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Historical Sketch of Murray Harbour Presbyterian Church

(By Rev. F. Watson Currie)

The First and Second Ministers
Rev. Daniel McCurdy—1830
Rev. Neil Bethune—1855

The first settled minister in this charge was inducted by the Presbytery of Prince Edward Island during the year 1830 but particulars as to this important function have not the historical accuracy we desire, nor, indeed, can we trace the descent or educational career of the minister. One thing is certain however that he must have been Scotch and in all probability educated in the Colleges of his native land, the facilities being found there and the preparation thorough.

The McCurdy family has given a large and important contribution to the Presbyterian Church in the Maritimes and one of the descendants was the honoured and successful Professor of Oriental Languages in the University of Toronto, Ontario, when the present pastor of Murray Harbor North was a student there. If the first pastor had the gifts and graces he must have indeed been a person of power. But with the good things received from Scotland we have also inherited some things that in Canada were not unmingled blessings to our Presbyterian people. The Disruption of 1843-4 spread its shadows before and Murray Harbor Presbyterian church founded by a Seceder cast in its lot with the Free Church Party as did most of the congregations surrounding it. Belfast alone remained in the established fold and while there may not have been any open hostility there was of necessity a division of the Presbytery and is just possible that the pastor and people separated during the 40's for "two cannot work together except they be agreed. Needless to say however the Disruption spread the seed of the Church and our Presbyterians in this section rallied to the standard in a way that is commendable in any people at any time of history.

Rev. Neil Bethune

The next minister was Rev. Neil Bethune who was ordained by the Free Presbytery of Pictou and inducted into the pastorate about 1846-7 as nearly as can be ascertained in the examination of the Records.

Mr. Bethune was born in Scotland but came to this island with his parents when quite young, settling in Bedeque. After obtaining as good an education as the schools of the country afforded at that time he spent several years teaching school in Bedeque and at the same time under the direction of the late Rev. R. S. Patterson, M. A., prosecuting the study of the classics, mathematics, logic, mental, moral and natural philosophy. Having reached sufficient proficiency to enter the University he returned to Scotland and in the Free Church College in Edinburgh completed the theological curriculum. Mr. Bethune was a most pious, devoted and faithful minister of the gospel and his labors were appreciated and resulted in great good being accomplished. One of the oldest members of Peters Road Church bears his name and after a period of three score and ten or perhaps four score years it still carries on. For reasons given Mr. Bethune tendered his resignation of the charge to Presbytery on March 14th, 1855 (nearly 75 years ago) and the pastoral tie was dissolved the resignation taking effect on March 31st.

The Third Minister
Rev. Neil McKay—1855-1861

The next minister was Rev. Neil McKay a native of Barnton, N. S., who graduated from the Free Church College, Halifax the spring of 1855 and was sent by the Home Mission Committee to the Free Church Presbytery of Prince Edward Island. By this Presbytery he was licensed to preach the gospel on the 25th of July and appointed to supply the vacant congregation of Murray Harbor. As might naturally be supposed all the good people of this charge were greatly pleased with their new preacher and lost no unnecessary time in presenting him with a call to become their pastor. This invitation which was a hearty and unanimous one was by Mr. McKay accepted and after the necessary steps had been taken he was ordained and inducted into the pastoral charge of that congregation on September 19th, 1855 by the Free Presbytery of Prince Edward Island. Mr. McKay proved himself to be a faithful factor, an able and eloquent preacher and in every way a most valuable member of Presbytery. He was an ardent advocate of the union so happily consummated in 1860 between the Free Church and the Presbyterian Church of Nova Scotia that did so much to consolidate the work. He was also an able and fearless advocate of the cause of temperance and was foremost in every good work. While attending to these extraneous general duties he

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Summerside Curling

PRESIDENT VS. VICE-PRESIDENT MATCHES

The curling season at Summerside is well on the way. On Monday evening the first series of games for the President and Vice-President matches were played. The occasion was marked with a bean supper before curling commenced.

Some very keenly contested matches were played. The President's rinks finishing with a total of thirty-four points and the vice-President's thirty-two. The following was the skips and score:

"Presidents"	
A. E. Harris	10
H. R. Crockett	11
J. J. Morris	13
Total	34
"Vice Presidents"	
H. T. Holman	12
H. T. Begg	8
H. M. Baker	12
Total	32

The drawing for the pair of curling stones took place after the supper, ticket No. 58 being the lucky winner. The holder of this ticket was not present. If prize is not claimed by January 27th, another ticket will be drawn.—S.

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did not neglect to feed the flock of which the Holy Ghost had made him overseer either in ministrations of the pulpit or in pastoral visitation. As a result of these the congregations grew in numbers and increased in power and contributions but it was at the expense of the minister's health. Those who are acquainted with the geographical position of Murray Harbor congregation and with the vast amount of physical toil and travel it entailed necessarily upon the pastor will not wonder that Mr. McKay was soon reduced to a physical wreck in the early stages of his ministerial career and obliged to resign the charge. This he did with great reluctance to the new Presbytery on July 10th, 1861 and was released at the end of this same month to which Presbytery and his congregation sorrowfully consented but recognized its necessity. This would have seemed a good time to make the separation of Murray Harbor North from Murray Harbor south and which was done 30 years later but not till three other ministers had given up the impossible task. It is too bad it takes so long to notice needed changes as we shall see in the following chapters. Mr. McKay afterwards served in changes in New Brunswick and at

Summerside in P. E. Island. Settlement of the first minister in the person of Rev. Daniel McCurdy came in 1830 and by this time buildings for the Divine worship had been erected on the North and South side of the Harbor and a beginning had been made towards securing a place to build a manse for the minister as a permanent place of abode. It would appear from the records that this field maintained its independence as there was no other place close enough to be joined in with it and in this respect it differs from almost all our mission fields in this fair Dominion for all of them seem to have needed the support of a neighboring congregation. The north side of the Harbor seems to always have been the stronger portion as on the South side other denominations had already taken occupation and they continue there to this day.

(To be continued)

NEW TYPE PLANE HIDES ABOARD SUB

LONDON, Jan. 21.—Among the more unusual types of service aircraft produced by the British industry are the small airplanes built for reconnaissance work from submarines.

Considerable ingenuity is needed in the design of an airplane which shall be seaworthy and efficient and yet be small enough for compact storage in the limited space available within a submarine. A successful craft of this kind is the Parnall "Peto," a small two-seater constructed largely of stainless steel, which has made long cruises in one of the largest submarines in the Royal Navy.

The craft is a biplane powered with an air-cooled engine of approximately 150 horsepower and is specially fitted for catapult launching from the submarine deck. Carrying a military load of about 300 pounds, exclusive of oil and petrol, the small craft is able to remain aloft for two hours, extending by many hundreds of square miles the area which may be effectively reconnoitered by a scouting submarine.

Once on board again the "Peto" may be folded into a small space and lowered into a tiny hangar in the submarine hull. The maximum speed of the machine is 110 miles an hour and a height of 5,000 feet, from which a wide circle of sea may be swept, is reached in 11 minutes climbing.

N. S. Craft For Venezuela Government

SHELburne, N. S., Jan. 21.—Nova Scotia is noted for the products of her shipyards and many of various types are built by "Blue-nose" shipwrights for service in far distant waters, from power dories for use in the sub-Arctic to pretty yachts for sunny Florida, but a boat has been built here that is still further abroad. It is a sleek and fast cruiser, 60 feet long, constructed by the Eastern Shipbuilding Corporation for the government of Venezuela. This handsome craft, designed on fast lines and built of hard pine with all her underbody sheathed in copper, will have a speed considerably in excess of twenty knots. The boat while finely drawn has good cruising capacity, but it is out of the question for such a craft to attempt the voyage to South America under her own power and she is now enroute by rail loaded on two Canadian National flat cars to New York thence to be conveyed south by steamer to Venezuela.

PORT OF SPAIN, British West Indies, Jan. 21.—In the small land holders lies the future hope of the

Island of Trinidad, Lord Oliver told a gathering of commercial men and planters of the Island at a recent reception here in his honor by the Trinidad Chamber of Commerce. Lord Oliver, a former minister of the British Government and former Governor of Jamaica, has taken an active interest in the West Indies for many years, and his reception was exceedingly cordial.

Trinidad and the people of Trinidad could be much more prosperous than they are at present, Lord Oliver said, if a much more intensive cultivation of the land by small holders were undertaken. "You import much more food than you ought to, instead of seeking to grow more fruits, food, and to rear pigs and other stock," he declared. "There is a lot of work to be done in the Colony that can enrich it, not only agriculturally but commercially, and put you in the position in which you ought to be, with your mineral oil resources—really the richest community per head in the West Indies—and render you independent when set backs like a fall in the price of cocoa and sugar occur."

Minard's Lament aids Sore Feet