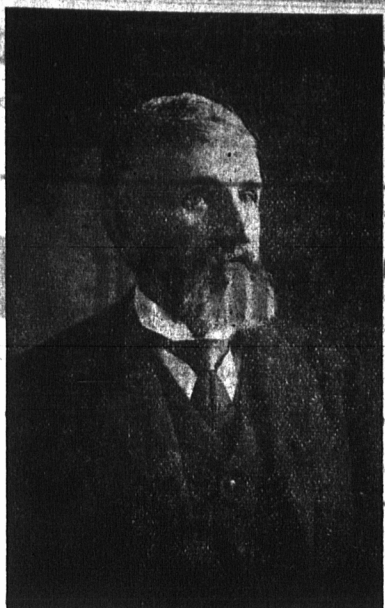




Another club woman, Mrs. Haulle, of Edgerton, Wis., tells how she was cured of irregularities and uterine trouble, terrible pains and backache, by the use of Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—A while ago my health began to fail because of female troubles. The doctor did not help me. I remembered that my mother had used Lydia E. Pinkham's Vegetable Compound on many occasions for irregularities and uterine troubles, and I felt sure that it could not harm me at any rate to give it a trial. I was certainly glad to find that within a week I felt much better, the terrible pains in the back and side were beginning to cease, and at the time of menstruation I did not have nearly as serious a time as heretofore, so I continued its use for two months, and at the end of that time I was like a new woman. I really have never felt better in my life, have not had a sick headache since, and weigh 20 pounds more than I ever did, so I unhesitatingly recommend your medicine."—Mrs. MAY HAULLE, Edgerton, Wis., Prec. Household Economics Club.



L. W. BAILY, L. L. D. Teacher of Geology in S. S. of S.

BRYAN'S PLAN OF PARTY REFORM

That the States Should Own the Railways.

Favors Government Telegraphs. Also an Income Tax and Abolition of Private Monopolies.

LINCOLN, Neb., July 21.—W. J. Bryan's plan for the reformation of the Democracy was given publicity today. In it Mr. Bryan favors radical changes, but advocates the election of Judge Parker for President as a good beginning. He declares for State ownership of railroads, Government control of telegraphs, and abolishment of private monopoly, and favors the income tax and election of Federal Judges by the people. Mr. Bryan says in part:

"My selection as standard-bearer of the Democratic Party in 1896 and again in 1900 made me the nominal leader of that party, and as such I did not feel at liberty to engraft new doctrines upon the party creed. I contented myself with the defense of those principles and policies which were embodied in the platform. Now that the leadership devolves upon another, and I bear only the responsibility that each citizen must bear, namely, the responsibility for my own opinions, my utterances and by conduct, I am free to undertake a work which until now I have avoided, namely, the work of organizing the radical and progressive element in the Democratic Party.

"The money question is for the present in abeyance. The production has lessened the strain upon the dollar, and while bimetalism is as sound in theory as it ever was, the necessity for it is not so apparent.

"But while the people cannot be brought at this time to consider the various phases of the money question, they can be brought to consider certain other questions, with which the Democratic Party must deal. I have heretofore refused to take a position upon the question of Government ownership of railroads, first, because I had not until recently studied the subject, and, second, because the question had not been reached.

"Recent events have convinced me that the time is now ripe for the presentation of this question. Consultation after consultation has taken place, until a few men now control the railroads of the country and defy both the legislative and executive power of the Nation. I invite the Democrats, therefore, to consider a plan for the Government ownership and operation of the railroads. The plan usually suggested is for the purchase of these roads by the Federal Government. This plan, it seems to me, is more objectionable than a plan which involves the ownership and operation of these roads by the several States. To put the railroads in the hands of the Federal Government would mean an enormous centralization of power. It would give to the Federal Government a largely increased influence over the citizen and citizen's affairs, and such centralization is not at all necessary.

"The several States can own and operate the railroads within their borders just as effectively as it can be done by the Federal Government, and if it is done by the States the objection based upon the fear of centralization is entirely answered. A board composed of representatives from the various States could deal with the joint traffic of the various lines. "If the Federal Government had the railroads to build there would be a constant warring between different sections to secure a fair share of the new building and development, but where this is left to the States the people in each State can decide what railroads they desire to build up or to buy. "While the Democratic Party in the Nation is advocating the Government ownership of railroads, the Democratic Party in the cities should upon the same theory espouse the cause of municipal ownership of municipal franchises.

"We have also reached a time when the Post Office Department should embrace a telegraph system as well as a mail system.

"The telegraph lines do not reach as many people as the railroads do, and, while the abuses of private ownership have not been so open and notorious, yet there is no reason why this Nation should not do what other nations are doing in this respect.

"The private monopoly must be destroyed. The Democratic platform adopted at Kansas City declared the private monopoly to be indefensible and intolerable.

"The Democratic Party has in two campaigns stood for an income tax. The plank was omitted this year because the men in control of the party thought it would jeopardize success in the Eastern States. This objection may have weight when the appeal is made to a particular section, but it cannot have weight when the party goes forth, as it must ultimately do, to appeal to the masses.

"The contest above outlined must be made whether the party wins in November or not. A single election is but an incident in the life of a party. For more than a century the Democratic party has stood forth as the representative of certain great ideas. Jefferson founded it, Jackson defended it, and even Cleveland could not destroy it. If Mr. Parker is elected, his Administration will rid us of imperialism and of the threat of a race issue and give us greater freedom in the taking up of economic questions.

STARVED OUT.

Many a garrison has been forced to give up the fight and hang out the white flag of surrender, when lack of food has weakened the men past all power to continue the struggle.

Many a man is similarly starved out of business. His digestion is impaired. His food does not nourish him, and for lack of strength to carry on the struggle he turns his store over to another.

Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition. It restores strength to weak, nervous, run-down men and women.

"About ten years ago I began to be afflicted with stomach trouble, also diarrhea," writes Mr. Wm. Walters, of Antrim, Me. "In warm weather it grew worse, until it would throw me into a cramping chill. Was troubled so often that I sometimes thought my end had come. Tried many remedies, but they gave only temporary relief. In November, 1899, thought I would try Doctor Pierce's Golden Medical Discovery. I got six bottles and took five in succession, then thought I would wait for a time and take the one left. Soon found I had symptoms of the best of health this summer, and the credit all belongs to your 'Golden Medical Discovery.' I can't express my many thanks to Dr. Pierce for his remedy, for it did so much for me. Words cannot express how severely I suffered.

"If any doubt the above statement let them address me, and I will take great pleasure in answering." Dr. Pierce's Pleasant Pellets cleanse the bowels and stimulate the sluggish liver.

Cheap at \$1.25 WEEKS' DOLLAR HATS Wear one

THE MIDLAND RAILWAY

Until further notice, trains will run as follows: LEAVE Truro 7.00 a.m. Windsor 9.05 a.m. 2.45 p.m. 5.00 p.m. Windsor 7.40 a.m. Truro 9.55 a.m. 9.50 a.m. 1.50 p.m. 5.15 p.m. 7.25 p.m. Monday, Wednesday, Friday and Saturday only.

H. V. HARRIS, GENERAL MANAGER. 17 dw 17

A GRAND SHOWING.

Andrew F. Gault, a prominent merchant and manufacturer of Montreal, insured his life in the Mutual Life Insurance Company of New York. He was recently to pay the sum of \$16,900 per \$1,000.00 each year. Recently Mr. Gault died and the Company paid to his heirs, not only the original insurance of \$1,000.00, but \$1,424.00 in addition, making in all \$2,424.00. Mr. Gault paid fifty-two annual premiums, amounting to \$878.80; the Company returned in dividends \$545.20 more than it received in premiums from the insured.

Mr. Gault was insured under another policy in the same Company for a like amount, taken out a few years later, on which he paid forty-nine annual premiums of \$18.28, amounting to \$895.72. Dividend additions to this policy were \$1,238.00 or \$342.28 in excess of total premiums paid.

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Balbriggan and extra light weight natural wool with ventilated gussets. Did you see our blue grey English Unshrinkable Suits and Hose to match? \$3.00 for the outfit.

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From POINT DU CHENE, on arrival of 11.45 a. m. train from St. John, for SUMMERSIDE, connecting there with express train for Charlottetown and Tignish. From SUMMERSIDE, on arrival of morning train from Charlottetown and all stations of P. E. I. R., for POINT DU CHENE, connecting with day train for ST. JOHN, BOSTON and MONTRÉAL. Connection at Moncton with train for all stations on I. C. R. and its connections, and at St. John with C. P. R. and Railways for U. S. for all points West and South, also at St. John with Steamers of Eastern S. S. Line, with Steamers of Eastern S. S. Line, from PICTOU about 4.45 p. m. for CHARLOTTETOWN. From CHARLOTTETOWN for PICTOU at 8.45 a. m. connecting there with day trains for CAPE BRETON and HALIFAX. At NORTH SYDNEY with Steamer Bruce for Newfoundland. At HALIFAX with C. A. & PLANT LINE for Boston. Through tickets to be had at Grand Trunk, Canadian Pacific, Intercolonial and P. E. I. Railways and on the Company's Steamers and connecting lines in United States and Canada. F. W. HALES, Secretary, Charlottetown, P. E. I. 7-6 d w season.

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FOR SALE!

The subscriber offers for sale that very desirable property on King Street—consisting of two up-to-date dwellings. Each is heated throughout with Hot Water, is thoroughly plumbed and provided with bath room, and all modern conveniences. Each house is occupied by a tenant with a yearly lease and facing the park makes a good investment for any purchaser. Also adjoining and to be sold separately from above property is a lot of land about 10 x 20 ft, fronting on Fitzroy Street. Any information regarding these properties can be obtained from the undersigned. These properties will be sold at public auction on the premises on Monday August 1 next at 11 o'clock a. m. F. H. BEER, For Estate Late George R. Beer. 7-2011

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Will until further notice leave Steam Navigation Co.'s wharf on Tuesday and Wednesday at 3 p. m. for Halifax and Brimley Wharves. Thursday at 3.30 p. m. for McEwens and West River Bridge. Friday at 3.30 p. m. for Hickey's, Haggarty's and Hayden's Wharves, East River. Saturday at 3 p. m. for Crapaud. Every second Monday to Vernon River Bridge according to tide. Tuesday at 3.00 p. m. for China Point Wharf, tide and weather permitting.

T. J. CRAIG, Manager, Charlottetown.

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They stimulate the Liver and Kidneys; Cure Sick Headache, Foul or Disordered Stomach, Bilious Constipation, Cleanse and Purify the Blood and render the Skin clear and Healthy. They are purely vegetable.

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