

Just a Tilt of the Pail

Women don't mind filling the knee-high supply can of the new Suction-feed. Only a few inches to lift. No straining of back or arms.

THE NEW SHARPLES SUCTION-FEED

Separator gets all the cream all the time. Any other separator will lose cream when the speed slackens. You can't always turn at exactly the right speed. No one can. It's impossible. Speed indicator or no speed indicator. The Suction-feed skims clean, fast or slow, and delivers even cream. Capacity increases with the speed. Come in and let us show you how it works.

Write for prices
Associated Farmers Cop. Co., Ltd.
Box 504 Charlottetown
4902-5-9trfsl.

DIARY OF EVENTS

City Magistrate's Court 9 a. m.
Prince Edward Theatre 3.15, 7 and 8.45 p. m.

BIRTHS

McDOUGALL—At Charlottetown, on May 7, 1918, to Rev. and Mrs. Ewen MacDougall, a daughter.

TRAINOR—At North Tryon on April 29th 1918 to Mr. and Mrs. Wilbur Trainor a son, John Gerald.

SWAN—At Stanhope on May 7th to Mr. and Mrs. Harry Swan, a son, Lewis Kenneth.

DEATHS

TRINOR—At North Tryon, on April 30th, 1918 infant son of Mr. and Mrs. Wilbur Trainor. Buried on earth to blossom in Heaven.

FERGUSON—At South Melville on May 4th, 1918, William Lloyd, dearly beloved twin son of Mr. and Mrs. Dave Ferguson, aged six months.

Minard's Liniment used by Physician

BOLSHIEVSKI WANT A COALITION NOW

IRPNE, May 3.—Members of the Kerensky cabinet have been released from Nizhny prison, and have accepted government positions, according to an updated despatch from Petrograd received today. The Bolsheviks are trying to utilize the Russian socialists with the object of effecting a coalition government capable of devaluing a revision of the Brest-Litovsk peace treaty.

Ask for Minard's and take no other.

TENDERS
For Hauling Barns at Darlington

Tenders for hauling three buildings, (one 36x26 ft. and the other two about 2x14 ft. each) a distance of about six chains from the old site to a new situation on my farm will be received by me from now on. Work must be completed before June 15, 1918.

Highest or any tender not necessarily accepted.
WILLIAM McPHERSON,
Darlington N Lot 31
4906-5-9-M31p4

Professional Cards

DR. CLIFT
CHRONIC DISEASES
CURATIVE TREATMENT by the mouth in advance, Victoria Hotel Charlottetown, P. E. I., Canada.
HOURS, 12 to 3 daily. NOW

J. D. STEWART, K. C.
Barrister, Solicitor and Notary Public
Office Newson Block, Charlottetown
Branch Office, Georgetown
Money to Loan on Real Estate

DR. J. D. MacGUIGAN
60 Great George Street (Office of late Dr. Conroy)
Office Hours—8 to 10 a. m.
1 to 3 p. m.
6 to 8 p. m.
Phone—527

S. S. HESSIAN
Barrister, Solicitor, Notary Public, etc.
MONEY TO LOAN.
Montague, P. E. I.

BONSHAW TIME TABLE

MOTOR BOAT STRATHGARTNEY

Leave Bonshaw, Tuesday at 8 a. m.
Friday at 10 a. m.

Leave Ch'town Tuesday 4 p. m.
Friday 6.30 p. m.
4835-5-9-MT

Mayor Todd, 215 1-2

MAYOR TODD, 215 1-2, needs no introduction to the horse breeders of P. E. I., his breeding is of the highest quality from the Bingen family on his sire's side and Alcyons McKimley family on the dam's side. As a trotter nothing need be said. Those who saw him race can testify to his ability to trot; his colts all have some speed and there are a few youngsters that can trot fast. His colts have won more prizes in recent Exhibitions than the rest of any other Standard Bred Stallion on P. E. I.

He will make the season on the following route in charge of the veteran John O'Brien, Bonshaw. Leave Ch'town Monday morning May 6, to Angus Cameron's at noon then to Nell McKimley's, Canoe Cove, then to John O'Brien's where he will stand till Wednesday morning, May 8, leaving there for Patrick Hogan's, Westmoreland, at noon; then to Newton Dawson's, over night, leaving there Thursday morning, May 9, to Harry Murtari's, Tunnel Track, at noon; then to Patrick Connolly's, Belemore, over night, leaving there Friday morning, May 10, to William Noonan's, at noon; then to Stewart's Hotel, Emerald, over night, leaving there Saturday morning, May 11, by Ross' Corner, to Summerside, at the stable of William McNeill, till Monday morning, May 13, then to Kensington, leaving there Tuesday morning, May 14, to Stanley Bridge, at noon; then to William Hogan's, Hope River, over night, leaving there Wednesday morning, May 15, to William McNeill's Cavendish at noon; to John Houston's, South Rustico, over night, leaving there Thursday morning, May 16, to Hunter River, at noon; then to William Cullen's, Wilshire, over night, leaving there Friday morning, May 17, for Ch'town, where he will stand at the stables of Francis W. Hughes, Grafton St., till Monday morning, May 20.

The above route will be continued every two weeks for five rounds.

For terms and conditions apply to **JOHN O'BRIEN**, in charge of **HAMMOND KELLY**, Owner.
Mares at owner's risk.
4826-5-4M61.

MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday the 10th May, 1918 for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week over Rural Mail Route No. 3 from Bloomfield Station, P. E. Island from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Bloomfield Station and at the office of the Post Office Inspector.

J. F. WHEAR,
Post Office Inspector
Post Office Inspector's Office,
Charlottetown, 25th March 1918.
4344-4th431

MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 21st, May 1918 for the conveyance of His Majesty's Mails on a proposed Contract for four years six times per week on the route over Rural Mail Route No. 3 from Hunter River, P. E. Island from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Hunter River, Wheatley River, Rustico and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector
Post Office Inspector's Office,
Charlottetown 15th April, 1918.
4610-4-17Thu31.

DR. CLIFT
CHRONIC DISEASES
CURATIVE TREATMENT by the mouth in advance, Victoria Hotel Charlottetown, P. E. I., Canada.
HOURS, 12 to 3 daily. NOW

J. D. STEWART, K. C.
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MONEY TO LOAN.
Montague, P. E. I.

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CHRONIC DISEASES
CURATIVE TREATMENT by the mouth in advance, Victoria Hotel Charlottetown, P. E. I., Canada.
HOURS, 12 to 3 daily. NOW

Men Wanted for the Canadian Naval Service Officers

Applications requested from men qualified to fill positions as **Mates, Chief Artificer Engineers, and Artificer Engineers.** Pay \$2.50 to \$3.75 per day. Clothing Allowance, \$30.00 separation under usual conditions.

Petty Officers and Men

Engine Room Artificers, \$1.35 to \$2.75 Seaman \$1.00 to \$1.10, Stokers \$1.00 to \$1.25, Carpenters \$1.20 to \$2.40, Stewards \$1.10 to \$1.50 per day and \$25.00 monthly separation under usual conditions. Some vacancies for Boy Stewards, ages 16-18. Pay 50c. daily. Free Kits, Free Messing. Qualified men cannot find a better way to serve their country during the war.

Commanding Officer,
H. M. C. S. NIOBE,
HALIFAX, N. S.
or Naval Recruiting Secretary,
279 Wellington St., Ottawa.

All Returned Soldiers

On P. E. I. are requested to meet at the headquarters of the GREAT WAR VETERANS' ASSOCIATION, Curling Club Building, Grafton Street, Charlottetown, on Friday, May 10th at 7 p. m. to elect officers and transact other business of great interest to War Veterans. This meeting is called at the request of the Dominion Executive G. W. V. A. and every returned man on P. E. I. is urgently requested to be present.

By order
G. J. McCORMAC,
Secretary Citizens Committee
4872-5-7M41.

FARM FOR SALE

The undersigned offers for sale on Wednesday the first day of May, A. D. 1918 at the hour of 12 o'clock noon on the premises, his farm consisting of 99 acres situated at New Perth, Lot 51 in Kings Co., also stock, farming implements, household furniture, etc. etc. Terms easy. Title guaranteed. For particulars apply to

DAVID CAMPBELL,
Owner on premises,
or **S. S. HESSIAN**
Solicitor.

In Chancery
Before the Vice Chancellor

In the matter of Mary Ann Gunn an Infant for the sale of lands.

Pursuant to a decretal order made in the above cause on the 22nd day of April instant A. D. 1918 by His Honour the Vice Chancellor, I will sell by Public Auction on the premises on Saturday the 11th day of May next A. D. 1918 at the hour of 12 o'clock noon, those two several tracts and parcels of lands described as follows:—

1. A certain lot of land situated on Township number 67 in Queens County in Prince Edward Island bounded and described as follows: Commencing on the North East side of the Bradbane Road at the South West angle of land formerly in possession of John Holmes and next therein after described, thence running North West along said road fourteen chains or to the rear line of farms fronting on the Haslam Road leading from Prince town Road to the County Line Road thence North forty-five degrees East to the rear line of farms fronting on the Haslam Road, thence Southeast along the same fourteen chains to the place of commencement containing 79 acres of land a little more or less, saving and reserving thereon a road thirty feet in width, along the rear line of farms, occupied by Duncan and William McKimley, also reserving thereon one quarter of an acre of land conveyed by John A. McLean to Angus Matheson by Indenture dated the 9th day of December A. D. 1896. Also reserving one quarter of an acre of land lying South of the railway running through said land as mentioned in an assignment in lease of said land from one Malcolm McKimley to Charles Stewart dated the 10th day of October, 1877, and in deed from Charles Stewart and wife to John A. McLean dated the 28th day of March 1895 and registered the 2nd day of April 1895. And also reserving a parcel of land conveyed by Charles Stewart to Her Majesty Queen Victoria by deed dated the 27th January 1881 and registered the 11th day of February A. D. 1881. Also all that other tract of land on Township Number 67 aforesaid commencing on the North East side of the said Bradbane Road at the Southern angle of the land last above described, and running thence North forty-five degrees East fifty chains to the said rear line of the Princetown Road, thence South East along the same 15 chains, thence South East 45 degrees West to the Bradbane Road aforesaid, and thence North West along the same to place of commencement, containing 75 acres of land a little more or less.

The lands will be sold free from encumbrances. The sale will be confirmed by the Court of Chancery without expense to the purchaser.

Conditions at sale.
Dated this 24th April A. D. 1918.
H. J. PALMER,
Master in Chancery.
D. McKinnon, Esq.,
Solicitor for Applicant.
4738-4-25Thu31.

MR. JAMES MCISAAC, M.P., REVIEWS P. E. I. MATTERS

Discusses Transportation Difficulties in the Past and Strongly Urges the Immediate Standardization of the P. E. Island Railway.

In the last Hansard report to hand the address of Mr. James McIsaac, M. P., for Kings on the Budget is given. After dealing with the financial condition of the Dominion and congratulating the Acting Minister of Finance, Mr. McIsaac proceeded to discuss matters of special interest to Prince Edward Island. Praising his remarks with a brief history of the transportation problem since Confederation days, he proceeded to deal with present day conditions.

The cost of the car ferry was \$670,000. In addition to supplying the steamer, terminals were arranged for one on the Prince Edward Island side, which, now, more appropriately, bears the name of Port Borden, was on the New Brunswick side at Cape Tormentine. These terminals cost \$2,205,000. The car ferry and the terminals at present in operation cost \$2,875,000. That, Sir, is the way in which the right hon. Prime Minister carried out his promise to Prince Edward Island.

But, that is not all. In order that the car ferry may be effective, that it may do the work which it was intended to do, it is necessary that the narrow gauge Prince Edward Island railway shall be standardized and become a part of the mainline of the intercolonial railway on the mainland. It is necessary that the departure from any part of Prince Edward Island may go through without transfer of freight to all portions of North America. The intention was to broaden the gauge of the Prince Edward Island railway, but, like many other projects of great importance contemplated by the Government, it became a victim of the sequence of the war, and the enormous expenditure involved in carrying it out, that the completion of this portion of the connection between Prince Edward Island and the mainland should wait until times are better and money will be easier to obtain.

During the past winter, for the first time in the history of the Prince Edward Island, the snow blockade was so severe and the success that has attended its operations during a winter of unprecedented severity has revolutionized the ideas of the people of the island regarding their connection with the mainland. They now feel for the first time that they are not isolated as they have been in the past. There was not a day during the winter that the car ferry did not cross in these heavy ice flows and on some days it made two or three round trips. It is able to make the passage in fifty minutes under favourable circumstances, and at no time was it more than three hours in making the trip. There was not a day upon which it might not have crossed, although there were a few days when it did not cross, because there were no trains on either side and consequently nothing to cross for.

What we desire now is to have the Prince Edward Island railway standardized. We would like to see this work completed as soon as possible, but no one realizes more fully than the people of Prince Edward Island that this is not a time when we should ask for extra appropriations when so much of our money is required to carry on the war. The standardization of the Prince Edward Island railway should be regarded in the light of a war measure. Prince Edward Island is an agricultural province and it is extremely productive—in fact, we have really no idea of the extent of its productivity—but if facilities are afforded for the transportation of the island's products it is capable of increasing its agricultural production at least a hundredfold. If that be true, the standardization of the railway would be much more towards feeding the soldiers than we are now doing, would not be sufficient ground for the Government undertaking the work of standardization without much delay? It is for the Government to say when that work shall begin, but the people of the island would like to see it started forthwith. If it can be done, the output of Prince Edward Island's products would be augmented to such an extent that it would be by no means a losing speculation for the Government.

Let me give further reasons why, in our opinion, it would be wise for the Government to undertake this work now. The operation of the car ferry at present used costs about as much as does the operation of a great car used on the Improvement railway, so that the Improvement suggested would effect a saving there. Economies could also be brought about by a change in the system of handling produce. At present all freight shipped from Prince Edward Island goes to Port Borden, where it is transferred from narrow gauge to broad gauge cars, and then the cars are run on the ferry and carried to the mainland. The cost of transferring freight in this way is from four to five thousand dollars a month. Now, if the amount capitalized would be equal to a capital of about \$1,000,000, or, in other words, it would represent about one half the cost of standardizing the road, as far as I am able to learn, in order to handle the increased volume of freight. Last year, owing to a want of transportation, there were two million bushels of potatoes that could not be carried away from Prince Edward Island. More than that, the numerous steamships arriving freight from the island to other points—for example, to Newfoundland, Montreal, Boston and Halifax—have all, or nearly all, been eliminated owing to the abnormal conditions brought about by the war. As we all know, Mr. Speaker, almost any kind of vessel that is available is largely picked up now for war transportation purposes, with the result that Prince Edward Island shipments are confined to the one route via Port Borden.

Another point arises in connection with the shipment of coal. In our province there are no coal mines, and coal has to be imported from Nova Scotia and other places. The volume of coal requiring to be transported by the car ferry, in addition to all the other products to which I have referred, represents something like forty thousand tons. There is this further point to be borne in mind: It is expected that Prince Edward Island, as a result of the campaign in favour of increased production, will this year have seeded some seventy-five thousand acres more. The product of this area, representing probably fifty thousand tons, will also need to be transported. All this great volume of freight represents a total of something like 247,846 tons—calculating from the figures of last year's exports and taking into consideration the freight that was held up and could not be forwarded—will have to be carried by the car ferry during the present year. The present export facilities which therefore are not adequate, and when they involve a transfer of material and an increased outlay of money.

I hope, Mr. Speaker, I am not wearying the House, but even at the risk of doing so, I must present the case for my province. I am talking on behalf of those who sent me here and who expect me to do my duty, and I am in the humblest endeavour to discharge that duty that I am making my plea to the House this afternoon.

In addition to the expenditures which I have already referred to it will cost, to begin with, probably four or five hundred thousand dollars to put the narrow-gauge railway as it now exists in a condition for handling business this summer. Again, there is the further expense of transferring the freight, and handling the additional freight that will need transportation. These figures will indicate to you the extraordinary disadvantage from which Prince Edward Island is suffering at the present time; and in addition to the improvements desired and the elimination of these extra costs would not involve such a large grant from the Federal exchequer as it would if none of these subsidiary conditions prevailed.

There are other items that might be introduced to swell the total cost. There are, for example, the claims against the Government which may have been brought in the course of the destruction of potatoes and other perishable goods owing to the failure of the narrow-gauge railway to move them from the island. Adding all the items together, I estimate \$936,409 as the amount which the Government stands called upon to pay under present conditions.

There are other reasons why the people of Prince Edward Island should have the railway gauge broadened and its standardization commenced. They are reasons which will be beneficial to the Dominion and to Prince Edward Island especially. During the past winter, I estimated \$67,000 to fight the snowstorms which blocked the roads, which had to be shovelled out. Everyone acquainted with railways will understand that with a broad gauge and more powerful engines the snow blockade could be better handled and its inconvenience reduced to a minimum at a much smaller cost.

There is the movement of certain perishable products also to be considered. In addition to being a great agricultural province, the richest and most abundant fisheries about on our coast. The fresh fish industry would secure the best results from the quickest possible transportation to the markets on the mainland. If that be the case, the fish that we catch on the coast of Prince Edward Island could be shipped from there in the morning and brought into Montreal for instance, the next morning, fresh from the sea, would that not be something worth working for? Prince Edward Island would benefit by it, and certainly other parts of Canada would not lose by it. There are other perishable products which should get to the markets in the shortest possible time and in the best possible condition. We have no hope that that ever can be done until we have the gauge standardized. Standardization will come sometime; we have got so far ahead now, and the conditions that I have laid down seem to me to be of sufficient importance to be some inducement to the Government to take up the work at as early a date as possible. Altogether, apart from the sentimental question, there is no longer any doubt in Prince Edward Island about the feasibility of a practical daily communication, winter and summer, between the island and the mainland. The problem involved in the winter navigation of the straits is solved, and we feel that, at least, we have taken the first and greatest stride forward towards being really part of Canada. We no longer feel ourselves isolated. We only wish the completing of the railroad standardization to make our railroad standard as that of any other part of Canada, and to enable us to ship our products from any part of the island to any part of North America without breaking bulk, and that any passenger boarding a train on the island will not be obliged to leave his car until he reaches his destination.

There are reasons which appeal to us, Mr. Speaker, in this sufficiently persuasive to convince the Government that now is the time to standardize the Prince Edward Island Railway. If I could convince them, I feel sure that within a short time the work would be commenced.

I do not know that I shall trespass upon your patience any further, Mr. Speaker, unless to thank you very sincerely for the generous hearing that has been accorded to me, upon these matters so dear to the hearts of the people of Prince Edward Island, the first time that I have risen in Parliament to address you.

War Garden Bulletin

PRACTICAL DAILY GUIDE FOR VACANT LOT AND BACKYARD GARDENERS ENLISTED IN GREATER PRODUCTION CAMPAIGN.

Issued by the Canada Food Board in collaboration with experts on the staff of the Dominion Experimental Farm.

CHOOSE YOUR SEED—Continued.

Celery—Golden Self Blanching, Winter Queen, Evans Triumph, Perfection Heartwell and White Plumbe.
Brussels Sprouts—Improved Dwarf Cauliflower—Early Snowball and Early Dwarf Erfurt.
Lettuces—Grand Rapids, Black Seeded Simpson, Iceberg, Giant Crystal Head, Improved Hanson, Salamander, All Heart and Crisp as Ice.
Onions—Yellow Globe Danvers, Early Fed Wethershead, Early Flat Red, Australian Brown.
Parsnips—Hollow Crown of a good strain is the best.
Radish—Scarlet White Tipped Turnip, Rosy Gem and White Edible.
Tomatoes—Extra Early Alacerty, Sparks Earliana; (early and main crop) Bonny Best, Chalks Early Jewel, (later varieties) Matchless, Trophy, Livingstone Globe and Plenty, Ignom for canning.
Spinach—Victoria Thick-leaved, Virolay.

Cucumber—Davis Perfect, White Spine, Chicago Pickling.
Squash—Long White Bush, Summer Crookneck; (late) Delicious, Hubbard.
Swede Turnips—Champion Purple Top.
Parsley—Double curled.
Melons—Musk melon, Long Island Bunch, Hackensack, Montreal Market, Emerald Gem, Hoodoo, Paul Rose; water melons—Cole Early, Ice Cream and Pinney Early.

SATISFIED MOTHERS

Once a mother has used Baby's Own Tablets for her little ones she will use nothing else. The satisfaction she derives from their use is wonderful. They are easy to give the baby; their action is prompt and thorough and above all they are absolutely harmless. Concerning them Mrs. Jean Dechaine, Lacordaire, Sask., writes:—"I am well satisfied with Baby's Own Tablets. I had no trouble in giving them to my baby and they have promptly cured her of constipation." The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams Medicine Co., Brockville, Ont.

Minards Liniment Lumbermans Friend

For Sale

REGISTERED BRIGHTSIDE AYRSHIRES

1 bull, 2 year old, dam Annie 2nd. This cow was a wonderful producer, averaging nearly 9,000 lbs. of 4 per cent. milk for five periods till she went to the block at 19 years of age. She qualified in R. O. P. test at 17 years old with 10210 lbs. milk, 448 lbs. fat.
1 bull, 18 months old, dam Bertha, 45551.
This is a choice animal in every way, being winner of first prize at Charlottetown Exhibition. Dam was qualified in R. O. P. test twice as a two and three year old, producing 15288 lbs. with 675 lbs. fat in 679 days. Grand dam has also qualified.
1 bull, 17 months, dam Princess Patricia, grand dam Princess. These handsome cows you saw at Charlottetown Exhibition last year, and both have qualified in the R. O. P. These animals are sired by my last stock bull, and are of good type and well developed, weighing from 800 to 900 lbs. They have also been tested for tuberculosis and a certificate of health will be given to purchaser.
For particulars apply
BEST C. BROWN,
1823-5-1st481
York, P. E. I.

Tenders for Coal

SEALED TENDERS will be received at this office until noon on Thursday, May 16, 1918 from any persons willing to contract to supply the Provincial Building, Law Courts, Prince of Wales College, Hospital for the Insane and Provincial Infirmary, Queens County Jail, Georgetown Court House and Jail, Summerside Court House and Jail, and Ferry Steamer Hillsboro, with coal.

Coal for the Hospital for the Insane and Provincial Infirmary to be delivered on Falconwood Wharf and coal for the other buildings, to be delivered in their respective vaults, at the cost of the Contractor by the first of September next.

Which scales to be approved by the Department.
Full particulars as to the quality and the quantity for each building may be had at this Office.

The names of two responsible persons willing to become bound for the faithful performance of the Contract will accompany each tender.
The Department does not intend itself to accept the lowest or any tender.
Tenders to be addressed to the undersigned and marked "Tenders for Coal."
L. B. McMILLAN,
Secretary of Public Works,
DEPARTMENT OF PUBLIC WORKS
Charlottetown, P. E. Island,
May 7, 1918.
4808-5-9M61.

MORTGAGE SALE

There will be sold by Public Auction at the Court House, in Charlottetown, P. E. I., on Friday, seventeenth day of May, A. D. 1918 at the hour of 12 o'clock noon, ALL THAT parcel of land situated, lying and being on Lot or Township Number Thirty-eight, in King's County, bounded and described as follows, that is to say: Bounded on the north by land in possession of Benjamin C. Douglas, on the east by land in possession of David Smallwood, that other tract of marsh land situated on said Lot or Township Number Thirty-eight, bounded as follows: Situate at the mouth of Mill Creek, Head of Hillsborough, bounded on the north and west by the Mill Creek or River on the south by a marsh in possession of Elisha Coffin and Albert Coffin, and on the east by a marsh in possession of the heirs of Elisha A. Douglas and Robert John Douglas, now Henry Coffin, containing two and three-quarters acres of land, a little more or less, which said lands are now in the possession of the said mortgagee. The above sale is made under and in pursuance of a power of sale contained in an Indenture of Mortgage dated the first day of January, A. D. 1909, and made between David E. Douglas of Chery Hill, Lot Thirty-eight, Farmer, of the one part, and the undersigned of the other part, default having been made in payment of principal and interest due on said Mortgage. For further particulars apply to Messrs. McLean & McKimley, Solicitors, Charlottetown.

Dated this sixteenth day of April, A. D. 1918.
RUSSELL CLARK,
4609-4-15Thu41
Mortgagee.

ROYAL YEAST CAKES

Some women hold to the idea that bread-making is a long and difficult operation, but this is a mistake, for with Royal Yeast Cakes, light, sweet bread can be made in a few hours with but little trouble.

NOTE: Our new Royal Yeast Baking Book will be sent free upon request. It contains full instructions for making bread and rolls with Royal Yeast Cakes, and name and address plainly written and this valuable little book will be mailed promptly.

E. W. GILLET CO. LTD.
TORONTO, CANADA
WINNIPEG MONTREAL

ONLY HALF POLICE FORCE NOW NEEDED

KINGSTON, Ont., May 8.—As a result of the banishment of bars and liquor shops in Ontario a year and a half ago, Kingston today finds that half the police force that did duty in 1916 is more than sufficient for patrol work. During the past month, four constables have resigned, either because they are tired of a lousy job or are anxious to help in greater production; and this, notwithstanding that the police wages have been increased to meet the higher cost of living.

For Sale

REGISTERED BRIGHTSIDE AYRSHIRES

1 bull, 2 year old, dam Annie 2nd. This cow was a wonderful producer, averaging nearly 9,000 lbs. of 4 per cent. milk for five periods till she went to the block at 19 years of age. She qualified in R. O. P. test at 17 years old with 10210 lbs. milk, 448 lbs. fat.
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For particulars apply
BEST C. BROWN,
1823-5-1st481
York, P. E. I.

DEPARTMENT OF THE NAVAL SERVICE

NOTICE OF SALE
LOBSTER HATCHERIES

SEALED TENDERS addressed to the undersigned and endorsed "Tenders for Lobster Hatcheries", will be received up to noon of the

20th DAY OF MAY, 1918
for the purchase of the Government Lobster Hatcheries at
Arlington, Richmond County, N. S.
Bay View, Pictou County, N. S.
Port Daniel, West Bonaventure County, Gaspe, Que.
House Harbour, Grindstone, Magdalen Islands, Que.
Georgetown, Prince Edward Island, Charlottetown, Prince Edward Island.