LOCAL AND OTHER ITEMS.

THE Convent Schools closed for the Christmas Holidays on Thursday last, and will re-open on January 10th.

THE children of Miss Lantry's Catechism Class had their annual Christmas Tree on Wednesday evening last.

THE Moncton *Times* has issued a special number (eight pages), filled with reading suitable for Christmas times.

THE *Colonial Standard*, of Pictou, N. S., published its Christmas number on Friday last. It is printed on tinted paper, and contains much interesting reading.

ON Sunday next (New Year's Day), there will be a Solemn Pontifical Mass sung in St. Dunstan's Cathedral, followed by a *Te Deum*, in honor of the Pope's Jubilee.

THE Anniversary Mass, called the Month's Mind, for the repose of the soul of the late Rev. Doctor Grant, will be celebrated at the Cathedral on Tuesday next, January 3rd.

THOMAS HANDRAHAN, Esq., of the firm of Peake Bros & Co., left here yesterday afternoon for Halifax, whence he sails, in a few days, for England. He does not expect to return before March.

A FIRE broke out in the Electric Light Station about 3 o'clock yesterday evening, and burned along the walls of the first story. It caught from a small stove and was extinguished before much damage was done.

As will be seen by reference to our advertising columns, Connolly Bros. have dissolved partnership. The business will henceforth be carried on by P. Connolly & Co., who have on hand a choice assortment of all kinds of Groceries.

WE return thanks to Messrs. A. W. Morris & Bros., proprietors of the J. A. Converse Cordage and Plaster Works, Montreal, and also to Messrs. Manchester, Robertson & Allison, for the beautifully illuminated Calendars which they have sent us.

WE have received the December number of the *Collegium*, which is double the usual size, and contains a choice Christmas story, an account of Rev. Dr. Grant's death, and a very interesting letter describing a trip from Summerside to Rome. We wish the *Collegium* continued success.

WE have received the Christmas number of the Halifax *Herald*, which, with the supplement, contains six pages of interesting reading, suitable for holiday times. Among the other original matter contained in it is "A Graphic Story of Pioneer Life in P. E. Island," written by His Grace Archbishop O'Brien.

MR. B. BYRES, of this city, while skinning a cow on Friday last accidentally cut himself in the calf of the leg, severing a large artery. The bleeding from the wound was so great that his life was for some time despaired of. He was taken to the Charlottetown Hospital, where the severed artery was tied, and the bleeding stopped.

THE Christmas number of the San Francisco *Monitor* is to hand, and contains two supplements, one entitled "The Christmas Supplement," and the other "Pope Leo's Jubilee Supplement." These, with the regular edition of the paper, make in all sixteen pages of instructive reading. The number is also illustrated with numerous engravings.

WE have received from the manufacturers of "Scott's Emulsion of Cod Liver Oil," a handsome Lithographic Calendar for 1888, which contains a number of useful receipts, and also a beautiful picture entitled "Little Playmates." It will be sent by Messrs. Scott & Browne, of 132 and 134 South 5th Avenue, New York, to any address upon receipt of three cents in stamps.

THE Steam Navigation Company's boats have stopped running. The steamer *Lansdowne* started from here early yesterday morning for Pictou with the mails, but did not get out of the harbor before one o'clock in the afternoon. She will probably return to Georgetown to-day. The *Northern Light* also left here for Pictou yesterday. She will coal up and go to Georgetown to await orders.

AT the Literary and Scientific Institute, on Thursday evening last, Mr. Oliver Rattenbury, Attorney-at-Law, read a very interesting paper on the "Study of Science." The paper was well prepared and excellently read. Mr. Rattenbury inclines to the idea that much of the time at present devoted to the study of Classics in our schools could be more usefully employed in studying Science. Quite an interesting discussion took place on the question treated of, which was participated in by the President, J. McDonald, E. Roche, P. McCourt, Dr. Leeming, W. Smallwood, J. McSwain, K. J. Martin, and others.

THE Christmas market held here on Friday last was well attended, and the supply of fat beef, abundant in quantity and excellent in quality. As usual, Messrs. Blake Bros. led off, their meat stall contained a number of heavy carcasses and was well worthy of a visit. The stands of Messrs. Saunders & Campbell, B. Henderson, and J. Drake, were also well filled with heavy meat. The upstairs presented quite a pleasing aspect, the decorations which had been in use at a bazaar held in the same hall the night before were left standing, and tended to give the place a Christmas appearance. Numerous geese and turkeys were exhibited for sale, and the number of purchasers ascending and descending the stairs was so great, that a policeman had to be stationed on the landing to keep the passage-way clear.

ON last evening Dr. James McLeod delivered, before a large audience assembled in St. James' Hall, an interesting and instructive lecture on the "Evolution of Medicine." The lecturer pointed out the different land marks of medicine from the earliest times down to the present day. He showed clearly the antiquity of the science and dwelt at length upon the different theories of the Ancients as to the causes of disease, and also their different modes of treatment. He spoke of the rapid strides this science has made in our own day, so that a physician, by carefully following the rules prescribed, may now undertake a case which twenty years ago it would be hazardous to attempt. Dr. McLeod threw in a few valuable suggestions in the course of his lecture which, if acted upon, would be of great benefit to the community.

General News.

RAILROAD ACCIDENT.

The Halifax *Herald* of the 23rd inst., contains the following account of an accident on the Picton branch railroad:

Two special trains, one laden, the other empty, both employed drawing coal, were locked together in a manner impossible to describe. Sixteen cars were derailed, ten were totally destroyed, and both engines damaged to a considerable extent. It appears that Conductor A. McLean, having for driver George Footham, left Truro with a train of empty hoppers early this morning. He had orders to cross Conductor McElhinney's special at Union. After passing the Valley and just entering the heavy rock cutting half way from the Valley to Union, the driver espied an engine on the same track coming from an opposite direction. His train was going very slow, so he whistled down brakes, and shouting to his fireman, Kennedy, they jumped from the engine. The Conductor and brakesmen on McLean's train ran to the brakes, but the collision occurred, and the cars on which they stood came to a stand still. McElhinney and his driver, Paul Peterson, were running, it is said, on orders to cross McLean at the Valley. Peterson saw McLean's engine just in the nick of time to save his life. He whistled brakes, reversed his engine and jumped, his fireman followed. Both engines crashed together and were locked hard in an instant. The cars of both trains expended their velocity upon each other and many were splintered. Kindling wood lay around in grest profusion, while coal and chunks of heavy iron newly broken and twisted rods, etc., were strewn for fifty yards. The engines were consecutively 123 and 124, and had been built at St. John. The tender 123 was telescoped. The boiler of both engines were close together and intact. The smoke stacks, head lights, and so forth were broken into junk. A flat car stood high on end. A boiler from Matheson's in New Glasgow, lay fifty yards from the track. Among the splintered debris of the four coal hoppers, brakeman James W. Hill, of Truro, lay in an unconscious heap. He was picked up and a doctor telegraphed for. Dr. D. H. Muir came over on a special, with District Superintendent Wallace and others. Hill was examined and found to be suffering from a shock. Several ribs were stove in and broken. Otherwise he is all right, and has rallied. He was taken home. The damage to rolling stock is tremendous. The morning trains were delayed, but passengers and baggage were transferred. The road is now clear. Evening trains were not delayed. Both engines were got on the track with running gear in fair order, and brought to Truro. An operator sat all day in the cold with his instruments on a car transmitting orders from the wreck. Mr. Wallace deserves credit for his promptness in making arrangements to clear the track. Section men were brought from all directions.

A MONSTER AT SEA.

A New York despatch to the St. John *Sun*, dated the 22nd inst., gives the following relative to the big raft recently towed from Nova Scotia by the steamer *Miranda*: "Captain Leeson was completely worked out when he landed this morning. Four terrific gales were encountered on the voyage, and the great mass of timber tugged so hard at its cables that sometimes the raft literally towed the steamship backward. The cables were two in number—hemp hawsers, one fifteen in diameter and the other ten inches. The breaking away occurred in a most severe southwesterly gale. The large cable was the first to give way to the great strain, and then the ten inch hawser pulled clear of the vessel, carrying with it the bits and a portion of the steamer's deck. Of the two cables 940 feet went with the raft. The two floated for the major portion of the voyage 1,000 feet astern of the tug. Several times before the raft broke away it seemed as if it would be necessary to cut it adrift to prevent the steamer being lost with all on board, but Capt. Leeson held on with true British pluck, and would have brought his charge into port with him if the monster had not settled matters in its own way. As a matter of fact, before they were parted by the stress of the gale the cables had been constantly watched and wound over and over again with matting, and otherwise protected and strengthened at the points where they were fastened to the *Miranda*. Capt. Leeson says the struggle to keep the raft in tow and protect the cables was one of the most exhaustive trials to which a crew were ever subjected. Even in the calmest of weather it is no easy matter to prevent chafing and avoid accident, but in this case the difficulty was a thousand times augmented by the fury of the elements. In the very height of the gales the raft had to be humored as if it were a baby possessed with the very incarnation of perverseness. But for the exceptional severity of the weather he has no doubt that he would have landed his tow in New York, and he is not at all disheartened by the failure of the first attempt at this novel method of conveying spiling by sea. The great raft, if it is still intact, is now close to the track of the largest European passenger steamships, and has from 14 to 16 feet of the bulk above water. A steamship might as well collide with an iceberg as strike this vast mass of logs. The result would be one of the greatest ocean catastrophes of the age. When it was known that an attempt would be made to tow the raft from the Joggins, the Beaver line of steamers, in conjunction with the Allan, at the request of the Boston Board of Underwriters, drew the attention of the Canadian marine department to the danger thereby likely to be created to navigation, but before the notice was received the raft had started on its perilous voyage. The underwriters absolutely refused to insure the raft. It will thus be seen that the steamship lines are face to face with the very danger they anticipated. There were but two or three sticks of timber detached from the raft on the way, and it is believed that the structure will keep intact for a long time." Mr. Robertson gave the *Sun* man a hearty greeting. He was on the *Miranda* on Sunday morning when the raft broke away from her, and gave a graphic description of the scene. "It was blowing a perfect hurricane," said he. "I had to hold on fast to keep from being bodily blown from the deck. It was worse than a hurricane. It was a cyclone, for the wind seemed to whirl around us, first coming from one point and then from another. I have been in about all quarters of the globe and have seen some pretty severe storms, but that of Sunday outrivals them all. My experience at sea is also no slight one, for I have been on the ocean a great deal, but I never saw such a storm as that. The ocean was fearfully rough. Great quantities of spray dashed all over the vessel for hours. But that the *Miranda* was a staunch craft I would not be alive to-day to talk to you. The big fifteen inch hawser parted first, about one-third of the distance from the raft to the steamboat, and the ten inch hawser parted immediately afterwards. I climbed into the rigging and kept sight of the raft for nearly an hour. Will she go to pieces? You can tell the *Sun* that I built that raft to stand heavy weather, and although I did not estimate for cyclones, I am sure it is holding together yet. We will bring it into New York soon, or my name is not Robertson."

WRECK OF THE BARQUE "SCOTLAND

The New York *Herald* of a recent date contains the following: During the big gale that blew off the coast of New Jersey on Saturday night the barque *Scotland* ran ashore near Sea Girt. All hands, however, were saved. The *Scotland*, which hails from Nova Scotia, is commanded by Captain William Munroe. She had a crew of twenty men, and besides these there were the Captain's daughter and a young lady who was a friend of Miss Munroe's. The *Scotland* left Liverpool for this port on November 15. She was loaded with 300 tons of cement and 4,000 empty oil barrels. It was about nine o'clock on Saturday night. A heavy snow storm was falling, and as Bodwick Pearce, of life saving station No. 9, and Augustus Wooley, of station No 8, patrolled the dreary sands they could scarcely see, owing to the force with which the wind was driving the snowflakes into their eyes. But through the blinding storm they discovered lights out to sea, half a mile north of the Beach house, so close to the beach that they knew at once that a vessel had run ashore. The two patrolmen at once lit danger signals. They soon received a reply in the form of a burning torch from the stranded vessel. They at once started off to their respective stations to summon aid. Captain Robert F. Longstreet and his crew of seven men started to the spot off which the vessel lay, and reached it a few minutes before Captain Shibler arrived with six of his gallant crew. In less than ten minutes the Lyle gun had been placed in position and a line had been shot over the vessel It was pitch dark, and the heavy snow storm made matters worse. The men on board the vessel were unable to find the line. The line was but a half inch in diameter, and hour by hour the sailors of the *Scotland* hunted for it among the stays, but could not find it. Occasionally they would light a torch on board to let those on shore know that they appreciated their services. The life-saving crews kindled, too, a fire on the beach, and with wet feet and empty stomachs made the best of a bad job, for it was one of the roughest nights they had ever experienced. It is now two o'clock in the morning. The sailors on the *Scotland* were still vainly hunting for the line. A messenger was sent off to fetch Captain J. W. Havens, superintendent of life saving service. Two hours later the superintendent turned up. He and Captain Longstreet took turns at the speaking trumpet, trying to explain to the *Scotland's* crew where the line had fallen, but without success.

Meanwhile the tide was falling, but it was not till six o'clock that it had fallen sufficiently low to allow the life savers to approach near enough to the vessel to make her crew understand them. Superintendent Havens went down so far into the surf that his hip boots got filled with water. Up went the speaking trumpet, and at last he succeeded in making the *Scotland's* men "catch on" Some of them went out on the jibboom and there they found the line The captain of the barque then sent a message in a bottle asking for a tug. Superintendent Havens replied that a steamer could not arrive till the afternoon. A little later the life saving crews hauled off a hawser and sent the breeches buoy to the stranded vessel. At noon two of the crew were landed, and Captain Cooley then started for the barque, where he found that the cargo was consigned to Snow & Burgess, of this city. It was not until three o'clock that Miss Munroe and her companion got ashore. Captain Longstreet had gone aboard to arrange the breeches buoy for their safe carrying. The young ladies seemed to enjoy their trip immensely, and were very profuse in their thanks to the gallant captain for his assistance. If the weather holds good the vessel can easily be floated. Captain Munroe and his officers will remain on board meanwhile, and communication with the shore can be kept up with the hawser. Captain Munroe is a part owner of the *Scotland*, which was built in Nova Scotia six years ago. Her spanker boom was carried away on Saturday night and fouled the wheel, thus rendering the vessel unmanageable. The captain then cast his anchor to starboard, but the chain parted and this obliged him to run ashore. The life saving crews had a very hard time of it with the *Scotland*. Not only was the weather as foul as it could be, but the plucky fellows went fasting from four o'clock on Saturday afternoon until two o'clock yesterday afternoon. However, they made up for lost time then.

Give Them a Chance.

That is to say, your lungs. Also all your breathing machinery. Very Wonderful machinery it is. Not only the larger air-passages, but the thousands of little tubes and cavities leading from them. When these are clogged and choked with matter which ought not to be there, your lungs cannot half do their work. And what they do, they cannot do well. Call it cold, cough, croup, pneumonia, catarrh, consumption, or any of the family of throat and nose and head and lung obstructions, all are bad. All ought to be got rid of. There is just one sure way to get rid of them. That is to take Boschee's German Syrup, which any druggist will sell you at 75 cents a bottle. Even if everything else has failed you, you may depend upon this for certain.

P. E. Island Railway.

NEW YEAR'S EXCURSION.

RETURN TICKETS AT ONE FIRST-CLASS FARE will be issued to and from all Stations on this Railway, on SATURDAY, DECEMBER 31st, inst., and on MONDAY, 2nd JANUARY, prox., good to return up to and on January 3rd, 1888.

J. UNSWORTH,
Acting Superintendent.

Railway Office, Charlottetown, Dec 26, 1887. } dec 28 1i

Wanted,

AT ONCE, from 50 to 75 bushels of good Hardwood Burned CHARCOAL, delivered at the Store of

A. HERMANS & SON.

Charlottetown, Dec. 28, 1887.

Dominion Boot and Shoe Store.

TREMENDOUS STOCK OF BOOTS & SHOES.

The best quality and lowest prices ever offered on P. E. I.

Do not buy anywhere until you see this grand stock. For quality and cheapness cannot be surpassed.

J. B. MACDONALD, (SUCCESSOR TO J. PEDERSON.)

Charlottetown, Nov. 16, 1887—1y

SEWING MACHINES, AT A BARGAIN.

ONE first-class RAYMOND SEWING MACHINE, new, and also one second-hand for sale very cheap. Apply at the

HERALD OFFICE.

Charlottetown, May 25, 1887.

1887-8. Christmas and New Year's. 1887-8.

CONNOLLY BROS.

TAKE this opportunity of wishing their many customers a **Merry Christmas and a Happy New Year**, and to thank them for the patronage extended for the past year; also to announce that the Partnership existing heretofore under the name and style of CONNOLLY BROS., has been dissolved by the retirement of JOHN CONNOLLY, and that the business in future will be carried on by the remaining partner, P. CONNOLLY, under the name and style of

CONNOLLY & CO.,

who hope that by strict attention to business to merit a continuance of the favors extended to the late firm, and who have now on hand a large and varied assortment of GROCERIES suitable for this festive season, which will be sold at prices that cannot be beat in the City. Come and see our stock of Raisins, Currants, Figs, Dates, Nuts, Essences, Candied Peels, Jams, Jellies, &c., &c., before purchasing elsewhere We have the

Largest Stock of Christmas Confectionery in the City,

and are selling CHOICE TEAS at a slight advance on cost. Also a large assortment of Havanna and Domestic Cigars, and a full line of Briar Root Pipes.

Please give us a call and see if we do not mean what we say.

BEER

WHEN you see our Goods and prices you will need no words of ours to convince you that they are

BARGAINS

of the choicest kind in every line of Dry Goods, Carpets, Cloths and House Furnishings. Just call and see for yourself. Actions speak louder than advertising, and we are fully prepared to show by our actions that we are determined to please you by giving you

The Very Best Value Obtainable for Your Money

in Dress Goods, Sacques, Dolmans, Fur-lined Cloaks, Muffs, Fur Sacques, Coats and Robes, Cloths, Flannels, and Wool Goods of all kinds, Carpets, Oil Cloths, and all kinds of House Furnishings.

BROS.

Charlottetown, Dec. 7, 1887.

Puttner's Emulsion

OF COD LIVER OIL, &c.,

Is highly endorsed by the Medical profession for its wonderful curative effects produced in cases of Pulmonary Consumption, Chronic Cough, Bronchitis, Throat Affections, Asthma, Scrofula, Wasting, and Diseases of Women and Children in cases of the Nervous System, such as Mental Anxiety, General Debility, Loss of Vigor, Want of Energy, Languid Appetite, Paralysis, and the many Diseases due to the insufficient supply of Nervous Force. For weak and delicate Women and Children Puttner's Emulsion will prove invaluable. Sold by all Dealers throughout Canada.

BROWN BROTHERS & CO.,

Nov. 2, 1887. Druggists, Halifax. N. S.

CHRISTMAS RENDEZVOUS

XMAS AND NEW YEAR GIFTS — THE BEST AND CHEAPEST.

SANTA CLAUS

SHOULD BE HERE,

But He is Engaged for the Week

BY

THEO. L. CHAPPELLE

Know All Men by These Present (for Xmas and New Year,)—

It is our *conviction* that you *will* get at the

DIAMOND BOOKSTORE AND BAZAR

The Best Value for the *least* money.

We deduct from 10 to 25 per cent., as our *judgment* will *warrant* the *trial*.

To the buyer the wheel of fortune may take a *turn he* does not expect and give *a sign meant* for his benefit. Come early; *Santa's* going to get bargains.

THEO. L. CHAPPELLE,

DIAMOND BOOKSTORE.

Charlottetown, Dec. 21, 1887—1i

CUT THIS OUT and return to me with ten cents, silver or stamps, and receive, post paid, 146 Songs and a complete Story, written by a popular author. Address,

R. F. MADIGAN,
Charlottetown, P. E. Island.

P. O. Box 298. dec 21, 2i

1888.

JUST ISSUED,

CHAPPELLE'S

P. E. I. Almanac

FOR 1888.

IT IS THE PAR EXCELLENCE OF ANNUALS.

Everybody Should Have One.

15 CENTS EACH

For sale by Dealers throughout the Island, also on Regular Passenger Trains.

THEO. L. CHAPPELLE,
Diamond Bookstore.

Charlottetown, Dec. 14, 1887—3i

KANSAS CITY

AN absolutely safe investment, which will return a large profit in reasonably short time. We are organizing a Syndicate to handle a tract of the finest unplatted ground in the limits of Kansas City, in the midst of the fashionable residence section. We will plat property which can be easily sold in lots to make in one year a net profit of $30 on every share—SHARES $100 EACH. Certificates of shares full paid, transferable and non-assessable, bearing eight per cent. interest from date of issue, entitling holders to receive their proportionate shares of two-thirds of the net profits. We retain remaining one-third for our services. Secure shares by remitting New York draft for amount wanted. Investigate this investment. Address

J. H. BAUERLEIN & CO.,

REAL ESTATE INVESTORS,

SECURITY BUILDING, - KANSAS CITY.

Winter Mail Service at Cape Traverse.

WINTER 1887-88.

TENDERS will be received at the Agency of the Marine Department, Charlottetown, up to the 31st December, inst., at 12 o'clock, noon, for the conveyance between Boat House and edge Board Ice, at Cape Traverse, of Boats, Crews, Mails, Baggage, Express and other Goods, crossing in the Government Ice Boats. Tenders to state rate per trip of three boats.

Two good and sufficient sureties will be required for the faithful performance of the service. Information may be obtained by parties wishing to tender, upon application at the Agency, Charlottetown.

A. LORD,
Agent Marine Department.

Charlottetown, Dec. 13, 1887. dec 21, 2i

North British and Mercantile FIRE AND LIFE INSURANCE COMPANY!

—OF—

EDINBURGH AND LONDON.

ESTABLISHED 1809.

Total Assets, 1886, - - $29,371,980.79

TRANSACTS every description of Fire and Life Business on the most favorable terms.

This Company has been well and favorably known for its prompt payment of losses in this Island during the past twenty-two years.

FRED. W. HYNDMAN,
Agent.

Corner Queen and Water Streets, Charlottetown, Jan. 19, 1887. } 1y

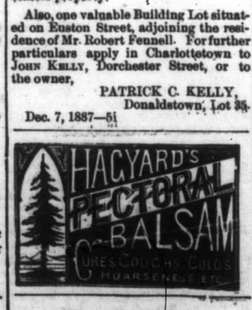
For Sale!

ONE ACRE OF LAND in Charlottetown Royalty, between Upper and Lower St. Peter's Road, adjoining the Harris property.

Also, one valuable Building Lot situated on Euston Street, adjoining the residence of Mr. Robert Fennell. For further particulars apply in Charlottetown to JOHN KELLY, Dorchester Street, or to the owner,

PATRICK C. KELLY,
Donaldstown, Lot 35.

Dec. 7, 1887—5i



NEW

Clocks, Watches, Jewelry,

SILVERWARE,

Spectacles, Eyeglasses,

VASES, &c., &c.,

All New and Latest Styles, and will be sold during Xmas and New Year's at prices that will please everybody.

Please call and purchase some of the above Goods for yourselves or your friends, as the time will soon be here for giving and receiving presents.

G. G. JURY,
Watchmaker and Jeweler.

North Side Queen Square, Opposite Post Office. dec 7, 3m

GREAT DRY GOODS SALE

WE INTEND TO MAKE EXTENSIVE ALTERATIONS IN OUR PREMISES NEXT SPRING, AND A CHANGE IN OUR BUSINESS, AND TO DO THIS MUST

Clear Out Our Entire Stock of

DRY GOODS,
CLOTHING,
CARPETS, &c.

To dispose of this immense Stock within so short a time, it must be sold at a sacrifice, and we shall therefore give

Discounts Varying from 20 to 30 Per Cent.

The Stock consists of Seasonable and Fashionable Goods, which are marked in plain figures, and at Prices that are well known to be the Lowest in the market.

☞ This Sale will be for Cash only.

Harris & Stewart,

SUCCESSORS TO GEO. DAVIES & CO.

Charlottetown, Nov. 23, 1887.

GREAT DRY GOODS SALE

BIG DISCOUNT.

TREMENDOUS STOCK.

J. B. MACDONALD

Will offer his entire Stock of Dry Goods and Clothing at a great sacrifice; bound not to be undersold by any house in the trade.

☞ COME RIGHT ALONG, AND YOU WILL FIND THAT NO ONE CAN ATTEMPT TO UNDERSELL US.

Nov. 23, 1887. **J. B. MACDONALD.**

NOTICE.

NOTICE is hereby given that application will be made to the PARLIAMENT OF CANADA at the next Session for an Act to Incorporate "THE EASTERN ASSURANCE COMPANY," and to authorise such Company to carry on the business of Fire Insurance, with power to amalgamate with any other company, and with all other powers heretofore granted to any Fire Insurance Company.

Dated Halifax, December 10th, A. D. 1887.

GRAHAM, TUPPER, BORDEN & PARKER,
Solicitors for the Applicants.

Dec. 14, 1887—2m

To Housekeepers

SAVE YOUR CENTS.

COMPARE PRICES CHARGED AT RETAIL FOR BAKING POWDERS.

Woodill's German Retails.	Royal Retails.
2½ oz.... 5c	2½ oz.....10c
5 oz.....10c	5 oz.....15c
10 oz.....20c	6 oz..... 25c

Difference in favor of *Woodill's German Baking Powder*, 28 CENTS PER POUND.

READ THIS.

NEW GLASGOW, Sept. 21, 1887.

We have for years used, and are still using, Woodill's German Baking Powder. It never fails to give satisfaction.

H. MURRAY,
Norfolk House.
CHAS. MCKENZIE,
Windsor House.

se 28

Ask Your Grocer for MRS. ROSS'S

MAGIC HEALER SALVE,

Which is Warranted to Cleanse and Cure

Mutilated flesh,
Accidents from fire,
Galled or bruised skin,
Inflammation of all kinds,
Chilblains of all kinds,

Hands chapped or cracked,
Eye-lashes inflamed,
Any frost or cold sores,
Lips or nipples cracked,
Eruptions of the body,
Rough or dry skin,

Skin rash and ringworm,
All boils and pimples,
Lacerated or broken skin,
Various cuts and wounds,
Every kind of surface sore.

Sold at 25 cents per box, in Drug and country stores, and by the proprietors,

JOHN ROSS & CO.,
276 King Street.

P. O. Box 467, Charlottetown. oc 5 3m

Facts that are Facts.

The Largest, Best and Cheapest

STOCK OF

READYMADE CLOTHING

ON P. E. ISLAND,

Now on Exhibition.

BE SURE YOU SUIT AT

L. E. PROWSE'S STORE,

Sign of the Great Big Hat, Next to Stamper's Corner.

Charlottetown, Nov. 30, 1887.

TRY James Paton & Co.,

MARKET SQUARE,

—FOR—

Good Tea,

Cheap Overcoats,

—AND ALL KINDS OF—

DRY GOODS.

JAMES PATON & CO.

Charlottetown, Dec. 14, 1887.