

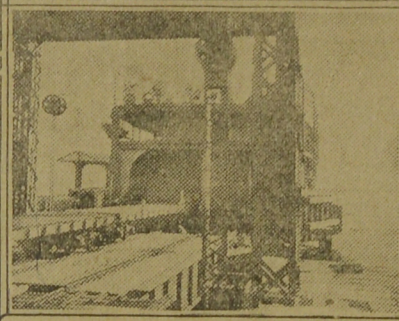
WRIGLEY'S

With the land forces
and with the fleet

WRIGLEY'S

gives solace in the
long watch, it fresh-
ens and refreshes,
steadies nerves,
allays thirst, helps ap-
petite and digestion.

The
Flavour
Lasts



ALL RAIL ROUTE to Prince Edward Island

With the inauguration of the car ferry service between the two nearest points of land, Port Borden and Cape Tormentine, a distance of eleven miles, Prince Edward Island may virtually be said to be connected with the mainland by rail.

Heretofore freight, mails, and express have had to be unloaded from the train at Charlottetown and Summerside, transferred to the steamer, unloaded from the steamer at Pictou and Point du Chêne and reloaded on the train. It took about

four hours to load the vessel, from three to four hours to cross the Strait, and about the same time to unload. This at four points, and then only for eight months in the year.

At Port Borden a standard gauge track has been constructed alongside the Island track, so that freight can be conveniently transferred from the smaller Island cars to the larger ones operated on the Canadian Government Railways mainland lines, the latter having double the capacity. Thus there will be in actuality standard mainland freight cars loaded on the Island ready for the mainland rails. The car ferry, "Prince Edward Island," is capable of carrying twelve freight cars, which means freight will be landed from the Island on to the mainland without breaking bulk, and vice versa. In other words, a through freight service has been established between Prince Edward Island and the mainland railways. The twelve cars are capable of carrying a tonnage equal to one steamer load. The ferry is scheduled to cross the Strait in an hour, tranship its cars and be ready in less than an hour to recross the Strait again with a similar cargo. This at two points only and by a route which is confidently expected to be operated the year round.

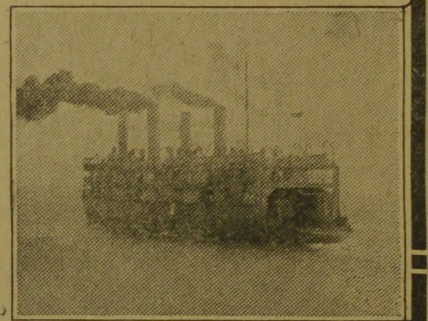
A refrigerator car service for perishable goods is to be established. Another important feature is that heavy freights, such as undressed lumber and coal which has up to the present been dependent upon sailing craft, can now be assured of through rail carriage. Special facilities are being provided for the unloading of coal shipments, and development may be expected along similar lines where commodities require special handling.

Express, mail and baggage will be transferred at Port Borden, but until the Island Railway gauge is standardized there will not be any necessity to ferry passenger cars. The "Prince Edward Island" provides a handsomely furnished first-class saloon, dining room, ladies' room, gentlemen's smoking room, and second class accommodation, so that the comfort of the passengers while crossing on the ferry will be well looked after.

Under the winter passenger schedule the ferry will make one round trip a day.

The summer service contemplates two round trips of the ferry daily (Sunday excepted), which will mean that passengers from the Island will be able to arrive at Halifax much earlier in the evening, and also make connection with the two expresses, the "Ocean Limited" and the "Maritime Express," for the west. From the mainland there is to be connection with the two expresses from the west, and passengers from the east will arrive at their destinations on the Island much earlier.

So that with a passenger, mail and express daily service the year round, the saving in time and money of handling freights—one transshipment instead of four, and through one terminal instead of four; a frequent freight service with refrigerator facilities for perishable goods and without breaking bulk—the ferry making such extra trips as business warrants—rail shipments of heavy freights, connection in the open season with the two expresses for the west and the earlier arrivals on Prince Edward Island, the new route must lead to the greater development of the "Garden of the Gulf," a freer intercourse between its people and those on the mainland, and be a powerful factor in removing its feeling of isolation from the rest of the Dominion—an improvement of conditions in which Canada, and particularly Eastern Canada, will equally participate.



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Off Our New Plants.

Richman's American Beauties, Taft, etc.
CARNATIONS IN STOCK as usual.
POTTED PLANTS, including a good selection of Ferns of the leading variety.
A Fine Lot of PALMS in all sizes.
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the
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continental Europe from earliest times and was introduced into the American colonies by the English and Dutch settlers. Twice at least it became so popular among the young men that it was outlawed. In the 12th century in England bowls occupied so much of the time of the rising generation that a statute was directed against it. The same condition prevailed later in New Amsterdam, and Peter Stuyvesant, the Dutch governor, prohibited the playing of the game on penalty of being placed in the stocks for not less than twenty-four hours. This official prohibition was directed specifically against the game of "nine-pins" and the devotees of the sport, with a cunning that would do credit to a modern corporation lawyer, promptly added another pin to the set-up and so originated the modern game of tenpins.

A CLASH IS EXPECTED

Quebec, Dec. 31. — That Quebec will clash with the Federal government in connection with the recent order in council passed by the Federal government governing the emission of provincial or municipal obligations, is forecasted in semi-official circles here. It is said the Quebec provincial government refuses to accept the order in council passed at Ottawa relating to the said emission of obligations and that a provincial order in council has been passed which will be published in the Quebec official Gazette this week.

THE VALUE OF ADVERTISING in all cases must be based on the return for the outlay. No better opportunity in this respect can be found in this locality than

THE DAILY MAIL

This paper has a special value to the local advertiser, as the majority of its readers are in this city and the immediate surrounding country.

Our Advertising Rates will be found decidedly reasonable in view of the results.

PEOPLE READ OUR ADVERTISEMENTS

They are trying to buy
as wisely as they can. It
is necessary they should.

They are eager to know
what the local merchants
have to offer, and good
live advertising is inter-
esting reading to them.

Most of our enterprising
business men have already
realized this fact and their
advertising appears regu-
larly in the Mail.

If you are not a regular advertiser in the DAILY or SEMI-WEEKLY MAIL, you are overlooking an opportunity that no business man in this locality ought to be too busy to appreciate.

THE AD. AND THE MAN.

By James J. Montague.

He saw the ad from day to day
And muttered: "I aery it;
The stuff may be just what they
say,
But I'm not going to buy it."
As time wore on he made re-
marks
It would not do to mention,
For he was mad because that ad
Was forced on his attention.

But in a week, or two, or three,
He said: "There's no denying,
The way that ad gets hold of me,
The stuff may be worth trying."
For just about a fortnight more
He dared mere words to win
him,
And then the ad completely had
Aroused the spender in him.

Next day he drifted in a store
And quietly expended
A few big iron dollars for
The stuff the ad commended.
He found it filled a long-felt need
Its excellence surprised him,
And now he's glad because the ad
So deftly hypnotized him.

BOWLING OLDEST OF ALL SPORTS

Although the origin of the game of bowls is "shrouded in mystery," as the reporters say, its modern offspring of the bowling alleys is of comparatively recent birth. Tomorrow will be the 78th anniversary of the first match game of bowling in America. This historic contest was played on New Year's Day of 1840 on the Knickerbocker alleys in New York.

Bowling is perhaps the oldest of sports, since there is evidence that it was played by the ancient Egyptians. Skulls were used for balls and bones of animals for pins in those days.

Bowling was popular in England and

MINARD'S "KING OF PAIN" LINIMENT

The old reliable remedy for rheumatism, neuralgia, sore throat and sprains.

Best Liniment Made

Mr. A. E. LAUNDY, EDMONTON, writes: "I fell from a building and received what the doctor called a very bad sprained ankle, and told me I must not walk on it for three weeks. I got MINARD'S LINIMENT and in six days I was out to work again. I think it the best liniment made."

Minard's Liniment always gives satisfaction. For any ache or pain. It gives instant relief.
Minard's Liniment Co., Limited
Yarmouth, N.S.



I wonder what's
wrong with
my Tea?



My! This certainly
IS good
Tea

The woman on the left bought some "cheap" tea. You can see she's not pleased. She's sorry now she tried to save a few cents by buying the "cheap" tea.

How different with the woman on the right. The fragrance of her tea tells her how good it is. She paid a few cents more for Red Rose Tea than the other woman paid for her "cheap" tea—and besides Red Rose will prove more economical in the end!

Because of the rich flavor and vigorous strength of the Assam teas of which Red Rose chiefly consists, it will make 250 cups to the pound, or about a fifth of a cent a cup. So cheap that the very poorest can afford it, so good that the rich can find nothing better.

Kept Good
by the
Sealed
Package



T. H. Estabrooks Co., Limited
St. John, Toronto, Montreal, Winnipeg, Calgary, Edmonton

Red Rose Coffee is as
generously good as Red Rose Tea