

TRANSPORTATION AND SHIPBUILDING

(Continued from Page Three.)

der consisted mostly of ferry boats, tug boats, and small traders used for freight carrying to and from the outports.

On the latest statement furnished, the figures were as follows: 130 Sailing Vessels. 8471 tons gross. 8023 tons net - 456 crews.

23 Steam Vessels. 1571 tons gross. 3495 tons net - 264 crews.

This includes: "M. J. Butler" dredge 459 tons 9 men. "P. W. D." No. 9 ... 368 tons 12 men.

No. 10 ... 244 tons 11 men. No. 11 ... 192 tons 9 men.

1263 tons 41 men

The Province of Prince Edward Island used to build from seventy to one hundred vessels a year, one town having as many as twenty-two on the stocks at one time.

In Nova Scotia, in September last, there were eighteen fishing schooners, eight tinned schooners, one lighter, one dory, one wrecking steamer, one being built.

The total gross tonnage was 5,274; the total net tonnage was 4,565,900; in addition there was then on hand orders for eleven fishing schooners, five tinned schooners and one lighter, valued, when completed, at \$296,000.

It was expected that all these would be completed before the end of 1916. In addition, during the year the shipyards of Nova Scotia turned out 343 row-boats, 251 motor boats, 2,400 dories, 24 life boats, 2 dingies, 4 whale boats, 2 pilot boats 4 launches and 24 yachts.

The total value of these was estimated at \$405,440. The output from the Nova Scotia shipyards during 1916, reached the value of \$967,340.

Nova Scotia's shipyard were inundated with orders during the year, for vessels, and from all over the Maritime Provinces comes the word that we can repair the ships. We can build the ships; we can sail the ships.

The same has been done in the days when the Maritime Provinces made Canada the third ship-building and ship-repairing nation in the world.

Shipping is among the forms of wealth that have suffered severe losses during the year. The estimate of marine authorities to the end of November last is 1,948 vessels, making an aggregate of 3,627,032 tons, value at \$400,000,000.

The loss in this regard since production for, in spite of forced wartime activity, the tonnage afloat has been lessened.

It is not easy to make production keep pace with war's destruction. Dwellings and other buildings destroyed will require four or five years for restoration. The waste of productive capacity through misdirection may be over-estimated, for many engaged in war would have been idle or partly employed.

Many would have wasted their lives, economically, in parasitic occupations or forms of personal service. The lamentable and deplorable loss of human life is the greatest calamity, and twenty years, or more of peace will be required for restoration.

November last made a record of losses greater than in any month since war began, 120 vessels with an aggregate tonnage of 255,357 having been destroyed by mines, submarines, and shell fire. The previous month had the highest record up to that time - 134 vessels. The average monthly

rate of destruction since the opening of war was 130,000 tons, a total more than doubled in November last. During the past eleven months the destruction made a total of 1,749,079 tons, only a little below the aggregate for the previous seventeen months of the war.

The Hon. A. G. Balfour, on December 24th, 1915, speaking in the Imperial Parliament, said that the best remedy for the shortage of tonnage was to go on with the building of merchant ships, which he thought should be recognized as war-work, and second only to the manufacture of munitions; and the Hon. Dr. Fagsley, as reported in Hansard, May 15th, 1916, pointed out that the Government of British Columbia has brought down a bill in the Legislature for the very purpose of aiding the shipbuilding business. It has been stated that only a remnant now remains of Canada's mighty merchant marine, and the fact that this country's seamen are making their last stand to enable them to escape a miserable existence in their own beloved Canada, should appeal to the patriotism and the British fairplay of the men of this broad Dominion.

Canada once stood fourth amongst the maritime nations of the world; today it is only in the eleventh place. The report of the Marine & Fisheries Department for Canada, in 1914, states: "The total tonnage of Canadian vessels is 896,965; a few years ago Nova Scotia owned 558,911 tons, with less than four hundred thousand of a population; today Canada, a nation of nearly eight millions of people, owns only 336,965 tons more than little Nova Scotia had." In the face of these facts, how can our country carry on its important sea-going trade?

It has been stated that the Scandinavian flag has supplanted the British upon the Seven Seas, it has been said, and correctly so, I believe, that the Norwegians have entered into the domain of our shipping and have taken possession of it. The result is that we are largely dependant on foreign countries in regard to the taking across of our products to the markets.

Once more the same time our sailors are becoming scarcer and scarcer, and along a coast-line of thirteen thousand miles, for some time past, there was hardly to be heard the sound of the caulking hammer or to be seen a yard of the ship-builder.

But a big change is taking place. W. A. Craik, writing in the MacLean Magazine for January, 1917, on Canada's "Boom in Shipbuilding," in part says:

There is a fascinating story to be written of the palmy mid-nineteenth-century days of Nova Scotia shipping and wrap up with the tales of how blue-rose clippers, sailed by blue-rose crews, raced into practically every port in the world; there is the scarcely less absorbing account of how these fine sailing vessels were lost in the shillings of the east coast. In thousands of homes in maritime ports and fishing villages hang quaint pictures of these old ships, now vanished forever from the ocean tracks.

It seems almost incredible that an almost exact replica of these former activities is again being staged in Nova Scotia. The evolution of the steel freighter apparently sounded the death knell of the wooden ship years ago. Yet abnormal conditions have been created by the war.

Of course the immediate influence which has impelled old-time shipbuilders in the Maritime Provinces to clear up and repair their dismantled and grass-grown yards and to resume once more the occupation of their earlier years has been the high freight rates on ocean tonnage resulting from the scarcity of shipping. So high have these rates climbed that a single trans-Atlantic voyage is often profitable enough to make good the cost of a ship, as previously mentioned.

But the revival of wooden shipbuilding has not yet been confined to the Atlantic coast of the Pacific coast. There the shipping famine has made itself even more severely felt. An absolute lack of bottoms in which to carry British Columbia timber to the Antipodes and other distant markets has completely paralyzed the Western province's foremost industry.

The great coast sawmills have been closed down; thousands of lumberjacks have been thrown out of employment; every occupation dependent on lumbering has suffered loss, - all because it has been impossible to keep the output moving freely from British Columbia producer to Antipodean consumer.

Big men in the Canadian transportation field have come to the assistance of British Columbia in its emergency. They were on the ground when the shipping bill was enacted into law in the dying moments of the last legislature. They immediately set in motion machinery that within a month turned idle shipyards at North Vancouver and at Victoria into hives of industry.

What was the magic that has wrought such marvelous works? It is the British Columbia Shipping Act. This measure contains three significant provisions. First, it offers a bonus or subsidy on each of the first twenty-five ships built in the province after the passing of the Act. Second, it makes available government loans on the security of the vessels thus constructed. Third, it extends the privileges of a governmental guarantee to any bond issue that may be made by companies organized to engage in the construction of vessels intended for British Columbia export trade.

Immediately upon the enactment of the Shipping Bill, the shipping commission was appointed, and Commissioner Thomson gives some interesting facts in connection with the actual building of the ships. He estimates that fully a thousand men are now employed directly in the shipyards and sawmills connected with the yards and in the lumber camps. Indirectly many more than these thousand men are given employment. The lumber used in the construction of the ships at present under way will keep three mills, each cutting 50,000 feet of lumber daily and employing in logging camp and millshed 200 men each, busy for a year. Only a comparatively small percentage of the cut can be utilized in ship construction and so the 25,000,000 feet used in the schooners probably represents a total cut of 200,000,000 feet and the employment for a year of a dozen mills and between two and three thousand men.

Already the company is lining up skippers and crews to man the fleet. They will be secured from the hardy

The Central Guardian

IT PAYS to buy in this Province.

CHURCH PARADE.—The overseas reinforcements will parade tomorrow morning to Zion Church and St. Dunstan's Cathedral.

POLICE COURT.—A man named Horton was fined \$10 and costs at the Police Court yesterday on a charge of assault.

SUPREME COURT.—In the Supreme Court yesterday the argument in the case of the King vs. Morrison was finished at 5 p. m. when the Court adjourned to meet on Monday morning.

HOT WATER BOTTLES.—The toughest-leather kind. All prices. JOHNSON & JOHNSON, THE QUALITY DRUGSTORE, COR. KENT & PRINCE STS. 3912-1-13M31.

TO ASSIST PASSENGERS.—As there is no sleeping accommodation on the Car Ferry steamer it has been decided that commencing on Sunday, the 14th instant the special train will leave Charlottetown at 8 o'clock in the evening in order that the travelling public may arrive in Georgetown in time to secure accommodation at the hotels.

CHARGED WITH BRIBING MILITIA EMPLOYEES.

OTTAWA, January 11.—Charles Ledoux, of the Ledoux Carriage Company, of Montreal, was placed on trial in the criminal branch of the Ontario supreme court here today on the charge of bribing employees of the militia department to pass faulty parts in motor truck bodies supplied the department by the defendant.

Ledoux took the stand in his own behalf, and while admitting that he paid the money, \$10 to Foreman W. T. Young, of the assembling plant here, and \$100 to Inspector F. W. Gray, who was stationed in the Ledoux factory at Montreal, he claimed that it was not done as a bribe, but for services rendered by the defendant by the two men outside their duties as government inspectors.

sea-faring folk of the east coast. Thus, built of Canadian wood, fashioned by Canadian workmen, registered as Canadian capital, flying the Canadian flag, carrying Canadian crews, fact after fact, they will be in every detail a credit to the Dominion.

Today, oddly enough, Canadian shipyards are not engaged in a feverish effort to build ships for a national marine, but they are practically all busy turning out steel freighters for neutral shipowners.

Norway in particular, a country that has suffered very serious losses as a result of the submarine activities of the Germans, has placed orders for ships that will keep Canadian builders occupied for many months.

Now, will the shipbuilding boom, if gotten well under way, last after the war? This is one of the pertinent and most important questions in relation to the industry.

Robert G. Skerrett, writing in the St. John Standard, of Dec. 30, 1916, in the course of a lengthy article says: "According to the official figures, American shipyards hold today, contracts totalling a value of more than \$100,000,000. They are making profits despite the soaring prices of materials and labor, but at the drawback to this situation, so far as it concerns the future of the industry, lies in the share which foreign ownership represents in this tonnage.

On the Pacific Coast alone \$35,000,000 worth of tonnage is booked for foreigners, and accordingly every one of those ships is a potential competitor of American vessels and a menace to the upbuilding of the American merchant marine in time to hold the overseas trade that has come to this country, that is, to hold it under conditions that should reasonably promise the best for commercial expansion.

There is another side to this state of affairs, which will have a direct bearing upon the continued prosperity of our shipyards.

We are led to suppose that our shipbuilding plants will have enough to do hereafter to keep them thriving for a period of at least ten years, and this is assumed principally upon the basis of the present situation aboard.

Yet no less an authority than the Liverpool Journal of Commerce has very emphatically given figures that show the British merchant marine to be short a matter of something over 4,000,000 tons, and it is also brought out that the British Admiralty controls 90 per cent. of the merchant vessels.

The British are in no wise blind to the problem that will be theirs in the years following the restoration of peace, and their attitude concerns us and the future of shipbuilding here as well as the upholding of our merchant fleet.

The President of the British Board of Trade has said: "After the war neutral ship owners will be in a very powerful position on account of the huge profits which they are making out of the war, for this capital will undoubtedly find profitable employment in the carrying trade for years to come."

Mr. Chairman and Gentlemen, I think I have pretty well exhausted the subject which, as I have already said, would take several nights to properly place before you. I have but skimmed the surface and touched upon its fringe, for there are men in this audience who are more competent than I am to deal with the matter I have tried to place before you.

If one could be permitted to see, as in a vision, all that it would mean to Canada and the Maritime Provinces to be building ships and training sailors, I am sure, Sir, that the vision would be such to baffle imagination. Ship-yards would again become thriving havens of industry where the music of the anvil would mingle with the counting of the counting hammer, skilled labor of all kinds would find remunerative employment; towns would spring up and the industrial life would be vastly stimulated; our wharves would be lined with loading and discharging shipping, and from one end of the country to the other, the hum of prosperity would be heard on every side.

Not only that, Sir, but the British Navy which has kept free of the lanes of the sea and allowed the Empire to transport hundreds, nay millions, of troops across the water to Europe, - I say, Sir, that the British Navy would then be in a position to look to Canada, not only for ships, but for sailors too; trained sailors in every way fitted for marine service, whether on the warship or on the sailing vessel, - men of undying courage, sprung from the loins of those who never knew what fear was, and who in the days gone by were accustomed to go down to the sea in ships.

Let me tell you, Gentlemen, that such would place Canada more quickly than anything else that could be consummated, as one of the great sea-powers and commercial nations of the world, more fitted than ever to take her place and to be designated "the brightest jewel in the Empire's crown."

I trust, Sir, that are the echoes of this meeting have died out that some practical steps will have been taken to bring about the era of which I speak and that soon Canada will assume her place as possessing, if not fourth, then third or second, of the merchant marine of the world.

At the close, a vote of thanks was moved in complimentary terms by Mr. A. B. Warburton, seconded by Mayor Brown and supported by Messrs. W. F. Tidmarsh, C. H. B. Longworth, J. O. Hyndman, and A. A. McLean, M. P.

Mr. Nicholson made a fitting reply in which he thanked the audience for their evident interest and attention, emphasizing his remarks by a general invitation to all present to join him at the Victoria Hotel over an oyster stew. His generous invitation was accepted by quite a number of those present and a very enjoyable hour was spent at the Victoria.

THE STANLEY.—The C. G. S. Stanley docked in Georgetown yesterday at 10.20 with freight and a small number of passengers.

The biggest yet.—Mr. Nat McDonald, Churchill, sold Davis & Fraser yesterday a carcass of pork weighing 603 pounds at 14 1/2 cents, bringing the handsome, and it is believed, the unprecedented sum of \$88.94.

PATRIOTIC RALLY.—A Patriotic Fund rally will be held at Murray Harbor on Monday evening, January 15th.

ENTERTAINED.—A most enjoyable time was spent on the evening of Dec. 28 at the home of Mr. Bruce Power, Hope River, where a whist and dance was given in honour of the Misses Aline and Mae Landrigan, Hanover, N. H., who are visiting relatives on P. E. I.

Whist was played until half past ten, nine tables being filled. The first prize was awarded to Miss Florence Reid and the booby to Mr. Austin Murphy. Lunch was then served by our genial hostess Miss Dessie Power, everyone doing ample justice to the good things set before them. After the tables were cleared away dancing was indulged in until an early hour in the morning after which the crowd dispersed thanking Mr. and Mrs. Power for the excellent time provided and wishing them a Happy and prosperous New Year.

ENJOYABLE EVENING.—On Christmas evening about twenty small children and others gathered together at the home of Mr. and Mrs. William Hogan, Hope River, where a heavily laden and brilliantly lighted Christmas tree was placed in their spacious parlour. It is worthy of note that seven of the little ones were grandchildren of Mr. and Mrs. Hogan. Everyone anxiously awaited the arrival of Santa Claus and at about six o'clock his jolly old self came along and provided much amusement for all present. After the distribution of gifts which were quite numerous Santa Claus bid good bye to the children and set off on his homeward journey. Mr. Hogan appears to have the gift of entertaining and making children happy and this event was one which will not be forgotten by those present each and everyone having enjoyed themselves to their utmost.

The engagement is announced between the Marquis of Hartington, eldest son of Their Excellencies the Duke and Duchess of Devonshire, and Lady Mary Cecil, second daughter of the Marquis and Marchioness of Salisbury, The Marquis of Hartington, who was incapacitated during the Gallipoli campaign, is at present stationed in Paris, but hopes to return to the front soon.

Prof. and Mrs. G. D. Steele, returned this week from a very pleasant holiday spent with relatives in St. John.

Among the recent callers at the office of the agent-general for New Brunswick in London, was Lieut. Col. L. H. Beer, of Charlottetown.

Mrs. Conroy entertained informally at bridge on Wednesday evening, a very enjoyable time being the result.

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Mrs. C. F. Deacon, Brighton, is leaving shortly for Fredericton, N. B., where she will spend the winter months, returning home in the early spring.

Miss Hazard of Summerside, is visiting in the city, the guest of her brother, Mr. Horace Hazard.

Mrs. J. D. McLarty is being welcomed home from a month's visit to her old home in Ontario.

Mrs. Lacey Amy, wife of the well-known Canadian author and journalist, has been chosen by the British War Office as the welfare superintendent of three thousand women employed in a North London munition factory.

The evening Bridge Club was entertained on Thursday of this week by Mrs. W. W. Clark, when a most enjoyable game was participated in, dainty refreshments adding to a pleasant social hour.

Mr. and Mrs. W. J. Robertson, who are at present stopping in Trvon, were week-end visitors in the city, the guests of Mr. and Mrs. John Macdonald, Hillsboro St., returning from Fredericton, N. B., where they spent New Year's.

Senator and Mrs. Murphy, of Tignish, have returned from Ottawa, where they were visiting Mrs. Murphy's mother, who was seriously ill.

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Mrs. (Judge) Stewart, has as her welcome guest, her sister Mrs. Jones of Moncton, who arrived here Thursday afternoon.

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The King and Queen recently paid a visit to the delightful Perkins Bull Hospital for Canadian officers at Putney Heath. After signing her name in the visitors' book, Queen Mary asked Mrs. Bull whence had come the pen an ingenious combination of a "77" French cartridge case and a British cartridge. Mrs. Bull said it had been sent her from the front by Captain Eldon Sinclair, a Canadian hockey champion. "Strange," smiled Her Majesty in reply, "my son sent me one exactly like it last week."

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W. E. Laird, New Glasgow. Miss Laird, New Glasgow. N. J. Jenkins, Mt. Allison. T. F. Bell, Moncton. J. F. McGregor, Montague. Fred Snow, Victoria. J. P. Harris, St. John. S. J. MacLeod, Clyde River. M. Murchison, Clyde River. S. MacEachern, Mt. Stewart. F. W. Hetherington, Dartmouth. C. J. Cooke, Kensington. R. C. Harvey, Montreal.

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"CASCARETS" BEST IF HEADACHY, BILIOUS, SICK, CONSTIPATED

Best for liver and bowels, bad breath, bad colds, sour stomach

Get a 10-cent box. Sick headache, biliousness, coated tongue, head and nose clogged up with a cold - always trace this to torpid liver; delayed, fermenting food in the bowels or sour, gassy stomach.

Pelouson matter clogged in the intestines, instead of being cast out of the system is re-absorbed into the blood. When this poison reaches the delicate brain tissue it causes congestion and that dull, throbbing, sickening headache.

Cascarets immediately cleanse the stomach, remove the sour, undigested food and foul gases, take the excess bile from the liver and carry out all the constipated waste matter and poisons in the bowels.

A Cascaret tonight will surely straighten you out by morning. They work while you sleep - a 10-cent box from your druggist means your head clear, stomach sweet and your liver and bowels regular for months.

HAPPENINGS OF THE WEEK

This week has been greatly brightened for the home folks by the numerous letters received from the firing line and from the 105th and 272nd members in England, telling of the safe arrival of "Christmas boxes" and of the cherry manner in which the holiday was passed, notwithstanding the strain of war on every hand.

The good news was made public this week that Lieut. Col. McPhail, Orwell; Major W. B. Prowse, Lieut. Parker Hooper, and Lieut. A. Seaman, of this city, had been mentioned in General Haig's despatches. Corp. Fred M. Nash, son of Mr. F. J. Nash, and Sergeant G. McLeod, Hunter River, have also been recommended as officers in the Flying Corps. The boys from the Garden of the Gulf are certainly bringing honors to the Province which is justly proud of them.

His many friends here will be pleased to learn that Captain Harold C. Hodgson, of the Canadian Army Dental Corps, has received promotion in England. For the past twelve months he has been located at Prior Park, in Bath, as Dental Officer to the large hospital in that city. Recently the area of Shoreham-by-sea, has been organized into a dental clinic and Captain Hodgson has been placed in charge to complete its organization and superintend the same. He will have 16 Captains and 35 N. C. O.'s and men in his charge.

Last Sunday was Khaki Sunday in the churches of Montreal where an appeal was made in an endeavor to bring the various units up to strength and the movement proved most successful. Montreal is doing a splendid work.

Mrs. James Macleod, who has been visiting her son, Dr. Macleod of Medicine Hat and at present visiting in Spokane, leaves shortly with her sister, Mrs. C. E. Robertson, for San Diego to spend several weeks.

Miss Ball, who has been spending a couple of weeks with Sir Louis and Lady Davies in Ottawa, returned this week to her home in Montreal.

Dr. Charles Cudworth Delano, of Boston, is to fill the position of associate professor of classics at Mt. Allison faculty for the ensuing year, succeeding Dr. J. W. Cohoon, who recently donned the King's uniform as a member of the Canadian Field Artillery.

Mrs. W. F. Tidmarsh and Mr. Harry Tidmarsh, are spending the week in Halifax, stopping at the Queen Hotel. They are having a very pleasant visit, being the guests of honor at several pleasantly arranged theatre and bridge parties.

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Prince Edward LAST CALL TODAY The Incurable Captive EPISODE 9 OF THE WONDER SERIAL "The Shielding Shadow" THE GRIPPING THREE PART SELIG DRAMA "The Grinning Skull" The World-Wide Favorites MUTT AND JEFF And Two other laugh Producing Comedies A WORTH WHILE PROGRAM MONDAY and TUESDAY The Famous Japanese Star Sessue Hayakawa in Honorable Friend 5-ACTS-5 ALSO TAE SEVENTH CHAPTER OF The Secret of the Submarine

ROADMASTER'S PATRIOTIC FUND A Start Made - Who Follows in the Train? In response to several appeals, Mr. A. W. Bruce, Red Point, has opened a Roadmasters Patriotic Fund. The idea being that every Roadmaster contribute \$2.50 to the Fund. The money may be sent to Mr. A. W. Bruce, to Mr. H. W. Binning, Bank of Nova Scotia, or to the Editor of the Guardian and it will be acknowledged in the columns of the Guardian. Archie Bowles, Murray River, \$2.50. Layton McCabe, Alexandria, \$2.50. Artemas Betts, Cumberland, \$2.50. Harry Webster, Cape Traverse, \$2.50. Harry Webster, Cape Traverse, \$2.50. Garfield Stewart, Red Point, \$5.00. Angus A. Campbell, Black Pt. \$1.00. Christy A. Campbell, Black Pt. \$1.00. Nelson Stewart, Black Pt. \$1.00. NOTE - By request it has been agreed to accept \$2 contributions as it is more convenient to mail this amount than \$2.50.

IN MEMORIAM ALEX. McCANNELL Many friends will regret to learn of the death of Mr. Alex. McCannel, the well known and highly esteemed cartaker of the Armouries, which occurred about midnight. Fuller particulars will be given in next issue. HOTEL ARRIVALS Victoria Hotel Geo. P. Keefe, Summerside. W. D. Mozle, Toronto. Jas. S. Hanson, New York. Ralph H. Fales, St. John. S. C. Clark, Mt. Stewart. Mr. and Mrs. B. McFarlane, Truro. G. M. Garrison, North Wiltshire. Queen Hotel J. H. Haley, Windsor, N. S. L. A. Haley, Yarmouth. W. H. McGregor, Lot 16. R. H. Morrison, Summerside. Wm. Hughes, Souris. L. Wood, Mt. Herbert. Revere Hotel W. E. Laird, New Glasgow. Miss Laird, New Glasgow. N. J. Jenkins, Mt. Allison. T. F. Bell, Moncton. J. F. McGregor, Montague. Fred Snow, Victoria. J. P. Harris, St. John. S. J. MacLeod, Clyde River. M. Murchison, Clyde River. S. MacEachern, Mt. Stewart. F. W. Hetherington, Dartmouth. C. J. Cooke, Kensington. R. C. Harvey, Montreal.

KENT FLOUR assures PUFFY PASTRY PROVE IT by ordering a Bag or Barrel