

Last Quarter, 3rd day, 5h 23 m. a. m. N. New Moon, 10th day, 2h 52 m. a. m. N. E. First Quarter, 17th day, 12h 4 m. m. N. W. Full Moon, 25th day, 4h 19 m. p. m. E.

Table with 4 columns: Day of Week, Sun rises, Sun sets, High water. Rows for Friday through Saturday.

senate read. room

TERMS: Four Dollars a Year.

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

Single Copies Two Cents

NEW SERIES. CHARLOTTETOWN, P. E. ISLAND, SATURDAY, SEPTEMBER 2, 1893. VOL. 32.—NO. 58.

LOCAL TIME TABLES.

P. E. I. RAILWAY.

Express leaves Charlottetown 7.00 a. m. Accom. do 7.30 a. m. Express leaves Charlottetown 7.20 p. m. Accom. do 7.40 p. m.

CAPE TRVERSE BRANCH.

Train leaves Emerald Junction 6.15 p. m. Train leaves Cape Traverse 7.25 a. m. Train arrives Emerald Junction 8.15 a. m. Train arrives Cape Traverse 7.05 p. m.

TRAINS FROM THE EAST.

Express leaves Charlottetown 4 p. m. Accom. do 4.30 p. m. Express arrives Charlottetown 10.20 a. m. Accom. do 10.45 a. m.

STEAMERS.

Leaves Boston for Charlottetown, Saturday, 10 a. m. Express Charlottetown for Boston, Thursday, 6 p. m.

STEAMER FASSETT.

Leaves Halifax, N. S., for Charlottetown, every Monday, 6 p. m. Arrives Charlottetown from Halifax, about 6 a. m. Wednesday.

STEAMER ST. LAWRENCE.

Leaves Charlottetown for Summerside, about 10 a. m., Wednesday. Arrives Charlottetown from Summerside, about 4 a. m., Thursday.

STEAMER ST. PICTON.

Leaves Charlottetown for Pictou, N. S., 6 a. m. Arrives from Pictou, N. S., about 6 p. m.

SOUTHPORT AND WEST RIVER.

Steamer leaves Charlottetown for Southport, 6 a. m., and runs every half hour until 10.30 p. m. Leaves Southport for Charlottetown, 6.15 a. m., and runs every half hour.

Monday—Steamer leaves Charlottetown for Rocky Point at 2 p. m. and 4 p. m.

Tuesday—Leaves Charlottetown for Rocky Point at 9.30 a. m., 12 a. m., and 2 p. m. Wednesday—Leaves Charlottetown for Rocky Point, 9.30 a. m., 12 a. m., and 2 p. m.

Friday—Leaves Charlottetown for Rocky Point, 9.30 a. m., 12 a. m., and 2 p. m.

Saturday—Leaves Charlottetown for Rocky Point, 9.30 a. m., 12 a. m., and 2 p. m. Sunday—Leaves Charlottetown for Rocky Point, 9.30 a. m., 12 a. m., and 2 p. m.

Monday and Thursday—Leaves Charlottetown for Rocky Point, 9 a. m., 11 a. m., 2 p. m., 4 p. m., and 6 p. m.

Tuesday, Wednesday, Friday and Saturday—11 a. m., 3 and 6 p. m. Sunday—Leaves Charlottetown for Rocky Point, 4.30 p. m.

STEAMER JACQUES CARTIER.

Tuesday—Leaves Charlottetown for Orwell, 4 a. m., and 3 p. m. Wednesday—Leaves Charlottetown for Orwell, 3 p. m.

Thursday—Leaves Charlottetown for Orwell, 3 p. m.

Arrives from Orwell—Tuesday and Wednesday, 10 a. m. Arrives from Orwell—Thursday, 8 p. m. Friday—Leaves for East River, 4 a. m., and 3 p. m. Arrives from East River, 9 a. m., and 7.30 p. m.

Saturday—Leaves for Crapaud, 3 a. m., and 10 a. m.

Arrives from Crapaud, 10 a. m., and 9.30 p. m. Calls at Vernon River every alternate Wednesday, beginning 24th May. Leaves for Mount Stewart every alternate Friday, beginning 25th May.

STEAMER ELECTRA.

Leaves Charlottetown for Murray Harbor, Georgetown and Montague, every Thursday at 12 a. m. Arrives at Charlottetown from Murray Harbor, Wednesday evening.

P. E. I. RAILWAY.

Until further notice the trains of this Railway will run daily (Sundays excepted) as follows:

Trains will leave Charlottetown:

Express for Summerside and English, 6.00 a. m. Accommodation for Mount Stewart, 6.30 a. m. Accommodation for Summerside, 7.00 a. m. Express for Mount Stewart, Georgetown, town and Southport, 7.30 a. m.

Passengers for the West can leave Charlottetown at 9 a. m., arriving at Summerside at 8.15 and English at 11.35 a. m., returning same day, reaching Summerside at 4.35 and Charlottetown at 6.15 p. m. Express Trains make close connection at Summerside with the train for St. John's and other points. Passengers going East can leave Charlottetown at 6.30 a. m., arriving at Southport at 8.15, at Georgetown at 9 a. m., returning to Charlottetown same day, arriving at 3.35 p. m.

Trains will arrive at Charlottetown:

Express from Georgetown, Southport and Mount Stewart, 6.30 a. m. Accommodation from Mount Stewart, 7.00 a. m. Accommodation from Summerside, 7.30 a. m. Express from Summerside, Georgetown, town and Southport, 7.30 a. m.

All Trains are run by Eastern Standard Time.

J. LUNSWORTH, Superintendent, Charlottetown. D. FOTTINGER, General Manager, Moncton.

S. R. FOSTER & SON.

Manufacturers of Wire Nails, Steel and Iron cut Nails and Spikes, Tacks, Brads, Shoe Nails, Hungarian Nails, &c. Sr. JOHN, N. B.

GARD.

MISS MELLESHAM, M. L. A. of Mount Allison Ladies College, will open classes in this city about the first of September in the Evening and Physical Culture. The method of instruction will be the same as at the Emerson School in Toronto and Summerside.

MISS MELLESHAM will also take a limited number of pupils in Music.

For terms, etc., apply at Residence, Corner Great George and King Streets.

MARINE INSURANCE.

British and Foreign Marine of Liverpool. Reliance Marine of Liverpool. Nova Scotia Marine of Halifax.

Hulls, Cargoes and Freight insured at lowest rates.

Sterling Certificates, payable in any part of the world, issued on application. FRANK W. HYNDMAN, Charlottetown.

GRAND SALE OF FURNITURE.

Continued daily until the whole of our immense stock is disposed of.

Good Work, New Styles, Bottom Prices.

At Our Warerooms, Queen Square. Come one! Come all! Save money and get the best goods. Picture Framing, Looking Glasses, etc.

John Newson.



CHEAP Preserving Sugar!

The berry season is now here, and almost every house keeper wants to buy some good, cheap Sugar for preserving purposes.

BEER & GOFF have just received over 15,000 pounds of RAW WEST INDIA SUGAR (suitable for either table use or for preserving) which they are offering for sale as cheap as the common Refined Sugar is being sold at. Call early and get a supply of the cheapest and best Preserving Sugar in the City at

BEER & GOFF'S QUEEN AND KING SQUARE STORES

Charlottetown, July 26, 1893—m & c

Branch Confectionery.

I have opened a BRANCH CONFECTIONERY in the Store in the Stamper Block recently occupied by Mr. Theo. L. Chappelle of the Diamond Bookstore, where I will keep everything usually found in a first-class Confectionery. I am fitting up a new and improved Soda Fountain, which I will have in operation in a few days. I will keep only the best Fruits and the purest Confectionery.

W. A. HUTCHESON, Confectioner.

June 27—cod.

COAL! COAL! Marine Insurance.

We beg to inform the public that we have opened a COAL DEPOT at our No. 2 Wharf. We will be glad to book orders for all kinds of Coal at very lowest rates.

PEAKE BROS. & CO. aug7—cod if



By the Way!

Do you want a nice, comfortable SUIT for Summer wear? THE MCKAY WOOLEN COMPANY is the Firm to say of. This Month we are offering special INDUCEMENTS in SUMMER CLOTHING. Prices lower than anything ever heard of in Charlottetown.

McKay Woolen Mills.

Charlottetown, July 6, 1893.

CARRIAGES Light Brahma Chickens

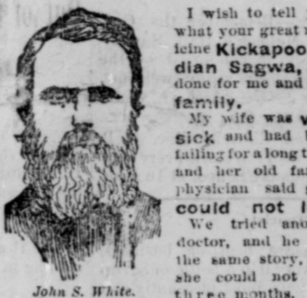
A FEW very fine ones, for sale cheap, if taken immediately. F. C. COTTON, July 16

HONEST PRAISE.

Kickapoo Indian Sagwa Does Good Work in Maine.

Ernest endorsement of Kickapoo Remedies from the Extreme North Eastern Section of the United States. Merit Alone Could Have Made These Remedies so Widely Known and Universally Indorsed by the People.

MONTICELLO, Aroostook Co., Me. Oct. 16, 1892.



I wish to tell you what your great medicine Kickapoo Indian Sagwa has done for me and my family.

My wife was very sick and had been falling for a long time, and her old family physician said she could not live.

We tried another doctor, and he told her she was not to die, but she could not live three months.

I then heard of your remedy and told my wife about it. I was taken sick and my trouble was pronounced Dyspepsia by a physician.

Some time after this I was taken sick and my trouble was pronounced Dyspepsia by a physician.

I had a cold I was completely cured. At my wife's suggestion I tried Kickapoo Indian Sagwa again, and after using less than two bottles I considered myself entirely well.

Kickapoo Indian Sagwa, made by the Indians from roots, herbs and bark, their own gathering and curing, is obtained in any drug store.

WANTED.

Wanted, for a country store, a CLERK, female preferred, who is a competent single-entry bookkeeper. Apply, giving references and stating salary expected. Address "E." The Examiner's Office. Aug 14—mon to fri

When we assert that Dodd's Kidney Pills Cure Backache, Dropsy, Lumbago, Bright's Disease, Rheumatism and all other forms of Kidney Troubles, we are backed by the testimony of all who have used them.

RUSSIAN RECIPES.

Old Dishes That Would Seem Dainty and Delightful. A Russian lady, who has viewed with interest the triumph of "Russian tea" in America, volunteers some more national recipes for which she hopes the same success.

Make a good light paste and cut into small squares; place in the center of each square a mince composed of sweet-bread, chicken, veal and game, all cooked with a chopped onion in rich bechamel sauce; fold up and poach in hot bouillon; drain and cover with chopped parsley and fried bread crumbs; serve with white soup. These make a good dinner for any one, and the broth is both strong and palatable for invalids.

Here is an odd ball salad: Ten red beets boiled, some grated horseradish, salt to taste. Peel and slice the beets, and put a layer into a deep china bowl; cover this with a layer of horseradish, then beets again, etc. Pour over enough boiling vinegar, well salted, to cover all; cover and set away for 24 hours.

Another novelty is apple-cress salad: Here the washed and picked cress is water-cress, add four or five tart apples, peeled, cored and sliced thin. Mix with the cress and dress with pepper and salt, and vinegar, as usual.—New York Sun.

Send 25 "Sunlight" Soap wrappers (wrappers bearing the words "Why Does a Woman Look Old Sooner Than a Man") to Lever Bros., Ltd., 43 Court St., Toronto, and you will receive by post a pretty picture, free from advertising, and well worth to have. This is an easy way to decorate your home. The soap is the best in the market and it will only cost a postage to send in the wrappers, if you have the cress open. Write your address carefully.

How to Get a "Sunlight" Picture.

For Sale or to Let. The Premises recently occupied by Mr. John Beer, Corner Cumberland Fitzroy Street—a commodious and pleasantly situated house fitted throughout with hot water heating apparatus—with good stable and coach house. Apply to W. W. BEER, July 9 if

BY RAIL TO VICTORIA NYNANZA.

The Road Has Been Surveyed and the Officials Say it is Practicable.

The railway between the Indian Ocean and Victoria, which was surveyed at the expense of the British Government, is likely to be built. The report of the surveyors has been published and the route of the railway is so gratified to hear that there are no serious difficulties in the way.

Nearly every enterprise in Africa which involves surveying usually brings to light some striking errors in the maps. The surveyors of the Victoria Nyanza railway have discovered an important second-class in the position assigned to the eastern shore of the lake. It has been made on our maps to extend too far east. The result is that the railway would be about 100 miles longer than was supposed from the estimates made in 1891.

The most direct route possible to the northeast shore of the lake has been traced, and it is found that the road will be 657 miles long.

The estimated cost of the projected railway is \$11,300,000, or an average of \$120 per mile. The gauge proposed is three feet six inches. No tunnels will be necessary and none of the bridges would be considered in other countries, even weighing fifty pounds to the yard and from thirty to thirty-six feet in length are recommended, and also steel trestles, each weighing seventy pounds. It will not be economical and hardly practicable to use wood for sleepers. It will be practically indestructible by such mechanical appliances as are within reach of the natives. It is also better for the country, because the cutting of the grass and the temptation to use wooden sleepers for fuel or for fueling loads would expose a line that would be a source of many risks. White ants are also numerous, and timber can hardly withstand their assaults.

Only a local traffic is expected at the stations, and in order to keep down the working expenses the surveyor recommended that the stations at first be built at least thirty miles apart. A station at the coast and at the northeast corner of the Victoria. During the construction of the railroad a telegraph line will be necessary and the large number of workmen employed and the constant work of the line will render the telegraph free from any danger of destruction by the natives. The surveyors anticipated that the construction of the road will have a revolutionary effect and will entirely do away with the Masia raids upon the territory adjacent to the railway.

For the first two years it is expected that the bulk of the labor on the railroad will have to be imported from India. It is also necessary to maintain a special railroad police force. The route passes through some of the richest cultivated districts and the most populous regions in East Africa. From its terminus on Lake Victoria communication by steamboats along the lake will connect the railway with the article outlet that is so necessary for the development of these countries.

The general average speed of the train is estimated at twelve miles an hour, including stoppages. On sections with easy gradients, and these include the greater part of the line, a speed of twenty miles or more may be permissible. When the line is first opened trains will be run only by daylight. This gives a running time of ten hours, or total distance traveled each day of about 120 miles.

The officials take a favorable view of the railway, and in their opinion, the actual working expenses of the road for the first few years would not exceed \$100,000. It is probable that the road at the outset would be nearly able, to pay the working expenses, and the most popular of the sort to be carried out in Africa.—N. Y. Sun.

Recalling the incident years afterward, Edison, in the laboratory at Menlo Park, gave so practical an illustration of the catastrophe that an explosion ensued, filling the place with stifling fumes, and creating a stampede among some distinguished scientists assembled in a room above the laboratory. Through the blinding vapor they descended, excitedly demanding an explanation.

"Oh!" said Edison, amused at their exclamations, "It was only showing the gentle men how that explosion occurred on the Grand Trunk line."

The destruction of the boy's railroad laboratory transferred his operations to the basement of his father's house in Fort Huron. In order that his chemicals should not be disturbed, he labelled every bottle "Poison."—August St. Nicholas.

The Lady Journalist. Lady journalists have now got beyond the stage of mere toleration; they are important factors in the newspaper world, and have rights which the old men do not disdain to vindicate from the attacks of male editors. This is fully proved by a case which has been decided in the city of London. Mrs. Lucie Armstrong, a lady journalist, sued the proprietor of a weekly paper, for the price of certain two-column articles on fashion, which contained blocks representing the usual swan-necked and wasp-waisted ladies whom "distresses" elevated into models of beauty. When the account came up for settlement the editor or manager wished to deduct from the measurement the space occupied by the pictures. "No," replied the lady, "I have sometimes great difficulty with these blocks, and am entitled to count them in my articles, and I was paid for them accordingly." She had used and custom in her favor. You can always tell a novel whose author is paid by the line. It is crammed full of adjectives and adverbs, and the dialogue—monosyllabic if possible. In that way he covers a lot of space with little effort, but his employer never seeks to cut down his pay because much of the paper is full of blanks. The same with printers. They justify themselves by the fact that they call "fat" in setting up widely spaced matter and nobody seeks to deprive them of it. Mrs. Armstrong's case is even stronger, because a great deal of skill is often required to prove what the fashion picture really represents. She was therefore amply entitled to the "fat" the judge awarded in the order of payment for the space occupied by the blocks—his verdict being in her favor for £15.—London Daily Telegraph.

Burning Oysters. Jersey oysters used oysters for fuel. Resuscitation of the Apparently Drowned. In the resuscitation of the apparently drowned the two points to be aimed at are: First and immediately, the restoration of breathing; and secondly, after breathing is restored, the promotion of warmth and circulation.

Mr. R. L. Allen, of Ottawa, writes: "Having been troubled with weakness of the lungs and general debility the past two years, I concluded to give Putner's Emulsion a fair trial. I have taken seven bottles, and find my health much improved, my lungs stronger, my weight increased twelve pounds."

The Best Advertisements. Many thousands of unsolicited letters have reached the manufacturers of Scott's Emulsion from those cured through its use, of consumption and scrofulous diseases! None can speak so confidently of its merits as those who have tested it.

THE LATEST FISHING REEL. That MATTHEW, McLEAN & CO., 30 St. East, may the highest price in cash for Mackel, Collier and Hake, delivered at their store, and is invariably the highest price for the cheapest bait, Salt Bait and other supplies. 31-34 York way.

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It is Made of Ordinary Flour Mixed With Hazelnut Powder.

An ingenious and seemingly valuable invention is that of a German baker for a new method of preparing bread fresh for a long period. It consists in mixing ordinary flour with the powder of hazelnuts. The invention will, it is said, put an end to the great waste in storing up any kind of flour or kindred substances, and also baked goods, such as cakes or biscuits used in the army and navy. In preparing the bread from the kernels are first removed from the shell and then are ground or reduced to powder. Only the white substance, the kernel is ground. The powder or flour thus produced is added to that which is to be preserved in a proportion varying between 3 and 25 per cent, care being taken that the mixture is as thorough as possible, as it is important that the fatty element of the powdered kernel shall pervade the whole substance.

The flour so mixed acquires a property which enables the bread or other goods made of it to keep much longer than similar goods of ordinary flour. The fatty or oil element prevents the absorption of moisture to a great extent, and also prevents the formation of mould, mildew or similar growths. In addition to this the albumen and fat in the hazelnut enhance the nutritive qualities, because of their nutritive qualities.

Edison's Railway Newspaper. Had Edison been a less energetic boy he might have remained to this day a vendor of news. But scarcely had he reached his fifteenth year when he resolved to edit and publish a paper of his own. For this purpose he purchased three hundred pounds of old type from the Detroit Free Press, whose composition was one of his favorite resorts when out of duty.

Attached to his train there was a springless freight car, with a room set apart for smoking. Owing to the bad ventilation, passengers rarely entered this compartment. Here the newboy deposited his type and set about the publication of the Grand Trunk Herald. It was a twelve by sixteen-inch sheet, printed by the pressure of the hand, and on one side only. The Herald was issued weekly, and sold for three cents a copy, or eight cents a month, and reached a circulation of several hundred. The paper was very popular, and was a source of changes, accidents, market reports, and general information.

Railroad men of prominence were among its contributors, and it became celebrated at the time for the way gossip, changes, accidents, market reports, and general information.

Not content with his success as editor, publisher, and train-boy, Edison now applied to chemistry, and having secured in the railroad shops some old retorts in exchange for papers, he fitted up in the Herald office chemical laboratory. Rich in Fresenius's "Qualitative Analysis," which he had thoroughly studied, the materials were ready to hand, he stood on the threshold of a new world, with the dawning consciousness of the message nature's united forces had in store for him.

Recalling the incident years afterward, Edison, in the laboratory at Menlo Park, gave so practical an illustration of the catastrophe that an explosion ensued, filling the place with stifling fumes, and creating a stampede among some distinguished scientists assembled in a room above the laboratory. Through the blinding vapor they descended, excitedly demanding an explanation.

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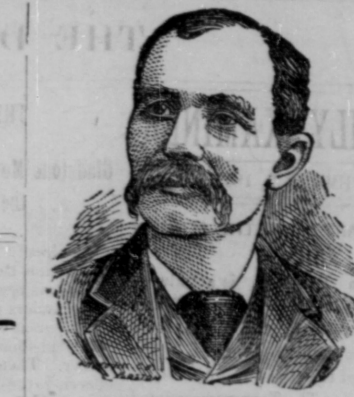
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DYSPEPSIA, Threatened Heart Failure

LIVER TROUBLE, Cured by One Course of SKODA'S DISCOVERY.

G. W. Pearson by occupation is a Carpenter and Builder. He is favorably known in Waldo Co. He says:— "For years I have suffered from Indigestion, Heart and Liver Trouble. At times my Heart would beat so feebly, I would be obliged to cease work for days at a time."

"I tried physicians and remedies, without number, but got no permanent relief, until I commenced the use of SKODA'S."

"I have taken one course, and am perfectly well. My wife has also received great benefit from the use of SKODA'S DISCOVERY and SKODA'S LITTLE TABLETS."

Mr. Pearson will answer any letters or inquiries. SKODA DISCOVERY CO., WOLFFVILLE, N. S.