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NEW SERIES.

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Made in 18 Sizes and Styles for Soft Coal and Wood.

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ON HAND AND ARRIVING—A FULL STOCK OF THE FAMOUS
GOODHUE LEATHER BELTING.

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May 29, 1888—2aw & wky CHARLOTTETOWN.

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Each Featherbone Corset is guaranteed to be absolutely unbreakable, to give perfect ease to the wearer, to wash and laundry without damage, and to be satisfactory in every respect. If not, return within four weeks and your merchant is authorized to refund your money.
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SOLE AGENT for this Province for JAMES A. ROUES MANUFACTURING Co. at Halifax, N. S., of the following line of AERATED WATERS:—
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With the latest conveniences and the system of one of the most experienced houses in the trade, are prepared to fill orders left with the undersigned at the lowest possible figures.
Highest price paid for Empty Bottles.
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sept18



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No Diversion via United States Ports.

IT IS INTENDED TO DESPATCH THE
S. S. ULUNDA,

From Halifax for London,
About the 15th September.

Special attention given to the shipment of Lobsters by these Lines. Through Bills of Lading issued to London and Continental Ports from Charlottetown and points on the P. E. Island Railway at lowest through rates.
Rate of Insurance low. Goods handled with care. No transhipping charges at Halifax.
For Rates of Freight and other particulars apply to
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FISHWICK'S EXPRESS LINE,
—BETWEEN—
Charlottetown and Halifax.

THE STEAMER M. A. STARR,
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Leaves Charlottetown every Thursday Afternoon for Halifax,

Calling at Bayfield, Ports Hawkesbury, Hastings and Mulgrave, Arichat, Cape Canos and Sheet Harbor.
RETURNING—Leaves Halifax every TUESDAY MORNING, at 7 o'clock, making same call.
Special Rates and Through Bills of Lading granted on Canned Lobsters to London and Continental Ports from Charlottetown and points on the P. E. Island Railway, at lowest rates. Insurance low.
W. W. CLARKE, Agent.
Ch'town, July 10, 1888—eod tf

1888
BOSTON DIRECT,
—BY THE—
Boston, Halifax and Prince Edward Island Steamship Line.

THE ONLY DIRECT LINE WITHOUT CHANGE.
Charlottetown to Boston.

THE staunch and commodious Steamships "CARROLL" and "WORCESTER," having been thoroughly refurnished and put into first-class condition is every particular, will, during the season of 1888, run as follows, commencing with the season of 1888, on the 4th of October.

One of these vessels will leave Boston for Charlottetown every SATURDAY, at noon; and Charlottetown for Boston every THURSDAY, at 4 o'clock p. m.
Excellent Passenger Accommodation! Low Rates!
FARES—First-class Passage Berth in well-furnished Cabin, \$4.50; Steerage Berth, \$3.50. Lowest rates for Freight, which is always carefully handled.

CARVELL BROTHERS,
Agents, Charlottetown.
HARRISON LORING, Treasurer,
R. B. GARDNER, Manager,
34 Atlantic Avenue,
Lewis' Wharf, Boston.
Ch'town, July 9, 1888—eod tf

The Late Emperor's Diary.

GREAT INTEREST EXCITED IN ENGLAND.

The following is copied from London by "A Member of Parliament." Nothing has been recently talked of but the diary of the late Emperor Frederick. To find that it was not really Prince Bismarck who was the creator of New Germany, but the Crown Prince, on whom he had affected to look down, is a matter of sensation such as Europe has not known since the outbreak of the war which made the unification of Germany possible. One who is well acquainted with the secrets of the court circle, informed me some weeks ago that the utmost bitterness was felt at the very recollection of the late Emperor's policy and aims. His son has permitted himself to speak of these aims in the most disrespectful language. The idea of extending reforms, of enlarging public liberties, of removing shackles from the press, is as odious to Emperor William as it has ever been to Prince Bismarck himself. These projects were in the mind of Emperor Frederick, who all through his active life had to fight against Bismarck, who treated him with as much contempt as he could safely venture to display. Bismarck lost no opportunity of manifesting his dislike to the young man, who not only refused to accept his minister's plans, but absolutely had the audacity to conceive plans of his own. In all this can anyone see "the weak hand moved only by a woman's will?" That was Bismarck's description of the late Emperor to the friend of mine above referred to. The woman, the widow of the Emperor, is indeed known to be the ablest of the English Royal family, the one who inherits the lion's share of the sagacity and shrewdness of her father, Prince Albert. She has not in any way brought about the publication of this tell-tale diary, but surely she would have been justified in doing so if only because it vindicates both herself and her husband from the torrent of heartless calumnies which has been let loose upon Europe for months. It is useless to conceal the fact that the difference between the English court and Prince Bismarck have long been of a very serious character. The firmness of the late Emperor, his policy of progress, his repugnance to mere physical force as a means of Government, were all ascribed by Bismarck to the over-ruling influence of his English wife. Bismarck saw in everything an influence, an evil genius; and that evil genius came from England. Hence he dreaded the accession of Frederick to the throne. Hence sinister stories which were spread abroad during the melancholy exile at San Remo. Hence, also, the hostility which was constantly shown toward the Empress by the court party in Berlin, a hostility which the death of her husband did nothing to soften. I am assured by one who cannot be deceived on this point, that Prince Bismarck said not long ago: "We must do all we can to obliterate every trace of the short and disgraceful reign of the late Emperor." He permits himself much wider latitude of expression in regard to the Empress. All this is well known to the English court, and it must have added not a little to the suffering which her daughter's terrible bereavement brought upon the Queen.

Then, too, it is well known that the estrangement of the present Emperor from his mother is of an almost hopeless character. Among the sorrows of Frederick's heavy-laden life—sorrows borne with heroism without parallel in the history of the great—not the least was that caused by the verification of his foreboding that his son would fall entirely under the dominion of Prince Bismarck. Europe wondered not at this when it believed that Bismarck was the author of German unity; but now that he is removed from this pedestal and the figure of Emperor Frederick placed there in his stead, what are men to think and say?

A Terrible Engine of Destruction.
Of all the engines of wholesale murder the Lebel gun is considered the most fatal. The secret lies partly in its smokeless powder. The army that has the benefit of it can conceal from the enemy the presence of both its artillery and its infantry. The opposing battalions may hear the thunder of the guns, but they cannot discover the situation of the marksmen nor the object at which they are aiming. It will be equally impossible to estimate the distance or ascertain the direction in which the fire should be returned. The cavalry will be helplessly exposed to slaughter. Strategy on a large scale will be impossible, and military tactics will be placed on an entirely new basis. Of course, such a weapon is not likely to remain long in possession of one army, though certainly the Minie rifle in the hands of French, and the needle gun in the hands of Prussian soldiers played havoc in the Crimea and Austro-German wars among foes not so well provided. The needle gun, which enabled the Prussians to shoot six times as fast as the Austrians, has long ceased to be admirable, having been succeeded by far superior breech-loaders. A German journal questions the advantage to civilization of such improvements in the art of killing, but when Germany possesses or beats Lebel's invention, it will not be squeamish in availing itself of the inventor's skill.—Ez.

ADVICE TO MOTHERS.—Mrs. Winslow's Soothing Syrup should always be used when children are cutting teeth. It relieves the little sufferer at once; it produces natural quiet sleep by relieving the child from pain; and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best known remedy for diarrhoea, whether arising from teething or other causes. Twenty-five cents a bottle. Be sure and ask for Mrs. Winslow's Soothing Syrup, and take no other kind. [April 1 '88]

Items From Pinette.

A great deal has been said about the steamer Eldon, plying between this port and Charlottetown. The people of this vicinity are very much dissatisfied on account of her not making regular trips. She is advertised to run every Thursday. Instead of going to Charlottetown she is likely to go to Murray Harbor with the freight and passengers from Pinette. It is any wonder that the people of this place do not patronize such a steamer. She is supposed to be called after the village of Eldon, better known as Cross Roads.

Saturday, the 22nd ult., was a big day for the Eldon, as the people of Point Prim were having their annual Sunday School Picnic, on the beautiful grounds of Mrs. Y. Young, close by the bridge, and seeing her lying idle at the wharf they chartered her for a sail out to the bar. Some of the parties on board were watching very closely in the hope of seeing Mr. Welsh, M. P., out there with his pick and shovel digging away at the bar, as he failed to secure the service of the Dredge.

I always heard of the Point Primers being successful in all their undertakings, so their picnic proved to be a grand success. Everything was conducted in grand style, as they are a people that are social and entertaining. Many friends who were invited spent a very pleasant afternoon. Their picnic reflects great credit on the people of that place. They will always have a hearty welcome to Pinette.

As this has been a very rainy season it accounts for the North Pinette Bridge being in a deplorable condition; still we know that the C. P. W. will not fail to see it repaired before shipping.

A. Vickerson, Esq., is about completing his new house—one of the neatest cottages in Belfast.

Mr. Theo. Lantz has fitted up his steam launch Willowby. She will leave here in a few days for Summerside, where he intends sailing her.

We are sorry to state that Squarebrig Bros are about leaving this place. They have been here about three years. During that time they have proved themselves to be amiable gentlemen in every respect. We wish them success in wherever they may make their future home. They sold their beautiful farm and residence—Capt. Angus J. Murchison, of Point Prim, was the purchaser. We congratulate him on securing for himself such a valuable property, located in such a convenient place and wish him every success.

Pinette Bridge, Oct. 2, 1888. CRITIC.

The Uprising in Thibet.
Advices from India state that the British authorities have seized documents in the palace of the R. Jah of Sikim, proving that the uprising of the Thibetans was directly incited by the Lamas of Thibet, and positively establishing the complicity of that potentate's Chinese advisers. The chain of evidence is said to extend from the Chinese officials in Thibet directly back to the Government at Peking, and it is expected that the latter will be asked by Lord Salisbury to explain the discrepancy between Chinese protestations of friendship for England and ignorance of lawlessness on the part of the Thibetans and the simultaneous fomentation of insurrection and invasion by officers of the Chinese Government.

Problems for Atheists.
If you meet an atheist do not let him entangle you into the discussion of side issues. As to many points which he raises you must make the rabbi's answer, "I do not know." But ask him these seven questions:

First ask him, what did matter come from? Can a dead thing create itself?
Second. Ask him, where did motion come from?
Third. Ask him, where life came from, save the finger tip of omnipotence?
Fourth. Ask him, whence came the exquisite order and design in nature. If one told you that millions of printers' types should fortuitously shape themselves into the divine comedy of Dante or the plays of Shakespeare, would you, not think him a mad man?
Fifth. Ask him whence came consciousness.

Sixth. Ask him who gave you free will. Seventh and last. Ask him whence came conscience.—Archdeacon Farrar.

A Too-Logical Chinaman.
Sometimes strange difficulties are encountered by the young ladies who are endeavoring to teach Christianity to the Chinese in the Sunday School. The most conscientious, as well as one of the brightest and prettiest of these teachers was attempting in a Brooklyn school recently to inculcate upon the heathen mind of a sleek looking Mongolian the lesson of charity towards all. "God loves every one," she said. "We should love every one." The Chinaman looked meekly up into her face and quietly asked: "Does God love me?" "Yes," the young lady replied. "Do you love every one?" was the next pointed inquiry.

"Yes," she answered.
"Do you love me?"
"Yes-yes."
"Will you marry me?"

There was no direct answer to this question, the teacher has since changed her pupil for a Chinaman of less logical turn of mind.

As I intend leaving the Island for the winter, and going to the far West, where we intend making our future home, we will offer our large and well-assorted stock of Crochery at a great reduction. W. P. Colwell.
Sept 12 dy wy 4w