

THE REASON WHY
"Shiloh" Cures Consumption.

Consumption is not merely a disease of the lungs, as so generally supposed, but *before* the lungs become affected the blood has—from various causes—been crowded with the bacillus of Consumption. These germs are deposited in the lungs by the blood, causing inflammation, coughing and the spitting up of diseased mucopurulent matter. Shiloh's Cure arrests the ravages of the germs by destroying them—it purifies the blood and enriches it—allays the inflammation and irritation and sets up a healing process, which causes the sore parts to get well and cicatrize. **Shiloh's Consumption Cure** strengthens and tones up the whole system and makes it particularly repellent to the dreaded germs of Consumption.

It is guaranteed to accomplish this. If dissatisfied when $\frac{2}{3}$ of a bottle has been used, return the remaining portion and the whole purchase money will be refunded.

J. H. Caldwell of Malta, Idaho, writes as follows to S. C. Wells & Co., Toronto. "I have used SHILOH'S CONSUMPTION CURE many different times, and always received great benefit from it. I believe it saved my life in a case of congestion of the lungs—and saved me from an attack of consumption, as many people said I had it."

In Canada and United States, 25c., 50c. and \$1.00 a bottle. Great Britain, 1s/2d., 2s/3d and 4s/6d.

OFTEN IMITATED—NEVER EQUALLED

PURE GOLD

Jelly Powder

The joyfully quick Dessert—It's healthy too.

YOUR GROCER HAS IT.

AUCTION

Crockery and Glassware.

Commencing this Monday evening, Feb. 4th, at 7 o'clock, at the store lately occupied by E. H. Norton, Queen Street.
 Dinner Sets, Tea Sets, Toilet Sets, Table Sets, Jugs, Basins, Cups and Saucers, Hall Lamps, Table Lamps, Fancy Goods, etc. NO RESERVE.

R. BEAIRSTO,

5d tf.

Auctioneer.

A SUCCESS.

That is what our new Perfection Bifocal lenses have proved, and for those persons who wish a spectacle to improve both their distant and near vision there is nothing equal to the

Perfection Bifocal Lense.

Lenses fitted in a variety of white or gold spectacle or eye-glass frames.

E. W. Taylor.

Cameron Block

UNDERTAKING !

In this branch of our business we are prepared to supply all the requirements and in a position to cater to the general public. Our stock of Caskets, Mountings, Ladies' and Gents' Robes, Hosiery and Gloves, Children's Robes, all sizes, etc., is the most complete in the province. Up-to-date hearse and suitable horses. Caskets and coffin, wholesale and retail. Funeral arrangements carried out in the most efficient manner.

The Mechanics Manufacturing Co.,

Summerside, Water Street East.

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TENDERS

DEPARTMENT OF PUBLIC WORKS.

29th January, 1901.

Sealed Tenders will be received at this Office until noon on WEDNESDAY, FEBRUARY 13, 1901, from any person or persons willing to contract for the Repairing of West River Bridge, according to specification to be seen at the residence of Donald McPhee, near Bridge, and at this Office.

The names of two responsible persons willing to become bound for the faithful performance of the contract must accompany each tender.

The Department does not bind itself to accept the lowest or any tender.

Tenders to be marked "Tender for West River Bridge."

RICHARD SMITH
 Secretary Public Works.
 Feb. 5—C31 w2i.

LOST IN THE STRAITS

A Review of the Dreadful Accident of About 16 Years Ago

BOATS BROKEN UP AND USED FOR WOOD.

The Thrilling Incidents of the Memorable Trip as Told by a Passenger.—Last Night's Carnival a Success.—Other Important News from the Western Capital.

An entertainment and social was held at Bideford on Friday evening last. About \$32 was realized.

All parties west of Summerside who come to the Fruit Growers' meeting on the 6th, will obtain tickets at single first class fare on Tuesday the 5th good to return on the 8th.

A LARGE and enthusiastic temperance meeting was held in the hall at Irishtown last Friday evening on the occasion of the 10th anniversary of North Star Division of the Sons of Temperance.

The first public meeting of the Summerside Branch of the Lord's Day Alliance, which has recently been organized here, will be held in the Y. M. C. A. rooms this evening at 7.45 o'clock. It is desirable that there be a large attendance. A cordial invitation is extended to all.

As winter communication has been chief topic of conversation during the present winter the following account of a dreadful accident while crossing the Capes in ice-boats sixteen years ago will be of interest to our older citizens who will recall to mind the sad affair and the younger generation to whom the story has been handed down as the worst accident in the history of the Capes route.

About 9.30 a. m. on Wednesday, January 28th 1835, three boats with 22 men—including 7 passengers—left Cape Traverse for the opposite shore. The wind was blowing briskly from the east, the ice running west, the mercury below zero and a snowstorm prevailing which increased in violence as they advanced. Soon they lost their way, became exhausted and were carried about the strait by wind and current. Towards evening Cape Tormentine light was seen, but the men were too much exhausted to make further effort. During the night a violent storm of sleet and hail came on, but before morning the wind turned N. W., the mercury falling to 15 degrees below zero.

The following statement is given by Mr. Fraser, druggist, at that time in Summerside in our local paper at the time:

We left Cape Traverse board ice at 10.15 a. m. on Wednesday. The crews were composed as follows:—Boat No 1—Newton Muttart, Hector Campbell, Mont Campbell, Eph. Bell, Jas. A. Howatt; Boat No 2—Muncey Irving, Alex. Muttart, Blutch Robertson, Wm. Howatt, Wm. Campbell; Boat No. 3—Handford Allen, Geo. Allen, John Allen, Trenholm, Daniel McGlashay. The passengers were: Dr. McIntyre, M. P. Souris; Jas. A. Morrison, Halifax; Aaron Wilson, Summerside; Philip Farrell, Sturgeon, P. E. I.; Mr. Glyndon, clerk in store of J. H. Myrick, Tignish; and Mr. Millet belonging to the States. A snowstorm was setting in from the east and weather looked threatening. The ice was running west at from three to four miles an hour. The boats were all good and well built, but their equipment was totally inadequate. They were without axes and without any provisions. A small keg of water was all that was taken for 22 men and only two matches could be found. Not a lantern was attached to the boats. In fact there was no preparation whatever for the passage. There was a small pocket compass in possession of Muncey Irving, which might or might not be accurate. On leaving the board ice Jas. A. Morrison fell through and got wet. His clothes froze stiff and he suffered from the start. During the first hour the ice was rough and we experienced great difficulty in pulling the boats over it; but after that we got into smooth ice. Our course was given by Capt. Irving, and we kept this course for four hours. Whether intentionally or not, I feel confident the course was changed, and we continued our tiresome journey without getting a sight of land. Finally at 2.30 p. m. we halted on a pan of ice, surrounded on three sides by water. Captain Irving told us he did not know where we were. Consultation was held, deciding to retrace our steps a short distance from the open water. It was now blowing a half hurricane. The pelting sleet and hail was hard to stand and we had to move back slowly to a place considered safe. Here we upset two boats, placed their gunwales together, and placed the third with baggage to windward. Then taking some tin off the bottom of the boats they constructed a fireplace and prepared fuel of oars. These were soon consumed and it was found necessary to break up one of the boats, but there was no axe. The work of breaking up the boat, considering it was strongly kneed and tinned, was a difficult job. It was now about 8. The hail and sleet were blinding and the cold intense. In company with Jas. Morrison I spent the night outside—from 8 on Wednesday evening till 5 on Thursday morning. At times I would get down on a trunk; but the biting frost would keep me on the move. At five in the morning I went inside the cabin to warm myself; and I earnestly prayed to God I shall never such a scene as was presented. Strong men lay around the fire famished, shivering and exhausted, while from the smoky cabin came prayer for relief, and blasphemies intermingled. Occasionally a man, overcome by suffocation, would dash out through the smoke and fall exhausted on the ice. Revived by the piercing cold air he would again return to the smoky cabin. At midnight the wind shifted around to the northwest, blew a hurricane, and the weather became colder than ever. During night only one of the crew, James Howatt, had his feet frozen and he was given preference at the fire until they were thawed out. About 8 a. m. we changed the camp because the fire had melted the ice so thin that it was dangerous. After this one of the passengers had a pound of sweet crackers on which the whole number broke their fast—being served with one cracker each. After this we heard a tremendous crash outside. The ice had parted about 15 feet from the cabin. In a short time there was a space of $\frac{1}{2}$ mile between the pans. The waves then dashed where we had our cabin and broke it so rapidly that we had barely time to get up the boats and baggage and move away. In the centre of the pan we pitched our tent again. At noon on Thursday the cold was beyond endurance, the fuel was nearly all consumed. We reckoned on the balance of the boat, three trunks, a quantity of mail matter etc. to last till Friday morning. By this time most of the men had given up all hopes of ever reaching land, and for my part I think if we had to spend Thursday night in the Gulf there would be few remaining Friday morning. At this time few if any had hope of ever seeing land. One of the men became quite delirious and thus added to the horrors of the scene. We were all then inside the camp, looking out at intervals. The passengers wished to move, thinking it best to die on the move than like rats in a hole. About 4 p. m. we were all lying about inside the boats half asleep, when Muncey Irving sang out, "Land! ho, not three miles away." Some were only able to follow the boat, holding on. But all that I think if we had to spend Thursday night in the Gulf there would be few remaining Friday morning. The crew would often have to combie to move one boat. We had to row through some 300 yards of lolly. We had only four oars between the two boats, and our way was mostly made by rocking the boats into the lolly and one boat making way for the other. When we got to the board ice we left the boats the crews refusing to pull another inch. Every man started for the shore without bag or baggage. There was no order of our going; the strongest went to the front and the weaker followed. It was 11 p. m. when I reached the house. It was a regular hospital, every one being more or less frozen. It was then seen that three of our number was missing and a party was sent out to search for them. They found Newton Muttart at a neighbor's house and Glyndon was found in a barn hands and feet badly frozen. The other men, Sandy Muttart, was found in the marsh perfectly speechless, with his face badly frozen. The people at the house (Angus McPhail's) vied with one another in helping us. They spared no trouble and many of the passengers owe their lives to their prompt and kind attention. A motley-looking spectacle was 20 men sitting with their feet in dishes of cold water trying to draw out the frost. Their walk from the board ice to shore (about two miles) was a severe task for many of the crew. It was the last struggle for life and many of the men had just power to move one limb in front of the other and barely conscious. Until morning the men could not tell to what degree they were frozen. Some of them had kept their limbs in water five or six hours. It was then found that all the crew and passengers with the exception of Dr. McIntyre, the three Campbell brothers, Muncey Irving, the three Campbell brothers, and Baucher Robertson were more or less frozen. Those who were most severely frozen were, Glyndon, Millet, James Muttart, and James Morrison; My own injuries are but trifling compared with theirs. In my opinion there was unnecessary delay in starting. Had they got away at 8 there would have been no difficulty in making the crossing and the day was such when the start was made that it was almost madness to make it.

NOTICE

Jan. 31st, 1901

We balance our accounts for the year.

You are requested to bring your bill and have it receipted before that date, as our prices are too low to admit of long terms of credit.

Yours Respectfully

Sentner, McLeod & Co.

MICA

MICA is the highest grade of AXLE GREASE made. It contains powdered mica which puts a perfectly smooth surface on the axle. When this surface is formed HALF AS MUCH MICA as any other axle grease will do your work and do it more satisfactory. REMEMBER HALF AS MUCH MICA AS ANY OTHER. Manufactured by

IMPERIAL OIL CO., Ltd
 Petroleum Refiners.

LARDEAU MINING SHARES.

| | |
|--------------|--------------|
| Rob Roy .15 | Comstock .10 |
| Old Gold .25 | Primrose .15 |

This is a splendid list of good safe shares. I know each property and the people who form the companies well. The properties are first-class, and the people are some of the best in the community. The Rob Roy people have a deal on which involves some hundreds of thousands of dollars, and all shareholders will benefit. Shares in the company will not be withdrawn till the deal is consummated. Set here is time yet, to buy.

Old Gold and Primrose have struck ore. One paper says Old Gold can ship vast quantities, and Primrose "can ship from the grass roots"

Comstock is on a marvellous 5 foot ledge carrying Gold, Silver, Copper and Lead. I have had assays running over \$100 to the ton from this ledge. This is one of the best of the new companies.

There is no risk about this sort of Mining Investment. I have thoroughly investigated these properties and they are in my opinion, absolutely safe. If you want a good paying investment, get into this list. Write me.

A. E. WELCH, 35 G. Mason's Temple, London, Ont.

One of the most dangerous and repulsive forms of Kidney Disease is

DROPSY

for which Dodd's Kidney Pills are the only certain cure. In Dropsy the Kidneys are actually *dammed up*, and the water, which should be expelled in the form of urine, flows back and lodges in the cells of the flesh and puffs out the skin. Remove the filth which plugs up the drain. Restore the Kidneys to health. There is only one Kidney Medicine

DODD'S KIDNEY PILLS

Don't worry with a headache; use Kumfort Headache Powders. In ten minutes you'll be well. Four powders in a packet. Price, 10c.

POLITICAL SIGNIFICANCE.

BERLIN, January, 31.—The British ambassador here, Sir Frank C. Lascelles, has suddenly gone to England in obedience to a telegraphic order. It is believed here that the ambassador's departure is of political significance.

SOME WON'T BELIEVE IT.

Many people who have suffered the acute misery of itching or bleeding piles for years in spite of medicines and operations won't believe that Dr. Chase's Ointment is an actual cure. There has never yet been a person to doubt the efficacy of this great preparation after using one box. It acts like magic in stopping the pain and itching, and is positively guaranteed to cure any case of bleeding or protruding piles. Ask your neighbor about it. Your dealer has it.

LOWTHER & LEARD DENTIST.

Over Muirhead's Drug Store. SUMMERSIDE. Painless Extraction by the HALE METHOD.

All kinds of General and Anaesthetic employed. Crown and Bridge work a specialty. Plates, Vulcanite, Metal and Aluminum inlaid. Dentistry in all its branches. A. W. LEARD, D. D. S. J. S. LOWTHER, D. D. S. July 26ced & w

McDONALD & MARTIN BARRISTERS. Solicitors, Notaries Public &c. Money to loan. OFFICES (Morris Building, Charlottetown, Gaffney's Building, St. John's. K. J. MARTIN B. A.