

quarters for any information or assistance of any kind. Mr. McNevin had around him a body of willing assistants who seconded his efforts in every way possible.

WELL DONE CHARLOTTETOWN

One of the most satisfactory results of the election was the victory of Mr. W. Chester S. McLure and Hon. Dr. MacMillan. The City knows and understands conditions under Prohibition better than any other constituency, and its verdict was in favor of the progressive policy of Government Control.

POLITICAL AND OTHER PROPHECIES

While the campaign was at its height we moralized upon the uselessness of anticipating results by the amount of commendation or the reverse shown by audiences at popular meetings. There was hardly a question about the appreciation of our Government candidates at the registered at not a few of the unmistakably bears out our realizing. Often where the meeting were vociferously in favor of government candidates, the silent went the other way.

HOW PLEASANT

How pleasant it was for Liberals and conservatives to meet together in the Worship of God yesterday in those churches where no partisan occupied the pulpit. Must the feelings have been those who had been told from pulpits that a vote for the conservative policy would send to perdition? As Byron would have put it:

Notes By The Way

A competition as to the greatest Canadian was recently carried on by MacLean's Magazine of Toronto and the awards have been made by the judges. Over sixty names were presented including leaders in many of the principal activities of life. In the awards made first place was given to Dr. F. Banting, the discoverer of insulin.

Both of the awards may be called humanitarian as distinguished from political, literary or artistic calls in life. Dr. Banting gave the idea a notable remedy for one of the serious maladies which was not our physical wellbeing and Saunders widely extended the field in which wheat, the staff of life is being grown. Mere politics even statesmanship, along with arts, and mechanical achievements were relegated to second place in the opinions of those who considered the question. Both the distinguished men who were named head the list are, we believe, natives of Ontario.

It is natives of the Maritime Provinces stand well up in the list and ought not at the head of it. Sir Arthur Borden stands third and George E. Foster fourth on the list and Hon. R. B. Bennett receives prominent mention. All of these Maritime names and no others in public political life of the Dominion stand so high.

At nearly two million letters sent to the Dead Letter Office last year is the astonishing fact given out officially. That more than one million of these registered letters were given in answer to the general survey conducted last year. It is a new departure.

We are sorry for the defeat of an excellent Government and that of many worthy candidates who carried its standard; we are glad to see a new Government in default.



That Body of Ours

By James W. Barton, M.D.

MENTAL EXERCISE

You have been hearing about physical exercise for a long time, and yet mental exercise is just as necessary for that body of yours. In the course of our busy life with its turmoil, its distractions, its mental and physical over exertions, and resulting in mental and physical fatigue, we not infrequently find ourselves running in circles, becoming ineffective in what we do, losing confidence in ourselves and in our judgment. It is at this time that we realize the necessity of devoting five or ten minutes every day to understanding our own make up, and how that "make up" fits in with our surroundings.

These are the words of Dr. C. C. Burlingame of New York. Now how are you to exercise to gain mental strength? By examining your make up, looking yourself squarely in the face, and seeing just where you stand, as you consider some of the points suggested by Dr. Burlingame.

What about hurry? It does not have to be a part of your life. Worry? "A complete circle of inefficient thought whirling about a pivot of fear." That is certainly a vivid description of worry.

Can't get you anywhere. Concentration—Do one thing at a time. Too many things at once is what causes our thoughts to go "wool gathering."

Decisions—Make decisions clear cut and practical with no ifs or buts.

Action—When decision is made, act upon it.

Work, play, rest, exercise. Keep each in its proper place.

Discussions—These are good, but do not allow them to become arguments.

Posture—Don't keep yourself tensed. The boxer, swimmer, or any athlete keeps himself relaxed, except when action is essential.

Learn to relax.

Conscience—Trivial matters can keep us in a state of constant unrest. Get straight on the big matters.

Emotions—Must have them to get most out of life, but get control of them.

Ideals—Keep your ideals clear. Make your ideals live in purposeful everyday action.

I have quoted Dr. Burlingame very freely because it is your head that guides your body, and the daily exercise of sizing yourself up from the above standpoints is bound to give mental development, just as only physical exercise can give physical development.

FOR THE SCRAP BOOK

A SERIES OF LITERARY QUOTATIONS FOR BOOK LOVERS

MONDAY, JUNE 27.

They (corporations) cannot commit treason, nor be outlawed, nor excommunicated, for they have no souls.—Sir Edward Coke.

Nor do I fear scepticism for any good soul. A just thinker will always fall swing to his scepticism. I dip my pen in the blackest ink, because I am not afraid of falling into my inkpot. I have no sympathy with a poor man I knew, who, when suicides abounded, told me he dared not look at his razor. We are of different opinions at different times, but we always may be said to be on the same side of truth.—Emerson.

Evolution—A sudden vision comes to me of one of the first far-away ape-men who tried to use reason instead of instinct as a guide for his conduct. I imagine him, perched on his tree, torn between those two voices, wailing loudly at night by a river, in his puzzled distress. My poor far-off brother. —Clarence Day, Jr.

That is altogether too common, but still the number of letters that go wrong makes a quite surprising total.

The people of the Province have spoken, the Stewart Government is defeated and the prohibitory law is sustained. The rural vote is wholly accountable for this result. The City of Charlottetown gave an overwhelming majority against the prohibitory law.

How and why did our rural friends vote as they did? Many of them, no doubt from sincere conviction that prohibition is the best remedy for intemperance. The majority however, voted for strictly party reasons for Liberal party candidates. A few—only, timid souls, voted for prohibition because the political persons had warned that perdition would be their lot unless they voted for prohibition.

We are sorry for the defeat of an excellent Government and that of many worthy candidates who carried its standard; we are glad to see a new Government in default.

Confederation And After Sixty Years Of Progress

GISBORNE AND THE ATLANTIC CABLE

The successful laying of the Atlantic telegraph cable was the most important event of the Nineteenth Century. Its achievement was mainly due to the enthusiasm and energy of a resident of Canada, Frederick Newton Gisborne, who was born in England, on March 8, 1824.

In 1845 Mr. Gisborne came to Canada and practised farming for two years in Quebec. Thence, he took up telegraphy. In 1849-1851, he was superintendent of Government lines at Halifax. In 1850, he proposed making telegraph connections between Halifax and Saint John's, Newfoundland.

At this time submarine telegraphy was in the air. In 1843, Prof. Morse foreshadowed that a transatlantic cable would be realized in the near future. In exactly fifteen years the dream of the great inventor was to be made a reality, and its realization was due to F. N. Gisborne, but for whom telegraphic connection with Europe might have been delayed for many years.

In 1851, Mr. Gisborne visited Newfoundland and laid before the Legislature a plan for connecting Saint John's and Cape Ray by a telegraph line, with the hope of ultimately having a cable laid across the Gulf of St. Lawrence. His enthusiasm was infectious. The Legislature encouraged him and granted him £500 to enable him to do exploratory work on the proposed line. He returned to Nova Scotia and resigned his government position in order to devote all his time to the Newfoundland project. On his return he explored the route, found it feasible and proceeded to New York to obtain financial assistance. He was successful and returned to the island to construct the line.

As a step towards the Halifax-St. John's line, in November, 1852, he laid the first submarine cable of any length in America—across the Northumberland Straits, uniting Prince Edward Island and New Brunswick. The greater part of 1853 was spent in construction work; but the New York capitalists suddenly dishonoured his bills and his operations terminated. He was arrested for debt, sacrificed all his personal possessions, but still found himself liable for about \$50,000. The Government of Newfoundland assisted in paying the labourers' wages and encouraged Gisborne, who once more proceeded to New York, where he succeeded in interesting Cyrus W. Field, Mr. Field visited Newfoundland, took hold of the project as a step towards a cable between the island and Ireland.

In 1856 a cable was laid across the Gulf of St. Lawrence. In this way the telegraph was now one thousand miles on its way to England and New York was connected with St. John's. About this time Mr. Gisborne severed his connection with the enterprise and, although his brain had conceived the idea of a transatlantic cable, he was to have no part in carrying it to a successful conclusion. But the work went on, and on August 5, 1858, the ends of the cable were successfully landed on the Irish and Newfoundland coasts.

Others reaped where Gisborne had sown. But he was not without his reward. On a visit to Newfoundland, in 1857, he was presented with a valuable silver statuette, "for the indomitable energy he had displayed in carrying out the first Canadian submarine telegraph—the initial step in the wide-spread oceanic telegraphy of today. In 1867, the year of Confederation, Joseph Howe spoke of him, in a personal letter to Gisborne, as "the original pioneer and projector of the transatlantic cable."

In 1879, Mr. Gisborne was appointed superintendent of the Canadian Government Telegraphy and Signal Service, which position he held till the time of his death in Ottawa, August 30, 1892.

The Monster Rail

From Stephenson's "Rocket" of 1825 to the new "6100" type of the Canadian National Railways is a far cry, and between the two lies the results of man's achievements in adapting and converting the forces in nature to the use and convenience of man. In it is written man's struggle to annihilate distance and overcome his limitations. Upward and onward goes the struggle, never satisfied, never at rest, new forces and new conditions ever prodding him to renewed effort. And if Stephenson's "Rocket" of 1825 and the "6100" class of the Canadian National Railways is a criterion, what will the next 100 years bring forth? Within the womb of time many things are hidden. Much is known, but that much compared with what we have only faint glimpses of, is as a child's sand pile to the Rocky Mountains. It is the purpose of time ever to unfold new treasures and the trust for the ultimate is what drives man onward in his upward struggle. Every new discovery or invention uncovers countless other avenues to research and drives in upon him the consciousness of how little he really knows.

Let us climb into the cab of one of these new monsters of the rail and see how it works. The Engineer, grizzled and eagle-eyed, his face lined with the indelible marks of his constant encounter with the mighty forces under his control, the eternal vigilance and the tremendous responsibility on his shoulders of the hundreds of lives entrusted to his keeping, but howbeit, with a kindly twinkle in his eye, taking it all in the day's work, beckons us up and we catch the

"The Haberdashery" Smart New Suits \$15. up. This week-end, Friday and Saturday, we clear out 30 more Suits at \$15. Those Suits are picked from regular stock, slow sellers we are willing to take a loss on, to clear \$15. Extra Value Tweed Suits \$18. \$18 will buy you a very smart tweed suit in either single or double breasted models. We got a special buy on this line, and will pass it along, \$18, in many new patterns. Extra pants can be supplied for \$4.50 more. Fashion-Craft Suits \$25. We are showing many new patterns in our Fashion-Craft special at \$25. Every suit is beautifully tailored, and designed by the best clothing house in Canada. Regular stock values, \$27.50. Special for week-end, \$25. See this line. Guaranteed Blue Suits \$29. \$29 will buy a Guaranteed Blue Suit here Friday and Saturday. You have your choice of either single or double breasted models. Wool linings. A well tailored suit worth \$35, and good value at the price. Friday and Saturday, \$29. Sizes 36 to 44. Men's Tweed Raincoats \$8.50 Henderson & Cudmore 101 GRAFTON STREET.

to happen. The Engineer climbs on his seat and his face grows kind of set. The fireman closes the electric switch and the bell starts ringing. The Engineer, without taking his eyes off the track ahead reaches out his left hand and grasps the handle of the throttle, giving it a little pull, and then we feel the giant begin to stir. There is a slight quiver and presently we notice we have commenced to move and can hear the exhaust. The Engineer makes some adjustment with a wheel, which looks all the world like the steering wheel of an automobile set on its edge, and he gives the throttle another little pull and we begin to feel the pace quicken. This wheel, we understand, is for the purpose of automatically cutting off the supply of steam as the speed increases, thus making the steam do more economical work. The bell continues ringing and we hear the whistle blow and then the Engineer looks up and says we are out of town limits, and he opens her up. Like a greyhound unleashed she springs forward and presently fences, telegraph poles and trees begin to pass rapidly by and blend with the landscape. The exhaust is now roaring and we begin to feel apprehensive. The fireman calls out something to the Engineer ever and anon and makes a sign with his hand. This, we are told, is checking the signals as the train rushes along; that the track is clear.

The sun goes down slowly over the hills and the landscape becomes bathed with the shadows of evening. Deeper and deeper becomes the shadows till—at last—the dark! The stars are twinkling overhead and we rush on through the night. As we peer ahead we see various colored lights flashing in the distance, some green, some red, some yellow, but as we approach, the green light is always toward us. The green light, we are told means the track is clear ahead. We are one of the crack trains which has the right of way. The Engineer peers into the dark, piercing as it were, the darkness of the night. Behind in the coaches the passengers sleep. The curtains are drawn and the aisles are darkened. There is no noise save for the slight sound that filters in from the rushing of the steel train over the rails. A little child's voice is heard waiting, probably, a drink of water. Quickly the porter appears on the scene and the little one tumbles off to sleep again as safe and as comfortable as in his crib.

Such are the marvels of travel in this twentieth century on one of the crack trains of the Canadian National Railways.

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