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THE JENNY O. COMPANY, NEW YORK CITY.

MIXTURE OF RACES

Many Religions and Nationalities Under Dual Monarchy

The racial question in Austria-Hungary is one of the greatest complexity. In the kingdoms and provinces represented in the Reichsrath in Vienna, there are nearly 10,000,000 Germans and 18,500,000 non-Germans. Of these nearly 17,500,000 are Slavs. Among these Slavs, the Croats and Serbs number 780,000 chiefly in Dalmatia, while there are in all 666,000 Orthodox and nearly 3,500,000 Greek Uniates.

In Hungary, with its subject-kingdoms of Croatia and Slavonia, there are 10,000,000 Magyars, 2,000,000 Germans, and 8,000,000 other non-Magyars. Of these, 3,000,000 are Rumanians and well over 5,000,000 Slavs. The Croats, or Roman Catholic Serbs, number 1,800,000, and their Orthodox brothers are 1,100,000 in number. All told, Hungary has nearly 11,000,000 Roman Catholic subjects, 2,000,000 Greek Uniates, and 3,000,000 Orthodox. In this connection it should be remembered that the Patriarchate of the Orthodox Serb Church has been fixed at Karlowitz, under Hungarian rule, for over two centuries.

In Bosnia there are 434,000 Roman Catholic Croats, 825,000 Orthodox Serbs, and over 600,000 Borniaks, or Moslem Serbs. Thus, it will be seen that the Emperor Francis Joseph rules over more than 25,000,000 Slavs and 3,225,000 Rumanians, of whom nearly 4,500,000 adhere to various Orthodox Churches and 5,400,000 are Uniates. Of this Slav mass 5,000,000 Poles, mostly Roman Catholics, are not particularly susceptible to Pan-Slav propaganda, as that is largely Russian and Orthodox. Altogether the Dual Monarchy contains 5,500,000 inhabitants of Serb race, divided between Islam and two Christian creeds.

NO ALUM



GERMANY PLAYED A WAITING GAME

Started Forty Odd Years Ago to Build up Invincible Army

Since the day when Germany having emerged in triumph from the Franco-Prussian War of 1870-71, decided to make her army the most potent engine of destruction in the world, she has not hesitated a single day in the gigantic task undertaken by Bismarck.

In the years since she overwhelmed France, the military forces of Germany have more than doubled, while those of France have increased only 50 per cent. Here are the figures giving the respective strengths of the standing armies of Germany and France at the end of the war and at present:

| Peace Strength, 1872 | |
|----------------------|---------|
| France | |
| Officers | 16,000 |
| Men | 409,000 |
| Total | 425,000 |
| Germany | |
| Officers | 17,000 |
| Men | 401,000 |
| Total | 418,000 |

Present Peace Strength

| France | |
|----------|---------|
| Officers | 31,611 |
| Men | 613,717 |
| Totals | 645,328 |
| Germany | |
| Officers | 32,000 |
| Men | 834,000 |
| Total | 866,000 |

In Germany the annual expenses of the military establishment and the plans for the expenditure of more money are not submitted each year to Parliament. They are drawn up for a long period, and the budget covers for a certain number of years, on one occasion as long as eight, not only the current expenses but the entire reorganization schemes for that period.

For some years there was no appreciable change in the military establishments, but beginning in 1880 a series of laws was put forth which increased the number of units and developed the technical departments. It may be said that in the growth of armaments Germany was pushed on at what physicists term "accelerated velocity."

In 1880, at the time when the representatives of the nations of the world gathered at The Hague for the International Peace Congress, the German military party, not satisfied with the recent increases in the army, started a violent campaign with the aim of proving that in view of the double danger which threatened Germany—France on her western frontier and Russia on her eastern border—fresh reinforcements were necessary. The militarists won their fight.

WAR GEOGRAPHY

AIX-LA-CHAPELLE—German city of Aachen, 10 miles from the Belgian border. Has a population of 150,000. Is center of fine railway connections with Antwerp, Liege and Brussels to the west and Cologne and Dusseldorf to the east and north.

VERDUN—One of the strongest fortresses in northern France on line from Metz to Paris. Guarded by numerous forts guarding all approaches from frontier. Entirely surrounded by bastions with four gates. Sixteen forts and twenty other smaller fortifications, with a diameter of about eight and a half miles.

MEUSE VALLEY—River is 560 miles from its headwaters in France in its passage through Belgium and Holland to confluence with Rhine. A few miles from Sedan it disappears underground for three miles. For 50 miles south from Verdun it is strongly fortified at all possible crossings for hostile troops moving from Metz to Paris. Between Toul and Epinal, about 40 miles, the frontier is left open. Below Epinal and running to Belfort, a line of forts guards Alsace. The purpose is to concentrate invading forces to this open gap.

NANCY—Seat of leading French university, a few miles from the frontier. Is strongly guarded against attack by 18 forts.

LONGWY—On the Chiers river, 18 miles from Luxembourg and 70 miles northwest of Nancy. Center of iron mills and blast furnaces. Second class fortification, with a military wall and a few outlying fortifications.

Can't Lend to Germany
One of the many Royal proclamations issued at Ottawa declared: "that British subjects contributing to a loan raised on behalf of the German Emperor or contracting with the German government, will be guilty of high treason, as adhering to the King's enemies."

Increasing National Debts
The nations now involved in war have already very large national debts that will be greatly augmented by the present conflict. It takes billions to measure these debts: France has the heaviest, the total being more than \$6,200,000,000. Following next is Russia, with \$4,500,000,000; then Austria-Hungary, with \$3,600,000,000; England, with \$3,300,000,000; and Germany with \$1,200,000,000. Serbia, a small country compared with others, has but \$135,800,000.

You Can Buy A Ford Run About for \$540 IF---

the Ford people are successful in reaching an output of 30,000 cars between August 1st, 1914 and August 1st, 1915 a refund ranging from \$40 to \$60 will be paid on all cars bought between these two dates.

The new prices of the Ford Cars are Touring Cars \$630, Runabouts \$580 and Town Cars \$880, delivered in Charlottetown. With this discount in force the prices will be Touring Cars \$580, Runabouts \$540 and Town Cars \$820.

See about it today.

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The Eastern Trust Co.

W. S. Stewart, Manager
Charlottetown

Capital \$1,000,000.
Total Assets \$15,000,000.
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MAIN STEAMSHIP LINE
Direct service between Portland and New York. Leaves Franklin Wharf, Portland Tuesdays Thursdays and Saturdays at 6.30 p. m. for New York. Day trips leaving Portland at 10.30 A.M. for New York. Leaves St. John 7 P. M. Atlantic time on Tuesdays. Fridays and Saturdays for Boston direct.
St. John, Ticket Office, 47 King St.
L. R. THOMPSON, T. F. & P. A.
A. E. Fleming

Time Table S. S. Hillsboro ROCKY POINT FERRY

| Leave Ch' Town. | Leave Rocky Pt. |
|-----------------|-----------------|
| 7.00 | 7.30 |
| 8.00 A.M. | 8.30 A.M. |
| 9.30 " | 10.00 " |
| 11.00 " | 11.30 " |
| 1.30 P.M. | 2.00 P.M. |
| 2.30 " | 3.00 " |
| 3.30 " | 4.00 " |
| 4.30 " | 5.00 " |
| 6.30 " | 7.00 " |
| SUNDAY. | |
| 9.00 A.M. | 10.00 A.M. |
| 12.45 P.M. | 1.00 P.M. |
| 2.00 " | 2.30 " |
| 3.00 " | 4.00 " |
| 4.30 " | 5.00 " |

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Fastest freight ships in Canadian service, having limited accommodation for few passengers.
The S.S. "DIOPY" performs a monthly passenger service between Halifax, St. John's, Nfld. and Liverpool. Next sail on about Sept. 19.
Furness, Withy & Co. Ltd.
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\$34.35 Tickets on Sale Aug. 27th to 31st, inclusive, and Sept. 2nd.
\$25.75 Going September 3rd, 7th, 9th and 10th.
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All Tickets Good to Leave Toronto September 15th, 1914
HOWARD, D.P.A., C.P.R., St. John, N.B.
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The S.S. Evangeline sails from Charlottetown for Boston via Hawkesbury and Halifax Fridays at noon. Returning leaves Boston Tuesdays. For further information apply to
JAS. CARRAGHER,
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Charlottetown, P. E. I.

Charlottetown Steam Navigation Co., Ltd.

Commencing Monday the 1st of June, the STEAMER NORTHUMBERLAND leaves Charlottetown for Pictou, N.S., Daily, (except Sunday) at 8.30 'clock a. m., leaving Pictou on return about 4.00 p. m. Connections made at Pictou for all points in Nova Scotia.
STEAMER EMPRESS
Leaves Summerside for Point-du-hene, N. B., Daily (except Sunday) about 10 o'clock a. m., leaving Point-du-hene on return about 4.30 p. m., connecting with express trains for Charlottetown and Tignish. Connections made at Point-du-hene for all points in Canada and the United States.
G. W. WAKEFORD,
Manager.
Charlottetown, May 29th, 1914.
2675-5-30MtL

Canadian Government Railway P. E. I. RAILWAY

Timetable in effect June 1st, 1914.

| Trains Outward | | | | Trains Inward | | | |
|---------------------|-------|--------------------|--------------------|---------------------|-------|-------|-------|
| Read Down. | | | | Read Up. | | | |
| Daily except Sunday | | | | Daily except Sunday | | | |
| A.M. | P.M. | P.M. | A.M. | A.M. | P.M. | P.M. | A.M. |
| 5.00 | 3.30 | 7.35 | Dep. Charlottetown | Ar. | 11.30 | 10.15 | 2.45 |
| 6.15 | 4.42 | 8.30 | Hunter River | | 10.30 | 9.16 | 1.15 |
| 7.10 | 5.21 | 9.02 | Emerald Jet | | 9.56 | 8.45 | 12.20 |
| 7.55 | 5.56 | 9.27 | Kensington | | 9.27 | 8.17 | 11.35 |
| 8.30 | 6.30 | 9.50 | Ar. Summerside | Dep. | 9.00 | 7.50 | 11.00 |
| P.M. | | | | A.M. | | | |
| 8.00 | 12.10 | Dep. Summerside | Ar. | 5.45 | 5.15 | | |
| 8.58 | 1.39 | Port Hill | | 7.48 | 3.46 | | |
| 9.47 | 3.00 | O'Leary | | 7.04 | 2.30 | | |
| 11.00 | 5.00 | Ar. Tignish | Dep. | 5.45 | 12.20 | | |
| A.M. | | | | A.M. | | | |
| 8.55 | 7.10 | Dep. Emerald Jet | Ar. | 7.00 | 8.45 | | |
| 9.30 | 8.00 | Ar. Cape Traverse | Dep. | 6.00 | 8.10 | | |
| Dly. Dly. | | | | Dly. Dly. | | | |
| Ex. Ex. | | | | Ex. Ex. | | | |
| Daily Ex. Sun. | | | | Sun. Sat. & Sat. | | | |
| P.M. | A.M. | P.M. | A.M. | A.M. | P.M. | P.M. | A.M. |
| 8.00 | 6.50 | Dep. Charlottetown | Ar. | 8.05 | 5.40 | 6.45 | |
| 4.10 | 8.35 | Mt. Stewart | | 7.05 | 4.10 | 5.15 | |
| 4.36 | 9.12 | Morell | | 6.33 | 3.20 | 4.36 | |
| 4.57 | 9.41 | St. Peter's | | 6.11 | 2.51 | 4.05 | |
| 6.00 | 11.10 | Ar. Souris | Dep. | 5.10 | 1.25 | 2.35 | |
| Sat. Only. | | | | Sun. Only. | | | |
| 7.10 | 12.40 | Ar. Elnora | Dep. | 4.00 | 1.00 | | |
| Dly. Dly. | | | | Dly. Dly. | | | |
| Ex. Ex. | | | | Ex. Ex. | | | |
| Sat. Sat. & Sun. | | | | Sun. Sat. & Sat. | | | |
| Only Sun. | | | | Sun. Only. | | | |
| P.M. | P.M. | A.M. | A.M. | A.M. | P.M. | P.M. | A.M. |
| 5.15 | 4.15 | 8.40 | Dep. Mt. Stewart | Ar. | 6.55 | 3.50 | 4.10 |
| 6.04 | 5.04 | 9.50 | Cardigan | | 6.06 | 2.43 | 3.03 |
| 6.25 | 5.25 | 10.20 | Montague | | 5.44 | 2.15 | 2.35 |
| 7.00 | 6.00 | 11.00 | Ar. Georgetown | Dep. | 5.10 | 1.25 | 1.45 |
| Daily Except Sun. | | | | Daily Except Sun. | | | |
| P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. |
| 8.15 | 3.10 | Dep. Charlottetown | Ar. | 5.35 | 9.45 | | |
| 9.30 | 4.25 | Vernon River | | 4.01 | 8.31 | | |
| 11.45 | 5.59 | Ar. Murray Harbor | Dep. | 2.00 | 7.00 | | |

Quebec Steamship SAILINGS OF STEAMSHIP "CASAPEDIA"

| DOWNWARD | | UPWARD | |
|------------------------|--------------------|-------------------|-------------------|
| Ports lightly from | Thursday, July 30 | Thursday, Aug. 2 | Thursday, Aug. 2 |
| MONTREAL | Thursday, Aug. 13 | Thursday, Sept. 1 | Thursday, Sept. 1 |
| at 4.00 p. m. and from | Thursday, Aug. 27 | Thursday, Sept. 1 | Thursday, Sept. 1 |
| QUEBEC | Thursday, Sept. 10 | Thursday, Sept. 1 | Thursday, Sept. 1 |
| the next day (Friday) | Thursday, Sept. 24 | Thursday, Sept. 1 | Thursday, Sept. 1 |
| at 12.00 noon | Thursday, Oct. 8 | Thursday, Oct. 2 | Thursday, Oct. 2 |
| Arrive Ch' Town | Thursday, Oct. 22 | Thursday, Oct. 2 | Thursday, Oct. 2 |
| Tuesday at 4 p. m. | Thursday, Nov. 5 | Thursday, Nov. 1 | Thursday, Nov. 1 |

Subject to change, should circumstances require.

CARVELL BROS.
Charlottetown, P. E. I.

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Complete Fox Directory

The only complete Directory of the Fox Business of Prince Edward Island ever published together with a detailed directory of the City of Charlottetown prepaid to any address on receipt of \$3.00.
G. BALINGALL, Publisher,
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5176-8-29m10ismw

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| From | TO LIVERPOOL | From | TO GLASGOW |
|---------------------|------------------|------------------------|------------------|
| Montreal, Victorian | Aug. 4 Sept. 1 | Montreal, Scandinavian | Aug. 8 Sept. 5 |
| Quebec, Caligarian | Aug. 13 Sept. 10 | Montreal, Hesperian | Aug. 15 Sept. 12 |
| Montreal, Tunisian | Aug. 18 Sept. 15 | Montreal, Corsican | Aug. 22 Sept. 19 |
| Quebec, Albatross | Aug. 27 Sept. 24 | Montreal, Gramplan | Aug. 29 Sept. 26 |

TO HAVRE & LONDON
From Montreal, Ionian Aug. 16 Sept. 20
From Montreal, Corinthian Aug. 23 Sept. 27
From Montreal, Sicilian Sept. 6 Oct. 11
From Montreal, Scotia Sept. 13 Oct. 18

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