

MUNYON'S



I do not believe there is a case of dyspepsia, indigestion or any stomach trouble that cannot be relieved at once and permanently cured by my **DYSPEPSIA CURE**.

MUNYON.
At all druggists, 25c a vial. Guide to Health and medical advice free. 1505 Arch street, Phila.

DYSPEPSIA CURE

Soap

GOOD SOAP cheap. We find we have too much

No. 1 FAMILY SOAP

In order to reduce our stock WE OFFER

17oz. 1lb Bars for 42c

Best lots at lower price.

.....A SNAP

SANDERSON & CO

PURE FOOD SELLERS,

P. E. Island Railway

Easter Holidays

CHEAP EXCURSIONS

EXCURSION RETURN TICKETS. One First class fare will be issued March 29th to April 5th, 1899, both inclusive to and from all stations, good to return up to and including April 10th, 1899.

Tickets are not good for going journey after date of issue.

Special Cheap Rates.

Tickets will be issued on all trains SATURDAY, 1st April, good to return same day, at the following low rates:-

Tignish to Charlottetown.....	\$1.25
Alberton	1.25
Bloomfield	1.15
O'Leary	1.15
Port Hill .....	.95
Wellington .....	.85
Miscouche .....	.85
Summerside .....	.75
Kensington .....	.75
Freelton .....	.75
Emerald .....	.60
Cape Traverse .....	.75
Bradabane .....	.60
Hunter River .....	.45
N. Wiltshire .....	.45
Charlottetown .....	.45
Souris .....	.85
Beaver River .....	.75
St. Peters .....	.75
Georgetown .....	.75
Cardigan .....	.75
Morell .....	.60
Mt. Stewart .....	.45
Tignish to Summerside.....	\$0.85
Alberton .....	.85
Bloomfield .....	.75
O'Leary .....	.75
Port Hill .....	.45
Wellington .....	.45
Miscouche .....	.35
Kensington .....	.25
Freelton .....	.35
Emerald .....	.45
Cape Traverse .....	.45
Bradabane .....	.45
Hunter River .....	.60
N. Wiltshire .....	.60
Charlottetown .....	.75

Intermediate Stations at proportionate rates. A Special Passenger Train will leave Tignish at 5 a.m. April 1st; arrive at Charlottetown about 10.10 a.m. Leave Charlottetown at 3.30 p.m. Summerside at 5.45 p.m. arrive at Tignish about 9.00 p.m.; thus allowing people west of Summerside an opportunity of commencing to Summerside and Charlottetown, doing their business and returning the same day.

G. A. SHARP, Superintendent.
Railway Office, Ch. town, 1, 1/2
Mar. 4-14&v

NOTICE.

NOTICE is hereby given that an application will be made to the Legislature of the Province of Prince Edward Island, at its next Session, for an act to vest in the City of Charlottetown, the title to all that tract, piece or parcel of land, situate lying and being in the City of Charlottetown, being Town Lots numbers Sixteen (16), Seventeen (17), Ninety Three (93), Ninety-four, and part of Town Lot No. (18) in the 4th hundred of Town Lots, in Charlottetown, being the property known as the West Kent Street School land and premises.

Dated at Charlottetown this 1st day of March, 1899.

JAMES WARBURTON,
Mayor of Charlottetown

H. M. DAVISON, City Clerk.
52-dy 4w & R. Gaz.

SEEDS!

Seed Oats—Ontario White Banner,
Seed Wheat—Manitoba White Fife
Seed Wheat—Ontario White Fife.
Seed Timothy—Island growth.

CARVELL BROS.

Ch. town, 15 McB, 21, ur. pat

TRIAL SHIPMENT OF FRUIT

Hon Senator Ferguson's Report to the Fruit Growers Association.

A FULL AND PARTICULAR ACCOUNT

List of Those Who Furnished Apples for the Shipment.

To the President and Members of the Fruit Growers' Association of P. E. Island,

GENTLEMEN:—
The undersigned having undertaken at the instance of the Association, in connection with Messrs. Robertson and Sharpe, at the meeting held on the Fourth of October last, the duty of selecting, packing and otherwise managing a trial shipment of apples to be made to England by the steamer Lake Winnipeg, has the honor to report as follows:—

The difficulty of obtaining apples of the different varieties was found at first to be very great; and when it was ascertained that the Lake Winnipeg would not make her departure from Charlottetown until three weeks later than the date announced at the meeting of the Association, and that she was not fitted for carrying apples in cold storage, grave doubts were felt by the undersigned and others as to the prudence of including in the shipment any of what are usually known as the soft varieties. Doubts on this point were greatly strengthened by the opinions of Professor Robertson and the Messrs. Starr of Wolfville, N. S., to whom the undersigned had applied for advice on matters relating generally to the shipment. The lateness of the Lake Winnipeg's departure had, however, this compensation, that it suggested the desirability of including other varieties which were considered to be too late in coming to maturity for an October shipment. The general result of this trial shipment shows that, while it is undoubtedly safer to ship all varieties in their accredited season, yet it is plain that Prince Edward Island fruit can, with proper care in preservation and shipment, be placed on the English market at later dates than apples of the same varieties grown in the other Canadian Provinces or the United States. This knowledge shows how great are the possibilities of apple-growing for commercial purposes in Prince Edward Island.

Another difficulty was found in inducing the owners of desirable fruit to take the risk of shipment. Much time was spent in efforts in that direction, but without success, until the undersigned put an option before the fruit-growers of taking their apples and shipping them on their own account or paying them fair market prices and relieving them of any risk whatever. This proposition had in most cases the desired effect and resulted in 78 barrels being furnished on owner's account, and 55 barrels being purchased by the undersigned at prices ranging, according to quality and variety, from \$1.50 to \$2.50 per barrel.

It being understood at the October meeting that all matters relating to the shipment would be left to the packing committee, the undersigned at the request of the other members, contracted with Mr. Full for the manufacture of barrels, and had them and other material requisite for packing distributed as required.

The undersigned attended personally to the packing of all the apples selected by him, which took up a good deal of time and involved much travelling and laborious attention to details.

The undersigned, acting on the advice of men of great experience in the apple trade of Nova Scotia, opened communication for the sale of all the apples with Messrs. J. C. Houghton & Co., of Liverpool, and Messrs. Nothard & Lowe, of London, explaining fully to them the nature of the experiment which was being by the Association. He also obtained from Mr. Robert W. Siarr, Esq.,

of Wolfville, N. S., full directions and a design for marking the barrels in the way that would be most acceptable to the trade. In connection with the directions he procured suitable stencils and had marked a greater part of the lot which he had packed, bearing his own name as packer, when on the afternoon of the 4th of November (the day formerly fixed for the departure of the "Lake Winnipeg") The President of the Association requested that the barrels should be marked with the words "Shipped by the P. E. I. F. G. Association," a stencil for which was being prepared but was not yet ready for use. The undersigned thought this plan of doubtful advantage. The fact of the shipment being made by the Association would be sufficiently indicated by the letters of advice or the bill of lading, while the mark suggested would be no guarantee of responsibility packing. However, the request of the President was complied with, as regards barrels then unmarked, on his assurance that any loss arising on the apples so marked would be borne by the Association. Thirty-five barrels were marked in the manner indicated, consisting of 18 Ribbons, 5 King, 5 Baldwins, 4 Spys and 3 Golden Russets. As apples stencilled with the name of the Association, might in the hands of the consignee, prejudice the sale of the balance having a private name, by creating an impression that they were for some reason rejected by the Association, the 35 barrels referred to were consigned to Messrs. Garcia & Jacobs, of Covent Garden, London, a firm of standing, but with whom or their Canadian agent the undersigned had no previous communication. The other 98 barrels were consigned to Messrs Nothard & Lowe, of Tooley St., London, and consisted of 12 barrels Spys, 19 Ben Davis, 37 Pewankees, 7 Baldwins, 9 Talmans, 4 Swars, 5 Golden Russets and 5 Ribbons. In this way the apples packed by the other members of the committee were, on the undersigned's suggestion, given the advantage of the arrangements he had made with J. C. Houghton & Co., of Liverpool, for the sale of a portion of the fruit in that market. This seemed to be the most desirable arrangement as the apples packed by the undersigned were of late varieties and could better withstand the effects of the extra handling involved in going to London.

The undersigned made early application to the Beaver Line, through their Charlottetown agent, Mr. N. Rattenbury, for suitable space on the Lake Winnipeg, and on the arrival of that boat in Charlottetown secured the services of Capt. McMillan, Chief Engineer of the Stanley to assist in selecting well ventilated space for the entire apple shipment of the Association—the steamer not being fitted with proper cold storage. Through these efforts, a most desirable position was obtained for these apples right beneath the large ventilating shafts in the aft part of the ship. The removal of the entire apple shipment from Peake's No. 2 wharf on which they were stored, to Poole & Lewis wharf was necessitated at the last moment. The undersigned attended personally to the removal and overlooked the loading and storing until near midnight of the day previous to the departure of the steamer, when the last barrel and box were put in their places on board the ship. No rough handling was permitted on this side of the Atlantic.

The apples were shipped on through bills of lading to London at 3 shillings and 10 pence per barrel to go from Liverpool to London by sea. As explained in the letter of Messrs Nothard & Lowe, that firm ordered their carriage from Liverpool to London by rail, being as they say, the more advantageous way. The additional cost was one shilling per barrel, making the entire freight four shillings and ten pence.

Herewith attached are the return sales received from both firms, already mentioned, with statements in detail of the expense incurred on this side of the ocean, the amount paid for the purchase of apples and barrels, the amount paid to the fruit growers who furnished apples to be shipped on their own account, and the net prices received for each variety. Ribbons and Russets sold by Nothard & Lowe, netted \$3.44 per barrel. Russets sold by Garcia, Jacobs & Co netted \$2.98. Ribbons sold by Garcia & Jacobs netted \$2.06. Kings also sold by Garcia & Jacobs & Co. netted \$2.76. Spys to both firms netted \$2.52. Ben Davis, all of which were entrusted to Nothard & Lowe, netted \$2.52. Baldwins sold by Nothard & Lowe netted \$2.52. Baldwins sold by Garcia & Jacob netted \$2.18. Pewankees, all of which were entrusted to Nothard & Lowe netted \$2.18. The Talmans and Swars, both of which varieties were con-

signed Nothard & Lowe, realized net \$1.83 and \$1.57 respectively. The commission charged by both firms was the same, being 5 per cent. The petty charges in London were about eight pence per barrel and the freight as already stated four shillings and ten pence.

It is worthy of note that a comparison of the prices reported by these firms shows that a comparative loss of £6.4 in regard to the 30 barrels of varieties common to both consignments, occurred in the business done by Messrs. Garcia & Jacobs. It is reasonable to assume that the Kings suffered in the same proportion in the hands of the latter firm. It is therefore evident that a deficiency in the net returns of £7.10, or one dollar per barrel arose from entrusting these apples to Messrs. Garcia, Jacobs & Co. These facts are pointed out as a guide to shippers of apples in the future.

The expenses on this side are entirely made up of cash paid out by the undersigned, and no charge is made for his personal services of any kind. The total amount paid for apples purchased was \$124.34. Returns in cash to persons who shipped on their own account amounted to \$176.37. Expenses on this side to \$44.78. In all \$346.09. The returns from the British merchants was \$352.67, leaving a balance of \$6.58, in favour of the transaction for which the undersigned's cheque has been presented to the funds of the Association.

It is pleasing to find that despite drawbacks and disadvantages arising from want of experience, this trial shipment has proved entirely successful, and that Prince Edward Island apples have merited such favourable comments from the British merchants who handled them. The undersigned has no hesitation in recording his conviction, arising from a pretty wide examination of the product of our apple trees, that with careful attention to planting, fertilizing, pruning, spraying and grafting, fruit-growing will become, in the near future, one of our best industries. There is no cause for discounting the capabilities of our soil and climate. All the best varieties, suitable to temperate climates, thrive well under good treatment, in Prince Edward Island.

Herewith is attached a list of the names of all fruit growers who furnished apples for this trial shipment, and it is suggested that their names be preserved on the records of the Association. To all those persons thanks is due for cordial, and in many cases, enthusiastic co-operation. The undersigned also desires to thank our secretary, Mr. McCourt, for his kindness in writing to the consignees, recommending these shipments in the name of the Association.

All of which is respectfully submitted.
D. FERGUSON.
Tulloch Avenue, Dec 17, 1898.

NAMES OF PERSONS WHO FURNISHED APPLES CONSIGNED ON THEIR OWN ACCOUNT:

- F. Boyver, Lot 48.
- P. McN Robertson, Marshfield.
- R. Longworth, Charlottetown Royalty.
- Hector McLeod, Charlottetown Royalty.
- Alexander McRae, Pownal.
- D. Ferguson, Marshfield.

NAMES OF PERSONS WHO SOLD THEIR APPLES TO PACKER.

- William Cairns, Dunstonsfage.
- Henry Howard, Little York.
- Robert Thompson, Suffolk.
- John Chappel, Suffolk.
- Alexander A. Moore, Pownal.
- John Andrews, Charlottetown Royalty.
- John M. Ross, Wheatley River.
- Robert Boyver, Lot 48.
- Milton Boyver, Lot 48.
- Valentine Boyce, Lot 48.
- James Farquharson, Lot 48.
- Albert urch, Lot 48.
- Solomon Mutch, Lot 48.
- David Mutch, Lot 48.
- Miss Dodd, Cherry Valley.
- Albert Foster, Lot 34.
- David Dover, Suffolk.
- A. H. Boswall, Marshfield.
- R. McFarlane, Marshfield.
- John Smith, Pownal.
- John A. Ferguson, Marshfield.
- R. Bowman, Charlottetown Royalty.

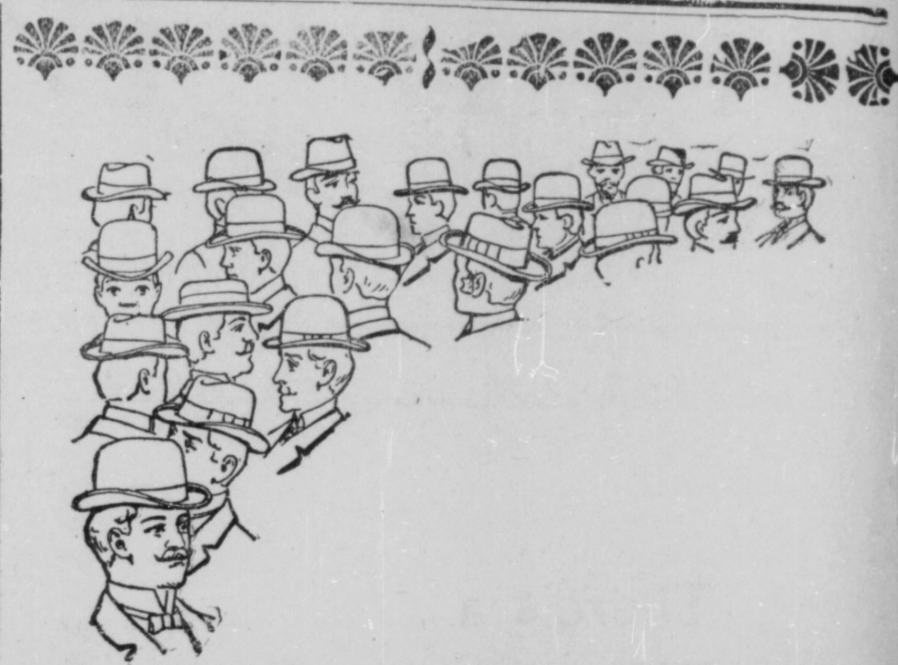
Success comes to those who persevere. If you take Hood's Sarsaparilla faithfully and persistently you will surely be benefited.

When the new chicken fattening station is started there will be a big demand for Plymouth Rock chickens. It will pay you to raise them. Prepare yourself before hand by purchasing a setting of first-class Plymouth Rock eggs for hatching from Alfred Riggs, Granville St, City. He will be ready in about a week to supply you with eggs from the finest lot of Plymouth Rock fowls he has ever bred from. d&w

Pork Packing in St. John.

St. John, March 18.—The board of trade held a meeting here last evening to deal with the question of erecting a pork packing establishment here. Premier Emmerson and Commissioner of Agriculture LaBillois were among the speakers. There was some difference of opinion as to whether the farmers of the province would supply all the pigs required. Local packers claim that they are unable to get all they want for the home market. This is not the view of the country people, however. A committee was finally appointed to confer with the Government on the matter, the premier having offered to take into consideration the question of a provincial subsidy to the enterprise.

HOOD'S Sarsaparilla is the One True Blood Purifier, Great Nerve Tonic, Stomach Regulator. To thousands its great merit is KNOWN.



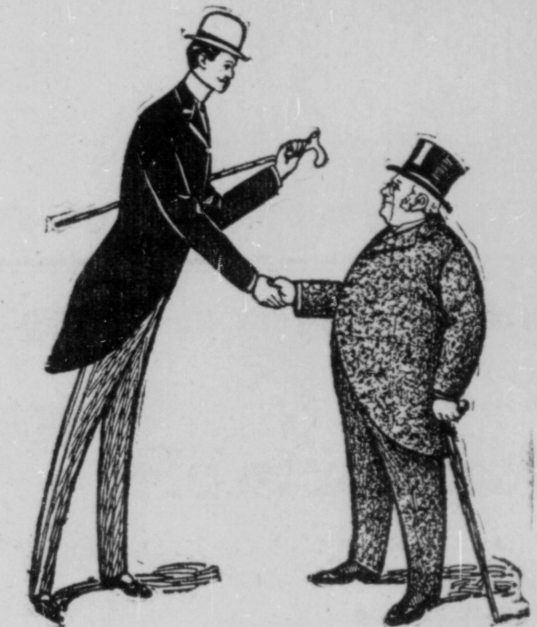
New HATS

Hats for all shaped heads,
Hats for all kind of faces,
Hats for 25c or hats for \$5.00



CHRISTY ' LONDON HATS ARE THE BEST

16 Cases Just Opened



In fact the long and short of it is we sell more hats than all the other dealers put together. We sell better hats than any one else on the Island, we sell newer styles, we show a larger assortment

When we show you a hat and tell you it is a good one, or a stylish hat, we know what we are talking about. There are others that don't. We make a study of the hat business and our experience in this line should count for something

See Our New Styles
Prices The Lowest

PROWSE - BROS.,

The Stylish Hatters