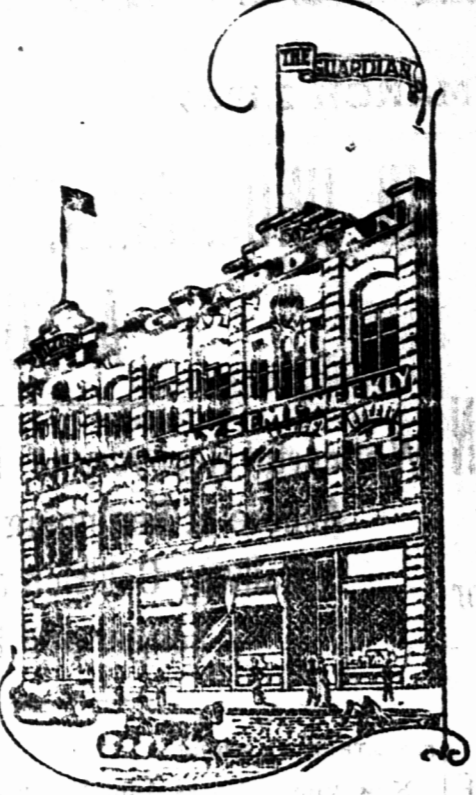


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CONFIRMED IN 1901. Mr. Mott writes us from 62 Broad St., Utica, N.Y., under date of Dec. 31st, 1901. He says:—Some time ago I received a letter from your firm, saying that some years ago you received a testimonial from me, stating that I had over 500 boils. Yes, sir, I had, and I must say that I have never had the re- appearance of one since I took the course of your BURDOCK BLOOD BITTERS. I thank God that I have had good health ever since, for I was a great sufferer. I wish B.B.B. a world of success, which it surely deserves. For sale at all druggists or dealers. THE T. MILBURN CO. LIMITED, TORONTO, ONT.



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THE MORNING GUARDIAN

MONDAY, MARCH 2, 1903.

THE ALASKAN BOUNDARY.

In accordance with promise we proceed to give a few reasons in support of portions of the Canadian contention and against the American claim as to the true boundary between Alaska and Canada. The difference between the adverse claims begins with the very starting point itself, which the treaty describes as the southernmost point of the island called Prince of Wales Island. Prince of Wales Island is 150 miles long and 30 broad. Its southernmost point is where the Canadians think the boundary begins, as set down in the treaty. The boundary as claimed by the Americans starts from the southern point of another and much smaller island adjacent to Prince of Wales on the west, the contention being that both islands together constitute Prince of Wales Island. This matter would not be of much consequence but for what follows.

The treaty provides that from the point of departure the boundary shall "ascend to the north along the channel called Portland Channel as far as the point of the continent where it strikes the 56th degree of north latitude." Here there is a dispute as to the location of Portland Channel. The channel claimed as the boundary by the Canadians is marked on the maps of today as Clarence Strait which runs nearly north and south to the east of Prince of Wales Island. The channel which the Americans claim as the boundary is not a channel at all but an estuary. A channel is a water passage connecting other and broader areas of water. This the American channel does not do. It is not a passage between two islands, or between an island and the mainland, but an inlet in the mainland. Moreover the American boundary instead of "ascending to the north" as the treaty provides, first proceeds from the point of departure 100 or more miles due east.

Further more to accept the American contention would be to render wholly meaningless another clause of the treaty which provides "that the Island called Prince of Wales Island shall belong wholly to Russia." There could not possibly be any doubt as to the proprietorship of this island if the American contention were correct, for the boundary channel would then be 100 miles east of it. But the Canadian contention that the boundary channel is directly alongside of Prince of Wales Island is undoubtedly correct, and renders the language of the treaty quite consistent and intelligible. The boundary being in the water alongside the island it was eminently proper to specify that the island should belong to Russia in the first place, and to whomsoever Russia might transfer it afterwards.

Again the "point of the continent where it (the boundary line) strikes the 56th degree of north latitude" as set down in the treaty is quite intelligible and clear according to the Canadian contention. Cleveland Peninsula, jutting out into Clarence Strait (the Portland Channel of the treaty) fulfills all requisites of the treaty description, whereas there is no point on the mainland at all on the 56th degree

We have not advanced the price of our tobacco, Amber smoking tobacco, Bobs, Play chewing tobacco are the same size and price to the consumer as formerly. We have also extended the time for the redemption of Snowshoe Tags to January 1st, 1904.

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of latitude according to the American contention. The boundary claimed by our opponents enters the mainland considerably south of parallel 55 and so cannot possibly be where the treaty intends it to be. There are other points in the American contention which appear to be quite untenable, for instance that the ten marine leagues shall be measured inland around the heads of the various inlets. We are by no means so sure that a true interpretation of the treaty would give to Canada the much coveted ports of D'Arcy and Skagway at the head of the Lynn Canal, so called, through which lies our principal route to the Yukon Territory.

WHIM ROAD CROSS, S. S.

The following scholars of the above Sunday school have correctly repeated the memory passages selected by the General Assembly's committee, and the shorter catechism, and are thereby entitled to the committee's diploma.

John Murdoch McLeod, William Angus McLeod, Nora Jane McLeod, Mary Florence McLeod, Katie Effie McLeod, children of John and Elizabeth McLeod, Valleyfield, Mary Margaret McPherson, Mary McPherson, children of Alexander McPherson, Brooklyn, Geo. Nelson, Ester Josephine Nelson, Guardian, Polite Nicholson, Sadie Gillis, Mary Jane Gillis, children of Duncan Gillis, Sarah Nicholson, Maud E. McLeod, Maggie A. McPhee, Mal. T. Gillis, Nora McPhee, Margaret Munn, Katie Bella Beaton, Maggie May, Matheson, Malcolm McKinnon.

YEARND FOR HOME.

TORONTO, Feb. 23.—A News special cable from London says:—I met this morning ten Canadians who have returned from service in the South African Contingent, after having bought their discharges. They allege that it took all of their pay to purchase rations. The life was monotonous and without incident. According to these men, all the Canadians in the constabulary long for Canada, and have no use for South Africa.

Y. KON COMPLAINT.

OTTAWA, Feb. 23.—The Department of the Interior has received complaint from the Yukon that Messrs. Young and Hinton, who were employed in connection with the recording of claims on Duncan Creek, have been beating miners out of their claims. The complaint is made at the instance of the miners interested, and will be thoroughly investigated on the spot by order of the Hon. Mr. Sifton. In the meantime both men are under suspension. If the circumstances warrant it criminal and civil proceedings will be taken against the parties.

TO A LONDON PAPER.

TORONTO, Feb. 23.—An Evening Telegram special cable from London says: Mr. Marconi was entertained at dinner by the Savage Club. In his speech he thanked the Canadian Government, especially Sir Wilfrid Laurier, for the assistance given him during his stay in Canada. Mr. Marconi has announced that he has made arrangements with a London firm for wireless messages every day from Canada.

HALF SICK

Generally the expression is, "I don't feel half well," though sometimes people say, "I feel half sick." But there is no such thing as being half sick. The man who feels half sick is all sick. As a rule, the cause of the weak, tired, half sick feeling is disease of the stomach, resulting in loss of nutrition and consequently in physical weakness. Doctor Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition. It restores strength by enabling the perfect digestion and assimilation of food. It makes half sick people all well.

"I suffered for four years with pain in my stomach so that at times I couldn't work nor eat," writes Mr. Frank Smith of Granite, Chaffee Co., Colo. "I wrote to you about my sickness and was told to use your medicines, which I did with good results. I only used four bottles of your 'Golden Medical Discovery,' and must say that I am entirely cured and feel like a new man, and I can highly recommend your medicine to any sufferer."

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MEETING

At Murray Harbor South. Hon. D. A. McKinnon, M. P. will meet the electors of Murray Harbor, South, on

WEDNESDAY, MARCH 4 AT 6 O'CLOCK, P. M.

to consider Dominion requirements.

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P. E. I. RAILWAY

Beginning Thursday, January 1st, 1903, the trains of this railway will run daily (Sundays excepted) as follows:—

Trains Outward	Stations	Trains Inward
No. 1		No. 2
8:00 P.M.		8:00 A.M.
2:30 P.M.	iv. Charlottetown	11:30 P.M.
7:15 A.M.	Royalton Junc.	11:30 P.M.
3:30 P.M.	N. Wiltshire	10:50 P.M.
4:40 P.M.	Hunter River	10:40 P.M.
4:40 P.M.	Emerald Junc.	10:11 P.M.
4:50 P.M.	Kensington	9:48 P.M.
5:05 P.M.	ar. Summerside	9:25 P.M.
5:05 P.M.		9:10 P.M.
5:33 P.M.	Wellington	8:35 P.M.
7:00 P.M.	Fort Smith	8:08 P.M.
7:54 P.M.	O'Leary	7:15 P.M.
8:35 P.M.	Alberton	6:35 P.M.
9:10 P.M.	ar. Tignish	6:00 P.M.
9:10 P.M.		5:45 P.M.
No. 11		No. 12
8:00 P.M.		8:00 A.M.
4:30 P.M.	iv. Charlottetown	9:30 A.M.
3:30 P.M.	ar. St. Lawrence	9:17 A.M.
3:30 P.M.	iv. Junction	9:17 A.M.
3:30 P.M.	Cardigan	8:11 A.M.
3:30 P.M.	ar. Georgetown	8:00 A.M.
3:30 P.M.		7:50 A.M.
No. 13		No. 14
8:00 P.M.		8:00 A.M.
4:30 P.M.	iv. Charlottetown	4:15 A.M.
3:30 P.M.	ar. St. Lawrence	3:51 A.M.
3:30 P.M.	iv. Junction	3:51 A.M.
3:30 P.M.	Cardigan	3:51 A.M.
3:30 P.M.	ar. Georgetown	3:51 A.M.
3:30 P.M.		3:51 A.M.
No. 15		No. 16
8:00 P.M.		8:00 A.M.
4:30 P.M.	iv. Charlottetown	4:15 A.M.
3:30 P.M.	ar. St. Lawrence	3:51 A.M.
3:30 P.M.	iv. Junction	3:51 A.M.
3:30 P.M.	Cardigan	3:51 A.M.
3:30 P.M.	ar. Georgetown	3:51 A.M.
3:30 P.M.		3:51 A.M.

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