The Pacific Railway.

We have the best authority for saying that the statement which appeared in the *Globe* yesterday, in the shape of a cable despatch, to the effect that the mission of the Canadian Ministers to England in connection with the Pacific Railway had practically ended in failure, is untrue. As a matter of fact, the Ministers have been so far successful beyond their anticipations, but the negotiations have not yet been concluded, and it would be premature, if not altogether unwarrantable, for the Premier and his colleagues to make known the measure of the success which they have already achieved. Suffice it to say that the Pacific Railway enterprise will be proceeded with in due course, and in accordance with the general policy which was submitted for the consideration of Parliament last session. The public has had some experience in other matters of the trustworthiness of the so-called "high official" by whom our King street contemporary claims to be represented in London, and we have no hesitation in saying that in this, as in former cases, his statements are not to be relied upon.—*Toronto Mail.*

Intellect in American Dogs.

A few months ago, writes a correspondent, I made the acquaintance of a dog, which, I think, is worthy of a place among the dogs and cats and rats and mules that are helping to determine the degree and kind of animal intelligence. 'Priest's' is a hotel on the way from the Calaveras Grove of Big Trees to the Yosemite. In former years on the arrival of the stage the landlady would send the dog to the poultry-yard to catch chickens for the tourists' dinner. Now the dog "takes time by the forelock." The stage is due at six o'clock. About five o'clock the dog saunters leisurely down the road till he meets the stage, he then bounds back to the poultry-yard, catches chickens, bites their heads off, and takes them to the cook! The number of chickens he kills bears a relation to the number of passengers he saw in the stage. A gentleman who was stopping at the hotel for a few days went into the woods one afternoon with a gun. When he returned the dog came to him in much excitement to see what game he had taken. Finding his hands and his bag empty, the dog ran into the forest and returned in less than an hour with a bird, which he gave, with an air of compassion, to the unskillful hunter.

What to Do.

BURNS.—The best application for a burn is a liniment made of lime-water and oil, beat together till it looks like butter melted to dress vegetables for the table. It matters not whether common lime or chloride of lime is used, and either sweet-oil or linseed-oil will answer. Wrap the burned part in fine linen covered with this mixture, and cover thickly on the outside with raw cotton to exclude the air. Open it but once in twenty-four hours, and then carefully soak off the rags with the lime-water and oil, so as not to injure the tender skin that may be forming on the wound. Bathe well with the liniment, and put on clean dressings of rags wet with liniment, and cover with cotton as at first. Where lime can not be had, the best dressing that we know of is soot and lard mixed well, melted, and strained to get out the coarse particles of soot. In this case you may first use strong alum-water to assuage the pain, and then put on a plaster of the above. In any case, over the rags put raw cotton, to exclude the air and keep the part from being rubbed.

BLISTERS.—If you wish a blister to heal quickly, be careful not to remove the skin. On infants this should be observed. This first dressing should be lily or cabbage leaves coddled in boiling water. Then a salve made thus: one part wax, one part lard, one part turpentine from the pine-tree; melt and strain. Resin is sometimes used instead of turpentine. This makes basilicon. If the part blistered be in a situation apt to be rubbed, cover with cotton bats, as in the case of a burn, especially if the patient be an infant.

BASLICON SALVE.—One part lard, one part beeswax, one part turpentine from the tree, or resin, either will do; melt together and strain. It is well to keep some of this always ready.

CUTS.—A cut should be drawn together and strapped across with sticking-plaster. This should not be removed for three or four days, and when withdrawn it should be by both ends at once, so as to pull the cut together instead of opening it. When no sticking-plaster is at hand, a pretty good substitute can be made by beating comfrey and sugar together, and spreading the juice, not the substance, on a bit of strong linen; use it as above directed.

THE Secretary of the Treasury, Sherman, in a speech delivered at Stubenville, O., on the 20th. spoke at length on the business revival, concluding as follows: "The mills are sounding the music of industry. The furnaces are in full blast. The wages, though small, will buy more food and clothing than even before the panic. There is work for every man who is willing to work, and the tramps have been converted into busy artisans or hopeful farmers."

83 Queen Street.

—:o:—

NEW

GOODS,

Ex "Prince Edward" and other Steamers.

All carefully selected in the BEST and CHEAPEST Markets.

Grey Cotton at 4c. and upwards.
White Cotton at 6c. do
Print Cotton at 6c. do
Towels at 4c. and upwards.

BLACK

DRESS SILKS!

Best Value ever offered in the City.

LADIES' COTTON HOSE, FROM 6C. PER PAIR.

GENTS' SHIRTS, LINDERS & DRAWERS, SUSPENDERS, &c., Cheap

EMBROIDERY,

From 4c. per yard, a great selection.

LADIES'

DRESS MATERIALS!

all at Old Tariff prices.

Millinery,

Hats, Feathers & Flowers.

Lace Curtains

at prices to suit all customers.

Best Value Yet Offered.

—:o:—

JAS. DesBRISAY

May 31, 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, adjoing such eighty-acre homesteads, shall consit 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 Lands 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.

Boston Steamers.

SHIPPERS by above steamers will please take notice that hereafter no Bills of Lading will be signed later than 3.30 o'clock, p.m., on day of sailing. This rule will be rigidly adhered to.

CARVELL BROS., Agents.
Ch'town, Aug. 18, 1879—3i oaw pat ar

Mortgage Sale.

TO be sold by PUBLIC AUCTION, on FRIDAY, the Twenty-sixth day of SEPTEMBER, next, A. D. 1879, at the Court House, Charlottetown, in Queen's County, at the hour of twelve o'clock, noon, under and by virtue of a power of Sale contained in an Indenture of Mortgage bearing date the eighteenth day of January A. D. 1877, made between Murdoch McLeod and Christy McLeod, his wife, of the one part, and Daniel Hodgson, of the other part:—

ALL that piece or parcel of land situate, lying and being on Lot or Township Number Fifty-eight, bounded as follows, that is to say: Commencing on the north edge of the Colville Road, at the south east angle of farm lot number two hundred and eighty two, now in possession of George Bell, thence (according to the magnetic meredian of the year 1764) running north for the distance of seventy five chains, thence east six chains and sixty-six links, thence south seventy-five chains to said road, thence following the course of the said road west to the place of commencement, containing fifty acres of land, a little more or less. Also—All that other tract, piece or parcel of land, situate lying and being on the said lot or Township number fifty eight, commencing on the north side of Colville Road, at the southern angle of land in possession of Allan Buchanan, thence north to the rear line of farms fronting on the Montague Road, thence east ten chains, thence south to the first mentioned road, thence along the said road to the place of commencement, containing an area of seventy-five acres of land, a little more or less, together with all rights, members and appurtenances thereto belonging.

For further particulars apply to Messrs. Hodgson & McLeod, Solicitors, Charlottetown.

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

D. HODGSON,
Mortgagee.

Aug. 20, '79. oaw—wed

Mortgage Sale.

TO be Sold by PUBLIC AUCTION, on THURSDAY, the Twenty-fifth day of September next, 1879, at the hour of twelve o'clock, noon, at the Court House, in Charlottetown, in Queen's County, under and by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the twenty-seventh day of March, A. D. 1878, made between Donald Stewart and Margaret his wife, of the one part, and Edward Jarvis Hodgson and John Ball, of the other part,—

ALL that tract, piece or parcel of land situate, lying and being on Township number Twenty-two, in Queen's County, commencing at a square stake fixed on the south side of the road leading from Bedeque to Charlottetown, opposite to and in a line with the southern boundary of John MacKenzie's land; thence running west thirteen chains; thence north eleven chains to said road; thence north twelve degrees east thirty-three chains, or until it reaches a road leading to Johnston's Inn; thence along the last mentioned road forty-four chains and fifty links to John McKenzie's north-west boundary; thence south sixty-two degrees west forty-one chains and fifty links to the first mentioned road; thence along the same southeastwardly to the place of commencement, containing one hundred acres of land, a little more or less, together with all rights, members and appurtenances thereto belonging.

For further particulars apply to Messrs. HODGSON & MCLEOD, Solicitors, Charlottetown.

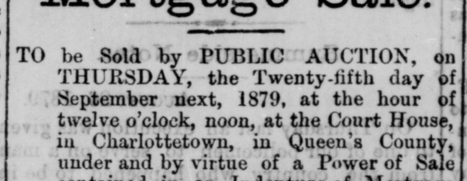
Dated this Twentieth day of August, A. D 1879.

EDWARD J. HODGSON,
JOHN BALL,
Mortgagees.

[aug 20, oaw wed]

GRAY'S SPECIFIC MEDICINE

TRADE MARK. **The Great English Remedy,** TRADE MARK.



an unfailing cure for Seminal Weakness, Spermatorrhœa, Impotency, and all diseases that Before Taking follow as a sequence 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. ☞ 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 After Taking.

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 Drugists, 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.
Georget'n..	Dp. 7.10am	Dp. 3.45pm	
Cardigan..	Ar. 7.30 "	Ar. 4.14 "	
	" 8.30 "	" 5.40 "	
Mt Stwt Jc	Dp. 8.40 "	Dp. 6.00 "	
Royalty Jc	" 9.38 "	" 7.18 "	
Ch'town ..	Ar. 9.55 "	Ar. 7.40 "	
	Dp. 6.20am	Dp10.05am	Dp. 5.25pm
Royalty Jc	" 6.37 "	Ar10.25 "	
		Dp10.30 "	" 5.47 "
NWiltsh're	" 7.13 "	"11.25 "	" 6.40 "
Hunter R'r	" 7.25 "	"11.40 am	" 6.57 "
Breadalb'n	" 7.53 "	"12.23pm	" 7.35 "
C'ty Line..	" 8.00 "	"12.34 "	" 7.45 "
Kensingt'n	" 8.28 "	" 1.16 "	" 8.25 "
S'mm'rside	Ar. 8.55 "	Ar. 1.50 "	Ar. 9.00 "
	Dp. 9.10 "	Dp. 2.25 "	
Wellingt'n	Ar. 9.48 "	" 3.20 "	
Port Hill..	"10.20 "	" 4.07 "	
O'Leary...	"11.17 "	" 5.31 "	
Alberton..	"12.00pm	" 6.40 "	
Tignish ...	"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..	" 5.55 "	Ar. 7.15 "	
		Dp. 7.45 "	
O'Leary...	" 6.41 "	" 8.54 "	
Port Hill..	" 7.38 "	"10.20 "	
Wellington	" 8.09 "	"11.08 "	
S'mm'rside	Ar. 8.45 "	Ar12.05pm	
	Dp. 5.30 pm	Dp12.40 "	Dp. 9.05 am
Kensingt'n	" 5.52 "	" 1.16 "	" 9.41 "
C'ty Line..	" 6.24 "	" 1.55 "	"10.20 "
Bredal'ne.	" 6.31 "	" 2.05 "	"10.31 "
Hunter R'r	" 6.57 "	" 2.44 "	"11.07 "
N Wiltsh're	" 7.12 "	" 3.01 "	"11.25 "
Royalty Jc	" 7.49 "	Ar. 3.50 "	"12.18pm
		Dp. 3.55 "	
Ch'town ..	Ar. 8.05 "	Ar. 4.15 "	Ar12.40 "
	Dp. 4.30pm	Dp. 6.50 am	
Royalty Jc	" 4.49 "	" 7.13 "	
M. Stw't Jc	Ar. 5.45 "	Ar. 8.30 "	
	Dp. 6.00 "	Dp. 8.50 "	
Cardigan..	" 7.03 "	"10.16 "	
Geo'town..	Ar. 7.25 "	Ar10.45 "	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 9 Express	No. 11 Mixed.
Souris	Dp. 6.15 a. m.	Dp. 2.50 p. m.
Harmony.....	" 6.33 "	" 3.13 "
St. Peter's....	" 7.30 "	" 4.29 "
Morell	" 7.53 "	" 5.00 "
Mt. S'tw't Jnc..	Ar. 8.25 "	Ar. 5.40 p. m.

Trains Going East.

STATIONS.	No. 10 Express	No. 12, Mixed
Mt. S'tw't Junc.	Dp. 5.55 p. m.	Dp. 8.45 a. m.
Morell.....	" 6.27 "	" 9.25 "
St. Peter's.....	" 6.50 "	" 9.56 "
Harmony.....	" 7.47 "	"11.12 "
Souris.....	Ar. 8.05 "	Ar 11.35 "

ALEX. MACNAB,
Sup't and Engineer.

Railway Office, Chtown, May 22, 1879.
—pat pres h a ne ep 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.

By order,

F. W. HALES.

Charlottetown, May 6, 1879.

TO THE SICK.

DR. D. MACRAE,

FORMERLY SURGEON and PHYSICIAN in the United States Army, late of St. Louis, Mo., respectfully announces to the citizens of Charlottetown and Prince Edward Island that he will be at the "Rocklin House," in Charlottetown, every TUESDAY and FRIDAY throughout the year, where those who are suffering with any form of disease can call and receive medical advice and treatment; especially persons suffering from diseases and deformities of the eyes, deafness and ulcerations of the ears, catarrh, asthma, consumption, diseases of the heart, liver, stomach, kidneys, rheumatism, paralysis, scrofula, malignant ulcerations, tumors, piles, fistula; cancer cured without the use of the knife. Particular attention given to diseases peculiar to females. All forms of fevers, diptheria and other malignant diseases successfully treated and cured by him.

Prominent Office, HUNTER RIVER STATION, Prince Edward Island.

DUNCAN MACRAE, M. D.

April 18, 1879.—d&w 1y