this afternoon, when the Earl Grey steamed for St. Andrews, where the royal visitors will be guests of Sir William Van Horns. Today was largely occupied by a trip up the river as guests of Lieutenant-Governor Wood and the provincial government.  
The big river steamer Victoria was chosen for the occasion and suitably furnished and the party journeyed about fifteen miles. Luncheon was served during the trip. All the historic spots on the lower river were pointed out, including the tree planted by the late King Edward when Prince of Wales, which is now a flourishing and stately tree. They evinced great interest.

**MAGIC BAKING POWDER**  
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CONFORMS TO THE BEST STANDARDS OF THE WORLD  
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**SOURIS EAST AND MONTAGUE**  
"It pays to buy in this Province."  
...Martin McKinnon, agent, will be glad to receive all news, advertising and subscriptions in Montague and vicinity. His office phone No. is 20.  
...F. G. Jordan, Agent will be glad to receive all news, advertising and subscriptions in Souris and vicinity. His office phone No. is 5.  
railway matters, but in other respects as well, and it may be hoped that as the car ferry opens our minds will open with it, and as the rails are set wider apart, our vision, our hopes and our confidence in ourselves, in our fair Province and its future may be proportionally expanded. The gauge of the railway will be 33 per cent wider than it is now. We should not be satisfied with that much expansion of our outlook and our ambition. These will bear enlarging 100 to 1,000 per cent.  
Then along with the consolidation of the government railway system will come the actual and physical union of this Province with the sister Provinces. This we have never had. We have been "cribbed, cabined and confined," "a pent-up Ulica," an isolated community, through which the pulsing tide of travel, of trade and inter-communication have not circulated. We have been side-tracked. With the opening of a great artery of trade and travel across the Straits, our winter shackles will be broken and our glorious summers will take on a brighter sunshine, our fields a more joyous bloom verdure.  
With new facilities for travel more travel will come and go. Already we are within reasonable distance of the time when at any railway station in Prince Edward Island one may take a car a sleeper or a day car, a broad and spacious car with room to turn round in, or to pass another in the aisle—and, bestowing our light luggage, take our seats to go through without change to Halifax, St. John or Montreal. The tourist will be told at St. John, "This car for Charlottetown" as the case may be. There will be no more complaint of our little stuffy cars. There will be no question in winter by the outgoing or the incoming traveller as to where the boats are plying, or whether they are plying at all—whether he shall go or come by Pictou, Georgetown or Summerside, or whether he must work his passage as a strap passenger at the Capes, paying 50 cents a mile for his passage, and a hard road to travel. How many of the iceboats, with wet feet and yet in zero cold, have found this Jordan timorous mortals have feared to cross this narrow sea, and "lingered shivering on the brink and feared to launch away," as good old Dr. Watts has sung.  
These dark days are passing, the heavy clouds are lifting and the sunlight of better days is beginning to illuminate the land. We shall soon cross the straits in comfortable cars, heated and ventilated as the seasons may require. We shall go when we will and where we will. By so much we shall be personally liberated and enfranchised. The great social and business currents of the world will be small in upon us as never before. We shall be in contact with the life and bustle of the world as never before. We shall begin to hear for the first time at our own doors "the roar of the plant."  
Think you this will not mean additional tourist travel in summer, additional travel for business and pleasure all the year round, money in circulation, more business for our hotels and seaside resorts and more business for our farmers and stock raisers, more pay to our producers, more pay to our business for the railways on both sides of the straits? Surely it must mean some if not all of these things.  
But that is, after all, the lighter end of the story. Let us consider for a few moments the business end of this great proposition. What will the broad gauge and the car ferry mean for our farmers, our fishermen, our merchants, our shippers and our producers? Think of the hard conditions we have been up against in the past and are still subjected to. First of all there are the three short hauls, the double transshipment from rail to steamer and from steamer to rail again. Then there is the want of cold storage cars in summer and of warm cars in winter for our perishable products. Our meats are damaged by repeated handling and exposure to frozen smelts and eels are spoiled in the rail cars. They get across the straits. There is no certainty when a shipment can get away. The delay may be for days, for a week a month—twice since this young century began the interruption has been for almost two months continuously.  
In consequence of one or other of these causes, or all of them, our farm and our fish products, the best that the Maritime Provinces could produce, netted the Island farmer and producer from 10 to 20 per cent less than his cousin across the straits was receiving. Sometimes there was a total loss. Such has been our frightful handicap in regard to transportation. Only our fertile soil, our good climate, and the sturdy stock from which we are sprung has saved us from a total defeat of our endeavor.  
All the while we were producing, educating and fitting for a life career, young men and women at their best. From one little school in Ulgie, I am told, more than 150 men went out and became college graduates, our athletes excel all others with whom they come in competition, our riflemen, artillerymen and hockey players bring home their trophies from afar. We produce both brain and brawn the equal of any in the world, but from lack of equal opportunity many of our best and bravest and strongest have gone away to other and distant lands.  
Hereafter we shall come to our place "in the sun" and equal opportunity with those in the centre and west of Canada. We shall have even better chances than they in several ways, because of the excellence of our soil, the salubrity of our climate and the homogeneity and general efficiency of our people. One of ours

**Children Cry for Fletcher's**  
**CASTORIA**  
The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Fletcher and has been made under his personal supervision since its infancy. All no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.  
**What is CASTORIA**  
Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.  
**GENUINE CASTORIA ALWAYS**  
Bears the Signature of  
*Dr. J. C. Fletcher*  
**The Kind You Have Always Bought**  
In Use For Over 30 Years  
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Write for prospectus of the  
**NORTH ATLANTIC FISHERIES LIMITED**  
Issued in connection with an offering of 7 p. c. Cumulative Preferred Stock at par and accrued dividend from August 1st with 40 p. c. Common stock bonus, it gives a lot of information regarding the Objects of the Company, Purposes, Capacity of Plants, Permanency of the Business, Source of Supply, Properties, Profits and Management, together with letters from President and General Manager, Auditors and Solicitors, and a number of illustrations.  
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**STOCK QUOTATIONS.**  
Quotations furnished by F. B. McCurdy & Co., Stock and Bond Brokers, Members Montreal Stock Exchange, 164 Richmond St., Charlottetown, P. E. I.  
**NEW YORK STOCKS.**  
Aug. 20, '13.  
High Low Close  
Atchafson... 109 109 109  
Am. Smelters... 87 86 87  
Amal. Copper... 87 85 87  
Erie... 37 37 37  
Lehigh Valley... 171 170 171  
Northern Pacific... 129 129 129  
Pennsylvania... 125 124 125  
Reading... 170 170 170  
Rock Island... 201 201 201  
Sugar... 128 128 128  
Union Pacific... 173 172 173  
U. S. Steel... 74 73 74  
Beth. Steel... 42 41 42  
Mex. Petroleum... 69 69 69  
Illinois... 131 130 131  
Utah Copper... 64 62 64

**MONTREAL STOCKS.**  
Aug. 20, '13.  
High Low Close  
Canadian Pacific... 278 277 278  
Detroit... 73 72 73  
Dom. Steel Corp'n... 65 64 65  
Minn & St. P. (Soo)... 154 153 154  
Montreal Power... 237 235 236  
N. S. Steel & Coal... 91

**COTTON.**  
Aug. 20, '13.  
High Low Close  
Oct... 1136 1115 1115  
Dec... 1145 1123 1123  
Jan... 1138 1116 1116  
Mar... 1149 1130 1130

**WHEAT.**  
Aug. 20, '13.  
High Low Close  
Sept... 93 93 93  
Dec... 92 92 92

**HOW SHE OBTAINED GOOD BREAD**  
"I have been baking now for 12 years" writes one housekeeper, "and have never had good bread till I used White Swan Yeast Cakes." Sold at grocers in packages of 6 cakes for 5c. Write White Swan Spices & Cereals, Limited, Toronto, for sample.  
This is to certify that I have used MINARD'S Liniment in my family for years, and consider it the best liniment on the market. I have found it excellent for horse flesh.  
(Signed) W. S. PINEO.  
"Woodlands," Middleton, N.S.

**OUT THIS OUT AND PASTE IT UP**  
It is surprising the large number of people in Charlottetown who, when want to inquire about their Morning Daily Guardian or subscription, call Central for the News phone No. 133, or for the Advertising Phone No. 132-3, instead of 142; or when they want to inquire about advertising in the Guardian, call for the Subscription Phone No. 132-2, or for the News Phone No. 133, instead of 132-3; or when they want the News or Editorial department call Central for the Subscription Phone No. 132-2, or the Advertising Phone No. 132-3, instead of 133, although all those departments and their respective phone numbers are plainly given in the telephone book. Some people, instead of looking at the book, even phone one of the above departments to find out what number to ask for to get another department. All this is a great waste of time on the part of the person phoning, the operator at the Central, and the clerk in the department wrongly phoned. The news staff, on an upper floor, cannot give the necessary information about either advertising or subscriptions, nor the advertising staff about subscriptions or news, nor the subscription staff about advertising or news. In other words the clerks know and can do but their own work in their own departments, and if it were otherwise they would be continually running from one department to another, up stairs and down, mixing work, wearing themselves out and causing the greatest possible confusion. On and after 7 p.m. daily it is useless to ask for any phone number except 133. Patrons who consult their phone books for the numbers they really want will greatly lessen the work of the patient Central telephone and Guardian clerks and thus help make their lives much brighter and happier.  
The Guardian ever realizes its obligation to furnish its readers with the latest and best news service obtainable and to give to its advertisers the largest and most valuable circulation possible.  
The Guardian is now but issuing two dailies, one in the morning and the other in the afternoon, as it has been doing for years, but since July first its afternoon paper contains its own day's news in addition to that of The Morning Guardian, or, in other words, the news of the twenty-four hours immediately before it goes to press. The Morning Guardian occupies a place in 1891. The Morning Daily Guardian was established, and is still issued each morning with the latest local and foreign news, including the Canadian Press and a special telegraphic service.  
In 1887 The Weekly Guardian was established, but its issue proved too infrequent for readers as the Province advanced, and from time to time was changed, first to a Semi-Weekly, then to a Tri-Weekly, and later to a Rural Daily, so that for years The Guardian has issued two dailies, as at present—one in the morning as a Morning Daily, and the other in the afternoon as a Rural Daily. As the name of the latter was never sufficiently clear as to what it implied, and always required much explanation, it was in May last changed to Evening Daily, and continued as an afternoon paper.  
For some time past the management has felt that Prince Edward Island is justly entitled

**IMPURE WATER KILLS FIVE HORSES.**

**HALIFAX, Aug. 21**—An epidemic and disease among horses has broken out at Middleton. Many valuable horses have died after a few days sickness, and the whole horse-owning community is aroused over the prevalence of the epidemic. Dr. Gough, V. S., of this city, was dispatched to investigate the facts of the case, but arrived at Middleton on Monday to find difficulty in getting anyone to drive him to what appeared to be the seat of the epidemic, namely, the race track. He eventually reached there, however, to find that the cause of the epidemic, was the drinking of polluted water—water contaminated with both animal and vegetable matter. The result is the loss of the famous Terrace Queen, who held the Halifax track record, 2.11, and owned by Charles DeWitt, valued at \$1500, and Ferrone, record of 2.21, Halifax track, owned by H. C. Lyford and valued at \$600. Dr. Polly's mare, Muriel P., worth \$500, and a yearling colt, also owned by Dr. Polly. These horses were all watered in the Middleton driving park and died after from two to six days sickness from cerebral spinal meningitis. It has been a well-known fact, for a long time that this water is impure and complaints have been made to the driving association that the water was not fit to be used. Notwithstanding this the water was still drunk by both men and horses and how the men escaped when the horses died is a miracle. A case of typhoid fever developed in the same district yesterday.  
The epidemic and the death of these horses were precipitated by the continued rains washing the animal and vegetable contaminations of an extended area into the wells, thereby giving the water no chance to be filtered as heretofore during less rainy seasons.  
**ADVANTAGES OF CAR FERRY**  
(Continued from page 1.)  
who has himself visited the Province to look over what was to be done, is deserving of great credit for the promptness and energy with which he has taken hold of the project.  
The practicability of the car ferry has been demonstrated at various points around the world, both on land and tidal waters and in all conditions of ice and currents. Such ferries exist on all the great long-plying summer and winter between ports in Canada and ports in the United States, and also on the Atlantic seaboard, and across the Straits of Canso on the I. C. R. Some of these ferries carry the cars from one railway to another, or connect different parts of some railway together, over distances of 20, 40, 60, and even 90 miles. In Europe and Asia there are car ferries crossing many straits and arms of the sea. One of these is across Lake Baikal, on the great Russian government railway which connects Moscow with the Pacific ocean. It is some 55 miles in length, and the ice freezes to a depth of five feet in that cold country. Other car ferries are in connection with the Swedish, Norwegian, Danish and Russian ports, in the Baltic Sea and connecting waters, and ply in the open sea in all sorts of tidal currents and floating ice.  
That they do work effectively, summer and winter, seven or eight hundred miles further north than our ferry, will be and under winter conditions that are quite as trying as are found here, gives us every promise of the success of the car ferry across the Straits of Northumberland.  
We shall have in the Straits pretty strong currents at certain stages of the wind and tide, but the short distance from side to side will enable the captain to choose the most favorable conditions of the day, and usually to cross quickly when once he sets out. Very powerful engines will be a most essential part of the steamer. We may fairly hope, I think, for almost every day crossing when once the route is established and fully equipped, and the initial lessons learned as to methods of working. In every new venture of this sort there is something to be learned, and no new machinery works at its best when it is first set in motion.  
Now let us consider for a few moments what the car ferry will mean to us, to the Maritime Provinces and to Canada, when it is once put in operation. First of all it will mean the consolidation of the Government railway system in Canada, by closely connecting the 260 miles of the P. E. Island Railway with the 3800 miles of the Intercolonial system. That of itself will be a great thing for all concerned. The Island railway will become part and parcel of the Intercolonial, as much as the railway from Montreal to Sydney now is and has been. It will also have full and complete connection, on our continental gauge with all the railways of Canada and of North America. A car may then be loaded here at our doors and sent through without transshipment to Prince Rupert, San Francisco or Texas, or from the most distant point within that radius a loaded car can come to us. This will be another great thing, the fruit of the ferry and the standard gauge. We have been on the narrow gauge in Prince Edward Island not alone in

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It is our experience that Bond Investments with Stock Bonus are meeting with steadily increasing favor. In all cases, when carefully selected, the safety of principal invested in them, and the stability of income from the bonds, have been amply demonstrated. We see no reason why the Common Stock or wisely planned, capably developed and managed Companies should not in time give the investment considerably exceeding the interest on the Bonds.  
At the present time we are offering carefully selected issues having earning possibilities in the stock in addition to the fixed income from the Bond.  
We will be pleased to give full particulars.  
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We offer the following Bonds, subject to previous sale: \$15,000 Camaguey Company, Limited, 5 p. c. First Mortgage Bonds due 1946. Price 88 and interest. \$50,000 Western Canada Power Co., Limited, 5 p. c. First Mortgage Bonds, due 1949. Price 90 and interest. \$25,000 The West India Electric Co., Limited, 5 p. c. First Mortgage Bonds, due 1931. Price 92 1/2 and interest. Particulars on Application  
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GIVES KIDNEY DRINKERS BRIGHTER AND SWEETER DIABETES BACKACHE  
23 THE PROMENADE

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**See the Big Western Subject** in two reels tonight at the People's Theatre. 8-22M11.  
"The Luna is England's best safety razor and at its price is a truly wonderful value—equal to the American 5.00 razor. The Luna is made of selected steel—splendid quality all through. Outfit included razor and 12 blades in handsome case. Price \$3.75; goldplated \$6.00; pocket size \$5.00. The Two Macs. 8-22M11

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