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I will guarantee that my Rheumatism Cure will relieve lumbago, sciatica and all rheumatic pains in two or three hours, and cure in a few days. MUNYON.

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J. J. JOHNSTON

Real Estate Agent

Real Estate bought and sold on Commission. Estates Managed. Houses Rented. Rents Collected.

Stampers Block

Charlotte, P. E. I. FOR SALE—A house on Euston Street, in vicinity of Galloway Hill. This house contains 8 rooms and kitchen, in good order, and is heated with hot air. Good stable and large yard in connection, will be sold cheap. Apply to J. J. Johnston, Real Estate Agent.

FOR SALE—Three acres of land in Charlotte, common, near residence of Arthur Peters, Esq., will be sold cheap and on easy terms. J. J. Johnston, Stampers Block.

FOR SALE—about four (4) acres of land in the City of Charlottetown, can be divided into twenty building lots, a genuine Bargain. J. J. Johnston, Stampers Block.

FOR SALE—In the business centre of Charlottetown, a large three story house with lot 5453 (it also) excellent outbuildings, a suitable place for a first class boarding house. Will be sold cheap. Apply to J. J. Johnston, Real Estate Agent.

FOR SALE—A house situated on the corner of Pleasant Street and St. Peters Road. House contains 10 rooms has a good cellar and stable on premises. The house is built 5 years and is in excellent condition. Apply to J. J. Johnston Real Estate Agent.

FOR SALE OR EXCHANGE—A double tenement house on Charlotte Street, now in course of erection. Will be completed in one month. Will be sold cheap or exchanged for property in another part of the city. J. J. Johnston, Real Estate Agent.

FOR SALE—House and lot on Upper Powell Street, near Euston Street. Price \$350.00. J. J. Johnston, Stampers Block.

FOR EXCHANGE—A three tenement house, situated on Euston Street, newly built, brings in a large rent, will be exchanged for a suitable place in another part of the city. J. J. Johnston, Real Estate Agent.

FOR SALE—A two story double tenement house on Bishop Street, each tenement contains six rooms and large yard. Apply to J. J. Johnston, Stampers Block.

Houses To Let.

TO LET—Dwelling house and shop on lower Queen Street, house contains eight rooms, large warehouse attached, everything in first class condition. Rent \$70.00, rent of house alone \$60.00. Apply to J. J. Johnston, Real Estate Agent, Ch'town.

TO LET—On the corner of Prince and Water Streets, a house containing 13 rooms. This place is convenient to railway and boats. Rent moderate. Apply to J. J. Johnston, Real Estate Agent.

FOR SALE OR TO LET—That well known business hotel on Richmond Street, near the market. This hotel contains 23 good rooms and shop, all in good repair, good stabling for 30 horses, with large yard in connection, will be sold at a bargain on easy terms, or leased for a term of years. Apply to J. J. Johnston, Real Estate Agent.

J. J. JOHNSTON, Real Estate Agent, Stampers Block, Ch'town

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USE JUBILEE for the toilet and Light Laundry. Makes child's play of washday.

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A SOLDIER'S SPEECH.

Lord Kitchener at the Guildhall Banquet.

In response to the toast in his honor, at the Guildhall banquet, Lord Kitchener said:

"A man may be proud indeed whose good fortune has placed him in command of troops capable of deeds like these. And, remember, my Lords and gentlemen, I include in this not merely the British army, but the Egyptian army also. (Loud cheers.) For, proud as I may well be of having commanded the British troops in the Sudan, I am no less proud of having, as Sirdar, led Egyptian and Soudanese troops to victory, side by side with men of my own race and blood. (Cheers.) It is on behalf of those of the combined forces that are absent, as well as those that are present, that I desire to tender you sincere thanks for the great honor you have done us. It has been contended, and in former days with some plausibility, that the material from which the Egyptian army is recruited is not capable of being made into good soldiers, but we in the Egyptian army never held that view; we felt confidence in our men, and that confidence has been justified. (Hear, hear.) We tested them at Geneseeh, Tokar, Toski, Ferkeh and Abu Hamud, and were not disappointed, and under the circumstances perhaps the most competent military circles, the Dervishes—(laughter)—showed no disposition to underrate the fighting power of our men. And when the role was changed, and from the defensive we were able to take the offensive, they soon acquired that respect for the Egyptian soldiers that all good troops engaged in the middle of their opponents. (Cheers.) I had to give the Egyptian army arduous work. They had to construct the railway, they had to pull the gunboat and sailing craft through the dangerous cataracts, they had to be on incessant fatigues, moving stores and cutting wood for the steamers. It may be fairly said that had it not been for the work of the Egyptian army the British troops could have not reached Omdurman without far more suffering and loss of life. (Cheers.) And it was not only in these pioneer duties that the Egyptian army distinguished themselves, for when they came in contact with the enemy their discipline, steadiness and courage were prominently displayed. At Ferkeh and at Abu Hamud they, with the Soudanese troops, turned the Dervishes out of their positions. At Atbara they were not behind their British comrades, and at Omdurman, when MacDonald's Brigade—(loud cheers)—repulsed the fierce and determined attacks that were brought against them, I am sure that the thought occurred to the mind of every officer in the British brigades who saw it, 'We might have done it better.' (Hear, hear.) And how was this obtained? By good training, good discipline, and mutual confidence between officers and men. It was on these lines that the army was formed and organized, under Sir Evelyn Wood and Sir Francis Grenfell, and I, with the assistance of the finest body of officers that the British army can produce, have merely followed in their footsteps and developed the principles that they had already laid down.

THE FINANCIAL SIDE.

There is one other point to which I would like to refer before bringing a speech which may have already been too long—"no, no"—to a conclusion. In this great commercial centre it may be of interest if I allude to the financial side of the campaign. Although the accounts have not yet been absolutely closed, you may take it as very nearly accurate that during the two and a half years' campaign extra military credits to the amount of two and a half millions have been expended. In this sum I have included the recent grant that has been made for the extension of the railway from Albara to Khartoum, the work on which is already well in hand. Well, against this large expenditure, we have some assets to show; we have, or shall have, 760 miles of railway, properly equipped with engines, rolling stock, and a track with bridges in good order. I must admit that the railway stations and waiting-rooms are somewhat primitive, but then we do not wait long in the Sudan. (Laughter.) Well, for this running concern I do not think that £3,000 a mile will be considered too high a value. This represents two and a quarter millions out of the money granted, and for the other quarter of a million we have 2,000 miles of telegraphic line, six new gunboats, besides barges, sailing craft and—the Sudan. (Laughter and cheers.) Of course, the railway did not cost me £3,000 a mile to construct, and many other heavy charges for warlike stores, supplies and transport on our long line of communication, including the sea transports of troops from England and elsewhere, had to be met; but, however it was done, the result remains the same. We have freed the vast territories of the Sudan from the most cruel tyranny the world has ever known, and we have hoisted the Egyptian and British flags at Khartoum, the Nile to be hailed down. (Cheers.) I have again to thank you, my Lord Mayor, for the great honor done us on this occasion. I have only one regret, which I feel sure is shared by all present, and which has been given expression to by Lord Rosebery and Lord Salisbury, and that is, that Lord Cromer, who has supported me during the last two and a half years, is not here to support me to-night, and to receive in person the thanks to which he is so justly entitled, and which I am sure you would willingly have given. (Loud cheers.)

ALL HEADACHES

Send 31 cents in one-cent stamps to World Dispensary Medical Association, Buffalo, N. Y., and receive Dr. Pierce's 1008 page COMMON SENSE MEDICAL ADVISER, illustrated.

PUBLIC WORKS IN P. E. ISLAND.

China Point Wharf, etc.

Sir L. H. Davies was at one time looked upon by his friends as the future deliverer of his country and especially of his native Province. For his country he was to destroy the "cursed" incubus of protection—"cursed," he said, "of God and man"—root and branch "and introduce his sovereign balm of long delayed Free Trade. For this Province he was to deliver it from the neglect of the Tories in regard to Public Works. He only prayed for the opportunity, and he would display at once his power and his sincerity. The opportunity came; but the boon he was to confer has not realized. In fact, today, after a few years of office, we find him with no higher aim than subservient following in the train of J. Israel Tarte in his march through Quebec distributing favors to his insatiable lovers with a right royal hand.

It has become notorious that Sir Louis, in order to more successfully play his part, proclaimed himself to be of French descent. With Sir Louis a Frenchman and the South Shore railway thrown in, would surely be enough to tranquilize the most moderate mutineer. The French, with the Welsh blood which Sir Louis proclaimed in Wales, flowing in his veins, makes his organization highly complex. More especially as he, all his life, previously to his becoming a belted knight, was content to pass off simply as an Englishman. A fourth line of railway between Quebec and Montreal, known as the South Shore, which is to cost millions, was not enough to appease the good people of Sorel. Sir Louis, in order to ensure their loyalty to the Grit party, had to announce that he had a small flow (it must be very small) of French blood in his veins.

Think of J. Israel Tarte accompanying Sir Louis to Belfast or Caledonia, and proclaiming himself to be of Scottish descent, after both had given solemn assurance (such only as Sir Louis and Tarte can give, though often broken) of the early construction of the Belfast and Murray Harbor railway, so long delayed, and the Hillsborough bridge—the affect would be tremendous. The Hon. J. Israel Tarte would be lionized. Will they come? Though Sir Louis deserts his native province, J. Israel Tarte will not desert his friends in Quebec. Its public works are paramount and must extinguish any hope for poor P. E. Island. The fourth line of railway between Quebec and Montreal, which J. Israel Tarte promised at Sorel, will cost millions, while a few thousand is boggled over where Sir Louis' native Province is concerned.

With the exception of the money spent on the steamer Petrel at Cape Traverse and the amount spent on the P. E. Island railway at North Wiltshire—both monuments of incapacity and well-known devotion to party interests instead of the public good—the two years of Grit rule have been the most barren in the record of the Province, so far as any real improvement of its public works is concerned.

Take China Point wharf, for instance. One block of that work—so necessary for the shipping accommodation of a thriving section with abundance of produce to ship—was drifting in the channel. \$500 was voted in 1896, but we have yet to learn if the money has been expended. The result is not visible as far as ordinary eye can detect. In the early days of last session the member from East Queen's called the attention of the Government to the condition of this wharf—and though \$2,000 was placed in the estimates China Point and Cherry Valley, &c., are yet without the means of shipping. If we remember rightly when Mr. Martin asked for information as to the disposal of the \$500 voted in 1896, Sir Louis showed his temper and his teeth by sarcastically threatening to strike out the vote altogether. Such is the Liberalism and courtesy of our great Liberal chief at Ottawa.

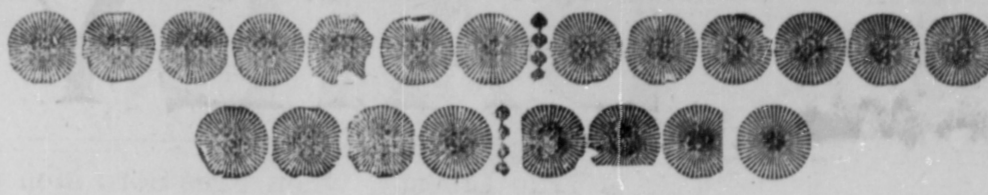
What has become of the other Public Works which Sir Louis talked about for the last 15 years, where are the trams he shed at our public meetings, bewailing the woes of the farmers, and denouncing the government for neglect.

Did he dread Vernon River, where he said the people were all his friends? Did he do anything for Wood Islands whose people he said loved him? What about Murray River and Belle River both so near his hear, what about Summerside and the wharf at Cape Traverse, which he tried to jam with his Petrel experiment. The list is too large, the reader can fill it out for himself, again we ask what has become of the trams our Sir Louis shed for his Province, were they crocodile tears?

They must have been.

Who does not know women and young girls who are continually in tears? Who always see the dark side? Who have frequent fits of melancholy without any apparent cause? The intelligent physician will know that it is some derangement of the complicated and delicate feminine organs. The young girl suffers, bodily and mentally, in silence. There is undue weariness, unexpected pain, unreasonable tears and fits of temper. Dr. Pierce's Favorite Prescription exerts a wonderful power over woman's delicate organism. It is an invigorating tonic and is specific for the peculiar weaknesses, irregularities and painful derangements of woman. Careless, easy-going doctors frequently treat their women patients for biliousness, nervousness, dyspepsia, liver or kidney troubles, when the real sickness is in the organs distinctly feminine, and no help can come till they are made perfectly strong by the use of Dr. Pierce's Favorite Prescription.

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—BUT THEY—

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You don't have to apologize for wearing one of our Suits

The best dressed young men in the city wear FIT-REFORM Double and single breasted Tweed, Serge or Worsted Suits, \$10, \$12, \$15 and \$18, Blue, Black and Brown Beaver Overcoats, all custom made, stitched throughout with silk, trimmed with the best possible care, and our prices are \$10, \$12, \$15, \$18 and \$20

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: ULSTERS :

Irish, Canadian, and Island Frieze Ulsters, lined with good heavy tweed for \$4.75, \$5.50, \$6.50, \$7.50, \$8.50, \$9.50, \$11, \$14.

Children's Reefers Children's Ulsters

90c, \$1.25, \$1.75, \$2.00, \$2.50, \$3.00, \$3.50 and \$4.00 \$2, \$2.50, \$2.85, \$3, \$3.25, \$3.50, \$3.75, \$4, \$4.25, \$4.50, \$4.75 and \$5.00.

Youths' Reefers Youths' Ulsters

\$2.50, \$2.75, \$3.00, \$3.25, \$3.50, \$3.75, \$4.00 and \$4.50. \$4, \$4.25, \$4.50, \$4.75, \$5.00, \$5.50, \$6.00, \$6.50 and \$7.00.

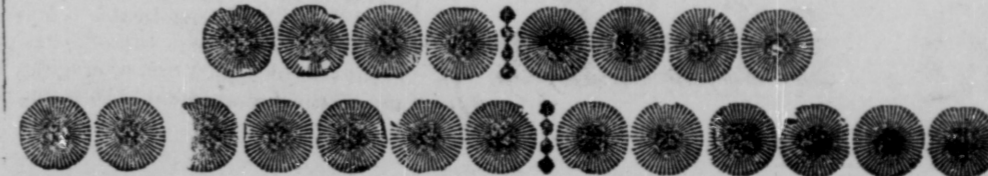
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Every Tuesday, at 1 p. m. calling at Hawkesbury and Halifax.

RETURNING leave Boston every Saturday at noon.

Passengers leaving Ch'town Wednesday morning via Pictou, can make close connection at Halifax with S. S. "HALIFAX."

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For further rates and all information apply to H. L. Chipman, Canadian Agent, at Halifax, or to W. W. CLARKE, Agent, Ch'town.

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Northumberland & Princess Leave as below every day (Sundays Excepted)

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From SUMMERSIDE (on arrival of morning train from Charlottetown) for Point Du Chene connecting with day train for St. John.

Connection at Moncton with train for Canada and at St. John with Steamers of International Line and Railways for United States and Canada.

From PICTOU for Charlottetown after arrival of train about midnight from Halifax.

From CHARLOTTETOWN, via a. m. (local) for Pictou, connecting there with day train for Halifax at Halifax with C. A. & P. Line for Boston.

F. W. HALES Ch'town, P. E. I. SECRETARY

To Boston

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Charlottetown to Boston via, Pictou and Halifax \$8.75

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Quebec Steamship Co'y, Ltd "STR. CAMPANA."

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