

Quebec Steamship Co. Str "CAMPANA."

From Montreal	From Ch'town
Monday 22nd May	Monday 28th May
Tuesday 4th June	" 11th June
" 18th "	" 25th "
" 24th July	" 31st July
" 30th "	" 6th Aug.
" 13th Aug.	" 20th "
" 27th "	" 3rd Sept.
" 10th Sept.	" 17th "
" 24th "	" 1st Oct.
" 8th Oct.	" 15th "
" 22nd "	" 29th "
" 5th Nov.	" 12th Nov.

Freight handled carefully and at our rates.
 Passengers will find the accommodation the very best, and the trip up and down the St. Lawrence the most delightful.

CARVELL BROS.,
 Ch'town, May 14th, 1900. Agents.
 day wed & sat.

CANADA

Province of Prince Edward Island In Chancery

In the matter of John Bowman, of North Wiltshire, in Queen's County, in the Province of Prince Edward Island, lunatic.

Promised to and by virtue of an order of the Honourable Edward Jarvis Hodgson, Master of the rolls made in this matter upon the application of James J. Johnston, of Charlottetown, in Queen's County, Attorney at Law, Committee of the person and estate of said John Bowman on the first day of August, A. D. 1900, and an order made by the Master of the rolls in amendment thereof on the eleventh day of August 1900. I will set up and sell by Public Auction at the Law Courts Building in Charlottetown, in Queen's County on Tuesday the twenty-fifth day of September next, 1900, at twelve o'clock noon, all that tract piece or parcel of land situate lying and being on township number thirty-one in Prince Edward Island, bounded as follows: that is to say, commencing on the North-eastern side of the North Wiltshire Road in the Southeastern boundary line of fifty acres formerly in possession of John Hathery now owned by William Hathery and running thence North thirty-eight degrees along said boundary line eighty-three chains and thirty-three links or to the rear line of farms fronting on said Road, thence South thirty two degrees east nine chains or to the line run by Robert Harris, and agreed upon between Richard Bowman and Thomas Godfrey as per instrument of assignment bearing date the first day of January, A. D. 1880, thence South thirty eight degrees west along said line to the Southern side of the Railway appropriation, thence along the same Southerly and Southwesterly until it meets the said line run by Robert Harris as aforesaid thence along same south thirty eight degrees west to the North Wiltshire Road aforesaid, and thence following the course thereof Northwesterly nine chains or to the place of commencement, saving and reserving thereout 87-100 of an acre conveyed by Richard Bowman to Her Majesty the Queen and seventeen one-hundredth parts of an acre conveyed to the Commissioner of Public Lands to Her Majesty the Queen for Railway purposes leaving seventy four acres a little more or less. Conditions made known at sale.
 Dated this 17th day of August, A. D. 1900.
 J. A. LONG WORTH,
 Master in Chancery.

McGILL UNIVERSITY, Montreal SESSION 1900-1901.

Matriculation Examinations, preliminary to the various Courses of Study, will be held at Montreal on the 11th and 12th of September, and at Montreal in September, as under.

Faculty of Arts (Men and Women)
 Faculty of Applied Science—Mon 17th Sept.
 Faculty of Medicine
 Faculty of Law
 Faculty of Comparative Medicine and Veterinary Science, Sat. 22nd Sept.
 *In the Faculty of Arts Revised Curriculum, the courses are open also to PARTIAL STUDENTS without Matriculation.

In the Faculty of Applied Science the courses in Civil, Mechanical, Electrical and Mining Engineering, Chemistry and Architecture, are also open to PARTIAL STUDENTS without Matriculation.

Exhibitions for twenty-one first year students in the Faculty of Arts, ranging from \$30 to \$250, will be held on the 17th and 18th of September at Montreal, St. John's, N. B., Charlottetown, P. E. I., St. John's, Nfld. and other centres.

The Royal Victoria College, the new residential college for women, will be ready to receive students on 17th September. The McGill Normal School will be re-opened on 1st September.

Particulars of Examinations, and copies of the Calendar, containing full information, may be obtained on application to W. VAUGHAN, Registrar.



The One Who Coo's
 knows there is one sure way to reach a man's heart, and that is by always having a nicely spread table. To do this you must have the best groceries, canned goods and provisions.

We Can Help You There
 We have the best of everything in that line. What we want is your trade, can we have it?

JOHN McKENNA,
 Queen Street.

ALMOST A MIRACLE

Strange Case of Kidney Disease Reported at Smith's Falls.

SMITH'S FALLS, Aug. 27.—One of the most remarkable cures ever performed by Dodd's Kidney Pills was that of Mrs. George Barnes of this town. Mrs. Barnes was afflicted with Female Weakness and Urinary Trouble resulting from Kidney Disease. The disease had also a serious effect on her senses of sight and hearing, for at times Mrs. Barnes would be exceedingly deaf and short-sighted.

Mrs. Barnes gives an account of her case for publication:—"I have consulted a doctor," she writes, "who gave me medicine that seemed to make me worse at times. I was told of Dodd's Kidney Pills, and I got one box. I have used part of the box and am completely cured, and strange to say both my hearing and eyesight are now unaffected."

A man being asked if he had ever seen the Prince of Wales, his reply was:—"I hadn't seen the Prince of Wales, but my father had some bread and a pint of beer with a man who clearly saw the Duke of York."

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure you. E. W. Grove's signature is on each box.

It is ascertained on scientific data that the air resistance to a railway train of average weight moving 60 miles an hour is 11,374 pounds, nearly six tons.

Minard's Liniment cures Garget in Cows

Four Right Angles one fine day, Were quarrelling on the king's highway A great round circle wheeling by Changed the Angles to a spy.

'Angles,' said he, 'I cannot bear to see you, disagreeing there;

Why not join hands and call it Square?

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

is sent direct to the diseased 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 free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

"How do you feel on the subject of Imperialism?"

"I don't think women ought to be allowed to box us men around the way they do."—Chicago Record.

Minard's Liniment cures Distemper.

Mrs. Waggle—Do you know why this is called a golf bat?

Waggle—Yes, my dear. It's because people who play golf don't wear them.—Judge.

Minard's Liniment cures Colds, etc.

The coast line of the Chinese Empire exceeds 2500 miles and the land frontier 4,400 miles.

Minard's Liniment cures Diphtheria.

DR. GORDON ALLEY
 PHYSICIAN & SURGEON
 (Graduate McGill University)

Office and Residence—Dorchester Street
 Office Hours—9 to 10, a. m., 1 to 3 and 7 to 8, p. m.
 Prompt attention to country calls.

A CARD

R. MACNEILL, M. D.,

Having 30 years experience in the practice of his profession, may be consulted on all branches of general medicine including the specialties.

Office and Residence—Prince Street, 3rd door above Kindergarten Hall.
 Hours—9 to 11 a. m. 1 to 3 and to 8 p. m. day & wkly 3 mos.

New Herring

Just received 25 barrels prime Labrador Herring (warranted). These Herring are not very large, but you prefer flavour and quality to size these are the Herring to buy.

We have just received also some large fat Cape Breton Herring. We can supply them in pails, 1/2 bbls. 1/2 bbls. and by the dozen, also in barrels for the wholesale trade.

For the Preserve Season

We have just received 50 dozen preserve jars in glass and stone which will be sold low to clear out the lot.

Raspberries.
 Orders filled for Raspberries by the pail.

R. F. Maddigan & Co
 Lower Queen Street.

THE "COAL FAMINE" ABROAD.

The "coal famine" in Europe has culminated, and the outlook is for lower prices—barring international complications in China, which would increase the cost of sea freightage.

A special cable despatch to the Herald yesterday noted the strike on the Toff Vale Railway and the consequent enforced idleness of 30,000 Welsh colliers. That number is less than five per cent of the whole number of coal miners in Great Britain, and, while a protracted strike would seriously injure the men, the railway company and the owners of the collieries concerned, it would not check the reactionary tendency in the price of fuel.

It is well known that the prices recently scored made it possible to ship coal from the United States to European ports, and for a reason we will touch upon in a moment vastly increased quantities would be sent if there were any assurance that the present level would be maintained. A glance at the causes that produced the "famine" will make the position clear, and to begin with it is well to remember that Great Britain last year exported upward of forty million tons in excess of her own enormous consumption, the keen demands of her foreign customers being the chief cause of the advance in prices.

The rising tendency was first manifested two years ago, when the great strike of the miners in Wales, at a time when an industrial expansion was increasing the demand for coal throughout the world. Last year, and the strike in the valley of the Loire drove French consumers in increasing numbers to England, where they found themselves bidding in competition with German and Belgium smelters and eager buyers, from Austria-Hungary—also cursed with a strike—Russia and Italy. Iron is the basis of nearly all manufactures, and iron cannot be had without coal, and so iron and coal went soaring together. German manufacturers demanded that the government should prohibit the exportation of coal, and Russia relaxed her tariff to encourage its importation.

Undue importance was attached to the Boer war as a cause of the rise, although it unquestionably did contribute to it. The British government has recently published a detailed report of the vessels it employed to carry troops, material of war and animals from all quarters of the globe to South Africa between July 1 of last year and March 1 of the present year. Two hundred and thirty-seven steamers were engaged many of these making second and third trips. The gross carrying capacity aggregated nearly 1,750,000 tons. Of course, these vessels in their ordinary peaceful trade would have been consuming coal, but their withdrawal caused a scarcity of tonnage, with consequent rise in freights, and freight is a larger factor in the cost of coal than of any other commodity.

Now, coal in the United States is so

plentiful and lies so near the surface and our waterways are so numerous that it can be delivered at the seaboard at much lower cost than the British colliers can put it down to their coast. In Germany the State-owned railways have put the cost of land transport on coal to one-half the British rates, while our own railway transport it for one-fourth of the latter.

With an output—including anthracite—of 250 million tons last year, we for the first time surpassed Great Britain and stood the greatest coal producer among the nations. Notwithstanding our own boom in iron and the attendant rise in that and coal, the price of the latter here was so low compared with the unprecedented rise abroad that the difference was sufficient to cover the cost of transportation across the Atlantic. Hence in February last contracts were made for shipments to Mediterranean ports and Northern Europe, and when the British colliers two months ago "put the screws on" in order to exact higher prices from their home railways, then making their half yearly contracts, further engagements from this side the Atlantic were reported.

The exorbitant prices of coal, however, gave the signal for the industrial reaction now in progress in England and on the continent—just as in this country the business had been overdone. As industrial expansion was the chief factor in the rise, so the present contraction means lessened demand for coal and consequent falling prices. The high prices have naturally stimulated the domestic production of all the countries that import a portion of their coal from Great Britain, and at the same time the appearance of the United States as a competitor has given warning to the European mine owner that there is a limit to his exactions. The advantage that England possesses over this country in the matter of shipping coal is that she exports much less merchandise than she imports and consequently has cheap outward tonnage for coal—often as ballast—whereas in the case of the United States this position is reversed.

The nut of the whole business is this:—A continuance of high prices abroad would encourage the investment of capital in the building of vessels specially designed for the cheap transatlantic transportation of coal, and this done the British colliery owner will find himself face to face with a competitor who will give him good cause to regret his greed.—New York Herald.

GATHERING AND CURING CRUDE RUBBER.

Crude rubber is imported into this country from many widely sections of the globe, and in a wonderful variety of forms, the characteristics of the substance changing widely under varying conditions of harvesting, curing, etc.

The first knowledge of rubber is said to have been secured through La Condamine, a French philosopher,

who, in 1730, was sent by his government to Peru to measure an arc of the meridian, the specimens he secured going to form museum exhibits. South America produces the best rubber in the world, as well as the most of it. The Amazon Valley, embracing rubber forests in Brazil, Bolivia, and Peru, is the centre of the industry, the product being exported from the city of Para, whence the name Para rubber.

The tree which produces rubber, or caoutchouc, as it is called by the natives of South America, is found chiefly in the tropical zone. The rubber trees on the Amazon rise without branches to a height of from 50 to 60 feet, being topped off by deep green leaves six or seven inches in length. Peru's product, lower in grade than para, is known as "Caucho." The rubber trees of Nicaragua and other Central American States, also found in Ecuador, Venezuela, Colombia, and Mexico, produce rubber known as "centros." The Atlantic States of Brazil, south of Para, produce rubber trees from which come the grades known as "Mangabeira," "Pernambuco," and "Ceara."

Africa comes next to South America in the amount of rubber produced, and in the interior of that country there are great rubber forests as yet untouched. Rubber is to be found on the east and west coasts and also on the Island of Madagascar: The East Indies furnish comparatively little rubber, the first exported coming from Assam.

The rubber from the Cameroons is in the shape of little black balls, while that from districts further up the African coast comes in the shape of flat, ugly fragments, known as "oysters."

Fine Para rubber, this country in the form of "biscuits," the excellence of this grade being due in a large measure to the natives' methods of gathering and curing it. They make a longitudinal gash in the bark of the tree with a narrow hatchet, and placing a long with a narrow hatchet, and placing a small earthen or clay cup beneath the gash to catch the thick, white oily liquid which flows from the wound. In a few hours the milk ceases to flow, each wound yielding from three to five teaspoonfuls. The "Serenger," or gatherer, then empties the contents of the cups into an earthen vessel. As the milk soon coagulates the gathering is quickly followed by the curing process, which is done by building a fire of Uruuru wood, over which is placed the bottomless earthen jar or pot shown in the illustration, the pungent fumes issuing through the small aperture at the time serving to "cure" the rubber, which is passed slowly through the hot smoke.

To form the biscuits, the natives take long stakes of wood, sometimes pointed at the end, and quite frequently shaped like a paddle, dip them into the sap buckets, holding them in the smoke after each dipping, until the successive films of rubber solidify around them. A biscuit of Para rubber, therefore, represents the slow and laborious accumulation of hundreds of dippings, so that quite a stretch of

the imagination would be necessary to arrive at the number of dippings required to form the huge Para biscuits illustrated herewith, which weigh 120 pounds and measure 4 feet 3 inches in height, 3 feet 5 inches in diameter, and 9 feet 4 inches in circumference. Such immense masses of crude rubber are said to actually represent a loss to the grower, being used principally by importers for exhibition purposes. Sometimes the natives use a stone as a nucleus, and to prevent this method of securing an illegitimate profit, the biscuits are split in halves before shipment so as to reveal the stake hole running through the middle.—Scientific American.

Trouble in The Stomach

Which Doctors Failed to Remove, Cured by Less Than Two Boxes of Dr. Chase's Kidney-Liver Pills.

The experience of Mr. Blackwell is similar to that of many sufferers with chronic indigestion. Stomach medicine will seldom really cure indigestion. The kidneys and liver must be set right and the bowels made regular and active.

Mr. Joseph Blackwell, Holmerville, Ont., says:—"I derived more benefit from the use of Dr. Chase's Kidney-Liver Pills than from any other medicine I ever took, and can highly recommend them for stomach troubles. I was in a terrible state and could hardly work at my trade. I tried every kind of medicine and doctor, until I was tired doctoring, and before I used one box of Dr. Chase's Kidney-Liver Pills I could see that they were helping me, and after taking a box and a half, found that I was cured."

Nearly every family on the continent has used Dr. Chase's Kidney-Liver Pills or heard of the remarkable cures they have effected. One pill a dose, 25c a box, at all dealers, or Mansson, Bates and Co., Toronto.

CANADIAN PACIFIC RY.

TORONTO FAIR

Aug 27th to Sept 9th, 1900.

For Round Trip from Charlottetown \$24.05.

Going Aug. 28th, 29th and 30th, Sept. 1st and 4th.

For Round Trip from Charlottetown \$20.05.

Going Aug. 31st and Sept. 3rd. Return limit all tickets Sept. 13th 1900.

Canadian Pacific Railway is the popular route; only one night on the road.

Dining cars serve all meals.
 A. J. HEATH,
 D. P. A., C. P. R.
 St. John, N. B.

GREAT CLEARANCE SALE OF BOOTS

THE STOCK OF W. H. STEWART & CO.,

Who Have Gone out of Business, Will be Sold at TREMENDOUS SLAUGHTER

Discounts 30 to 40 per Cent and Half Price.

The Stock Is Practically New.

Now is the time to buy Shoes at your own price—Sale for only Goff Bros will conduct the sale.