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Wood Islands Farm For Sale

I offer for sale my shore farm containing 264 acres of land situated at Wood Islands, Lot 62 in Queen's County. This farm is in a high state of cultivation. Wood Islands breakwater is within half a mile. The Belfast Railway passes close by. Churches and schools are within easy reach. This is beyond doubt the most desirable farm in the market in P. E. I. today. Come and see it. For terms apply to my agents, Messrs. McLean & McKinnon, Solicitors, Charlottetown, or to the owner, ARCHIBALD BELL, Wood Islands, Feb 7 1903.

To get the best hotel Accommodation always stop at **"THE SYDNEY" SYDNEY, N. S.** **"Hotel Dufferin" ST. JOHN, N. E.** **"Hotel Belmont" NORTH SYDNEY, N. S.** R. R. 101 WILKS Prop.

ALL NEWS OF LOCAL INTEREST

Reporters and Correspondents Everywhere.

THE inhabitants of Vernon River are building a new public hall which they hope to have completed by July.

This afternoon at 3:30 in the W. C. T. U. rooms, "What the W. C. T. U. has done for me." Come and bring a friend.

THE Natural History and Antiquarian Society meets this evening in the Y. M. C. A. parlour. Subject, "The relation of electricity to the other forces of nature," paper by W. P. Doull. Interesting and instructive discussion. All interested are invited.

OBITUARY.—John Bertram died at his residence on Borden Street early last evening, after an illness lasting only since last Friday. He has been in failing health for several months. acute gastritis was the cause of his death. He leaves a widow, two sons and one daughter, also six brothers and three sisters to mourn a loving husband, kind father and an affectionate brother. Mr. Bertram was a native of Prince Edward Island, born on August 8th, 1845. When 20 years old he came to Boston, where he was variously engaged as a carpenter and hack-man for a short time. Thirty-eight years ago he came to this city and after a short time engaged in the roofing and concreting business, in which he has been the leading operator of the city many years. Mr. Bertram was a man of sociable disposition and had a wide circle of friends. He was a member of the New Bedford Lodge of Elks, a member of Vesta Lodge and Annapolis encampment of Odd Fellows, and at one time was a member of the Improved Order of Red Men.—From New Bedford paper. The above is a brother to Mrs. John Darke, Orchard Hill Brookfield.

LIGHTEST CAR MOST DANGEROUS.

"Which car is the safest one to occupy in railroad wrecks?" is a question that has received much attention from persons who travel by rail from time to time. Many different conclusions have been reached, but the majority are at fault, through failure to consider one simple rule. The damages received by the cars of the passenger train concerned in the wreck east of Cumberland on last Friday morning, in which four employees of the Baltimore and Ohio Railroad were killed and several others injured, offers an interesting study along this line.

In working out the problem of the safest car travellers will sometimes say the first car of the train; others believe in the last car, but the majority look with favor upon the middle coach as being protected from the possibility of either head or rear end collision. Few take into consideration the all-important question, "What is the weight of the car?" Railroad men are not among those who discuss the question seriously. This problem to all intents and purposes, was solved by them long ago. When a railroad superintendent hears the mere report of a wreck he can tell, if he knows the make-up of the train, and whether it was a head on or rear-end collision, which of the cars received the brunt of the shock. "As a general principle it is safe to stick to the Pullman cars," is the advice of an old railroad man, "and if there are no Pullmans on the train, size up the cars and try to occupy the heaviest of them. Whatever you do keep out of the smoker."

There are good and sufficient reasons for this advice. The smoker on a train, to begin with, is the lightest of all the cars, as a rule, and is generally at the forward end of the train. If the baggage car happens to be heavily loaded the smoker is pinched between two heavy sections and offering the least resistance, is reduced to kindling wood. Unless the baggage car is unusually heavy or is built for mail service with a steel floor, it is almost bound to suffer severely. It has always been considered the most dangerous car of a train, but at the Cumberland wreck it came out practically uninjured by reason of being equipped with a steel floor.

While it may seem of little moment to passengers as to the strength of the baggage car, the question is a vital one, as when it is light and crushes easily it may mean that the next lightest coach of the train will be saved from injury. So evident.

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dent is that a weak car between two heavy ones will be the one to be smashed in wreck, that in some States there is a law preventing railroad companies from placing baggage cars at the rear of a train. An interesting fact in this connection is that rear-end collisions have taken place where the rear car in the first train—the one to receive the impact of the blow was scarcely damaged, while toward the front of the train the smoker was smashed to pieces.

So apparent is it that the light cars not only receive the full force of the collision, but are the means of saving the other cars in the train from being wrecked, that it has been advocated in some States that the railroad companies be compelled to have an empty car on each train, which would be sacrificed in case of a wreck. This car would act as a buffer, for the others in case of a collision. In the wreck at Cumberland the two engines of the freight as well as the two engines of the express, were demolished, and in them the trainmen lost their lives. The result to the passenger train cars, however, was the interesting point in regard to the safety of coaches of a passenger train. The postal car was not damaged, except that the front trucks were torn loose. It had a steel floor, and was built along non-telescoping lines. The smoker the fifth car back was the worst damaged of all. Its open platforms were broken in. The heavy express cars and the observation cars were not damaged, despite the great force of the collision.

THINK IT OVER.

Something you can see in any Restaurant or Cafe.

A physician puts the query: Have you never noticed in any large restaurant at lunch or dinner time the large number of hearty, vigorous old men at the tables; men whose ages run from 60 to 80 years; many of them bald and all perhaps gray, but none of them feeble or senile?

Perhaps the spectacle is so common as to have escaped your observation or comment, but nevertheless it is an object lesson which means something.

If you will notice what these hearty old fellows are eating you will observe that they are not munching bean crackers nor gingerly picking their way through a menu card of new fangled health foods; on contrary they seem to prefer a juicy roast of beef, a properly turned loin of mutton, and even the deadly broiled lobster is not altogether ignored.

The point of all this is that a vigorous old age depends upon good digestion and plenty of wholesome food and not upon dieting and an endeavor to live upon bran crackers.

There is a certain class of food cranks who seem to believe that meat, coffee, and many other good things are rank poisons, but these cadaverous, sickly looking individuals are a walking condemnation of their own theories.

The matter in a nutshell is that if the stomach secretes the natural digestive juices in sufficient quantity any wholesome food will be promptly digested; if the stomach does not do so, and certain foods cause distress one or two of Stuart's Dyspepsia Tablets after each meal will remove all difficulty because they supply just what every weak stomach lacks, pepsin, hydro-chloric acid, diastase and bile.

Stuart's Dyspepsia Tablets do not act upon the bowels and in fact are not strictly a medicine, as they act almost entirely upon the food eaten, digesting it thoroughly and thus giving a much needed rest and giving an appetite for the next meal. Of people who travel nine out of ten use Stuart's Dyspepsia Tablets knowing them to be perfectly safe to use at any time and also having found out by experience that they are a safeguard against indigestion in any form, and eating as they have to, at all hours and all kinds of food, the traveling public for years have pinned their faith to Stuart's Tablets.

All druggists sell them at 50 cents for full sized packages and any druggist from Maine say that Stuart's Dyspepsia Tablets is the most popular and successful remedy for any stomach trouble.



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