

Confessions of an Every-Day Wife

By Idah McGlone Gibson

MY SISTER-IN-LAW'S LETTER

I had been so unhappy over my brother Tim's letter that I had forgotten all about the square white envelope, the writing on which was strange to me, that had come with that of Teddy's and Tim's.

I opened it, and looked at the signature first, and much to my surprise I saw the words "Sally Saunders"—and then, as though it were an after-thought—the name of "Lafferty" written small at the end of the line.

The letter began—"My dear Margot: I am wondering if you received a letter from your brother this morning, and if you opened it before the one I am sending. If you have, you are probably hating me with all your mind, with all your heart, with all your soul.

"I know it was very wrong to marry Tim, but Margot, I am very fond of your brother; he is the most chivalrous man I have ever known, and Margot, I need a chivalrous man just now. I always feel when I am with him that he holds something holy. Besides, there is a kind of plainiveness about him; something of that eternal sweet tragedy of youth, which somehow I seem to have lost years ago and which is very sweet to me.

"Margot, you have always thought I was a foolish bit of selfishness. Now I have done the most foolish thing in all my life, and you will perhaps know that the motive was the most selfish of all my selfish life. But I am already paying, and if I were not such a coward I would put an end to my futile existence today—now."

I dropped the letter and rushed to the window overlooking the sea. Sally Saunders' words seemed to burn me. I could not tell what this woman had in her mind. I only knew that I wished my brother did not have her in his heart.

Presently I picked up the letter again. On the other side she wrote: "Maybe I spoke the truth the other day when I said I was afraid I would not marry if I waited until the end of the war. As it is, I am in that awful position of the girl in the melodrama, of whom is written—'Married, yet no wife.'

"It seems so ridiculous, Margot, that I, Sally Saunders, should put myself in such a position. Do not betray me, do not even speak about it when you see me. I cannot face the future or the laughter of my friends. I can only dumbly wait, I cannot, will not, make explanations.

"I sit here and rail against Fate, for, Margot, I am afraid.

Sally Saunders Lafferty."

Poor Tim. He must have been wax in her fingers, for not even I suspected that underneath that babyish exterior lurked a will as implacable as nature's first law.

Certainly my calm little world is whirling very fast. My father's marriage, my own, and Tim's following rapidly on one another, have changed not only the whole course of my existence, but the whole course of my thought.

I seemed to have reached a little breathing place when I thought of all the things that came from fear, and I had almost come to the conclusion that Sally Saunders had married my brother because, as she said, she was afraid, when I looked out of the window and saw her motoring down the street with Emil Baur. There wasn't a shadow on her childish beautiful face, and there seemed to be nothing in the world for her except the man who sat beside her.

I went back to my desk and commenced to write furiously and began thus: "I have just seen you passing with Emil Baur, a man that your husband knocked down the other day for not only speaking slightly of his country, but one of his own countrywomen. After this you can understand that it will not be hard for me to keep silent on the subject of your marriage to my brother, as you asked me in that peculiar letter you have written me. I assure you that I am covered with grief and disgrace at what he has done in making you his wife.

"I have yet to see, however, just what your motive is in marrying my brother, for surely Sally Saunders, daughter of the president of the First National Bank, would hardly, except

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They are purely vegetable, small and easy to take, and there is nothing of the griping, weakening and sickening effects of the old fashioned purgatives.

Mrs. John Kadey, Chipman, N. B., writes: "I have been using Milburn's Laxa-Liver Pills for some time and can recommend them to anyone suffering from heartburn and liver trouble. I tried other remedies, but they only relieved me for a short time. I always recommend Laxa-Liver Pills to all sufferers, as I think they are a valuable remedy."

When you go to your dealer and ask for Laxa-Liver Pills, see that you get the genuine "Milburn's." Price 25c. a vial at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

AIRMEN HAD BAD LUCK

Paris, June 10.—News received here that the machine of Lieutenant Jean Pierre Fontan, who was compelled to land at Moncayo, 40 miles north west of Zaragoza, Spain, was destroyed in landing, and Fontan and his mechanic Calmet, were slightly injured.

Lieut. Fontan left Willacoubey early Sunday in an attempt to fly to Dakar, Africa, on the first leg of a flight across the Atlantic to Brazil.

If the younger set of girls giggle a great deal, the day is a success.

When a woman asks you your age, tell her the year you were born. Such a lack of tact deserves the punishment of a little mental arithmetic. And usually she won't be able to figure it out anyhow.

under extraordinary circumstances, stoop to wed with Timothy Lafferty.

"Again I must tell you that I would not keep this secret for a moment only that my brother has asked me to do so, and I am writing him today to cable me permission to publish the announcement of this marriage, for whatever your motive is in the matter I am sure to keep it secret is all wrong.

"You will forgive me if I say that the most terrible thing that war can inflict upon my brother—even if it should be death itself—cannot be in any degree as terrible and far-reaching in its consequences as what you have done to him by wedding him.

"You can, however, possess your soul in patience, for your secret is safe until I hear from my brother. Until then—I remain,

Margot Lafferty Symone."

(Tomorrow "Theo's Farewell Letter.")

MAYO-McELWAIN

Southampton, June 7.—St. Luke's church Temperance Vale was the scene of a pretty wedding on the 2nd inst. when Hattie Emily McElwain, daughter of Mr. and Mrs. William McElwain was united in the holy bonds of wedlock to William John Mayo, returned soldier of Eastleigh Hants, England, by Rev. E. C. Budd, M. A. His brother Edward A. Mayo who has just returned from overseas with the 15th Battery C. F. A. where he won the Victoria Cross, ably assisted the groom. The bride, who is very popular looked lovely in a white satin dress with pearl trimmings. She wore a veil looped with orange blossoms and carried a magnificent bouquet of roses, carnations and maiden hair fern. As the choir sang "The Voice That Breathed O'er Eden," the bride entered on her father's arm who gave her away. Her cousin Miss Jean Morrison played the wedding March. There were no invitations issued. The grooms brother and Rev. and Mrs. E. C. Budd dined at the bride's home with the bridal party, after which they motored to Lakeville, N. B. where the "honeymoon" will be spent. They will reside in Fredericton where the groom who has been three years in France is attending the vocational school. Several substantial cheques, silver and cut glass showed the high esteem in which the bride is held.

Mrs. Lynch and her daughters Mary and Margaret have returned from New York, where they spent the winter.

"According to my figures," remarked the man on the car, "it will take ten acres of dandelions to make enough wine to produce one crushed strawberry nose."

Springfield Union: It now looks as though June 25th will be "Der Tag," but not the one the Germans had been looking forward to for many long years before they actually started out on their scheme of world conquest.

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THE PRINCE OF WALES TO VISIT NEWPORT

New York, June 11.—While the Prince of Wales publicly announced some days ago his intention of making his initial visit this summer to America, the fact that the future King of England would include the United States in his itinerary did not definitely become known until recently.

It may be said that the son and heir of King George will include several cities of the United States in his tour and that he will participate for some time in the midsummer gayeties at Newport.

The Prince will reach Newport during August, and while there it is said will be the guest of Mrs. Ogden Goelet at Ochre Court, her beautiful villa. Even as far in advance as this arrangements are being made for his entertainment at Newport, and it is said that one of numerous social courtesies to be extended to Britain's future ruler will be by Brigadier General and Mrs. Cornelius Vanderbilt.

Others in Newport at that time, it is expected will be the Duchess of Marlboro and her son, the Marquis of Blandford, and it is quite possible that Messrs. Michael and Sidney Herbert, sons of the Honorable Lady Herbert, will be other members of the interesting group from the mother country.

The Prince of Wales and the Marquis of Blandford have been warm friends since their school days. They are about of an age and have found much in common. If present arrangements are carried out the midsummer season at Newport will be the gayest period at that resort in several years.

TAX NOTICE TOWN OF DEVON.

The assessment roll of the Town of Devon for the year 1919 is now in the hands of the Town Treasurer for collection, and all persons therein assessed are hereby required to pay the amount of their respective taxes forthwith to the Town Treasurer at his office on Water Street, Devon, N. B.

A discount of 5 per cent. will be allowed on all taxes paid in on or before Saturday, the 2nd day of August next, after which executions may be issued and proceedings had thereon as by law provided.

Dated at Devon this 6th day of June, A. D. 1919.

WM. JAFFREY,
Collector and Receiver of Rates.

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IN THE PROBATE COURT, COUNTY OF YORK,

In the matter of the Estate of Lucy Annie Grant, late of Meductic, in the County of York, deceased.

To the heirs, creditors and next of kin of Lucy Annie Grant, late of Meductic, in the County of York, deceased, and all others whom it may concern.

You are hereby cited and required to appear before me at a Court of Probate to be held in and for the County of York, at my office in the City of Fredericton, in the County of York, on MONDAY, the twenty-third day of June, 1919, at the hour of 2.30 o'clock in the afternoon, to show cause, if any, why the real estate of the said Lucy Annie Grant, described in Petition, should not be sold to pay the debts of the said deceased.

Given under my hand this 15th day of May, A. D. 1919.

(Sgd.) PETER J. HUGHES,
(L.S.) Judge of Probate for the County of York.

(Sgd.) JAMES HOLLAND,
Registrar of Probates for the County of York.

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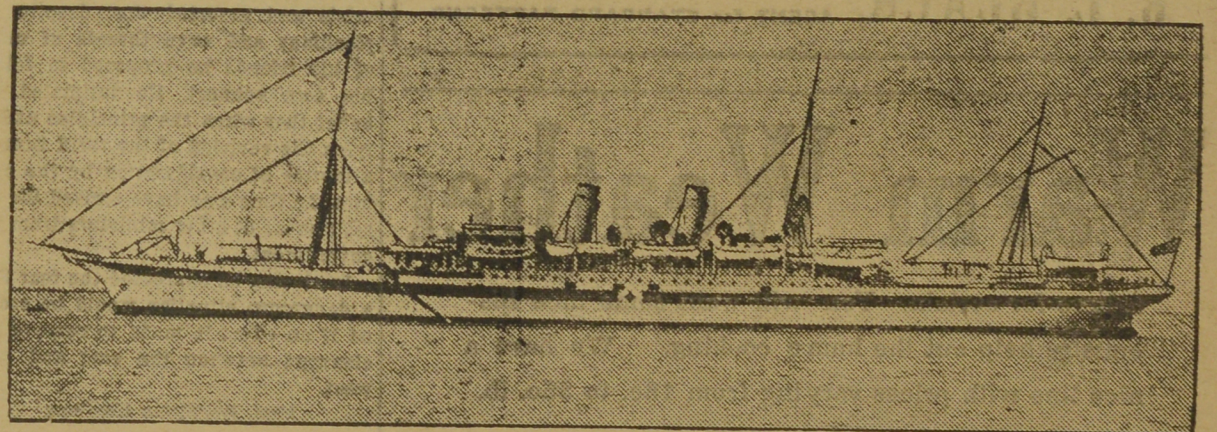
Gentlemen,—Without cost to me, send the following which I have marked X: —Booklets illustrating Hollow Blocks, —Price List of Concrete Hollow Blocks, —Price List of Agricultural Tile, —Price List of Reinforced Sewer Pipe, —Estimate of Concrete Blocks required for the attached house plans or sketches.

Name

Address

The Hospital Ship "Loyalty"

HER INTERESTING CAREER RECALLED



1915, ex-R.M.S. "Empress of India" Hospital ship "Loyalty," Bombay.

QUITE recently the hospital ship "Loyalty" has been converted in Bombay into a troopship, and the occasion appears to justify publication of some account of her career as a hospital ship, a career which was not only one of great service, but which reflects in a very remarkable way the great generosity of his Highness, the Maharajah of Gwalior.

In August, 1914, his Highness the Maharajah of Gwalior visited Bhopal and arranged with the Begum Sahiba to present the Government with a hospital ship, to be called "Loyalty," to which the Chiefs of India were to be asked to subscribe. The offer was gratefully accepted, but there was considerable delay in procuring a suitable ship. Eventually the ship chosen was the "Empress of India," built by the Naval Construction & Armaments Company, of Barrow-in-Furness, in 1891, for the Canadian Pacific Railway's Pacific Ocean trades. Together with her sister ships "Empress of China" and "Empress of Japan," she was specially designed, built on very handsome lines, and fitted most luxuriously with everything considered necessary for the comfort of passengers of all classes. The matter of engine power and speed was kept specially in view, so that the ships in their time were the fastest in the Pacific trade, and earned a great name for the quick transmission of passengers, mails and fine goods, such as silk and tea, between Hong Kong, Japan and Vancouver, and thence to various points by the Canadian Pacific Railway across the North American Continent. It will thus be seen that the "Loyalty," prior to becoming a hospital ship, took a great part as "Empress of India," in the opening up and developing of commerce in one of the outlying parts of the Empire. Incidentally she has the honor of carrying King George as a passenger when he was Prince of Wales.

It would almost seem to be in the

natural order of events that the good ship "Empress of India," after carrying on such useful commercial work for 23 years, and being relieved on the Pacific station by a larger and more modern style of ship (the new "Empress of Asia") should come on the scene at the outbreak of the present war, just when his Highness the Maharajah of Gwalior decided to repeat his loyal and munificent act of 1900, by presenting a hospital ship of 300 beds capacity for use during the war. Most appropriately, the ship was acquired from the Canadian Pacific Railway Company. The Director of the Royal India Marine and his officers acted for his Highness in the matter of buying, altering and refitting, the "Empress of India," of London, and changing her name to the "Loyalty" of Bombay. This was done in October, 1914, and within four months from the time war was declared the hospital ship "Loyalty" was ready to begin her good work and assist in the relief of suffering humanity.

Record of Four Years.
The "Loyalty" sailed from the Persian Gulf on November 29th, 1914, having been renamed by Lady Willington on the previous day, and from that time up to nearly the end of last year she was in commission. On her first voyage she was deflected to Karachi, where she stayed till December 24th, when she left for England. During this time the ship was bought outright for the Chiefs, and subsequently remained there permanently.

In the four years she was in commission as a hospital ship she sailed 41 voyages and carried 15,400 patients, British, Indians, Chinese, West Indians, East and West African, and German, Turkish and Arab prisoners of war.

The hospital was staffed with three or four I. M. S. officers and one military assistant-surgeon, and one matron and four to six nursing sisters and sub-assistant-surgeons, com-

pounders, ward orderlies, etc. A few lent by the Government of India, the rest being recruited from Gwalior, Indore, Dhar and Bharatpur States, and the balance locally in Bombay. The cost of buying and fitting out the ship was approximately \$600,000, and her upkeep for four years was \$1,800,000, the total being nearly two and a half million dollars, of which by far the greater part was paid by H. H. the Maharajah of Gwalior, though contributions were made from other States.

Incidents at Sea.

Unique as part of the ship's life-saving work was the rescue of the crew of the steamship "Ben Vorlich," after that ship had been shelled and torpedoed by a German submarine near Ushant, on August 1st, 1915. This incident and the sinking of the steamship "Clintonia" were witnessed by the "Loyalty" from a distance of about 1½ miles, when she was full of badly wounded men (British cases from the Dardanelles) on her way down Alexandria and Malta to Southampton.

When plying in Indian waters, the "Loyalty" had the good fortune to render assistance to a transport which took fire and was abandoned at sea, the "Edavana." Hearing the distressed vessel's messages on the wireless, the "Loyalty" proceeded with all speed to the place indicated and picked up 70 of the burning ship's people in three boats during the night, afterwards transferring them to the steamship "Madras," which was bound for Bombay. Had the "Loyalty" not been an hospital ship she would have towed the "Edavana" into Bombay, but, of course, could not do this without infringing the Geneva Red Cross Convention.

She also rendered assistance to several India and native craft met at sea during her voyage, short of water and provisions, and to a lighthouse crew in the Red Sea.

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