THE DAILY EXAMINER

THE LEADING DAILY NEWSPAPER OF P. E. ISLAND.

Issued every afternoon, from the office of the EXAMINER PUBLISHING COMPANY, in the London House Building, Queen Street.

RATES OF SUBSCRIPTION. (IN ADVANCE)

ONE YEAR.....$4.00
SIX MONTHS.....2.00
THREE MONTHS.....1.00
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THE DAILY EXAMINER.

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

Single Copies Two Cents

VOL 34. CHARLOTTETOWN, P. E. ISLAND, TUESDAY, APRIL 16, 1895. NO. 242

—IF YOU—

Want a wife,
Want a cook,
Want a partner,
Want a situation,
Want a servant girl,
Want to sell a farm,
Want to sell a house,
Want to rent a house,
Want to exchange anything,
Want to sell plants or grain
Want to sell groceries or drugs,
Want to sell or trade anything,
Want to find customers for anything,
Want to sell or buy horses, pigs or cattle
ADVERTISE IN
THE EXAMINER

CALENDAR FOR APRIL, 1895.

First Quar 2nd day, 5h 15.4m, p. m.
Full Moon, 9th day, 9h 309.m a. m.
Last Quar 16st day, 7h 9.8m. p. m.
New Moon, 24th day, 8h. 58.6m. p. m.

	Day of Week.	Sun rises	Sun sets	High water
		h m	h m	morn
1	Monday	6 43	6 24	3 1
2	Tuesday	42	25	4 22
3	Wednesday	40	27	5 56
4	Thursday	38	28	1 19
5	Friday	36	29	8 21
6	Saturday	34	31	9 9
7	Sunday	32	32	9 51
8	Monday	30	33	10 30
9	Tuesday	28	35	11 6
10	Wednesday	26	36	11 45
11	Thursday	25	37	aft 24
12	Friday	23	39	1 5
13	Saturday	21	40	1 53
14	Sunday	19	41	2 55
15	Monday	17	42	3 46
16	Tuesday	15	44	4 59
17	Wednesday	14	45	6 6
18	Thursday	12	46	7 13
19	Friday	10	48	8 2
20	Saturday	8	49	8 44
21	Sunday	7	50	9 20
22	Monday	5	52	0 54
23	Tuesday	3	53	10 28
24	Wednesday	2	54	11 4
25	Thursday	0	56	11 44
26	Friday	4 58	57	morn
27	Saturday	57	58	0 21
28	Sunday	55	59	1 7
29	Monday	54	7 1	1 59
30	Tuesday	4 52	7 2	2 57

P. E. Island Railway

On and after THURSDAY, 27th December, 1894, the trains of this Railway will run daily (Sundays excepted), as follows.—

Trains Outward. Read down.				Trains Inward. Read up	
A M	P M			A M	P M
7 00	3 35		Charlottetown	10 10	2 30
7 19	3 49		Royalty Junction	9 50	2 11
8 03	4 33		North Wiltshire	9 05	1 27
8 17	4 47		Hunter River	8 51	1 13
8 48	5 18		Bradalbane	8 17	12 42
8 57	5 27		Emerald	8 08	12 33
9 10	5 40		Freetown	7 54	12 20
9 29	5 59		Kensington	7 33	12 00
10 00	6 30	Ar	Lv	7 00	11 30
P M	P M	Summerside		A M	A M
12 50		Lv	Ar		10 30
1 11			Miscouche		10 10
1 37			Wellington		9 47
2 19			Port Hill		9 09
3 34			O'Leary		8 00
3 58			Bloomfield		7 34
4 34			Alberton		6 55
5 30			Tignish		6 00
P M					A M
P M					A M
2 30			Charlottetown		10 30
5 00			Royalty Junction		10 10
5 23			Bedford		9 37
3 35	{ Ar }	Mount Stewart	{ Lv }		9 05
4 10	{ Lv }		{ Ar }		8 50
5 23			Cardigan		7 35
5 45			Georgetown		7 10
P M					A M
P M					A M
4 05			Mount Stewart		8 57
4 49			Morell		8 17
5 12			St Peter's		7 48
5 57			Bear River		7 03
6 40			Souris		6 20
P M					A M
P M					A M
4 10			Emerald		7 26
5 00			Cape Traverse		6 35
P M					A M

Trains are run by Eastern Standard Time

D. POTTINGER,
Gen Mgr Can Govt Railways
Moncton, N B.

A. McDONALD, Superintendent,
Charlottetown.

dec26

TRUSSES,

Elastic Stockings, Bandages.

If you require a Truss or Surgical Appliance of any kind, don't wear an ill fitting one to please the Doctor or Druggist whose stock is so limited that he cannot fit you properly. See our large stock of American and English Trusses in Elastic, Hard Rubber, with Water Pads, etc.

We can fit any case from childhood to old age. Special discounts to Physicians and Druggists.

If you want Medicine patronize Hughes, the People's Druggist. He can recommend Suitable Remedies and save you money.

Orders by mail promptly filled.

APOTHECARIES' HALL,
(Established 1810),
DesBrisay's Corner.

feb5

MONTAGUE
Carriage Factory.

We are showing this season a finer line of Carriages than shown by us heretofore. The assortment consists of

Top and Open Buggies, Jump Seats and Road Carts.

For style, comfort, durability and excellence of workmanship our stock cannot be surpassed.

Also at hand, at lowest prices, CARTS, TRUCK WAGONS, and all Carriage Findings, such as Pocket Boots, Whip Sockets, Washers, etc., usually found in a first-class Carriage Shop.

Prompt attention to Repairs. Painting a specialty. Terms reasonable.

JOHN McLEAN & SON.

july13—dy & wky

50 YEARS

For the last 50 years Cough Medicines have been coming in and dying out, but during all this time

SHARP'S
BALSAM OF HOREHOUND

Never left the Front Rank for Curing

CROUP, COUGHS AND COLDS.

All Druggists and most Grocerymen sell it. 25 cents a bottle.

ARMSTRONG & CO.

Proprietors, St. John, N B.

nov23—d

NOTICE.

LAND SURVEYING, &c.

The subscriber is now prepared to make Surveys of Land, run Boundary and Division Lines, furnish Plans, etc.; also, Mechanical and Architectural Drawings, Plans, Specifications and Estimates.

J. P. NICHOLSON,
Land Surveyor,
Pownal Street.

Charlottetown, Aug. 25, 1894—dy & wy

Lobster Packers!

Lobster Boat, new, first-class bargain; 6 Galvanized Lobster Boilers, 50 Bath Trays, 50 Herring Nets and Webs just arrived, all sizes and depths, at a bargain; 25 sheets Galvanized Iron for Boilers.

ALSO—New Sealing Oil for Soldering Lobster Cans; perfectly free from all acids; works like a charm.

500 cases Half Flat Cans, 1,000 cases Tall Cans, 1,000 cases Flat Cans—all made of best Charcoal Tin, guaranteed; 1,000,000 best No 1 Parchment Linings for Cans; Block Tin, Lead, Solder, at lowest prices.

GEO. D. LONGWORTH & CO.

mch S30—(36)

Notice to Parties Intending to Erect Cheese and Butter Factories.

That BRUCE STEWART & CO. are prepared to give the very lowest prices on Steam Boilers and Engines. Boilers are first-class in all particulars. Engines are A 1, of our own pattern and manufacture. Boilers furnished with all necessary Fittings, including a first class Pemterthy Injector, the best in the market. Simple, strong and durable to start. Open Globe Valve. No levers or valves to handle, no working ports; consequently will last longer than the common Injector with levers and valves. We use best American goods, and sell at a price that will insure your custom. No old-fashioned prices, and will not be undersold by any firm in the business. Repairs entrusted to us will have prompt and careful attention, and at prices to suit the times. First-class machinists and tools to send out on work when required.

Plans, specifications and estimates given for any work required. Remember, we will not be undersold by any firm in the business.

BRUCE STEWART & CO.

mch20—35 & wy tf

PHOTOGRAPHY!

Superior workmanship, refined finish and moderate prices combine to make these Photos the most satisfactory in Charlottetown to-day.

GEO. H. COOK

Corner Queen & Grafton Sts.

nov26—135w ly

PLEASE REMEMBER

THE GREAT

Clearance Sale

STILL CONTINUES

AT THE

McKAY WOOLEN CO.,

THE BARGAIN CORNER.

Charlottetown, March 15, 1895.

What's the time?

If you have a Cough it is time you were taking

GRAY'S SYRUP of RED SPRUCE GUM

THE OLD STANDARD CURE FOR COUGHS, COLDS, ASTHMA and all LUNG AFFECTIONS.

Gray's Syrup has been on trial for more than 50 years and the verdict of the people is that it is the best remedy known. 25c. and 50 c. per bottle. Sold everywhere.

KERRY WATSON & Co. Proprietors MONTREAL.

THE 1895 COMET.

Price $100.00—Any Weight.

If you want a good, reliable Wheel, fully guaranteed by a reliable maker, then get a "COMET." Noted for its ease of running and beauty of finish.

See the sample Wheel at Davies' Drug Store, and ask for a catalogue.

F. DeC. DAVIES,
Sole Agent for P. E. Island.

mch21—dy

The Daily Examiner

The Leading Paper of P. E. Island.

THE LARGEST in Size and Circulation.

THE BEST for the Public and for Advertisers.

One Year, - - - $4 | Three Months, $1
Six Months- $2 | One, Month, - 35c

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CUT THIS OUT AND SEND IT TO US.

THE EXAMINER Publishing Co.,

Charlottetown, P. E. Island.

You will please send to my address the DAILY EXAMINER for 12 months from date, for which I agree to pay 40 cents a month, it being understood that you are to have sent to my address for one year, without extra charge, McCLURE'S MAGAZINE, commencing with the current number.

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Date..... Address.....

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We are offering this splendid Magazine with THE DAILY EXAMINER for only $1.60 a year, payable in advance or in monthly instalments of 40c. as desired.

We make this exceptional offer in order that we may secure a large number of new subscribers, but all who are already subscribers may avail themselves of this opportunity to secure practically free this great popular Magazine. Address:

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CHARLOTTETOWN, P. E. ISLAND.

Belwarp Serges and Coatings.

We have been handling these famous Cloths for the past two years, and now have unlimited confidence in recommending them as the best wearing and best dyed Cloths on the market

SUITS IN WEAR for near two years are as bright and good color as the day they were made. BELWARPS are the best. Have them.

The Finest Line of Hats in the City.

JOHN MACLEOD & CO.,

MERCHANT TAILORS.

Charlottetown, March 28, 1895—246 w

SOME PEOPLE

Walk About Hermetically Sealed in the Old Style of Rubber Waterproof Coats.

OTHERS

Up to Date People, wear

RIGBY

Porous Waterproof Coats. Which will YOU Have?

mch13—tf 38

OVERSHOES.

To clear out the balance of our Overshoes we have reduced them to the following prices for cash only:—

Men's Overshoes,		Reduced to	$1.10
"	Snow Excluders,	"	1.15
"	" (best)	"	1.35
"	" (High)	"	2.00

All other lines selling low. Give us a call.

J. H. BELL,

Charlottetown, Feb. 28, 1895—dy

The Reliable Boot and Shoe Dealer.

LETTERS TO THE EDITOR.

THE BELFAST RAILWAY.

SIR,—It is hard to account for the apathy of the Belfast and Murray Harbor people in asserting their rights to an extension of the railway, except on the assumption that they lack the ordinary and usual gumption of British subjects. All parties agree that if P E Island were fairly dealt with she is entitled to upwards of two million dollars of the expenditure of the Dominion Parliament for the last twenty years on canals, railways and other public works. The country to the south of the Hillsborough is as populous—indeed is more populous than any equal section of the Island now intersected by the railroad; it was neither the policy nor the intention of the Legislature or people, in 1891, to confine the railway to its present limits. On the contrary we have seen that the Railway Act expressly provides that after the completion of the branches to Souris and Tignish "it shall be extended to such other ports" as shall be approved by the Legislature. Any other people than those of Belfast would long ago have insisted on this extension, the more especially when it was shown that our share of the moneys voted by Parliament of Canada for railways and other public works was more than sufficient for the purpose. Yet neither the people nor their representatives have hitherto moved in the matter. Other people's representatives are not so careless about their constituents' interests. If you step over to the county of Pictou you will see it intersected in all directions by railways and its rivers and harbors spanned by steel and iron bridges that are the admiration of tourists—all paid for out of the common taxes, to which P E Island contributes its full share. The Island of Cape Breton is provided with a railroad by the Dominion Parliament, part of which is a bridge across the Bras d'Or Lake, more costly than one across the Hillsborough would be. Yet we of Belfast and Murray Harbor have, year after year, been spectators of all this—yea, have been contributors to the cost of all these buildings elsewhere; and when we now timidly ask for an extension of the railway that we were promised in 1871, we are told—if indeed the great men in authority deign to reply to us at all—that a railway to Belfast and Murray Harbor would never pay. I hope, sir, we are not considered so silly as to be put off with such nonsense. If it be meant that a railway to Belfast and Murray Harbor would not pay the Government so much per cent. per annum on the cost, the statement is probably true; but if it be meant that the benefit to the people would not compensate for the outlay, the statement is not true. As an answer to our claim the statement is mere subterfuge. Does the railway now operated for the people of this Island pay a yearly rate of interest on its cost? Does the Intercolonial Railway? Do the canals of Canada? Do the ordinary king's highways through the country return the Government a yearly dividend on the cost of their construction and maintenance? Everyone knows they do not. The public accounts show that the Government railways and canals of Canada not only do not pay any interest, but that millions of money are and always will be necessary to maintain, enlarge and extend them. Yet no one says that these public works should not be built and maintained. The general benefit to the public justifies their construction. I dwell on this point, because extraordinary as it may appear, some of my neighbors and them men of some intelligence, and who are inconvienced every year by the absence of a railway, have seriously told me that it was no use asking for a railway because it would not pay; and what is more extraordinary people from King's County who are now accommodated with a railway have, in my hearing, advanced the same "argument" against the Southern extension. Suppose we test the sincerity of these gentlemen. The P. E. Island Railway as now existing, is run with a loss to the country. Suppose that in order to stop loss—or to apply the money sunk yearly for other and more remunerative purposes the Parliament of Canada determined to stop running the P. E. Island Railway, and it was closed—what a howl there would be within twenty-four hours along the whole stretch of country from Tignish to Souris, and from Mount Stewart to Georgetown? Indeed these gentlemen become noisy and turbulent if during the inclemency of winter the Government limits to one train a day. Do they think of us who have no trains at all? The result of entirely closing their railway would only be to reduce the free and intelligent voters of these parts to the same level and to the same plight of discomfort and inconvenience as regards travel that the free and intelligent, or if you wish the free and less intelligent voters of Belfast and Murray Harbor are now under, and have been daily subjected to since 1874, when the rest of our fellow-colonists by our help were provided with railways. Would not every argument be good for closing up the present road that is used against us when we ask for its extension? Our present railroad has sunk some $80,000 or more since 1873. The money saved by stopping this waste could be beneficially used in building bridges and wharves and improving our highways, and the man from Souris or from Tignish could, after the closing of the railway, travel by wagon, cart or on foot with just the same comfort and dignity as the man from Caledonia or Eldon. Does anyone imagine that any member or representative who took part in depriving his constituents of the comforts of the existing railway would ever again be elected by these constituents? Yet we of Belfast and Murray Harbor, who have been denied the like comforts, are to keep mum on the question of railways; and are expected by both political parties to elect and re-elect representatives who have done nothing, and seem disposed to do nothing to forward our cause.

If we do not stand for our rights now, the fourth generation from our day will not see a railway car run to either Belfast or Murray Harbor. 'Tis true our Island's share of Canada's over expenditure is large—but here lies our danger. If this money or any considerable portion of it be, by any arrangement, paid by the Dominion to the Local Government, it will be applied from time to time to meet the general requirements of the Local Government and we may whistle for our railway. If, on the contrary, we now can get our representatives to persuade the Dominion Government to vote a sufficient sum of this money for the purpose of building the railway, we have a chance, and the only chance we ever can have of obtaining the road. The policy of the late Government was, of the present Government is, and of all future governments (unless we sharply resent) will be to get hold of this money for general local purposes; and if this goes on, where are we? The process has already commenced. At one time $200,000 is abstracted from capital; at another time $500,000 is appropriated to increase the local revenue; and now the present Government, by the minute of council I have referred to, asks for a settlement of the balance. The sum seems large—but it is not likely the Dominion Government will admit the entire claim and if they did I venture to say that between the fast accumulating debt of the colony, the large amounts that could be beneficially placed in improvements, such as building iron and steel bridges in place of the present rotting and expensive ones, and the extravagance into which a profusion of money seems to lead governments as well as individuals, not one cent of this money would be available in the hands of the local Government for building the Belfast railway. Indeed in the game of local expenditure unless we become vastly more alive to our interest than we have been, we should come out at the small end of the horn. The more energetic or more selfish people who have secured to themselves the comforts and convenience of the present railway will, I have no doubt, get the lion's share of this money also, while we good-naturedly stand by to see the scripture verified: "Unto every one that hath shall be given, and he shall have more abundantly; but from him that hath not, there shall be taken away even that which he hath."

It is true, the disposal of this over-expenditure is with the Dominion Government, and that the Local Government has no power to appropriate any part of it for the Belfast railway or for any other purpose; and for that reason it is said the Local Government should not intermeddle. But the Local Government has already intermeddled. It has proved that the money is due the Island, and has strenuously and persistently requested payment—indeed, has succeeded in obtaining a part payment. It is no new thing for our Local Government to urge its opinions upon and make representatives to the Dominion Government on matters that exclusively appertain to Dominion legislation. This is frequently and properly done by all the Local Governments. All that we of Belfast and Murry Harbor ask is that a little of the diligence that has been manifested by our successive Local Governments in connection with this claim, be continued and exerted in our behalf in bringing to the notice of the Government of Canada that the people of Belfast and Murray Harbor are entitled to, and have been promised an extension of the railway; and that they have a good claim—indeed the first claim—for the purpose of such extension, to a portion of the money admittedly due P. E. Island as our share of Canada's over expenditure on public works.

W. S. S.

Belfast, April 10, 1895.

ENGLAND'S LITTLE WAR.

A despatch from Peshawur says that a Jemi Dar of the force of Bengal sappers, belonging to the British garrison at Chitral, was captured by the forces of Sherafzul, uncle of the late Mehtar, but escaped in the disguise of a fakir, and eventually reached Peshawur. He states that when Umra Khan first invaded Chitral a portion of the garrison of that place marched out in an attempt to stop his advance, but was overpowered and obliged to retreat. During the engagement Lieut. Gurdon, able officer, and two native officers and several sepoys were killed. In regard to the capture of Lieutenants Edwards and Fowler and their party, it transpires that they were surrounded by a superior force of tribesmen. The British troops, however, fortified themselves in a small village and resisted for seven days. At the expiration of that time the enemies assured them that peace was restored and invited them and their men to a polo match. The British were suspicious; but, knowing that they were not able to resist much longer, accepted the invitation, with the result that, during the progress of the match, the whole party was suddenly surrounded and overpowered.

RENT THEIR FARMS.

According to the last census there are 12,690,152 families in the United States, and of these families 52 per cent hire their farms or homes, and 48 per cent own them, while 28 per cent of the owning families own subject to incumbrance. On the owned farms and homes there are liens amounting to $2,132,946,562, or 37 per cent. of their value, and this debt bears interest at the average rate of 6.65 per cent. Each owned and encumbered farm or home in the United States on the average is worth $3,352, and is subject to a debt of $1,236. In regard to families occupying farms, it is shown by the census figures that 34 per cent hire and 66 per cent own the farms cultivated by them; that 28 per cent of the owning families own subject to incumbrance, and 72 per cent own free from incumbrance. Among one hundred farm families, on the average 34 per cent hire the farms, 10 per cent own their farms with incumbrance, and 47 per cent without incumbrance. On the owned farms their are liens amounting to $1,085,995,960, which is thirty-five per cent of the value of the incumbered farms, and this debt bears interest at the average rate of 7.07 per cent. Each owned and incumbered farm on the average is worth $3,444, and is subject to a debt of $1,224.

The reason that a man sees double who has gazed too long on the wine when it is red is that the nerve centres are changed by the action of the alcoholic poison. There is a want of harmony in the action of the muscles which move the eyeballs. Consequently, instead of both eyes being focused simultaneously on an object, one eye receives an impression independently of the other. The two impressions are communicated to the brain and the object is seen twice. The inflamed condition of and loss of energy in the brain centers from over-doses of alcohol also accounts for the staggering gait of an intoxicated man.—New York World.

Catarrh. The best remedy is Pond's Extract. For old and obstinate cases, use Pond's Extract Catarrh Cure, 75 cts., and Nasal Syringe, 25 cts.

Glad Tidings of Great Joy

There could be no gladder tidings than news of a cure for consumption. Miller's Emulsion of Cod Liver Oil cures consumption and every disease of the lungs and respiratory organs. Why? Because it supplies new blood to the exhausted system, thus giving a new lease of life. Miller's Emulsion is made from the Oil of the Norwegian Cod Liver, and in conjunction with hypophosphites of lime and soda forms the greatest fertilizer of the age. Miller's Emulsion is the great nerve strengthener and blood maker, and cures Coughs, Colds, Bronchitis, Scorfula and all Lung affections. In big bottles, 50c. and $1, at all drug stores.

PECULIAR in combination, proportion and preparation of ingredients, Hood's Sarsaparilla possesses great curative value. You should **TRY IT.**

Nodd—My wife went shopping to-day and didn't spend a cent.

Todd—Well, wait till to-morrow when she has seen what my wife bought.

WOULD HAVE DIED!

If Paine's Celery Compound Had Not Come to Her Aid.

Nervousness, Sleeplessness, Heartburn and General Weakness.

These Distressing Troubles Are Banished.

Another Strong Proof of the Curing Virtues of the World's Pest Medicine.

The whole wide world is challenged to show a medicine that is doing the same good to suffering humanity as Paine's Celery Compound works from day to day.

The great disease curing medicine is a blessing to the men, women and children of Canada, and its value can never be fully estimated. It is always a rescuer and saver of life, even in times of extreme peril and danger. When people are deceived by worthless advertised medicines, when doctors fail to relieve and cure, and when the sick one is given up as incurable, then it is that Paine's Celery Compound overcomes disease and death, and fully restores the sufferer to health.

The case of Mrs. S. J. McKinlay, of Chelmsford, Ont., furnishes a strong and mighty proof of all that is claimed for Paine's Celery Compound. It is a warning to every sick man and woman, of the danger of experimenting with medicines that have no curative virtues or powers. When health is sought after, Paine's Celery Compound should be used and nothing else.

Mrs. McKinlay writes as follows:—

"I wish you to let the world know what Paine's Celery Compound has done for me. I was afflicted with nervousness, sleeplessness, heartburn and general weakness for five years, and during that time I was doctored and spent a great deal of money without any good results. A friend advised me to use your compound, and I am happy to say it has completely cured me. I now eat well, sleep well, and I am as strong as ever before. I am sure I would have died had not Paine's Celery Compound come to my aid. I wish every woman to know about your wonderful medicine. I will sound its praises all the days of my life."

M. COQUELIN.

The Great French Comedian.

These are the features of the Prince of French Comedians, whose "Tartuffe," which he may be said to have made his own, convulses every audience which has the delight of seeing the master portray the arch hypocrite. Respecting "Vin Mariani," he says: "Strange to say that 'Vin Mariani,' so exquisite a wine, should also be a remedy, and a delicious one at that, so pleasant to the taste and so beneficial to the entire system." And Coquelin merely states a truth which is attested by the most famous men and women of the age, by the foremost medical men, and the managers of all the great hospitals. "Vin Mariani" is indeed beneficial to the system. The weakest can digest it; the most debilitated are benefited by it; the most hopeless are revivified by it; and as has been often said regarding it, "It gives new life and hope." "Vin Mariani" is the great tonic-stimulant of the age, used by the great brain-workers of the world, who find that, exhausted by overwork, it refreshes, strengthens, and builds up the whole system. An album of portraits of many celebrities who have spoken highly of "Vin Mariani" will be sent to those who send their address to Lawrence A. Wilson & Co., Montreal, the Canadian Agents.

WINES FOR EVERYBODY.

France produced three hundred million gallons more wine last year than it could consume or export. The Bordeaux Claret Company of 30 Hospital Street, Montreal, have purchased some of this good nourishing wine from the growers, and are now offering it at $3.00 and $4.00 per case of 12 large bottles, or $1.00 extra per 24 pint bottles. Write for price list to the Bordeaux Claret Company, 30 Hospital Street, Montreal.

Dominion Coal Company, Ltd

The undersigned having been appointed sole selling Agents in the Province of Prince Edward Island for the above Company, are now prepared to issue orders for Round, Slack and Run of Mines, and will keep a Stock of each Mine's Coal on hand to supply customers at lowest prices.

PEAKE BROS. & CO.,
Selling Agents.

Charlottetown, May 25, 1894—tf

Mr. J. Alcide Chaussé
Montreal, P. Q.

A Marvelous Medicine

Whenever Given a Fair Trial Hood's Proves Its Merit.

The following letter is from Mr. J. Alcide Chaussé, architect and surveyor, No. 153 Shaw Street, Montreal, Canada:

"C. I. Hood & Co., Lowell, Mass.:

"Gentlemen:—I have been taking Hood's Sarsaparilla for about six months and am glad to say that it has done me a great deal of good. Last May my weight was 152 pounds, but since I began to take Hood's Sarsaparilla it has increased to 163. I think Hood's Sarsaparilla is a marvellous medicine and am very much pleased with it." J. ALCIDE CHAUSSE.

Hood's Pills cure liver ills, constipation, biliousness, jaundice, sick headache, indigestion.

HOOD'S Sarsaparilla CURES

Grateful—Comforting.

EPPS'S COCOA

BREAKFAST—SUPPER.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided for our breakfast and supper a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gazette.

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