

P. E. ISLAND

Agricultural and Industrial Exhibition

(Open to the Maritime Provinces)
To be held on the grounds of the Charlottetown Driving Park and Provincial Exhibition Association at

Charlottetown

—ON—
TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY

Sept. 27, 28, 29 and 30, 1904

The largest prize list yet
Over \$6,000.00 in Prizes.

Live stock and dairy produce entries close 10 a.m. All other entries close 3 p.m. Sept. 28. Farmers' Pavilion and Reading Room on grounds where illustrate lectures will be given by experts during the exhibition.

Two Days' Horse Racing
Wednesday and Thursday 28th and 29th September

The fastest classes ever started on the Island with the largest purses

\$1500.00 IN PURSES
The very lowest rates for exhibits and passengers on steamboats and railways.

Special Attractions in front of the Grand Stand

For entry forms, price lists, race programme and all information write the Secretary, Admission to exhibition—Adults 25c; children under 12 years old, 15c; 25c admission to races.

F. L. Haszard, President, Aug. 10 mwt & w t
C. R. Smallwood, Secretary

Prince Edward Island Exhibition Lectures.

In the Farmers' Pavilion a building provided expressly for the farmers on the Exhibition grounds at Charlottetown where reading matter and a resting place for farmers will be found. The following lectures will be delivered during the exhibition.

Tuesday afternoon, Sept. 27th at 3:30 o'clock, Mr. F. W. Hodson, Dominion Live Stock Commissioner.

Subjects—"Care and management of grass lands permanent and temporary meadows and pastures."
4:30 p. m.—Mr. A. P. Ketchen, Department of Agriculture, Ottawa, subject "Heavy Horses."

Wednesday afternoon, Sept. 28th, 3:30 o'clock, Dr. James Fletcher, Entomologist will make an exhibit of grasses and will lecture on the same.

4:30 o'clock—Mr. F. W. Hodson, subject "English and American Breeds of Swine."

Wednesday evening, Sept. 28 at 7:30 o'clock, Mr. F. W. Hodson, subject "The various Breeds of Beef and the various breeds of Dairy cattle."

Thursday morning, Sept. 29, 11 o'clock Mr. G. H. Vroom of Midleton, N. S., Fruit Inspector, subject, "Packing Fruit for Markets Foreign and Local"

12 o'clock—Dr. James Fletcher will make an exhibit of weeds and will describe the best methods of destroying same.

3:30 o'clock—Mr. A. P. Ketchen, subject, "Improvement of Agricultural Exhibitions."

4:30 o'clock—Mr. A. P. Ketchen, subject, "Requirements of a Cattle Stable."

7:30 o'clock—Mr. F. W. Hodson, subject, "English Breeds of Sheep."

8:30 o'clock—Mr. Fletcher subjects "Selecting and feeding of feed cattle for export trade" also "The various methods of destroying injurious insects with an exhibition of same. Many of these lectures will be illustrated by lantern slides. All farmers should attend these lectures."

F. L. HASZARD, C. R. SMALLWOOD
President Secy Tr. as.

7 m w t d.

Pickling Spices

We are selling a good spice at 10 cents a quarter pound

we guarantee to be pure.

We have a nice vinegar essence at 20 cents a pint, it's good and strong. Try it.

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THE DRUGGIST, Charlottetown.



The secret of ironing success is found in every package of Celluloid Starch. From a lace collar to a lawn dress, you can do all your ironing and do it beautifully, too, with the Celluloid Starch. Don't make a failure of your ironing any more. Just ask your grocer for Celluloid Starch.



GILLETT'S PURE POWDERED LYE

Ready for Use in Any Quantity. For making SOAP, softening water, removing old paint, disinfecting sinks, closets and drains and for many other purposes. A can equals 20 pounds of Soda.



"Lime Juice for Me."
"Tell you what, there's nothing like Lime Juice when you're aizzling. A tall cold one of

Sovereign Lime Juice

with the ice tinkling against the glass, and a straw to make it last long, is the finest thirst-quencher I ever tasted. Just try it once, and see if you don't agree with me."

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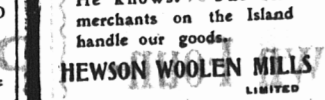


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For Sick headache, bilious attacks, Constipation, Flat and Distended Stomach they have no equal.

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PROGRESS OF THE GREAT CAPE CAIRO RAILWAY

More Being Done in the Work—Can be Completed For Twelve Million Pounds Sterling—Will Open Up a Great and Fertile Country—A Network of Railways in the Future—Progress in Stamping Out the Cattle Disease—Line of Working

Sir Charles Metcalfe, who recently arrived in London, was interviewed by a representative of South Africa with regard to the subjects of the Cape to Cairo Railway and the industrial prospects of Rhodesia.

"Well," Sir Charles said, in reply to a question as to what progress had been made with the Cape to Cairo line during the past few months, "to go back a little way the line has been open right up to the Victoria Falls since June 20, and the hotel we have built there for the accommodation of visitors is a very comfortable one, and from it there is obtained a beautiful view of the Zambesi Gorge. The cable-way across the gorge is working satisfactorily. The foundations of the bridge were being put in when I left and the steel work is now being erected. The line on the other side is being constructed, and we hope to have the bridge itself completed by the end of the year. By that time, too, the rails should be near Kalomo, which is about 100 miles north of Victoria Falls, and is the present seat of the Government of Northwest Rhodesia."

"The line has been surveyed for some distance beyond Kalomo, has it not, Sir Charles?"

"Yes," the surveyors are making for the Broken Hill country, 360 miles beyond the falls. The line will cross the Kafue River at a point where there is no flooding."

"Then the continuation of the line still further north beyond Broken Hill will enable you to tap the Katanga copper country, will it not?"

"It will do so presently. Broken Hill is still some distance from the rich deposits of copper in the Katanga country."

"Gordon Forbes, the leader of the Rhodesian delegates, informed me the other day that the people of Bulawayo and Salisbury objected to the profits earned by the Southern Rhodesia Railways being used for the extension of the line beyond that point, because they contend that such profits should be applied to the reduction of rates, which they say are now very excessive."

"I am afraid those people who object to the extension do not look far enough ahead. They objected to the line going beyond Bulawayo; but since the section from Bulawayo to the falls was completed in June last, at least 1,000 visitors have passed through Bulawayo, and that means that a great deal of money has been spent in that town. We don't make the railways to do nothing with them. We hope that each section will pay its own expenses. Each section of the railway is built on common-sense lines, and with a distinct objective."

"In linking up the Rhodesian railways with the line from Khartoum, Sir Charles, do you anticipate any serious engineering difficulties?"

"As far as I know, there is nothing to stop us from an engineering point of view. We are very lucky in respect to bridges, for the only big bridge we shall have to build for many hundred miles after crossing the Zambesi will be the one over the Kafue River. After we get to Broken Hill a great deal will depend upon the direction which the line takes, but there are no insurmountable difficulties before us."

"Then the other portion of the route has not yet been settled?"

"Not yet, because we don't make lines without a distinct purpose. We only build them through the districts which we see offer the best chance of giving us a remunerative traffic. If the Egyptian Government carry out the scheme of making a dam at Rosaire, they would probably extend the line from Khartoum to Rosaire, and this no doubt will eventually be joined up with the Uganda Railway, and a line of six hundred miles in length will connect up the Uganda line and the Rhodesia line, ending at Lake Tanganyika, and when that is done the Cape to Cairo line will be practically complete."

"It will take a great deal of time and much money to obtain the line from the Cape to Cairo, I suppose?"

"I think the line could be completed for twelve millions more—a moderate sum as compared with what has been spent on other transcontinental railways. Unthinking people sometimes ask, 'But will it pay?' Look at the map. There is a line through a fertile country which is from four to five thousand feet above sea level in a continent nearly two thousand miles wide. A hundred years hence there will be a network of railways. We in Rhodesia have followed the old advice, 'Festina lente,' and have only constructed such lines as had a good objective and were necessary for the country. Rhodesia cannot make the full progress of which it is capable without a complete railway system."

"The prospects of the colony appear to be improving, Sir Charles?"

"Yes, they are. 'What has been the effect of the recent depression?"

"The depression has been a very good thing for Rhodesia, because it has made everybody study economy, and has compelled a great number of people to go upon the land. When a country is laid out on the lines of Rhodesia, everybody wants and expects to make £2,000 a year from the beginning, now no new country can be made upon that basis. The small holders of 100 acres in the United States (the bulk of America) and with the railway facilities we now have in Rhodesia, that colony is getting ripe for the advent of the small holder who will settle on the land and make a good living out of it, and make the colony their home."

"We all firmly believe that Rhodesia offers peculiar advantages to the small settler who has a little capital and is not afraid to work. Just so. One great advantage which Rhodesia affords to small settlers lies in the fact that it is pre-eminently a produce country, and that in time it will be able to export all kinds of products. 'Cotton' and tobacco, for instance?"

"Yes, we can grow the very finest tobacco and cotton. As to the tobacco, when I am very pleased about it that we are able to produce the very best leaves—really cigar wrappers—had the finest kind of Turkish cigarettes tobacco. It grows admirably out there and there is a great future before the industry. And what is true of tobacco is true of the cotton also."

Austrian Made Collars and Cuffs are the Best made, Finished in the World.

Notice the coat buttonholes, the evenness of every corner, the perfect stitching. We have many customers who will have no other than the

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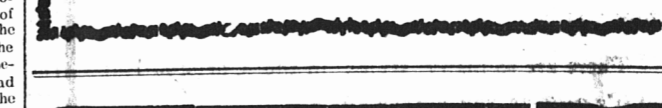
For it gains no credit for the seller—nor does it ever really satisfy the buyer. Simple reasons account for this.

First—poor furniture may pass muster at the onset by means of the superficial attractiveness varnish lends—but when the rubbish has been in a house for a few weeks, all the flaws come to light, and before much time has passed away—the owner is ready for another suite.

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Charlottetown BUSINESS COLLEGES

THE WRITING ACADEMY

This College re-opened Tuesday morning August 16th. During the vacation, the rooms have been handsomely fitted up and about 1200 feet of floor space have been added to the Shorthand and Typewriting departments to accommodate the increasing patronage.

In ALL DEPARTMENTS, the latest and best methods will be taught by a staff of COMPETENT teachers, specialists in their departments. Nine teachers will form the staff during the coming term.

Our Business Training course, always taking rank among the best will be more interesting and inviting than ever before because of the many new features being introduced.

Our Shorthand and Typewriting departments have been enlarged and Mr. Trainor, the principal, will have all the assistance he requires to bring them up to that high state of perfection to which he aspires. His unparalleled success last year was a revelation to many, and we cannot help it if some would be competitors are angry and "throw mud." Every one to his calling. Mr. Trainor will continue to educate the young men and women in the art of Shorthand and Typewriting and will always be found attending to his business.

SEVENTEEN graduates last year from the Photographic Institute of Cincinnati. While it is a record unapproached by ANY OTHER teacher last year, yet, Mr. Trainor with his efficient assistants, hopes to double the number this term.

There are some so-called business colleges that claim everything on paper. But when it comes to thorough, high grade work, lowest expense with absolutely no risk on the part of the student. College environments and opportunities, the Charlottetown Business College stands out in bold relief.

Two things should be remembered by intending students:—Our high grade work and unheard of low tuition rates. Students may enter at any time. For full particulars, address, L. B. MILLER, Principal. Brown Block.

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