TROUBLES OF EX-CHIEF OF POLICE

Could Not Stand Before Dodd's Kidney Pills.

Mr. Charles Gilchrist had Diabetes for Years—Dodd's Kidney Pills Cured Him.

PORT HOPE, Ont., July 17—(Special).—Mr Charles Gilchrist, Chief of Police here for fifteen years and afterwards Dominion Fishery Overseer, is always willing to add his testimony to the volume of proofs from all parts that Dodd's Kidney Pills never fail to cure any form of Kidney Disease.

"I am a healthy man. Dodd's Kidney Pills have done the job," is the way Mr Gilchrist puts it. "When I first started to take Dodd's Kidney Pills I was in an awful state. I had been a sufferer from Diabetes and Kidney Disorder for ten years. My urine was of a dark bricky color and I would suffer something awful while passing.

"I tried everything and tried the doctors but could get no help till I was advised to use Dodd's Kidney Pills. They have made me a new man."

Mr Gilchrist is getting on in years but he feels young. That's what Dodd's Kidney Pills do for a man.

Give the Children

A Cooling Drink of

Sovereign Lime Juice

when they are hot and tired—and consequently restless and complaining. It cools the fever, and refreshes—it is pure fruit juice, sterilized and bottled—Can be used freely with only good results.

10-15-25-50 cent bottles.

All Grocers.

SIMSON BROS. CO., LTD.,

HALIFAX, N. S.

For Sale

One of the prettiest new residences in the city, situated in the finest residential part of Charlottetown. Contains nine good rooms, besides large pantry, bathroom and attic. Heated with hot water, and connected to Sewerage and Electric light For particulars apply to

MacDONALD & STEWART,
Solicitors.

8 d tf

DOBELL LINE

—THE—

S. S. "GREETLANDS"

Is due here

On Saturday, July 18th

And will sail for St. John's, N'fl'd with live stock on deck and produce under deck at lowest rates.

For further particulars, apply to

N. RATTENBURY.
Agent.

7-18 d.t.i.

P. E. I. RAILWAY

Commencing Monday, June 15th, 1903, the trains of this railway will run daily (Sunday excepted) as follows:—

Trains Outward. Read Down. No. 21	No. 5	No. 1	Stations.	Trains Inward Read Up. No. 2	No. 6	No. 8
P.M.	P.M.	A.M.		P.M.	A.M.	P.M
5.00	3.20	8.00	vl. Ch'town ar	8.45	11.55	2.25
5.20	3.37	8.15	Royalty Junc.	8.32	11.39	2.07
6.00	4.14	8.44	N. Wiltshire	8.01	11.03	1.27
6.14	4.27	8.54	Hunter River	7.51	10.51	1.13
7.00	5.04	9.24	Emerald Junc.	7.22	10.17	1.29

No. 7						
A.M.						
7.25			lv Emerald Junc.			
8.00	5.38	9.48	Kensington	6.58	9.48	11.53
8.35	6.10	10.10	ar Summerside lv	6.35	9.15	11.20
No. 3		No 11		No 12		No. 4
P.M.		A.M.		P.M.		A.M.
6.45		10.35	lv. Summerside ar.	5.35		9.00
7.17		11.19	Wellington	4.48		8.27
7.44		11.58	Port Hill	4.08		8.01
8.34		1.16	O'Leary	2.53		7.12
9.11		2.25	Alberton	1.52		6.34
9.45		3.20	ar. Tignish lv.	1.00		6.00
P.M.		P.M.		P.M.		A.M.

No. 13	No. 15		No. 14	No. 16
P.M.	A.M.		A.M.	P.M.
3.50	6.55	lv. Ch'town ar.	8.30	5.40
4.49	8.23	Mt. Stewart Junction	7.28	4.07
5.16	9.00	Morell	6.59	3.27
5.36	9.28	St. Peter's	6.39	3.00
6.35	10.55	ar. Souris. lv.	5.40	1.35
P.M.	A.M.		A.M.	P.M.

No. 17.	No 19.		No. 18.	No 20
P.M.	A.M.		A.M.	P.M.
		Mt. Stewart		
4.50	8.25	lv Junc. ar	7.20	3.55
5.38	9.37	Cardigan	6.32	2.43
5.55	10.00	ar Georgetown lv	6.15	2.20
P.M	A.M.		A.M.	P.M.

No 9.		No. 10
P.M.		A. M.
7.25	lv Emerald Junc ar	7.20
8.15	ar C. Traverse lv	6.30
P M.		A.M.

Trains are run by Atlantic Standard Time.

D. POTTINGER,
Gen. Mgr. Can. Govt. Rys.
Moncton, N.B.

G. A. SHARP,
Superintendent P. E. I.
Charlottetown, June 11, 1903.

PERIL OF ICEBERGS

THEIR EARLY APPEARANCE A NEW MENACE TO OCEAN TRAVEL.

They Are Ahead of Their Usual Time This Year—The Glacial Leviathians, Which Generally Do Not Appear Till Midsummer, Now Obstruct the Pathway of Transatlantic Commerce—What They Look Like.

The oldest mariners entering the port of Halifax, N.S., have never before seen thus early in the season so many and so great icebergs in the path of ocean traffic as now menace transatlantic shipping. Usually the ice floe from the farther north does not make its appearance in any considerable quantities as far south as the line of steamship travel until the latter part of July or early in August, when the sea is calmer and storms are less frequent. Even then these great floating mountains of ice are a source of much danger. When they come earlier, in March and April or even in May, during the season of dense fogs, violent windstorms and low temperature, the peril to shipping is increased a hundredfold.

Many transatlantic steamers entering that port during the last fortnight have encountered great bodies of floating ice, which entailed the most watchful care on the part of the navigators to prevent disastrous collisions and resulted in much perplexing delay. The log of one incoming vessel showed that nearly a hundred icebergs varying in height above the water line from fifty to 300 feet were sighted on the trip across the Atlantic. These covered a stretch of over 150 miles, being mainly between latitude 42 degrees 15 minutes, longitude 49 degrees 20 minutes, to latitude 42 degrees 5 minutes, longitude 52 degrees 53 minutes, which is about 200 miles almost due east of Halifax. Its passage was a most hazardous one, and on several occasions a collision which might have sunk the ship and caused a frightful disaster was narrowly averted. Other ships have scarcely less sensational stories to tell of experiences with the perilous ice floe.

According to the expert hydrographers, who know as much about it

MONSTER ICEBERG IN STEAMER TRACK.
From photo taken 500 miles east of Halifax.

as anybody else and probably not much more, this early appearance of the ice is the result of a warm and early spring in northern latitudes, causing the breaking off of large bodies of ice from the great glacial formations of the arctic region, from whence they are brought southward along the coast of Newfoundland into the path of steamer traffic by the polar currents.

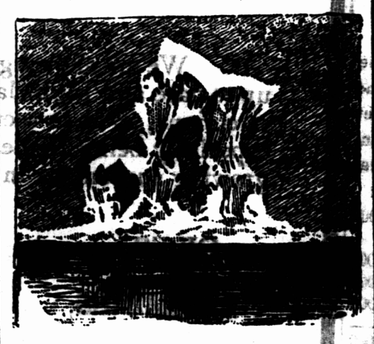
The size of an iceberg appearing above the surface of the sea does not constitute its essential peril to shipping. Frequently that seen above the water is less than a ninth of its total bulk, so that a berg that stands 800 feet above the sea level may be actually 2,700 feet high and of far greater area than is indicated by the exposed surface.

In mild weather the proximity of a large body of ice at sea is usually indicated by colder air and water, but in thick and heavy weather, which prevails at this season of the year, it is extremely difficult to detect the presence of an iceberg by the temperature until the ship is squarely upon it. A familiar method of keeping a lookout for ice in thick weather is to take "soundings" with a thermometer. The instrument is lowered below the surface at intervals, and a record is kept of the water's temperature. A sudden drop of 2 to 3 degrees is usually the signal for reducing the vessel's speed, doubling the lookout and keeping the whistle blowing for echoes. An automatic signaling thermometer is also used. This is kept permanently below the surface, and any important change in temperature is registered in the pilot house.

The birth of the iceberg is in the far north. As a glacier or ice river pushes its way into the ocean huge masses break away from the edges and float seaward. Currents carry them sometimes for thousands of miles before warmer climates eventually cause their disintegration.

Charts of the north Atlantic show that a vast number of bergs float with the Labrador current in a southerly direction around the coast of Newfoundland and Nova Scotia and from thence farther out to sea until they finally melt away and become a part thereof. Many of these great floating mountains come from the coast of Greenland, where the succession of glaciers gives birth to thousands of bergs. Like human beings, each one fulfills its own destiny. Some are grounded near the place of their formation. Others pursue their solitary and majestic course toward the open sea and gently melt away their lives on the deep swell of the Atlantic. Still others, like desperadoes of the highway, make straight for some noble ship and send her foundering to the bottom. And, as they are different in their history, so are they varied in appearance, some being wall-like, solid ramparts, with square, almost perpendicular, faces, impossible to scale, two or three miles long and half as many broad. Others might at a little distance be mistaken for a splendid palace, a Turkish mosque or a Gothic church.

Occasionally an iceberg gets worn away at the water line, while the base below the water is intact and supports an extended surface on a comparatively narrow stem. Others are tunneled or arched. In fact, there is no limitation as to form or size. The most beautiful and the most grotesque may sail side by side. One may be a mile square and the other only forty or fifty feet. Whether large or small, but a small



AN ICEBERG IN OLD AGE.

proportion of either is seen. The great mass is always below the water.

At times there is something most graceful in the movements of an iceberg. One of large size was observed some years ago which for a time oscillated backward and forward with a regular movement like the pendulum of a clock. It was a grotesque, almost humorous, sight to observe the great mountain of ice swaying from side to side like one of the polar bears that haunt the far north. Then gently and almost imperceptibly the berg "turned turtle," showing a gently rounded surface where before had been jagged peaks and turrets. It was a dissolving view in the literal sense.

There is a continuous change in the appearance of icebergs. At times a Gothic cathedral is stimulated; again, with the sunset's warm glow, the surfaces may take to themselves a likeness to a tropic landscape. Cascades will descend from the upper slopes, breaking into feathery spray as the stream meets with obstacles. Sailors in the arctic make mental pictures as children do with passing clouds of these strange forms. Home, with its familiar scenes, may be imagined amid the very abomination of desolation.

As to the size of icebergs—well, one must be among them to appreciate their proportions. Sir John Ross observed one that was 2½ miles long by 2½ miles broad and 150 feet high. The weight was estimated at 1,500,000,000 tons. This, however, was not an extraordinary iceberg. Sometimes they are observed towering to a height of 700 or 800 feet. As only one-tenth of the mass is above water and visible, it is seen that they require plenty of depth as well as sea room for their movements. If the weather is mild and the sea calm, all is likely to go well under the watchful care of the expert navigator, but when the storms and fogs accompany the icebergs there is imminent peril. Thus it is that the appearance of the ice this season two months earlier than usual adds a new and serious menace to transatlantic commerce.

Was Afflicted With Itching Eczema

Two Severe Cases which show the Extraordinary Power of

Dr. Chase's Ointment

Mrs. P. MacMahan, Malpeque road, Charlottetown, P. E. I., and whose husband is a painter, states. "A little over a year ago I was afflicted with eczema, which distressed me greatly on account of the dreadful itching and burning which it caused. I had tried several salves and ointments for my trouble, but could get no relief till I began using Dr. Chase's Ointment, and it positively cured me. On account of the benefit which I have derived from this preparation I feel special confidence in recommending it to others.

"We have also used Dr Chase's Nerve Food in our family for headache and indigestion, and found that it does all that is claimed for it."

Mr. J. Gorr, mail-carrier and stage-driver between Port Elgin and Kincardine, Ont., states:—"I can testify to the worth of Dr. Chase's Ointment as a cure for eczema. My sister, Mrs. J. Dobson, of Underwood, Ont., has a boy who was a great sufferer from this dreadful skin disease. He was then only four years old, and though we took him to several doctors and tried a great many remedies, all efforts to effect a cure seemed in vain.

"This little fellow was covered with itching sores, and hands and face were especially bad. The way he suffered was something dreadful, and my sister had been disappointed with so many preparations that she did not have much faith in Dr. Chase's Ointment. I can now testify that Dr. Chase's Ointment made a perfect cure in this case, and there is not a mark or scar left on his body."

Dr. Chase's Ointment 60 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.

HAS A NEW TITLE.

DRESDEN, Saxony, July 15—In compliance with her request King George has conferred on the Princess Louise, former Crown Princess of Saxony, the title of Countess Montignoso.

THE $100 REWARD

has not been claimed—but the man that talks—

stopped.

The Big Furniture Sale

is running FULL BLAST and BARGAINS are being given AT OUR EXPENSE.

DISCOUNTS, 20, 25, 30, 33 per cent.

ALL OVER THE HOUSE.

MARK WRIGHT & CO.,

Sunnyside Carpet and Furniture House.