

FIFTY THOUSAND REMNANTS OF ALL KINDS OF GOODS

We bought all the remnants made by two big mills during the past six months. We bought them at a very low price and during next week we are going to sell them at prices that will open your eyes.

Remember the Time, all of Next Week.

5000 Remnants of Flannelette 1 to 10 yards
5000 Suiting for Ladies 2 to 10 yards
5000 Remnants of Wrapperette 2 to 12 yards
5000 Remnants of Ticking 2 to 10 yards
5000 Remnants of Donnett 1 to 15 yards

5000 Remnants of Saxony 1 to 10 yards
10,000 Remnants of Duck Suiting 2 to 10 yards
10,000 Remnants of Print Cotton 2 to 15 yards
Hundreds of ends of Men's Cloths 1 to 7 yards
Hundreds of ends Ladies' Oxford 1 to 5 1/2 yards.

Beside these Remnants we are going to sell three thousand six hundred pairs Ladies' Hose worth 40c for 25c.

We Don't Want Your Money

Unless we can give you more value for it than any other store.

Come early and often to the big remnant sale during next week.

PROWSE BROS.,

The Farmers' Boys.

PROWSE BROS.,

The Wonderful Cheap Men.

ROAD COSTING FIVE HUNDRED MILLION STILL INCOMPLETE

(Continued from page 1.)

Mr. Gerrard doubts if anything like continuous operation of the eastern sections of the road can be kept up, even with rolling stock much increased.

long line from the Baltic to the Pacific may yet prove Russia's weakness instead of strength.

In Manchuria, beyond the Kinghan mountains, the road runs for hundreds of miles through a deserted, and in some places a waterless country.

Owing to the faults of construction mentioned, derailment of trains from the spreading of rails is of almost daily occurrence east of lake Baikal, and also between Irkutsk and Tomsk.

West of Tomsk, as Europe is approached, the road is better built, it

is on these sections that most tourists get their impressions of the road.

THE ROAD IN THE WAR ZONE.

Much is heard of the designs of Japan on the railroad in Manchuria. It is alleged they will attempt its destruction by dynamite.

One thing seems probable, namely, that no Japanese can harm the road west of the Kinghan mountains. It has guards from one end to the other. Whatever damage is done will be done, probably, in Manchuria, and the points of attack will be the larger bridges.

One of the most important bridges on the line is at Harbin, where the Port Arthur division leaves the main line. This is one of the vital points on the map of the railroad to the east.

The Russians have built a new city there, destroying the small and squalid Chinese towns that stood near it.

The railroad at this point crosses the Amur, flowing north, and navigable to Harbin. This gives Russia water communication with the rich grazing and agricultural regions of the lower Amur, from which to draw supplies in summer.

All through Manchuria there are innumerable bridges and culverts to which a Japanese with a stick of dynamite under his blouse could do much damage; but there are also in the land thousands of Russian guards, who patrol the road day and night, and other thousands of soldiers and laborers to repair any damage that may be wrought.

Russia's greatest weakness in transportation is not in Manchuria. It is in the general condition of her great line across Asia—great in distance only—which eventually she must rebuild for many a mile, if the evidence of observers experienced in railroad engineering and construction is to be believed.

Japan must have known the condition of the trans-Siberian road, if the czar did not, and this condition constituted one of several reasons why she felt she should strike early.

Every month of delay meant a bettering of the road, a little advance, in Russia's profligate fashion, in tunnels and on permanent bridges, a little more ballasting of track, additions to rolling stock and further steps toward closing the gap at lake Baikal.

There can be no doubt that some day, and it may be before the end of the present war, Russia will have made good much of the first hasty work on her light-railled and heavily equipped railroad. Now she must do it as she fights, and as she moves troops and mountains of supplies over it to the scene of war. It is a colossal task, worthy the strength of a colossal nation, which in the minds of one of its leading men, who voices the sentiment of all Russia, is "not a state, but a world."

WANTED—A case of headache th
Kumfort Headache Powders will not cure
in minutes.

Style Showing.

“Fit-Reform” styles for spring are on display. Styles of exclusiveness. Styles of distinction.



THE NEW SACKS

The new things—the right things—that “Fit-Reform” creates for well-dressed men to wear.

There are some surprises, too, that you men who like novelties will be mightily pleased with.

The new “Fit-Reform” Sack Suits—the Norfolks—the “Harvard”—are simply perfection, with their air of perfect taste and quiet elegance.

FIT-REFORM

PROWSE BROS., CHARLOTTETOWN

Now is the Time

To have your Spring Overcoat cleaned and made new.

Have all your Spring garments renewed, cleaned, dyed and pressed now before the Spring is upon you. Take them to

S. F. TARBUSH

Agency for Parker's Dye Works of Toronto.

GREAT DISCOUNT SALE!

—OF—

Dry Goods, Boots and Shoes, Hardware and Groceries.

Having decided to leave the Island and close out our business in Georgetown, we offer our entire stock at

Discounts of from 25 to 50 p.c.

This is the greatest opportunity ever given the people of this locality to obtain goods at less than manufacturers' prices.

All accounts due must be paid by April 30th. This sale positive and for cash only. No goods on approbation. No samples given.

MacDonald & Westaway,

GEORGETOWN, P. E. ISLAND.