

ISLAND SOLDIERS IN AFRICA

(Continued from page 2.)

rain. Sometimes we have to drink water that the animals would not drink at home, but for all we are often glad to get it. I have enjoyed the best of health since coming out here, excepting that I am sometimes troubled with sore throat. There is a great deal of sickness among the Canadians now, quite a number of cases of enteric fever. Some mornings 100 or more will go on the sick parade to the hospital, the bad cases are sent down the line to Orange River or Cape Town, the rest are cared for here. * * * Today there is a furious sand-storm raging, sometimes you can't see ten feet. It is the most disagreeable thing I ever experienced; the sand gets into everything—think I would have a peek of it already. I would like very much to get more letters from around home, about three letters per week reaches me from Canada.

It is reported that we are going home in March, but I don't know how true it is. * * * Kindly remember me to Harry and Annie and all the rest of my friends.

From your sincere friend,

F. B. McRAE.

P. S.—Have seen many beautiful ladies since arriving in Cape Town, but would not give one Prince Edward Island girl for a dozen of them. One South African girl sent me a Xmas card. It has a photo of Simon's Town the British naval station, 36 miles from Cape Town.

I forgot to tell you that I had the honor to be the only Prince Edward Islander on Col. Babington's and Pileher's expedition into the Orange Free State—the first armed invasion of the enemy's country.

F. B. M.

ARE THE

children growing nicely? Stronger each month? A trifle heavier? Or is one of them growing the other way? Growing weaker, growing thinner, growing paler? If so, you should try

Scott's Emulsion. It's both food and medicine. It corrects disease. It makes delicate children grow in the right way—taller, stronger, heavier, healthier.

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Wants, Lost Found, &c

WANTED.—A nurse girl. Apply to Mrs Gallezher, Grafton Street west. Sins pd.

WRAPPING PAPER.—Good clean paper. For sale cheap at this office.

WANTED.—A servant girl for general housework. Apply to Mrs. C. R. Smallwood, Charlottetown.

LOST.—Between St Dunstan's Cathedral and Brighton Road, a set of prayer beads, silver mounted, in a leather case. Finder will please leave at this office.

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TRANSPORTATION FACILITIES AND RATES.

(Read before Dairyman's Association Convention, Charlottetown, Mar. 8th, 1900, by Mr. F. G. Boyver.)

MR. PRESIDENT,—On receiving an invitation from your capable secretary to take part in your annual meeting I at first decided that I could say nothing that would be instructive or useful to an assemblage of experienced milk producers and manufacturers. But after thinking about it, I concluded that there were few or no farmers in this province so fully engaged in dairying, with no other object than the production of milk. In fact, the dairy farmer of Prince Edward Island usually works in much the same lines as the milk producers of Great Britain, milk production being the primary object, with fat cattle, sheep, pigs and horses thrown in as secondary money makers. I think the day is very far distant when the farmers of this province will adopt the special dairy practice of keeping milk cows as long as they are useful for that purpose, and then burying her as is done by milk farmers in some other parts of America, and is urged as the most profitable course by advocates of the special purpose milk cow, but is the reverse of Scotch or English management where every calf and every old milk cow is turned into cash.

Island dairymen, then, being owners and producers of live stock of all sorts, and also, to a limited extent, of coarser farm produce, such as grains and vegetables, and the very valuable article, wool, it follows that the transportation of this varied produce to the important cities on the Canadian shores of the Atlantic, such as Halifax, St. John, and the city of still great promise, Sydney, not forgetting consuming populations on the other side of the "pond," is of material interest. Some may say, "Oh, we need not bother ourselves about the transportation of our products; that is the business of the cattle or horse buyer or the produce merchant." Well let me tell you if you wait

TILL THE CATTLE DEALER

or produce merchant takes a hand in getting better rates and accommodation for your produce, be it alive or dead, you will wait until "Doomsday." For when one of these men bargains with you for your property he figures off all the costs, dangers, loss of time and uncertainties with a large percentage added. So the farmer pays it all, and more than all. Besides the various hindrances which exist are the means of keeping the best class of buyers of live stock from visiting our shores.

Let us now consider the present conditions of the facilities and charges for

TRANSPORTATION OF LIVE STOCK.

At Charlottetown there is no provision for any sort of animals on arrival, nor is there any proper connection between the railroad and steamer. The shipper by rail from stations on the P. E. I. railway, is expected to take charge of his animals at the Charlottetown station and get them into private stables until the steamer is ready for them, and this means much expense for stabling, help to drive or lead, etc. On arrival at Pictou, N. S., if a cattle car is on hand when the steamer gets to the wharf, the provision for loading the stock into the car is perfect, just such as every wharf on P. E. Island should have; if no cattle car is ready at Pictou the unfortunate cattle or horse dealer has again to appeal to some private stable for protection.

At Point du Chene, which is probably the most important live stock shipping station on the Intercolonial Railway east of Levis, the wharf provision for transfer of stock from steamer to car is as bad as it well can be. No part of Europe or America at an important live stock shipping station has so poor accommodation or rather no accommodation at all. It is a great lumber shipping dock with every needed facility for that business and none whatever for live stock. It is a

DISGRACE

to the Intercolonial railway and forms a portion of the robbery system to which the live stock breeders of our province have too long been a prey. That wharf is half a mile long. No cattle pens are on or near it.

It will make no difference who grumbles or who kicks, Georgetown has for many years back and is destined to be permanently in the future the winter port at which all our produce, live-stock included, finds its way to the outside world. Here again we find the same malevolent disregard for the interests of Prince Edward Island live stock breeders on the part of the Minister of Railways.

FIVE DOLLARS

would more than cover the expense of

building a platform from the freight shed to the deck of the winter steamship. The car loaded with the stock could then be run down back of the shed and the animals transferred from car to boat in precisely the same fashion as at Pictou, N. S. But that is not the way

THE MINISTER OF RAILWAYS

wants to accommodate Island live stock breeders. No cattle pen exists at Georgetown. Although the stock is piled for the steamer the car is run into the railway yard three quarters of a mile from the boat. The man in charge is ordered to take off his cattle, horses and sheep. He is then forced to hunt up help to get his property in some stable, and when the boat is ready he must repeat the process. Getting his animals down the railroad wharf is a job few want to do, as hunting engine and cars are a constant menace to man and beast. Frequently animals break away and more trouble is the result.

Next let us see if a minister who gives our stock men such treatment in facilities, is any more kindly disposed when he gets down to the business of fixing freight rates. It will be found on examination that it costs as much to get a single animal or a car load from any station on the P. E. Island Railway such as Souris, Mount Stewart or Alberton, to Halifax, St. John or Sydney, distant less than 200 miles, as the same load will cost if brought from Toronto or Guelph, distant over 1200 miles, with unavoidable extra expense to the Island shipper, who must send an attendant, while the carload from Ontario can come without one, the railroad managers feeding and watering the stock.

This province is favored with an august body known as the Charlottetown Board of Trade, which is ready to look sharply after the interests of that city at the expense of other portions of the province in such matters as a capable and experienced winter steamship commander, or of the opinion of first-class civil engineers in regard to bridge location. But when it comes to getting fair play for Island farmers against favored shareholders in the Steam Navigation Company, they simply are *not in it*. There are cattle dealers in Charlottetown who actually do not know that they are required to pay three separate short haul rates on shipments of stock from Charlottetown to Halifax via Georgetown, and not one properly adjusted long haul through rate.

The steamship ferry between this province and the Intercolonial railway station is the great sinner in this matter both summer and winter. It allows neither reduced rates for long distance hauls nor carload rates on stock; only single animal charge at an outrageously figure for the forty miles of transfer. The Steam Navigation Company, with its antediluvian cattle rates and some other objectionable old fogy features, is deliberately "killing the goose that lays the golden egg," for give us farmers of Prince Edward Island equal long haul rates and such decent accommodation as farmers in other parts of Canada enjoy and our exports of live stock would expand and increase in the same ratio as the dairy business has done. Charlottetown men demand an

OCEAN STEAMSHIP

service from Charlottetown to Great Britain. I will ask the farmers of this Association to think this question over carefully, and ask the question, which is likely to do us the most good winter and summer, first class accommodation with reasonable rates for our products destined to the British market via Halifax or St. John, thence to Britain in the best ocean freight steamer afloat, during the winter as well as the

Blood Disorders

are simply kidney disorders. The kidneys filter the blood of all that shouldn't be there. The blood passes through the kidneys every three minutes. If the kidneys do their work no impurity or cause of disorder can remain in the circulation longer than that time. Therefore if your blood is out of order your kidneys have failed in their work. They are in need of stimulation, strengthening or doctoring. One medicine will do all three, the finest and most imitated blood medicine there is

Dodd's Kidney Pills

summer, or the occasional visit of a steamer provided with second-class cold storage, during the summer only, such as we have had in the past. Witness the fate of the trial shipment of fat poultry last fall. This phase of the ocean steamship question deserves a little consideration from our farmers, associated as it is with our need for fair and reasonable freight rates and accommodation over the Northumberland straits ferry and government railways to the ocean ports. All other parts of Canada are splendidly served by the steamships from Halifax and St. John; then give us fair play and we will be better off than with a second rate ocean steamer at rare intervals from Charlottetown. In demanding a combined long haul rate over the Island road the government subsidized Northumberland ferry and the Intercolonial railway. We only ask for the fulfillment of the terms of confederation which evidently means that we should receive equal treatment in every way with other parts of Canada.

ALMOST A MIRACLE.

Strange Case of Kidney Disease Reported at Smith's Falls.

SMITH'S FALLS, March 19.—One of the most remarkable cures ever performed by Dodd's Kidney Pills was that of Mrs. George Barnes, of this town. Mrs. Barnes was afflicted with Female Weakness and Urinary Trouble resulting from kidney disease. The disease had also a serious effect on her senses of sight and hearing, for at times Mrs. Barnes would be exceedingly deaf and short-sighted.

Mrs. Barnes gives an account of her case for publication: "I have consulted a doctor," she writes, "who gave me medicine that seemed to make me worse at times. I was told of Dodd's Kidney Pills, and I got one box. I have used part of the box and am completely cured, and strange to say both my hearing and eyesight are now unaffected."

It is always better to be right than to be inconsistent.

Photos of our Island contingent for sale at Johnson & Johnson's down-town drug store and at THE EXAMINER office. Small size, 35 cents; large size, \$1.

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Are You Bilious?

A sluggish liver fails to filter the bile from the blood, and when the poisonous matter goes through the body in the circulation, the whole system is tainted and deranged. This is called biliousness and can be completely cured by Dr. A. W. Chase's Kidney-Liver Pills, which act directly on the liver making it healthy and active. One pill a dose, 25 cents a box. The cheapest medicine in the world.

The SCOTCH WHISKY chosen by the Red Cross Society, London, for use by the invalided troops and hospitals in South Africa, is the famous WHITE HORSE CELLAR brand of MacKie & Co., Distillers, Limited, Islay and Glasgow, one of the oldest firms in the trade.

On intimation of this, Messrs MacKie, with usual generosity, presented 200 cases free of charge, and shipped them by first steamer to the Cape.

One of the family is a volunteer in the Imperial Yeomanry, and on his way now to the Cape. It is hoped that he may give a good account of himself.

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March 5, 1900