

**Prince of Wales College and Normal School.**

**CANDIDATES ADMITTED AS REGULAR STUDENTS IN COLLEGE AND NORMAL SCHOOL.**

1. George E. Robinson.
2. F. H. Larkin.
3. George F. Beer.
4. John W. McLeod.
5. F. J. Stewart.
6. Carrie Wade.
7. Eveline Hunter.
8. Roderick McLennan.
9. George West.
10. Reuben E. Robinson.
11. Norman Campbell.
12. W. M. Campbell.
13. John Balderston.
14. Isabella D. Dewar.
15. Albert H. McNeill.
16. I. N. Schurman.
17. Robert Palmer.
18. May Fraser.
19. Helen Mitchell.
20. Fanny Roberts.
21. Mary E. Gordon.

**CANDIDATES AT PRESENT LICENSED TEACHERS ADMITTED AS REGULAR STUDENTS ON BEING EXAMINED IN LATIN.**

1. D. A. McKinnon.
2. Ambrose A. Baker.
3. C. H. Ives.
4. Roderick McKay.
5. Christopher Easton.
6. Thomas C. Ross.

**CANDIDATES WHO HAVE BEEN ADMITTED INTO THE COLLEGE AND NORMAL SCHOOL, HAVING OBTAINED III CLASS LICENSE**

1. Amelia Robertson.
2. Maggie Nicholson.
3. Annie M. Hodgson.
4. Donald C. McDonald.
5. Donald Livingstone.
6. John McDougall.
7. Georgie Tweedie.
8. Alexander J. McDougall.
9. George G. Robertson.
10. Robert D. Dixon.
11. James Callaghan.
12. Angus A. McLellan.
13. John E. Morson.

**CANDIDATES WHO HAVE OBTAINED LICENSE AT THE SUPPLEMENTARY EXAMINATION.**

*First Class.*

1. Charles Martin, Western Covehead.

*Second Class.*

1. Fulton J. Clay, Victoria.
2. Priscilla E. Ferguson, Summerfield.
3. John W. Young, Cherry Valley.

*Third Class.*

1. Peter O'Reilly.
2. Mary Shaw, Desable.
3. Susannah H. McCabe, Newton, Lot 26.
- 4 & 5. Anna McKay, Desable, and Jas. Kean, New Perth.
6. Annie Ayers, Union Road.
7. Ellen Byrne, Ten Mile House.
8. Jane Easton, Ch'town Royalty.
9. Emily L. McNeill, Victoria West, Lot 15.
10. Maggie E. Dickieson.
11. Donald C. McLean, DeSable.
12. Mary Ann Shea, Charlottetown.
13. James Godfrey, Suffolk Road.
14. Alice Macdonald, Somerset.
15. G. Davis.
16. Christy Lamont, Springton.
17. Fred. J. Hoyt.
18. Neil McKinnon, Wheatly River.
19. John W. Nicholson, Strathalbane.
20. Patrick McElmeel, Ch'town.
21. John McElmeel, St. Ann's

**SCHOLARSHIPS AWARDED TO THE TWO CANDIDATES FOR CHARLOTTETOWN WHO ARE HIGHEST IN THE ORDER OF MERIT OF ENTRANTS TO THE COLLEGE.**

1. George E. Robinson.
2. George F. Beer.

Mr. Ivison, a mighty English hunter and fisherman, Captain Percy, a nephew of the Duke of Northumberland, and the Hon. Charles Ellis, a brother of Lord Howard de Walden, who came out to this country first in attendance upon the Prince of Wales in 1860, have been doing wonders with the rod and gun in the Dominion. Out of the Cascapedia it is averred they took 600 salmon, with an average of 25 pounds to a fish. We should like to hear from General Arthur on this subject. As the Cascapedia has now been monopolized by the Marquis of Lorne, no such work is likely to be done in it again by mere mortals for many a day.—*New York World.*

**Boschees German Syrup**

can now be purchased right at home, it is the most successful preparations ever introduced to our people. It works like a charm in all cases of Consumption, Pneumonia, Hemorrhages, Asthma, severe Coughs, Croup and all other Throat and Lung Diseases. No person has ever used this medicine without getting immediate relief, yet there are a great many poor, suffering, skeptical persons going about our streets with a suspicious cough, and the voice of consumption coming from their lungs, that will not try it. If you die, it is your own fault, as you can go to your druggist and get a sample bottle and try it; three doses will relieve any case. Regular size only 75 cts.

83.

**CLEARANCE**

**SALE!**

The Subscribers, in making their bow to the Public, beg to draw attention to their

**Clearance Sale,**

**COMMENCING**

**THIS DAY,**

**AND TO**

**Continue for One Month.**

Having purchased the Stock of Mr. JAMES DESBRISAY on very favorable terms,

also a

**QUANTITY OF GOODS**

AT RECENT

**Auction Sales,**

AND BEING OBLIGED TO

**Make Room for Extensive Importations of New Goods,**

**NOW ARRIVING,**

they have determined to make

**Large Reductions**

From Former Prices,

**TO CASH CUSTOMERS,**

**For One Month from Date.**

The Public are cordially invited to call and inspect our Stock and Prices, that they may be convinced of our sincerity in making the above offer and that

**REAL BARGAINS**

ARE TO BE OBTAINED.

**Tremaine & Metcalf,**

—SUCCESSORS TO—

**JAMES DESBRISAY,**

83 QUEEN STREET.

Ch'town, Sept. 2, 1879.



**REGULATIONS**

**Respecting the Disposal of Certain Dominion Lands for the Purposes of the Canadian Pacific Railway.**

DEPARTMENT OF THE INTERIOR, Ottawa, July 9th, 1879.

"Public notice is hereby given that the following regulations are promulgated as governing the mode of disposing of the Dominion Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway:

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;

"(2) A belt of fifteen miles on either side of the railway adjoining belt A, to be called belt B;

"(3) A belt of twenty miles on either side of the railway adjoining belt B, to be called belt C;

"(4) A belt of twenty miles on either side of the railway adjoining belt C, to be called belt D; and

"(5) A belt of fifty miles on either side of the railway adjoining belt D, to be called belt E.

3. "The Dominion lands in belt A shall be absolutely withdrawn from homestead entry, also from pre-emption, and shall be held exclusively for sale at six dollars per acre.

4. "The lands in belt B shall be disposed of as follows: The even numbered sections within the belt shall be set apart for homesteads and pre-emptions, and the odd-numbered sections shall be regarded as railway lands proper. The homesteads on the even-numbered sections to the extent of eighty acres each, shall consist of the easterly halves of the easterly halves, also of the westerly halves of the westerly halves of such sections; and the pre-emptions on such even-numbered sections, also to the extent of eighty acres each, adjoining such eighty-acre homesteads, shall consist of the westerly halves of the easterly halves, also of the easterly halves of the westerly halves of such sections, and shall be sold at the rate of \$2.50 (two dollars and fifty cents) per acre. Railway lands proper, being the odd-numbered sections within the belt will be held for sale at five dollars per acre.

5. "The even-numbered sections in belt C will be set apart for homesteads and pre-emptions of eighty acres each, in manner as above described; the price of pre-emptions similarly to be \$2.50 (two dollars and fifty cents) per acre; the railway lands to consist of the odd-numbered sections, and to be dealt with in the same manner as above provided in respect of lands in belt B except that the price shall be \$3.50 (three dollars and fifty cents) per acre.

6. "The even numbered sections in belt D shall also be set apart for homesteads and pre-emptions of eighty acres each, as provided for in respect of belts B and C, but the price of pre-emptions shall be at the rate of \$2 (two dollars) per acre; Railway lands to consist, as in belts B and C of the odd numbered sections and the price thereof to be at the uniform rate of \$2 (two dollars) per acre.

7. "In the belt E the description and area of homesteads and pre-emptions, and railway lands respectively, to be as above and the prices of both pre-emption and railway lands to be at the uniform rate of \$1 (one dollar) per acre.

8. "The terms of sale of pre-emptions throughout the several belts, B, C, D and E shall be as follows, viz: Four tenths of the purchase money, together with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal annual instalments from and after the said date, with interest at the rate above mentioned, on such balance of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

9. "The terms of sale of railway lands to be uniformly as follows, viz: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment. All payments, either for pre-emptions or for railway lands proper, shall be in cash, and not in script or bounty warrants.

10. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz:

a. In the case of the railway crossing land entered as a homestead, the right of way thereon shall be free to the Government.

b. Where the railway crosses pre-emptions of railway lands proper, the owner shall only be entitled to claim payment for the land required for right of way at the same rate per acre as he may have paid the Government for the same.

11. "The above regulations shall come into force on and after the first day of August next, up to which time the provisions of the Dominion Lands Acts, shall continue to operate over the lands included in the several belts A and B, in both of which, up to the said date, homesteads of 160 acres each, but no other entries will, as at present, be permitted.

12. "Claims to Dominion lands arising from settlement, after the date thereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with the above regulations, as the same may apply to the particular belt in which such lands may be found to be situated.

14. "The above regulations, it will, of

course be understood will not affect sections 11 and 29, which are public school lands, or section 8 and 26, Hudson's Bay Company lands.

"Any further information necessary may be obtained on application at the Dominion Land's Office, Ottawa, or from the agent of Dominion Land's Office, Winnipeg, or from any of the local agents in Manitoba or the territories, who are in possession of maps showing the limits of the several belts above referred to, a supply of which maps will, as soon as possible, be placed in the hands of said agents for general distribution."

By order of the Minister of the Interior. J. S. DENNIS,

Deputy of the Minister of the Interior. LINDSAY RUSSELL, Surveyor General. August, 25, 1879.

**DR. P. W. G. CANNING,**

Licentiate Royal Colleges Physicians and Surgeons of Edinburgh.

**LICENTIAE MIDWIFERY.**

RESIDENCE:

Upper Hillsborough St., corner Hillsborough and Easton Streets, Charlottetown.

OFFICE HOURS: 8:30 to 11 a.m.; 7 to 9 p.m. Charlottetown, June 24, 1879.—cod

**Mortgage Sale.**

To be sold by PUBLIC AUCTION, on Friday, the Tenth day of October next, at the hour of Twelve o'clock, noon, at the Court House in Summerside, Prince County, under and by virtue of a Power of Sale contained in an Indenture of Mortgage, bearing date the 2nd day of August A.D. 1875, and made between James Darby, of the one part, and Benjamin Kennedy of the other part,—

ALL that tract, piece and parcel of land situate, lying and being in Lot Seventeen, in Prince County, aforesaid, bounded and described as follows: Commencing at a stake fixed in the division line between the lands of the said Benjamin Kennedy and James Darby, and in the north-west angle of a lot of land owned by the late Harry Tuplin, and running from thence along said division north thirty degrees east twenty-five chains and twenty-six links; thence east thirty degrees, south ten chains, or to the south boundary of the said Benjamin Kennedy's land; thence along said boundary south thirty degrees, west twenty-five chains and twenty-six links to said Harry Tuplin's north line; thence westerly along said line to the point of commencement, containing twenty-six acres of land, a little more or less, together with all rights and appurtenances thereto belonging.

For further particulars apply at the office of Messrs. HODGSON & McLEOD, Solicitors, Charlottetown.

Dated this Seventh day of August, A. D. 1879.

BENJAMIN KENNEDY, Mortgagee

**CATARRH.**

**Constitutional Catarrh Remedy CURES CATARRH.**

Hear what a Reverend Gentleman says of the Constitutional Remedy.

T. J. B. HARDING, Esq., Brockville, Ont.:—"DEAR SIR—It is now two years since your "Constitutional Catarrh Remedy" was introduced to me. I have waited this long to see if the cure would remain permanent before doing this, my duty, to you, as at first the happy effects seemed to me to be "too good to be true."

I was afflicted in my head for years before I suspected it to be Catarrh. In reading in your Circular I saw my case described in many particulars. The inward "drop" from the head had become very disagreeable, and a choking sensation often preventing me from lying long. I would feel like smothering and be compelled to sit up in the bed. My health and spirits were seriously affected. When your agent came to Walkertown in August, 1876, I secured three bottles. Before I had used a quarter of the contents of one bottle I found decided relief, and when I had used two bottles and a third, I quit taking it, feeling quite cured of that ailment, and have not used any since until of late I have taken some for a cold in my head. A sense of duty to sufferers from that loathsome disease, Catarrh, prompts me to send you this Certificate, unsolicited, with leave to make what use of it you may see proper Yours truly,

W. TINDALL, Methodist Minister. Port Elgin, Ont., Aug. 24, 1878.

Ask for Littlefield's Constitutional Catarrh Remedy and take no other.

T. J. B. HARDING, Dominion Agent, Brockville, Ont. For sale by all Druggists at only one Dollar per bottle.

**BUY IT. . . . TRY IT.**

**GRAY'S SPECIFIC MEDICINE**

TRADE MARK. The Great English Remedy, an unfailing cure for Seminal Weakness, Spermatorrhea, Impotency, and all diseases that

Before Taking follow as a se-After Taking. quence of self-abuse; as loss of Memory, Universal Lassitude, Pain in the Back, Dimness of Vision, Premature Old Age, and many other Diseases that lead to Insanity or Consumption. For full particulars in our pamphlet, which we desire to send free by mail to every one. The Specific Medicine is sold by all druggists at \$1 per package, or six packages for \$5, or will be sent free, by mail, on receipt of the money, by addressing

The Gray Medicine Co., Toronto, Ont., Canada.

N. B.—The demands of our business have necessitated our removing to Toronto, to which place please address all future communications.

Sold in Charlottetown by all Druggists, and by all wholesale and retail Druggists in the United States and Canada.

January 24, 1879.

**Prince Edward Island RAILWAY.**

**TIME TABLE NO. 12.**

**Summer Arrangement.**

ON AND AFTER TUESDAY, MAY 27th, 1879.

**TRAINS GOING WEST.**

STATIONS.	Nos. 1 & 3, Express.	No. 5, Mixed.	No. 7, Mixed.
Georgetown	Dp. 7.10am	Dp. 3.45pm	
Cardigan	Ar. 7.30 " Ar. 4.14 "		
Mt Stwt Jc	Dp. 8.40 " Dp. 6.00 "		
Royalty Jc	Ar. 9.38 " Ar. 7.18 "		
Ch'town	Dp. 6.20am	Dp. 10.05am	Dp. 5.25pm
Royalty Jc	Ar. 6.37 " Ar. 10.25 "		
NWiltsh're	Ar. 7.13 " Ar. 11.25 "		
Hunter R'r	Ar. 7.25 " Ar. 11.40am "		
Breadalbn	Ar. 7.53 " Ar. 12.23pm "		
C'ty Line	Ar. 8.00 " Ar. 12.34 "		
Kensing'tn	Ar. 8.28 " Ar. 1.16 "		
S'mm'side	Ar. 8.55 " Ar. 1.50 "	Ar. 9.00 "	
Wellingt'n	Dp. 9.10 " Dp. 2.25 "		
Port Hill	Ar. 9.48 " Ar. 3.20 "		
O'Leary	Ar. 10.20 " Ar. 4.07 "		
Alberton	Ar. 11.17 " Ar. 5.31 "		
Tignish	Ar. 12.00pm " Ar. 6.40 "		
	Ar. 12.40 " Ar. 7.40pm		

**TRAINS GOING EAST.**

STATIONS.	Nos. 2 & 4, Express.	No. 6, Mixed.	No. 8, Mixed.
Tignish	Dp. 5.15 am	Dp. 6.20 am	
Alberton	Ar. 5.55 " Ar. 7.15 "		
O'Leary	Ar. 6.41 " Ar. 8.54 "		
Port Hill	Ar. 7.38 " Ar. 10.20 "		
Wellington	Ar. 8.09 " Ar. 11.08 "		
S'mm'side	Ar. 8.45 " Ar. 12.05pm "		
Kensing'tn	Dp. 5.30pm " Dp. 12.40 "	Dp. 9.05 am	
C'ty Line	Ar. 5.52 " Ar. 1.16 "	Ar. 9.41 "	
Breadalbn	Ar. 6.24 " Ar. 1.55 "	Ar. 10.29 "	
Hunter R'r	Ar. 6.31 " Ar. 2.05 "	Ar. 10.31 "	
NWiltsh're	Ar. 6.57 " Ar. 2.44 "	Ar. 11.07 "	
Royalty Jc	Ar. 7.12 " Ar. 3.01 "	Ar. 11.35 "	
Ch'town	Ar. 7.49 " Ar. 3.50 "	Ar. 12.18pm	
Royalty Jc	Ar. 8.05 " Ar. 4.15 "	Ar. 12.40 "	
M. Stwt Jc	Dp. 4.30pm " Dp. 6.50 am		
Cardigan	Ar. 4.49 " Ar. 7.13 "		
Georgetown	Ar. 5.45 " Ar. 8.30 "		
	Dp. 6.00 " Dp. 8.50 "		
	Ar. 7.03 " Ar. 10.16 "		
	Ar. 7.25 " Ar. 10.45 "		

**SOURIS BRANCH.**

**Trains Going West.**

STATIONS.	No. 9 Express	No. 11 Mixed.
Souris	Dp. 6.15 a. m.	Dp. 2.50 p. m.
Harmony	Ar. 6.33 " Ar. 3.13 "	
St. Peter's	Ar. 7.36 " Ar. 4.29 "	
Morell	Ar. 7.53 " Ar. 5.00 "	
Mt. St'wt Jac.	Ar. 8.25 " Ar. 5.40 p. m.	

**Trains Going East.**

STATIONS.	No. 10 Express	No. 12, Mixed
Mt. St'wt Junc.	Dp. 5.55 p. m.	Dp. 8.45 a. m.
Harmony	Ar. 6.27 " Ar. 9.25 "	
St. Peter's	Ar. 6.50 " Ar. 9.59 "	
Morell	Ar. 7.47 " Ar. 11.12 "	
Souris	Ar. 8.05 " Ar. 11.35 "	

**ALEX. MACNAB,**

Supt and Engineer. Railway Office, Ch'town, May 22, 1879. —pat pres h a ne sp sj kca 6i

**Steam Navigation Co. Steamers**

**MAY, 1879.**

UNTIL FURTHER NOTICE the Steamers "St. Lawrence" and "Princess of Wales" will leave as under:—

**NOVA SCOTIA.**

From Charlottetown to Pictou, every MONDAY, WEDNESDAY, THURSDAY and SATURDAY mornings, at five o'clock.

Returning from Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, on arrival of morning train from Halifax.

**CAPE BRETON.**

Leave Pictou for Hawkesbury every MONDAY and THURSDAY, on arrival of morning train from Halifax, connecting both ways with stage and Steamer "Neptune," to and from Sydney and Bras d'Or Lake.

Returning to Pictou same nights, connecting with 10 a. m. Train TUESDAY and FRIDAY for Halifax.

**FOR CANADA AND UNITED STATES.**

Leave Summerside for Point Du Chene EVERY DAY about 9 a. m., on arrival of morning train from Charlottetown.

Returning to Summerside EVERY NOON, on arrival of morning train from St. John.