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URNEY

January 4—Christmas and New Year's passed off very quietly in this place.

Montgomery McManus, who has been very ill with pneumonia is improving nicely.

The men of this place have all returned to their work after the holidays.

Mrs. Mary Jane McAuley, of Waterford, was a visitor in this place last week.

Mrs. Ellen McKenna spent Christmas in Sussex, guest of her daughter, Mrs. John McIntyre.

Mr. and Mrs. Wm. Snider and family spent last Sunday in Waterford, guests of Mr. and Mrs. N. Mitchell.

Mrs. Albert Allan, Moncton, is visiting her son, Mr. Bernard Allan.

Mr. Thomas McShane has returned to Philmaroo to haul pulp. He is taking two teams and intends rushing it along while the hauling is good.

FAIRFIELD

Jan. 4—Christmas tree entertainments are over for another year. Good roads and bright moonlight contributed much toward making them highly successful.

Mr. and Mrs. Elton Weston have gone to Saint John to attend the funeral of Mrs. Weston's brother, Policeman Stephen P. McCavour, who was fatally injured when quelling a disturbance in the Seamen's Institute on New Year's night.

Misses Mary and Hattie Withers, of Saint John, spent the Christmas holidays with their parents, Mr. and Mrs. C. J. Withers.

Several young people attended the Christmas tree entertainment at Shanklin last Tuesday evening and all report a good time.

Miss Gladys Barrett has returned to take charge of her school at Bain's Corner.

Mr. Ernest March, of Welsford, spent Christmas with his parents, Mr. and Mrs. J. A. March.

Mr. Dennis Bamford has gone to Saint John, where he will be employed for the winter.

Cook's Regulating Compound



BORING FOR OIL ON P. E. ISLAND.
(I. C. R. in The Sunday Leader)

An interesting ceremony took place near Charlottetown the other day. An American syndicate, the Dougherty interests, started boring for oil. They have an idea they will strike it. If they do, Prince Edward Island will be famous for more things than big potatoes and handsome women. Governor's Island, where the boring is being done, is a small island situated outside Charlottetown harbor. The syndicate started operations with appropriate ceremonial. They invited the business men and the politicians and the big officials to witness the opening of the enterprise, for they had previously assembled a big plant on the island and with bands playing and flags flying the borer started in to bore and the syndicate expect it to bore for some time before it strikes oil and if they are right in their calculations the boring will be followed by a gusher and the gusher by a big boom and the tight little province will be placed on the map good and solid. I hope the expectations of the big syndicate will be realized. If they are it is going to be a great day for "the island." Incidentally it will be a big day for the Maritimes. And by the same token another big company is preparing to start boring down Lake Ainslie way next spring. If they strike any gushers down there the coal mines will have to look to their laurels. "I. C. R." is prepared to put in an oil stove. Paying from \$10.00 to \$12.00 a ton for soft coal is not making him rich.

"Would you like to take a nice long walk?" she asked.
"Why, I'd love to," replied the young man joyously.
"Well, don't let me detain you."

FOR GIRLS WHO WORK

Lydia E. Pinkham's Vegetable Compound is a Great Friend—It Stops Pain and Restores Health

Toronto, Ontario.—"I work in a factory and I would have to get away from my work every time I was sick. The dragging-down pains and cramps were very bad, but my back was terrible. It hurt so that I couldn't lie down with it. I heard some of the girls talking about Lydia E. Pinkham's Vegetable Compound, and they told me to try it. I have taken about a dozen bottles of it and it has done me a lot of good. I never have any pains or sore back now, and have not been off from work a day since I have taken it. I recommend the Vegetable Compound when I have the opportunity."—Miss ROLLO, 21 Howie Avenue, Toronto, Ontario.

"The Advice of a Friend"
Hanover, Ontario.—"I was terribly pained and a few odd times I almost fainted. I used to do housework until a few months ago and sometimes I had to leave my work and go to bed. I am now a member in the knitting mill. I suffered five or six years from painful periods before I took Lydia E. Pinkham's Vegetable Compound by the advice of a friend, and I got relief almost immediately, and I tell my friends what a good medicine it is. You may use this testimonial if you like, if it will help others."—Miss J. PEARSON, Victoria Street, Hanover, Ontario.

UPHAM

Dec. 30—The annual Christmas tree and supper of St. Peter's Sunday school, Upham, was held in the Orange hall on New Year's Eve. Fifty-four children were present and thirty adults. The toys and presents this year were kindly provided by the Junior Women's Auxiliary of Stone Church, St. John, and were very much appreciated by the children. There were the usual games, and a bountiful supper was served by members of the two branches of the Women's Auxiliary, the Sunday School teachers and other kind helpers. After supper Santa Claus (Mr. Frank Sherwood) made his appearance and kindly distributed the various gifts from the tree, to the children. The Rev. E. C. Budd after introducing Santa Claus spoke a few words. More game followed, and after a very enjoyable evening having been spent, the children and parents returned to their homes.

A CITY IN THE MORNING

The man who lies late abed should rise early one of these fine mornings and see a city going to work, says the Toronto Globe. "He will imagine himself transported overnight to unfamiliar scenes. The faces in the street cars will be strange to him. Not a fashionably dressed crowd this. Those who wear fine raiment are still slumbering in the houses of the 'restricted residential' districts. These are the manual workers, the folk who, in the factories, fashion from raw material things that are useful to the world—the toilers—the 'salt' of the city. Accustomed to the chattering crowds of mid-day, the first thought will be that these are a silent lot of folk. With passengers a bit heavy-eyed and drowsy—perhaps nursing a grouch not yet overcome, but which will disappear before lunch hour—conversation is at low ebb. Those who can, are taking a hurried glance over the morning paper, but the main object of each appears to be on time at the shop. That solemn and preoccupied man, upon whom appear to rest weighty cares, is merely worried, lest he be too late to punch the clock. Silence is the chief characteristic of a city in the morning. Even the atmosphere is in keeping with the hour—fresher and cleaner it is true, but also hushed and eerie, as though Nature were making up her mind as to the character of the day. The hurrying crowds on the streets are strangely quiet and self-centred; even the early autoist finds it unnecessary to honk his raucous horn with the same fury that marks his progress later in the day. Workers in the shops take up their task in silence, and it is generally well on toward noon, when appetites begin to call, before the gregarious instinct of man asserts themselves. By lunch time he who has ventured out at an unusually early hour will find himself again in familiar company. His lie-abed friends are astir; business is proceeding; stores are filled with morning shoppers; even the city's idlers are about the streets; tongues are loosed; grouches have been forgotten. Quite a different city now! By this time also our early observer will probably call it a day—and return to his rest."

SOME OLD TIME SAILING VESSELS

The Great Britain, one of the first iron ships built, is now serving as a floating wool warehouse in a harbor of the Falkland Islands. The Great Britain was built in 1843 and, besides her steam power, had six masts for the carrying of sail, the masts being named after the days of the week. One of the historic incidents of the Britain's career was a notable ocean race with a real sailing ship, the Australian clipper Theophane. One bright morning in the early seventies the lookout of the Theophane reported a sail on the port bow. The second officer took his telescope and remarked that it was "the old Great Britain." When the captain came on deck, he determined to race her. There was a nice full-bellied commanding breeze, and at noon the clipper was ahead of the Great Britain, which was seen to be steaming as well as sailing with top mast and lower stunsils. By eight that night the clipper had left the steamer out of sight astern. On the following day nothing was seen of each other, but on the day after that about four in the afternoon, the Great Britain's royals and t'gallants were sighted astern. During that night the clipper was doing about thirteen and one-half knots, but in the middle watch the wind fell light, and next morning off Holyhead the Great Britain passed ahead under steam with all sail furled, and got into the Mersey one tide ahead.

A SIX MILE TUNNEL THROUGH "THE DIVIDE"

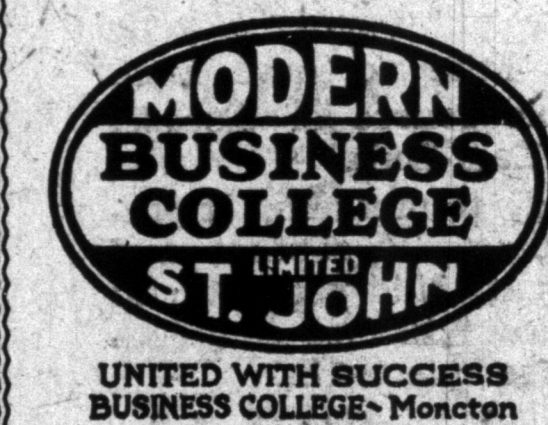
Perhaps there is no greater attraction to the tourist in the Rocky Mountains than the Great Divide that separates the waters of the Atlantic from those of the Pacific. About 50 miles west of Denver the continental watershed reaches its greatest heights in the United States. Here the tourist may stand on the ridge more than 11,000 feet above ocean level and see on the eastern slope the sources of the Platte-Missouri-Mississippi river system. On the other side he sees the headstreams of the Colorado River that flows to the Pacific Ocean. It is a tremendous sight of billowing mountains, precipitous heights, glaciers, everlasting snows and peaks that rise above the clouds.

But this great mountain wall, however attractive it may be scenically, has been a commercial barrier to Denver and the State of Colorado. To reach Salt Lake City, which is

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west of Denver, a detour must be made either north or south. To overcome this barrier a tunnel six miles in length is being built at a cost of more than \$6,000,000. It is being bored at an elevation of 9,000 feet, thus eliminating more than 2,000 feet of altitude and 2 miles of 34 per cent. grade on the railroad. Plans are now being made to connect the Denver & Rio Grande on the western slope, thus completing the direct route to St. Lake.

Two tunnels are being drilled, one of them, the pioneer bore 8 x 8 feet, with crosscuts to the main tunnel 16 x 24 feet. After the completion of the main tunnel the pioneer bore will be used as a conduit to carry water from the western slope of the divide to the eastern slope, there to be diverted into streams that supply the growing needs of the city of Denver. Thus the Atlantic will be robbing the Pacific of its waters and the Divide itself will be cut in two.

THE CANADIAN FOX INDUSTRY FLOURISHING

The year 1924 was a successful one for the fox industry in Canada, according to the latest annual report of Hon. W. R. Motherwell, Minister of Agriculture. Prince Edward Island alone exported 5,000 foxes, most of them going to the United States, and the industry made considerable progress in the other provinces. The keen demand for live foxes had a good effect on the pelt trade, the prices obtained being higher than in the previous year. Of late years there has been an increased demand for furs, which, with the diminishing supply in the wilds, makes the farming of fur-bearing animals a remunerative undertaking. The silver fox pelt still continues to be the highest priced and the most popular. The interest taken elsewhere in the Canadian fox industry is shown by the large number of enquiries as to where good breeding stock can be obtained received by the Dominion Live Stock Branch from the United States and many countries of Europe.

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