THE DAILY EXAMINER

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(IN ADVANCE)

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One Month..... 50

Sent post paid to any part of Canada or the United States

The Weekly Examiner

is issued every Friday morning from the publishers' office. It is made up of matter which has appeared in the Daily editions, and a first-class weekly newspaper—interesting to all the latest news.

THE DAILY EXAMINER.

TERMS: Four Dollars a Year

"This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—Euripides.

Single Copies Two Cents

VOL 36. CHARLOTTETOWN P. E. ISLAND, THURSDAY, JULY 2, 1896. NO 1.

"Why Some Succeed

The shrewd advertiser
is the one who knows
how, when and where to advertise.
The merchants who
advertise in
THE EXAMINER
are not the men
to make mistakes,
as you can see for yourself.
But you may get the benefit
of their experience
by watching
how, when and where they advertise.
Some papers pay advertisers,
so we do not,
many do not.
Only a few pay,
and they can be picked out
by the large amount of advertising they do.

CALENDAR FOR JULY, 1896.

Last Quar 2nd day, 9h 10 8m. p. m.
New Moon, 10th day, 3h. 22 4m. p. m
First Quar, 17th day, 11h. 51.8m. a. m
Full Moon, 24th day, 1h. 32.6 m., p. m

	Day of Week	Sun rises	Sun sets	High water
		h m	h m	aft
1	Wednesday	4 18	7 49	2 30
2	Thursday	19	49	3 13
3	Friday	19	49	4 5
4	Saturday	20	48	5 6
5	Sunday	21	48	6 16
6	Monday	21	48	7 24
7	Tuesday	22	47	8 23
8	Wednesday	23	47	9 8
9	Thursday	24	46	10 1
10	Friday	25	46	10 38
11	Saturday	26	45	11 28
12	Sunday	26	45	morn
13	Monday	27	44	0 7
14	Tuesday	28	43	0 43
15	Wednesday	29	43	1 22
16	Thursday	30	42	2 4
17	Friday	31	41	2 53
18	Saturday	32	40	3 53
19	Sunday	33	39	5 9
20	Monday	24	38	6 41
21	Tuesday	35	37	7 38
22	Wednesday	36	36	8 57
23	Thursday	37	35	9 47
24	Friday	38	34	10 31
25	Saturday	39	33	10 57
26	Sunday	40	32	11 41
27	Monday	41	31	aft 14
28	Tuesday	42	30	0 44
29	Wednesday	43	28	1 16
30	Thursday	45	27	1 49
31	Friday	4 46	7 26	2 26

P. E. Island Railway

On and after FRIDAY, 3rd July, 1896, the trains of this Railway will run daily (Sundays excepted) as follows:—

Trains Outward. Read down.	STATIONS.	Trains Inward. Read up.
P. M. A. M.		A. M. P. M.
3 30 6 30	..Charlottetown...	9 15 12 10
3 52 6 44	..Royalty Junction.	9 01 11 48
7 18	..North Wiltshire.	8 28 10 58
4 06 7 28	..Hunter River...	8 18 10 43
5 34 7 52	..Bradalbane.....	7 54 10 07
5 44 7 58	..Emerald.....	7 48 9 57
5 59 8 08	..Freetown.....	7 38 9 42
6 20 8 22	..Kensington....	7 23 9 20
6 55 8 45 Ar.	S'Side Lv.	7 00 8 45
7 30 10 00 Lv.	S'Side Ar.	6 05 8 10
7 45 10 22	..Miscouche.....	5 42 7 56
8 02 10 49	..Wellington.....	5 16 7 38
8 30 11 32	..Port Hill.....	4 35 7 11
9 20 11 50	..O'Leary.....	3 15 9 20
9 36 1 15	..Bloomfield.....	2 50 6 04
10 00 2 03	..Alberton.....	2 13 5 40
10 40 3 00	..Tignish.....	1 05 5 00
P. M.		P. M. A. M.
A. M. P. M.		A. M. P. M.
6 45 3 00	..Charlottetown..	9 15 5 40
7 05 3 14	..Royalty Junction	9 01 5 20
7 38 3 37	..Bedford.....	8 37 4 47
8 10 4 00 Ar.	Mt Stew't Lv.	8 15 4 15
8 20 4 05 Lv.	Mt Stew't Ar.	8 10 4 00
9 00 4 33	..Morell.....	7 42 3 20
9 29 4 51	..St. Peters.....	7 20 2 50
10 16 5 28	..Bear River.....	6 46 2 03
11 00 6 00	..Souris.....	6 15 1 20
A. M. P. M.		A. M. P. M.
8 25 4 05	..Mt. Stewart....	8 10 3 58
9 57 4 58	..Cardigan.....	7 17 2 35
10 00 5 13	..Georgetown....	7 00 2 10
A. M. P. M.		A. M. P. M.
P. M.		A. M.
7 50	..Emerald.....	7 50
8 40	..Cape Traverse..	7 00
P. M		A. M.

Trains are run by Eastern Standard Time

A. McDONALD, Superintendent, Charlottetown.
D. POTTINGER, Gen Mgr Govt. Rys, Moncton, N B.

Railway Office June 30, 1896.

—THE—
REMINGTON
TYPEWRITER

The original and the Standard Writing Machine of the world to-day.

THE NEW MODEL NO.

6 6

Presents many notable improvements, but retains the essential features of simple and durable construction and quick and easy operation for which the Remington has so long been famous. Send for a new illustrated catalogue.

Letter and Legal Paper, Ribbons, and other Typewriter Supplies.

J. J. JOHNSTON,
Stamper Block
Ch'town.

Agent for P. E. Island.
may29—dy2mos

HOTEL ACADIA
Grand Tracadie Beach, P.E.I.
OPENS JUNE 15 1896

Unrivalled as a health and pleasure resort.

Terms, $2.50 per day; $8 to $10 per week.

I C. HALL,
Manager.

Charlottetown, June 4, 1896—3 mos dy

Come to
Our Yard

And examine the contents. We can supply you with all kinds of lumber.

It Will Pay You.

Boards, Shingles, Scantling, Studding, etc.

A lot of laths just landed.

JAMES BARRETT,
may8 Connolly's Wharf.

ARE YOU GOING TO
BOSTON
—BY THE—
FAST LINE ?

Buy your tickets by the SS HALIFAX, leaving Charlottetown every Friday at 1 p. m.

W. W. CLARKE,
Ticket Agent.

May 29—d&w

STEAMER FASTNET.

The steamer Fastnet commences her season's work, sailing from Halifax TUESDAY, May 5th, and will continue to sail weekly, leaving Halifax every Tuesday, calling at the following ports:

Spry Bay,
Sheet Harbor,
Salmon River,
Isaac's Harbor,
Canso,
Arichat,
Port Hawkesbury,
Port Hood,
Souris,
Charlottetown and
Summerside.

Freight solicited. Low rates.

W. W. CLARKE, Agent.

Ch'town, April 20, 1896—dy

Beaver Line Steamers.

SUMMER SERVICE

DIRECT SAILINGS BETWEEN
MONTREAL AND LIVERPOOL.

From Liverpool,	Steamer,	From Montreal.
April 27th	Lake Huron	May 13th
May 2nd	Lake Ontario	May 20th.
May 9th	Lake Superior	May 27th
May 23rd	Lake Winnipeg	June 10th.
May 30th	Lake Huron	June 17th.

FIRST CABIN—$40, $45, $50 and $80 Round Trip, $80, $85, $90 and $110, according to steamer and accommodation.

SECOND CABIN—To Liverpool, $30; return, $60; Glasgow, $32 50; return, $60; Bristol, or Cardiff, $35; return, $60; London, $35; return $60.

STEERAGE—To Liverpool, London, Glasgow, Belfast, at lowest rates.

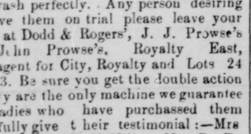
NOTE—Steerage passengers by the Beaver Line are provided with the use of bedding, and eating and drinking utensils, free of charge.

Freight carried at lowest rates and to all important points both in Canada and Great Britain on through bills of lading. Special facilities provided for the carriage of butter, cheese and perishable freight.

For further particulars as to freight or passage apply to

D. & C. MACIVER, Tower Buildings, Liverpool,
D. W. CAMPBELL, Manager, 18 Hospital st, Montreal,
or TROOP & SON, Agents, St John, N B.

STEAMER
"CAMPANA,"



Quebec Steamship Company.

THIS fine steamship is now running regularly between Montreal and Charlottetown, calling at Quebec, Father Point, Gaspe and Perce.

Elegantly Furnished for the Passenger Trade—Electric Lights throughout.

Freight carried at reasonable rates, and handled with Great care. Special rates made for Dry Goods, or any large quantity or merchandize.

Eggs Carried Very Cheap.

The sailing dates are:—

From Montreal.	From Ch'town.
8th June	1st. June
22nd "	15th "
6th July	29th "
20th "	13th July
3rd Aug.	27th "
17th "	10th Aug
31st "	24th "
14th Sept.	4th Sept.

CARVELL BROS., Agents.

May 28th—2aw (1 4), 2m

LANCASHIRE
FIRE ASSURANCE CO.
OF ENGLAND
Capital: Fifteen Million Dollars
ESTABLISHED 1845
DESBRISAY & STEWART
- - AGENTS - -
Office: Next Bank Nova Scotia, Ch'town

New Patent Washer.

A long felt want supplied. The Double Action Washing Machine and Star Wringer are beyond our highest expectations We willingly leave them on trial and show you how to use them, so that you may fully prove them. It washes on the same principle as hand rubbing, yet so gentle as not to injure the finest fabrics, and accomplishes as much work in an hour or so as would otherwise occupy the greater part of the day. A child can work them and wash perfectly. Any person desiring to have them on trial please leave your order at Dodd & Rogers', J. J. Prowse's or John Prowse's, Royalty East, Sole agent for City, Royalty and Lots 24 and 33. Be sure you get the double action as they are the only machine we guarantee The ladies who have purchassed them cheerfully give their testimonial:—Mrs F. Heartz, Mrs. R. McMillan, Mrs. Dr. T. Henderson, Mrs. T. Dodd, Mrs. G. Tweedy, Mrs. W. Seller, Mr. F. Abbott, Mrs. W. Mellet, Mrs. E. Love, Mrs. E. T. Carbonell, Mrs. John Mellett, Mrs. John Horne, Mrs. Parsons, Mrs. A. Robertson, Mrs. H. Swan, Mrs. Wallace Rodd, Mrs. W. Prowse, Mrs. Philip Prowse, Mrs. P. H. Trainor Mrs. J. J. Prowse, Mrs. H. Lowe, Mrs. H. E. J. Lewis. To our patrons—remember the old stand. Makers of Iron Harrows, Scufflers, repairs of all kinds of machinery, carriage work and painting. Horse-shoeing work warranted.

JOHN PROWSE,
Charlottetown Royalty.

Ap17—tf

A • LARGE • MAJORITY.

The Bargain Corner still leads by a Large Majority. Our Readymade Clothing is unsurpassed for fit and finish. Our prices so low that they may be reached by all.

Our Gents' Furnishings

Are right in it. The newest, nobbiest and best assortment in the city. Everything you wear or need is here.

Custom Tailoring

Is booming. Best cutters, best workmen, best assortment of cloths, lowest prices are the drawing cards. Order you suit at once at the

McKAY WOOLEN COMPANY
THE BARGAIN CORNER

ACKNOWLEDGED
To be the Best.
The "Queen" Wire Mattress.

We keep all regular sizes in stock, but can give you any special size at short notice.

IT HAS NO SUPERIOR, and is sold considerably cheaper than many cheaper makes.

Our Wool-top and Flock Mattresses are the best value in the city.

JOHN NEWSON

Engines and Boilers For Sale

1 35 Horse Power PORTABLE ENGINE and BOILER, Locomotive pattern. Horizontal Engine on top of Boiler.
1 20 Horse Power, same pattern
1 25 Horse Power STATIONARY ENGINE and BOILER, all in first-class order Price low. Terms easy.

NEW DAIRY ENGINES in stock, Abegweit pattern. DAIRY BOILERS new, on hand. Also, DAIRY SUPPLIES of any kind furnished on application including the celebrated ALPA DE LAVAL SEPERATOR. It skims closer and at a lower temperature than any other in use. 24 Bottle BABCOCK TESTERS always on hand.

Steam, Water, Soil and Sewer PIPES and FITTINGS in stock.

FIRE BRICK, FIRE CLAY and PORTLAND CEMENT at competition price

Our goods are all of the best, including our STEEL DISK HARROW, which we have ready for use.

Our SEED BOXES will be sold (20 per cent. lower than any in this market) direct to Farmers. Telephone communication.

McKINNON & McLEAN.

Charlottetown, April 16, 1896—dy & wy

"TO PAINT THE LILY,"

USE BURRELL'S
Prepared Zinc Whites,
FOR SALE BY
FENNELL & CHANDLER.

Charlottetown, June 4, 1896.

PLUMBING AND HEATING

Now is the time to have your house heated and plumbed, for in the fall it will be too late, as everybody will be in a rush then and it will cost you a great deal more. So if you are contemplating having any of the above work done, we are prepared to give satisfaction in all its branches at a very low figure. Remember we do all our own work, and can afford to do it cheaper than any others in the business. We thoroughly understand every detail of our business. Jobbing done at short notice. Lawnmowers and other machinery repaired. We also handle the National Dish Washer. Washes, rinses and dries the dishes perfectly of either large or small family in from one to five minutes. No labour, no mess, no slop, no wetting of hands or spoiling of clothes; no broken or chipped dishes, no wiping necessary. Will produce a finer polish than can be done by hand. It is well and durably made of sheet steel, galvanized making it strong and substantial. Best of references.

McINNIS & THORNE.

Charlottetown, June 5, 1896. PHILHARMONIC BUILDING.

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder
ABSOLUTELY PURE

FOR THE LETTER-WRITER.

What is Popular in the Way of Writing Paper.

One of the novelties for letter writers is a pen extractor made of silver. It is very small, but strong, and is exceedingly useful.

Striking novelties in writing paper are plaided, blocked and brocaded in elaborate fashion. Pale tints are also fashionable, blue, gray, violet, pink and cream. Pale gray lettered with black or silver is used for second mourning. Monograms are smaller and are enclosed in a ring not larger than a 10-cent piece, and are frequently backed with green or blue enamel. Long narrow envelopes are taking the place of the square ones for weddings and other invitations.

The latest wax for sealing letters is red of a beautiful dark ruby tint. Dark green, mauve and violet are beautiful. Yellow is seen, but is not much liked, as it is so bizarre. The daintiest of all is a pale green wax which looks lovely on white paper. Cheap wax is a poor investment, as it catches fire in melting and hardens too quickly. In sealing letters care should be taken not to hold the wax too close to the flame. If it catches fire ever so little a blackened deposit is left which spoils the seal.

To seal a letter properly, one should have an alcohol lamp or wax paper. With the seal and envelope before you turn one end of the stick of wax rapidly over the flame until it is creamy and ready to drop, then deftly rub it round and round over the point of the envelope flap until enough is deposited, when the slab of wax may be held a moment immediately over the flame. Then firmly press the seal into it. If a drop of hot wax is first placed under the point of the flap the seal will never stick, and practice will insure a firm impression with the wax molded neatly and firmly round the seal.—Philadelphia Times.

A Chainless Wheel.

The story is current that one of the oldest and largest manufactories of bicycles is going to make chainless wheels almost altogether for 1897. Various circumstances are quoted which lend color to the rumor, most important of all being the fact that this company has bought the patents for the device. Many experienced riders were favorably impressed with the chainless wheel which was on the market a few seasons ago. The company which made it went into bankruptcy, however, and this style of machine has virtually disappeared. The reason given for the failure was not that the product was unsalable, but lack of capital.

With the improvements that have been made in bicycle mechanism in the last two or three years, it would be practicable to turn out a chainless wheel, which would be far in advance of the old one. The chain is, after the tire, the most troublesome part of a bicycle. Some place it at the top for possibilities of annoyance. Nuts come unscrewed, rivets break, the chain wears too loose and is always getting dusty. It needs constant care, for it easily becomes "kinky," and when not in perfect condition, increases the friction greatly. It is true that the chain runs more easily than did the old bevel gear, but its disadvantages might overbalance this consideration if the chainless mechanism were improved. The difference in weight is not considerable, as the rod is inclosed in a light aluminum case.

For the Children.

A tablespoonful of glycerine added to soapsuds will make bubbles more lasting and of brighter color than those produced by using soapsuds only. There are patented rubber and tin blowers which will last much longer than clay pipes.

A Natural Inference.

"The most curious thing in the world," began Bixley.

"Hush!" hoarsely whispered the horrified Junkins, with a gesture towards the door, "she's in the next room."

STUNTING DOGS.

How the Diminutive Fashionable Canine is Produced.

This is an era of tiny dogs in English society. The more diminutive a parcel of canine flesh that you can possess the more you are a swell. But, alas! how many feminine readers who delight in the miniature doggies know that they are an artificial product.

There is in London an establishment devoted entirely to the stunting of the animals. The proprietor is an ex-breeder of fighting dogs, but he now finds more profit in rearing the liliputian canines, for which he has a wide reputation. He does not claim to be the originator of the process, for he says that all dog men know of the dwarfing powers of alcohol, but he asserts that he is the only man in London to adopt the principal systematically.

His method is as follows: The pup destined to be stunted is taken from its mother when a few hours old, and when it begins to whine for sustenance it is fed with a warm decoction of gin and water. Deprived of milk, it takes to this readily. When it reaches a certain age alcohol in various forms constitute the animal's sole diet.

The pups do not die, nor do they develop. They soon cease to grow at all. After a generation or two of mating, the much-prized liliputian canine is obtained.

Are You a Perfect Woman?

Giving the height of the Venetian Venus, 5 feet 5 inches, as the accepted perfect stature for a woman, here is how you may know whether you are a perfect specimen of your own sex by applying other rules laid down by authorities:—

For a woman of 5 feet 5 inches 138 pounds is the proper weight, and if she be well formed she can stand another ten pounds without greatly showing it. When her arms are extended she should measure from tip of middle finger to tip of middle finger just 5 feet 5 inches, exactly her own height. The length of her hand should be just a tenth of that, and her foot just a seventh.

The distance from the elbow to the middle finger should be the same as the distance from the elbow to the middle of the chest. From the top of the head to the chin should be just the length of the foot, and there should be the same distance between the chin and the armpits. A woman of this height should measure 24 inches about the waist, and 34 inches about the bust if measured from under the arms, and 43 if over them. The upper arm should measure 13 inches, and the wrist six. The calf of the leg should measure 14½ inches, and the thigh 25, and the ankle eight inches.

It is rumored that the great European powers have agreed to a joint action in respect to the preservation of the status quo in Cuba.

As a blood maker, blood purifier, health giver and system renovator Manley's Celery-Nerve Compound is unrivalled.

"The eruptions on the face particularly have been removed, and the trouble in my back as well, and I feel like a new man. I consider Manley's Celery Compound better than doctor's medicine for blood and liver troubles, as it has proved so in my case." Isaiah Leffler.
Waterford, Ont.

For sale by Geo. E. Hughes and Johnson and Johnson Charlottetown and Souris.

MYSTERIOUS ROADBED.

Phenomenon Not Accounted for on a North Carolina Railway.

Between the forty-ninth and the fifty-fifth mile posts on the Carolina Central railroad there is a piece of track for a distance of nearly six miles that presents a singular condition that so far amounts to an inexplicable mystery. All trains going and coming go to grinding and start a terrible squeaking when they get on this six miles of track. The noise comes from not only one car, but every locomotive, every coach and every car of whatever kind sets up a grinding as if turning a curve. The noise is something like the screeching of an ox cart that has no grease on it, and it is made by every truck in a train. The track is perfectly straight, and as there is no curve at all, the cause of the grinding and squeaking has mystified the railroad people. Every effort has been made to ascertain the cause of the difficulty. The locomotives have been examined, the coaches and cars have been scrutinized, every cross-tie and every rail has been inspected, every joint has been looked at, and every foot of the track has been regauged, but no explanation could be discovered. The section master has almost crawled over the six miles on his knees in search of the cause; the roadmaster has tried his best to ferret out the matter, and the superintendent has been over the track and inspected it—all of them making repeated efforts time and again to find out what is the matter—but they have given it up as a bad job. They have not only not been able to discover the cause of the noise, but have been unable to discover any theory to explain the mystery. It is one of the railroad mysteries of the age, and has been going on for twenty years. During that time the cross-ties and rails have been replaced several times with new ones, but without effect.

A "Hold-up."

The train was speeding east through the storm, and the sharp patter of the sleet against the north windows of the cars mingled like a querulous refrain with the roar and the clatter of the huge coaches. Night had settled like a sooty mist, and a hand must be rubbed over the sweating panes before even the blur of the dwindling countryside could be discerned by passengers. They lolled listlessly on their seats, or dozed in painful naps until rudely awakened by a stealthy jolt or swing as the train took a curve. The air was hot and heavy, strained eyes wandered idly from books or newspapers to the faces of fellow-travelers. The cold, damp breath of outdoors that came in the wake of the entering brakeman was grateful to sluggish lungs. Shrill toots of the whistle sounded "Down brakes!" The trainmen sprang to the platforms, and the train slackened in speed, wheels grating and grinding under the peremptory pressure that checked their roll. Washout or broken rail? The engineer leaped from the cab and the conductor from the rear car, both with the same question. The warning of a signal lantern on the track fifty yards beyond ceased, and a dozen figures loomed into view almost simultaneously beside the train. The trainmen faced masked men and revolvers. There was a brief parley. Three of the strangers boarded the train. One held a coarse burlap bag and, coerced by the menace of pistols, each passenger dropped purse and valuables into the receptacle as the bandits passed by him and down the aisle. An explosion followed the refusal of the messenger to open the door of the express car, and the barrier was shattered. Knocked down by the concussion, the messenger raised himself by the purchase of his elbow and fired upon the figures that were clambering through the ragged hole in the side of the car. Spits of flame leaped out of the gloom, and he slipped to a huddling posture upon the floor. Another explosion and the safe door was wrenched, bent and blown aside. One robber stood guard, a Winchester resting in the hollow of his arm, until the tramping of hoofs was heard in the thicket that fringed the track, and the train was slowly starting ahead when the sound of the flying squadron died in the distance.

Too Precocious Child.

A south side architect has a small son who is very bright. The youngster's latest fad is punching colored paper with the fancy steel punches conductors use. The architect had just finished a series of bluepaper drawings which represented many days' labor, and the next morning went cheerfully to get them from his study. He never got farther than the door, for on the floor sat his son and heir in a floating sea of blue paper stars, crosses and crescents.

"Ain't they pretty?" calmly remarked the infant. "I'se just finishing the last sheet. Want some more."

He did not get more. He received something else.—Chicago Daily News.

In Favor of the Bicycle.

Much has been written from time to time in the antagonism of bicycle riding as a healthful sport. Those who have been misled would do well to read the following address, delivered by Professor Albert Abrams to the students of the Cooper Medical College of San Francisco: "In the present state of medical progress distinction is cheaply attained by the invention of a name. The bicycle hump, bicycle neck, bicycle foot and bicycle face are some of the inventions of captious critics. The bicycle hump is a chimera which deserves annihilation. No indubitable case of spinal deformity, the result of the stooping posture assumed by many riders, has ever been reported. This position sometimes shows lack of grace, but the shoulders are held stiffly back in order to obtain a firm grip for the extraordinary muscles of breathing, and the head is a hinge movement at the axis of the hip joint, and not a forward curvature of the spinal column. From the standpoint of the physiologist, the forward bend is the best, in that it enables the rider desirous of speed to develop a maximum degree of effort with the least distress. It is even claimed that the jar caused by the vibrating of the bicycle produces a condition analogous to the railway spine. The fact is that the vibrations of the machine are of real value in many nervous conditions. A variety of vibrating machines, beginning with the Tremoussoir of the older French experimenters, and continued in the apparatus devised in such variety by the exponents of the massage and movement cures shows how widely recognized are the benefits of a gentle and rapid vibration. In the treatment of insomnia, the vibration produced by the wheel is of great remedial value."—Boston Transcript.

Cripple

The iron grasp of scrofula has no mercy upon its victims. This demon of the blood is often not satisfied with causing dreadful sores, but racks the body with the pains of rheumatism until Hood's Sarsaparilla cures.

"Nearly four years ago I became afflicted with scrofula and rheumatism.

Made

Running sores broke out on my thighs. Pieces of bone came out and an operation was contemplated. I had rheumatism in my legs, drawn up out of shape. I lost appetite, could not sleep. I was a perfect wreck. I continued to grow worse and finally gave up the doctor's treatment to

Well

take Hood's Sarsaparilla. Soon appetite came back; the sores commenced to heal. My limbs straightened out and I threw away my crutches. I am now stout and hearty and am farming, whereas four years ago I was a cripple. I gladly recommend Hood's Sarsaparilla." URBAN HAMMOND, Table Grove, Illinois.

Hood's
Sarsaparilla

Is the One True Blood Purifier. All druggists $1. Prepared only by C. I. Hood & Co., Lowell, Mass.

Hood's Pills cure liver ills, easy to take, easy to operate. 25c.

TIME TABLE FOR FERRY STEAMERS

The steamer Southport will ply on the East and West Rivers until further notice as follows:—

EAST RIVER.

Will leave Prince Street Wharf on every Monday for East River at 3 o'clock, p. m., returning Tuesday for Charlottetown; leaving Hayden's Wharf at 7.30 a. m., calling at Haggarty's and Hickey's Wharves; leaving Charlottetown for East River at 3 p. m., and making return trip.

The steamer will also leave Prince Street Wharf for East River on Saturday at 5 a. m., leaving Hayden's Wharf for Charlottetown at 7.30 a. m., calling at Haggarty's and Hickey's Wharves—making return trip at 3 p. m. from Prince Street.

The steamer will run to Mount Stewart every alternate week as the tides may suit

WEST RIVER.

Will leave Charlottetown for West River Bridge, Thursday, at 4 p. m., calling at Westville when required. Friday morning leaving West River Bridge for Charlottetown at 7.30, calling at Westville, making return trip from Charlottetown to West River Bridge at 4 o'clock, p. m.

ROCKY POINT.

The steamer Elfin will leave Prince St. Wharf daily (Sundays excepted), as follows:—At 6.30 a. m., 8.00 a. m., 9.30 a. m., 11 a. m., 2 p. m., 4 p. m., and 6.00 p. m.

Will leave Rocky Point as follows:—At 7.00 a. m., 8.30 a. m., 10.00 a. m., 12.00 noon, 3.00 p. m., 5.00 p. m., 7.00 p. m.

Sundays—From Charlottetown at 9.00 a. m., 12.45 p. m., 2.00 p. m. and 4.00 p. m. From Rocky Point—10.00 a. m., 1.30 p. m., 3.00 p. m. and 6.00 p. m.

SOUTHPORT FERRY.

The steamer Hillsborough will ply on the Southport Ferry till further notice as follows:—

Sundays excepted, leaving Charlottetown daily at 6.30 a. m., and every half hour up to 10 p. m. Leaving Southport at 6.45 a. m., making half hourly trips up to 10.05 p. m. Sunday trips:—Boat leaves Charlottetown at 7 a. m., making half hourly trips up to 8.35 p. m. Steamer laid off from 11.15 to 12 o'clock, noon. On Tuesday and Friday of each week the steamer will run off time to accommodate the travelling public.

Rubbing It In.

Never use a liniment for rheumatism, says a high medical authority. Don't rub it in—drive it out. Take something that removes the acid poison from the blood—take something that will improve your digestion, and build up the body to the perfection of robust health. That "something is Scott's Sarsaparilla, a remedy that obtains the best results in the shortest time. $1, of all druggists.

A despatch from Buluwayo says that Burnham, the American scout, has killed the native "god" Mlimo, in a cave in the Matopo hills.

Sunlight
SOAP

IT MAKES HOME BRIGHTER

HOME IS VERY DEAR

And it is the aim of a good wife to keep it clean and attractive. Nothing will help her more than the use of

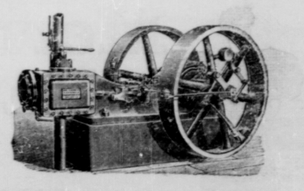
Sunlight Soap

Like a ray of sunlight it brightens and cheers, encourages and comforts. It makes homes bright and hearts light .....

BOOKS FOR WRAPPERS

For every 12 "Sunlight" wrappers sent to LEVER BROS., Ld., Toronto, a useful paper-bound book will be sent, or a cloth-bound for 50 wrappers

Preston and Mitchell, Halifax, Agents for Nova Scotia, and P. E. I.



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