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Belfast and Murray Harbor Railway.

Hansard of May 1st to hand, contains a full report of the speech made in the Commons on this subject by Alexander Martin, Esq. It is very exhaustive; but owing to its great length and our limited space, we are unable to give it in full.

"A large part of the Province is debarred at present from even taking any advantage of the communication which the Stanley at present affords. The Dominion of Canada may have, and think it is doing a great deal for us in providing a new steamer to replace the Stanley. But I have this remark to make, and I wish the members of the Government to give some attention to it, that during the time that steamer is performing service in Prince Edward Island in the winter season, the traffic is so great that the boat is self-sustaining, or more than self-sustaining. So that so far as the boat is of service to the Province of Prince Edward, that Province is paying you a quid pro quo, and is not any burden on the Dominion of Canada.

"I may say that this line is proposed to extend between Southport, opposite Charlottetown, and Murray Harbor, and I am going to make this assertion in regard to the ports between these two points, that there is not one well-equipped harbor between Charlottetown and Murray Harbor South, the proposed terminus of this road. I am sure that the Minister of Marine and Fisheries will bear me out in every word I say. Take these harbors seriatim from Murray Harbor South to Charlottetown, and I doubt if there is one well-equipped harbor on that coast. Take the first one at Murray River. It is naturally a good harbor, but it needs dredging. Private enterprise had to step in and provide the accommodation at Murray River, which the Dominion Government have time and again refused to provide, and you still refused to dredge it. Take the next harbor, that of Wood Islands. The late Government, to be sure, spent a good deal of money there, but the harbor is practically of little service. As it is, it either wants a little dredging or else still further extension of the western block before it is fit for shipping for vessels of any size. Take the next harbor, Belle River. The Minister of Public Works is not in his place, but last session I asked for a very small sum, one or two thousand dollars, to be expended at Belle River, and what answer did I receive? The Minister of Public Works got up and told me that that harbor was under his control, and he did not spend money on any harbors in this Dominion which were not under his control. I immediately asked for a return showing the amount of money which this Government had spent for three years on harbors over which he had no control, and the answer made me was that the expenditure was so large, and the harbors so numerous in different parts of Canada in which expenditures were made, that he could not bring the return down last session, and it has not yet been laid before the House. So that when an expenditure is wanted in Prince Edward Island the Minister of Public Works can stand up and say, "Oh, well, we are not spending any money on private harbors. I can spend no money on a harbor not under my control." But when it comes to a harbor in Quebec or some other province, the money is freely voted. * * *

"The next harbor contiguous to Belle River is Pisette harbor. This harbor is one in whose interest the hon. Minister of Marine and Fisheries has often pleaded, when he was on this side of the House, but I am afraid that he has forgotten what he said so often in reference to the inadequacy of the shipping accommodation there. I hope Sir that, perhaps this session, that harbor may receive some attention. Take next the harbor of Vernon River. Perhaps the hon. members of this House may not be acquainted with that harbor, but I am sure the hon. Minister of Marine and Fisheries knows the difficulties that harbor has to contend with. That harbor has been in need of dredging for years. And again, during thirteen or fourteen years, advocated the dredging of the harbor, but since he has crossed the floor to that side of the House he has forgotten it completely.

ly. Take the next harbor to Vernon River—China Point, and it has a history. The pier at China Point has floated down the river, and has been in that condition for two or three years. I think there was an appropriation of \$500 a few years ago, and an appropriation last session of \$2,000; but I do not think that there is any accommodation for bipping at that point yet. Take the next harbor from China Point—Pownal and Alexandria. These two harbors need attention. I may say, what I said at first, that there is not one well-equipped harbor between Charlottetown and the proposed terminus of this road. The expenditure on these harbors in Prince Edward Island has been very small, there is more spent on one harbor in some of the other provinces in the Dominion than in the whole Province of Prince Edward Island."

Continuing, Mr. Martin spoke as follows:

"The Liberal party will now read itself in many eyes, and in the eyes of the people of that province, and of the whole of Canada, if it reduces the rate on the Prince Edward Island Railway to a fair and equitable basis as compared with the Intercolonial Railway. I referred to the starting point of this road as being at Southport, and I may say that it will pass through some of the richest parts of the province. Starting from Southport it passes in the vicinity of Keppoon, Alexandria, Pownal, Village Green, Millview, Cherry Valley, Mount Herbert, Dunslogh, Johnson's River, Auburn, Fort Augustus, Esquid, Fairview and Avondale. Turning to the south it goes through or not far from the flourishing sections of Vernon River, Orwell, Albert Plains, Uigg, Kinross, Dundee, Fairville, Lyndale, Valleyfield, Grandview, Newton, Belfast, Montague, Sarrey, Garlaich, Middleton, Melville, Flat River, Caledonia. Let me say here, and I hope the Minister of Marine (Sir Louis Davies) will give me his attention at this particular point, there is a very large interior section of the country here, which, perhaps, it is rather difficult to place in communication with railways, for there would no doubt be a good deal of trouble in getting a line so as to accommodate a large portion of this section, unless great care were taken to select a proper route. I may say that the proposal of the late Government to build a spur at some point of the new line by the way of Montague Bridge was a good one, and unless that is done, the beneficial results which will arise from the building of this road will to some extent not be fulfilled. I do hope, although the road has been surveyed, that the Minister of Railways will seriously consider this, and that the Government will consider the desirability of the short spur I have mentioned. Now that conditions have changed in Prince Edward Island, and that we have shipping in the winter months of fresh fish, butter, poultry, &c., it is all the more important that ten or twelve miles of railway should be built here, which would serve the eastern parts of lots 57 and 58. I wish to call the attention of the Minister of Marine to that, and trust that he will have it carried out by the Government. The road turns at this point to Murray River, and passes through or in the vicinity of Wood Islands, Clenden, Mount Vernon, Iris, Dover, Glen William, Peter's Road, Little Sands, High Bank, White Sands, Hopefield, and from Murray River down to deep water at Murray Harbor South. As I said, it will afford an alternative route in the winter, should the steamer Stanley be caught in the ice as she has been time and again for some years past. Some hon. members of this House may think it a light thing that a steamer loaded with freight and passengers should be floating about ten or fourteen days in the ice. If you build this road and make this the proposed terminus, it will give you an alternative route for that steamer in the winter, and you are doing a work that is not only beneficial in this province, but which assumes Dominion importance. This spur line will be of great accommodation to the farmers and fishermen for shipping in the winter season. It will shorten the route over which they have to ship about four-fifths, and I need hardly say that that is quite an item in shipping freight. Now, Mr. Speaker, I do not think that any good reason can be shown why the construction of the proposed road should not be proceeded with.

The speaker here submitted an elaborate statistical statement to show Prince Edward Island's claim to increased railway accommodation and public works. Referring to the proposed bridge across the Hillsborough, towards the close of his speech he said: "I need not say, Sir, that that shows the people of the province have some confidence in the building of this road, and are anxious to proceed with it. This sum of \$12,000 a year will represent the interest on the large sum of \$400,000. Now \$400,000 is quite a large sum for a small province like Prince Edward Island, for it is nearly \$4 per head of the population. While they have already spent at the rate of \$23 per head for railways in Prince Edward Island, they are now willing, in order to extend the railway system which was introduced there over 20 years ago, to bear the further

burden of \$400,000. This fact shows the great necessity which exists for the road. The subsidy which is at present voted for the bridge by the Province of Prince Edward Island is one half as much per capita as has been paid by the great province of Ontario for railways altogether; and I have pointed out that the province of Ontario came into this Dominion without having previously expended anything for railway construction."

From Sir Louis Davies' brief remarks in answer to Mr. Martin, we learn that "the matter has not yet been finally decided upon." He says he is "not without hopes that later on the Government will be able to make some proposition with regard to the matter." Continuing he said: "It (the Belfast and Murray Harbor Railway) has to be considered, of course, along with other projects in other parts of the country. But I have a right to think that the righteousness and feasibility of the scheme are such as will commend it to my colleagues as they have commended it to myself." This does not look over-optimistic.

Marine and Fisheries.

(Extracts from S. D. Scott's Ottawa letter of the 13th to the St. John Sun.)

The ministers are not obtaining the supply from the house with undue precipitation. Mark Twain speaks of a newspaper man in Constantinople whose journal had a circulation of 15 copies. The man was getting rich, but he was doing it with great deliberation. Opposition members are voting supplies at about the same rate of speed. The discussions are on items which are easily assailable, but it must be admitted that the immediate purpose might be served with fewer observations. The ultimate object is not announced, but perhaps it would be safe to say that the Government will not get the estimates through with alacrity until something more is known of the re-distribution bill. At the close of last session, when two or three important bills, a number of railway subsidies and a heavy assortment of supplementary appropriations were brought down in a bunch, Mr. Foster made an announcement. He pointed out that the ministers had withheld a great part of their important legislation to the last hour, after most of the members had gone home, and declared that if he should be alive and in his place next year, this thing would not be allowed to happen. The ministers would probably happen business for this year if they would bring down their important legislation at once. The ancient and time-honored recourse of parliament is to withhold supply from government until grievances are redressed. This is also a recourse for an opposition which can only protect itself by checking the vote of supply until the intentions of government are disclosed.

It happened yesterday that the estimates before the House were open to attack. Sir Louis Davies, who is not unpopular with the opposition, and who keeps his temper well under fire, was not so explicit in his explanations as some of the members thought he ought to be. This was probably because the minister of marine was not himself acquainted with the details of the vote which he proposed. His position is also weak from another cause, in which he has the sympathy of his colleagues, most of whom are in the same position. When Sir Louis took office he announced his intention of carrying on the services of his department for less money than his predecessors had expended. Now it happens that during the last decade and a half the department of marine has been in the control of careful men. Mr. Foster and Sir Charles Hibbert Tupper are not given to extravagance and always keep a careful watch on the outlay in their departments. Mr. Costigan was perhaps not so particular, but his control of the marine department was brief and the traditions as to expenditure were maintained.

So it happened that when Sir Louis Davies having made it his particular business to criticize the extravagance of the department of marine, assumed that he was going to manage it for less money, he found that his control was too much for him. But in his haste he reduced the vote last year so that it was rather lower than the amount required in previous years. For next year he asks a large additional sum, apparently more than has usually been expended under conservative ministers. When confronted with the smaller vote of last year, Sir Louis, while the sorrow is big at his heart, humbly confesses that he did not take money enough. He is asking for a large supplementary vote to help him out in his current year, and, as was said above, wants a bigger appropriation for the year that will commence in July.

Sir Louis offers an explanation to the effect that the Aberdeen will be run next year at the expense of the general lighthouse and ocean and river service. She was so managed this year, though the vote was taken on the assumption that her outlay would be charged to fishery protection. Sir Louis says that the transfer of this charge from one branch to another, while increasing the vote for navigation security, does not im-

ply increased outlay. But when asked whether the vote for fishery protection will be cut down by the amount that the other vote is increased, he replies in the negative. So the matter stands. At the present moment Sir Louis's career as an economist and reformer is somewhat under a cloud.

Coming down to matters of detail, attention is called to a note rather high charges for supplies. Mr. Taylor and Dr. Sproule found difficulty in understanding why the \$2.50 a barrel would be paid in St. John for potatoes supplied to the Lansdowne by Mr. Cotter. In Mr. Taylor's part of the country \$1.50 per barrel for turnips would be excessive. Nor is it clear to him and Dr. Sproule that \$5.50 per barrel should be paid for apples, or \$2.40 per bushel for peas, or \$2 for beans. The Ontario members are prepared to supply provisions and freight them to the maritime provinces at half these prices, and market quotations in St. John would seem to indicate that some of the charges were 100 per cent. higher than they ought to be.

Mr. Ellis offered defence. He quoted the price of potatoes per peck in St. John to show that \$2.50 a barrel was not high, but was confronted with the suggestion that the prices he quoted referred to new potatoes in July. Mr. Ellis rather excited the envy of the western farmers by stating that in the maritime provinces the prices paid for the goods for the Lansdowne were not excessive. He supposed that the captain of the ship must have been struck with the appearance of a fine barrel of apples some time in the spring, and that \$5.50 might not be too much to pay for these particular goods. It was pointed out that baking powder was not usually sold at fifty cents a pound, and Mr. Macdonald of Prince Edward Island could not understand why Sir Louis should pay higher prices for cheese, condensed milk, baking powder, and other products of Prince Edward Island when bought at Souris than was paid by his agent for the same goods in British Columbia after they had been carried across the continent. Mr. Macdonald does not object to the purchase of goods from the gentleman at Souris who protested his election, but he could not justify the payment of double prices even to so good a party man.

For Kid Gloves there is no place like Sentner, McLeod & Co's.

Queen Street Emporium

W. Grant & Co., Importers and dealers, keep constantly on hand a large and choice assortment of the best groceries which they sell at lowest prices.

Flour, Tea, Coffee, Kerosene Oil, Fish, etc. etc. SEED! SEEDS! SEEDS!

A splendid selection of all kinds of clovers, timothy, peas, vetches, imported seed wheat, garden seeds, wholesale and retail.

FARMING IMPLEMENTS! Having bought the entire stock of Frank Beales at LEPAGES OLD STAND, we are now prepared to supply all kinds of Farming Implements. We are also agents for the celebrated McLaughlin Carriage Co., and the Deering Harvesting Co. We have always on hand a full line of ploughs, harrows, cultivators, etc. Repairs of all kinds. Washing machines, wringers, and wringer repairs.

All these goods are offered at the lowest prices. Call and examine our stock before purchasing elsewhere.

W. Grant & Co., Queen Street, Charlottetown, P. E. I., April 26, 1899.

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Women Need Not Suffer

From those terrible side aches, back aches, headaches and the thousand and one other ills which make life full of misery. Most of these troubles are due to impure, imperfectly filtered blood—the kidneys are not acting right and in consequence the system is being poisoned with impurities.

DOAN'S KIDNEY PILLS are daily proving themselves woman's greatest friend and benefactor. Here is an instance: Mrs. Harry Fleming, St. Mary's, N.B., says: "The use of Doan's Kidney Pills restored me to complete health. The first symptoms I noticed in my case were severe pains in the small of my back and around the loins, together with general weakness and loss of appetite. I gradually became worse, until, hearing of Doan's Kidney Pills, I got a box from our druggist. I am pleased to testify to their effectiveness in correcting the troubles from which I suffered."

MISCELLANEOUS. At a cafe a group of gentlemen were discussing politics. A young fellow entered and joined in the conversation, but his argument did not please the others, and one of them said to him: "Be quiet! At your age I was an ass myself." "Well, Sir, times is been mighty tight with me lately, so I whar take a little horse's vote."

INFLAMMATORY RHEUMATISM. Mrs. W. J. Wadsworth, Toronto Junction, says: "For 3 months I was confined to my room with inflammatory rheumatism and suffered intense pain. Doctors failed to do me good. Five boxes of Milburn's Rheumatic Pills cured me."—Price 50c.

Ask for Minard's and take no other. Minard's Liniment Relieves Neuralgia. Worms of all kinds are promptly expelled by Dr. Low's Pleasant Worm Syrup. Nice to take. Price 25c.

MILBURN'S STERLING HEADACHE POWDERS are easy to take, harmless in action and sure to cure any headache in from five to twenty minutes.

SCROFULOUS SORES. Mrs. Annie Wright, Derham Centre, Ont., writes: "I had scrofulous sores on my face all one winter, and before I had taken six bottles I was completely cured."

Permanent Cure of Chronic Constipation. Perhaps you've suffered with constipation for years, tried all the pills and purgatives you've heard of or read of, without getting any more relief than the one dose of the medicine afforded.

Are You Weak? There's a Remedy that will make you strong; give you vitality and energy; invigorate the heart; enrich the blood; make the pale cheeks rosy.

Milburn's Heart and Nerve Pills. Mrs. Mahlenbacher, who lives at 29 Ann St., Berlin, Ont., made the following statement: "I have suffered from nervous prostration and general debility for the past four years, often despairing of a cure."

Our Seeds THE BEST THAT GROW The above line is a strong one, but we stick by our motto.

Our Seeds, The Best that Grow. Our Specialties. Choice Flower and Garden Vegetable Seeds.

See our 1899 Catalogue or new varieties. Sweet Pea Seeds.

HASZARD & MOORE, Seedsmen, Booksellers and Printers, Sunnyside.

BEER & GOFF, GROCERS.

Could Only Whisper.

Often Colds settle on the Throat and Bronchial Tubes, and make the voice hoarse and husky, and an effort to speak, distressing. It may be reduced to a whisper or lost entirely for a while. In cases of this kind nothing will so soon give relief and restore the voice as

Dr. Wood's Norway Pine Syrup. This is what Thos. J. Smith, Caledonia, Ont., writes: "A year ago I had a very severe cold which settled on my throat and chest. I got so bad I could scarcely speak louder than a whisper. I tried several cough medicines but got very little relief until I used two and one-half bottles of Dr. Wood's Norway Pine Syrup, which completely cured me." Price 25c.

Laxa-Liver Pills cure constipation without any griping, weakening or sickening. Price 25c., all druggists.

HEART DISEASE. Has been frightfully prevalent late. If your heart palpitates, throbs, skips, beats or is weak, do not fail to use Milburn's Heart and Nerve Pills. They strengthen the heart, steady and regulate its beat, and restore it to healthy, normal action.

Pat (telling his troubles)—"Well, then, your riveter, we got behind with the rent." "No—! And what was that owing to?" "Pat (confidentially)—"Well, I believe it was all owing to the landlord."

For internal or external use HAYWARD'S YELLOW OIL cannot be excelled as a pain relieving and soothing remedy for all pain.

The flesh of the crocodile is regarded as a delicacy by some of the natives of India. —Exchange. And the flesh of some of the natives of India is regarded as a delicacy by the crocodile. —L. A. W. Buelstine.

Minard's Liniment Cures Colds, etc.

Permanent Cure of Chronic Constipation. Perhaps you've suffered with constipation for years, tried all the pills and purgatives you've heard of or read of, without getting any more relief than the one dose of the medicine afforded.

Agents will tell you they can sell as cheap as you can buy from the manufacturer.

Buy from us direct, and we will convince you that this is told to effect a sale and make something out of you.

We employ no agents, as we prefer to make all sales right in our shop, where customers can see what they are buying.

Cairns & McFadyen, June 8, 1898—y Kent Street, Charlottetown.

EPPS'S COCOA. Distinguished everywhere for Delicacy of Flavor, Superior Quality and Nutritive Properties. Specially adapted for the nervous and dyspeptic. Sold only in quarter lb. tins, labelled JAMES EPPS & CO., Homeopathic Chemists, London, England.

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Sold by us is manufactured by skilled hands on the premises, in Morris Block. We pay no profits to clothing manufacturers, but sell direct from maker to wearer. We are therefore in a position to give you up-to-date Clothing made from this season's materials at lower prices than you can get elsewhere.

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All-Wool Tyke Pattern Serge Suits \$9.25 All-Wool Oxford Tweed Suits 9.50 All-Wool Twilled Worsted Suits - 9.50 Trousers made from Oxford Tweed 1.75

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To be cleared out quick, AT GREATLY REDUCED PRICES.

Agents will tell you they can sell as cheap as you can buy from the manufacturer.

Buy from us direct, and we will convince you that this is told to effect a sale and make something out of you.

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