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Diabetes is Dodd's Kidney Pills. Dodd's Kidney Pills are fifty cents a box at all druggists.

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of the last week by making your purchases early.

We will be pleased to store all parcels until Xmas Eve.

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Good Things For Christmas

This is the Best Grocery in Town for Christmas Purchases

Everything you want for your Christmas Dinner is here, and your marketing will be made easy and highly satisfactory if we get your orders.

John J. McKenna
Queen Street

LECTURE ON THE NIGHT OF THE 13th INST.

Mr. A. E. Aserehall, Attorney, will deliver his Lecture on the Transvaal, in the A. O. H. Hall. Stereoscopic views of places of interest will be displayed. Admission 10 cents. 1000 Queen St. W.

War in The Transvaal

Particulars of the Struggle in South Africa.

TRACK OF THE TRANSPORTS.

Route by Which the British Army Has Gone to the Cape.

From London to Durban by train and transport is a step of 7000 miles, or to be strictly accurate, 6,993 nautical miles.

On the 5,978-mile stretch from Southampton to Cape town a transport occupies on an average twenty-one days, including stoppages. Up to date the best record is held by the Dunottar Castle, which ploughed her way from port to port in fifteen days thirteen hours—an average for the entire passage of a shade under 385 knots per day.

The transports follow substantially the same route as the mail steamers to South Africa. The only difference is that instead of swinging out to touch at the lonely Islands of Ascension and St. Helena, in the South Atlantic, they make a bee line for the Cape once they get their nose past Cape Verde and Sierra Leone. They run through the Bay of Biscay, skirt the north-western corner of Spain, and get their last look of Europe. Then they strike off towards the Medira Isles, which are 1,300 miles from Southampton.

It is only a day's run to the Canary Islands, and here they coal, if necessary. The Canaries, with their two chief towns, Tenerife and Las Palmas, are just off that part of the northwest African coast where the Great Sahara Desert joins Morocco. Las Palmas, the principal town in the Canaries, is built after the flat-roof Oriental style, but there are some good English hotels, also a cathedral and a museum. It is but a six hours' passage from Las Palmas to Tenerife.

The route lies almost due south from the Canaries to the Island of St. Vincent, whence the boats are reported to London. But nothing more is heard of them until they steam into Cape Town twelve or fourteen days later. During this time they are steering south-south-east through the Atlantic, making for the capital of Cape Colony as fast as the weather and their coal supply will admit.

Those transports which do not empty themselves at Capetown proceed to Durban, taking first a southerly, then an easterly, and finally a nor'easterly course. Between Southampton and Durban, as the transports make the journey, is a matter of 6,790 miles.

The Empire's War.

The letter from a German staff officer, published in the London Times, of which a summary was cabled some days ago, is one of unusual interest and importance. It is easy to believe the statement that the officer is one of high rank and wide experience, for the letter displays unusual knowledge and intelligence. The writer points out that success in this war, at whatever cost, is necessary to the future success of the British Empire. An England impotent to reduce and hold South Africa would be destined, in his opinion, not only to become the scorn and victim of all other nations, but to lose all her colonies and fall to the rank of a third-class state. An untoward end to the present hostilities would, in the view of every-thinking European, mean the dismemberment of the Empire. There is no risk of an untoward result except from the cause which has been the source of nearly all England's military mishaps during the present century, her persistent underestimation of her opponents' resources. The scale on which the preparations were made for the Transvaal campaign proves that there is a real danger of the British War Office repeating the mistake in the present instance. The small number of troops employed in previous operations against the Boers has misled English experts as to their actual strength. The German staff officer is in a position to take an unbiased view of the situation, and his summing up of it is worth attention. He points out that the Boers are acclimatized, they know every yard of the country and all its capacities for traps for the bravest, most competent European troops. They shoot admirably, they are manoeuvred with astonishing strategical ability, already revealed in the trifling operations hitherto carried out; they can ignore questions of food and encampment to a degree out of the question with British

troops, and they are contending for their rotten oligarchy with the courage of despair, which has, however, been heightened by success of a certain nature up to the present. They have found time during their advance south to put their rear route in an able state of defence; they have spies innumerable at their service in every quarter of the operations, and moreover, are assisted by the code telegrams which foreign representatives and powers are still allowed to exchange, and which these "friendly" powers are persistently abusing; they are in possession of vast accumulations of food, weapons and ammunition to an extent which will enable them to prolong the war for an indefinite period. Finally Pretoria has been fortified in such an able manner that an almost insignificant defensive force will be able to hold the place, whilst the main army can be devoted to other duty.

Taking all these circumstances into account, the writer comes to the conclusion that if England means to come out victorious she will have to be represented in South Africa by an immensely increased numerical force at any rate one quite beyond the proportions of anything as yet conceived by the public. He urges, therefore, that the British force in South Africa should be doubled or trebled by the employment of trained volunteer soldiers, who would be quite efficient for garrisoning the chief places in Cape Colony and Natal, for keeping touch between columns and bases, and for overcoming any treachery of the natives, white or black. Such men are to be had in England and in the colonies in thousands, and an appeal from the Queen to her people in all climates would convert thousands into hundreds of thousands, from which only the best material might be chosen.

What Ladysmith is Like.

Ladysmith, which is the chief town of the Klip river division of the Klip river county in Natal, is 189 miles from Durban by rail and is situated on a broad tongue of land formed by the Klip river. On the right of the railway, looking north, is a high rocky ridge, crowned with the thorn bush or flat topped mimosa, which bears fragrant yellow flowers. Ladysmith is surrounded by a sheltering semi-circle of hills, writes a correspondent of the Pall Mall Gazette. Approaching Ladysmith from the south, the main road runs through a flat and bare country, with kopjes and broken ground away to the right in the direction of Modderspruit. Then the Klip River is crossed before entering the town. A small supernumerary camp lies on the south side of the river, but General White's main position is out of the town altogether, on the top of the hills which overlook Ladysmith. The most conspicuous public building is the town hall, erected at a cost of £6,000. It is a handsome building in the Doric style, built of blue whinstone and white freestone, the common rocks of the district, with a tower and clock. The country gaol, the colonial engineers' department offices, and the postal and telegraph buildings form part of what one may term a large com-

Tortured by Itching
Instant Relief in Dr. A. W. Chase's Ointment

One of the most distressing symptoms imaginable is the almost unbearable itching which is an accompaniment of Leucorrhoea or white discharge. The nerves are irritated by the poisonous discharge, and the result is an itching which is only rendered more excruciating by rubbing or scratching.

Especially at night, when the body is warm, the patient is tormented beyond the powers of human endurance. Sleep or rest is out of the question. Nervousness, irritability and despondency are a natural result.

In these offices there are on the file thousands of letters from grateful women who have found in Dr. Chase's Ointment a quick and certain cure for this itching to which women are subject.

During the expectant period many women suffer similar agony from itching of the parts, or itching piles, which are absolutely cured by Dr. Chase's Ointment.

The first application of this great discovery of Dr. A. W. Chase will afford prompt relief. At all dealers, or Edinborough, Bates & Co. Toronto.

pound or enclosure, taking the form of a laager during the Zulu war. Ladysmith also has a large government school with an attendance of over 220 pupils, Natal police barracks, and a large reading room and library. It is an important railway centre, and there are large repairing and other work-shops connected with the station. Ladysmith has at least thirteen well laid out streets, one of which, near the railway station, is mainly composed of what are known as Arab stores, dirty premises occupied by Banyan traders, who prey upon the guileless country natives when they venture in to purchase blankets, beads, shoes, and trinkets so dear to the savage fancy. Ladysmith is 119 miles from the next English base, Pietermaritzburg, and 189 miles from Durban.

Kruger's Wealth.

At the beginning of the present year Kruger's wealth was estimated at £25,000,000 and his ungovernable greed of gold is no doubt the true reason why he, personally and governmentally, squeezed the Uitlanders so mercilessly, even when he must have seen it was leading to the destruction of the republic. While he and his co-delegates were in England negotiating the convention of 1884, a quarrel arose among those to whom he had entrusted the affairs of state in the Transvaal and it developed to such a degree that his supplies were stopped. While convention matters were still unsettled the delegation's funds ran so low that they were unable to pay their hotel bill. At this crisis a far-seeing Englishman, who had been to the Transvaal and taken note of the concessions which a paternal government was granting here and there, came with a rich friend and held out the benefits that would accrue to the country and themselves if a concession were given for a wool washery and a woolen factory. If such a monopoly were granted they would pay the hotel bill, and it was hinted that Mr. Kruger himself would lose nothing by the transaction. The bargain was made, the hotel bill was settled and a cheque for £1,000 was given to Kruger himself. The machinery was ordered, but while it lay at the docks ready for shipment a friend who had a little more experience of Transvaal methods, urged the concessionaries not to ship the machinery till the arrangement was confirmed by the Volksraad. It was well they heeded this advice for the Volksraad refused to ratify the concession. When asked afterwards to refund the money, the foxy Kruger said he had received the little attention as Stephanus Johannes Pau'us Kruger and not in his capacity as President of the Transvaal. Personally he could do nothing, and to this day the money has not been refunded. Now, this concession was to have included a tract of land 75 square miles, and it was the intention of the concessionaries to locate the works on a stream of very clear and soft water, known as the Witwater, and this tract would have included the richest part of what became celebrated two years later as the Witwatersrand gold fields on which Johannesburg now stands. When the terrible dynamite explosion occurred at Krugersdorp in 1897 a fund was raised at Johannesburg for the sufferers. A number of poor Boers were killed but not a single Englishman, yet the entire amount of the relief fund was raised by Uitlanders. Oom Paul had his name put down for £25, but he never paid the money, though repeatedly called upon for it.—Canadian Magazine.

A couple of New South Wales shearers, who threw up their work for the purpose of proceeding to the war, were escorted to the station by a large body of mounted shearers, singing "Rule Britannia."

Minard's Liniment for sale everywhere.

"You must be wedded to your art, doncher know."
"Next thing—I'm engaged to my model."
—Brooklyn Life.

Minard's Liniment cures Bandruff.

Indignant Young Man—Waiter, your coat sleeve dipped into the lady's soup.
Obliging Waiter—Don't mention it, sir; it will wash out. What kind of fish, please?

DR. A. W. CHASE'S CATARRH CURS... 25c.

Is sent direct, to the unweaned parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. Blower Catarrh and Hay Fever. Blower Catarrh and Hay Fever. Blower Catarrh and Hay Fever.

He—Let me say, for argument, that I love a particular woman.
She—It would be quite vain if she were at all particular.—Detroit Journal.

Minard's Liniment Relieves Neuralgia.

EVERY MOTHER SHOULD
Have it in the House
To cure the common ailments that may occur in every family as long as life has woes.
JOHNSON'S ANODYNE LINIMENT has been used and endorsed since 1810. To relieve or cure every form of Pain and Inflammation. Is Safe, Soothing, Sure. Otherwise it could not have existed for almost a Century.

JOHNSON'S ANODYNE LINIMENT
Is strictly a family remedy for Internal as much as External use To cure Colds, Croup, Coughs, Catarrh Cramps and Colic it acts promptly.

ORIGINATED BY AN OLD FAMILY PHYSICIAN.
There is not a medicine in use which possesses the confidence of the public to a greater extent than Johnson's Anodyne Liniment. For almost a century it has stood upon its intrinsic merit, while generations after generations have used it. The best evidence of its virtue is the fact that in the state where it originated the sale is steadily increasing. You can safely trust what time has endorsed.

I. S. JOHNSON, Esq.—Fifty years ago this month, your father, Dr. Johnson, left me up Johnson's Anodyne Liniment. I have sold it ever since. I can most truly say that it has maintained its high standard and popularity from that time to the present.

JOHN B. RAND, North Waterford, Maine, January, 1881.

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