

A Battle Between Two Stallions.

(From the Daily Miners' Journal, Oct. 30.)

One of the most curious battles on record occurred near Fredensburg, on Tuesday, between a couple of stallions. The following particulars of the affair were received from a gentleman who witnessed part of the fight: About two weeks ago a Philadelphia gentleman named Robert Dunlap sent a five year old Goldust stallion, called Gold King, to the farm of Aaron Maskell, intending to let the animal remain there until next season. It appears that Mr. Maskell is boarding several other horses, and among the number is a three-year old stallion called Schuykill Chief. Soon after being brought to the farm, Mr. Maskell, who, by the way, is an experienced horseman, discovered that Gold King possessed an exceedingly vicious disposition. He attacked one of the grooms last week and bit him severely in the shoulder, and at times the horse became so furious that it was not safe to enter his stall. The Chief, however, is said to have had an amicable disposition and can be handled safely by a boy. On Tuesday morning both horses were brought out into the yard for water and exercise. Mr. Maskell led Gold King, and a farm hand named Krietzler had the Chief in hand. The first named animal had on a bridle with a very severe bit, but the other horse was simply controlled by a halter. While at the watering trough Gold King began by behaving badly, and when the other horse approached his rage knew no bounds. The more Mr. Maskell endeavored to control him the more furious he became. The other horse then began to exhibit signs of anger and fearing that Krietzler could not hold him with the halter, Maskell yelled to take the Chief back to the stable. An instant later the throatlatch on the bridle on Gold King broke and he was free. Uttering an indescribable cry of rage the infuriated horse rushed on to the Chief. Krietzler became frightened, and dropping the halter, sought a place of safety over an adjoining fence. Rearing on their hind feet the horses came together with terrific force, and the shock made both recoil on their haunches. Hostilities were resumed almost instantly, and then followed such striking and biting and kicking as was never done before by equines. The cries of the infuriated animals could be heard a mile off, and as the combatants became weaker their rage seemed to increase. Maskell and Krietzler saw that it was utterly useless to attempt to separate the animals without assistance, so the latter was despatched for help to neighboring farms. In less than half an hour nearly fifty men and boys had assembled around the barnyard where the horses still fought viciously. Various means of separating them were proposed, but as each plan was tried it proved a failure. In the meantime the horses fought on without paying the slightest attention to the excited spectators. At last some one suggested that two lassos be made and one thrown on the neck of each horse. This was thought to be a good idea, and it was acted upon immediately. After the lassos were made no one knew how to throw them from a distance, and for some time no one could be found brave enough to approach the vicious horses. At last Maskell and a man named Glover took the lassos and approached the horses. Glover succeeded in throwing his noose around Gold King's neck at the first attempt; but Maskell made three casts before he got his lasso on Chief's head. A dozen ready hands then grasped the ropes, and the horses were drawn apart. They both struggled violently and uttered the most savage cries; but the tightening of the ropes soon choked them down, and they were hobbled and taken into their respective stables. Both animals were covered with cuts and bruises, and Gold King's forelegs are so badly injured that it is feared he will never entirely recover. The Chief's injuries, although severe, are not likely to cause permanent injury. After being taken to their stalls, both animals continued to utter furious cries for several hours. Strange to say, neither of the animals have taken food or water since. The combat does not seem to improve Gold King's disposition a particle, and yesterday he would not allow any one to enter his stall. A Reading veterinary surgeon was sent for, and arriving yesterday took charge of the horses. As soon as he is well enough, Gold King will be sent back to Philadelphia.

The Zulu Settlement.

Truth says that public opinion at the Cape altogether condemns the intended settlement of the Zulu question. Most of the Zulus will regard Sir Garnet Wolseley's conciliatory attitude as a sign of weakness, and as to the chiefs, they are washed-out copies of Cetewayo, and will be wholly under the influence of the "white chief," John Dunn, who may be compared disadvantageously with Judas Iscariot, for he is a plausible, untrustworthy scoundrel. The colonists are likely to find the Zulus a thorn in their side, for the "settlement" does not deal with any of the evils at which the war was aimed. I hear, too, that enormous quantities of valuable stores have been absolutely thrown away—thousands of tons having been abandoned.

Mme. Nilsson is to sing 12 times in opera at Madrid during the festivities in connection with the royal marriage. She will be paid \$18,000. For singing in a single concert at Cologne on Dec. 6th Patti and Nicolini will receive \$2,250. Great singers are scarce nowadays, but they know the value of their voices and make the public pay accordingly.

MONEY WANTED—Provided rate of interest low. Good security guaranteed. Apply at this office. j24-codt.

Charlottetown Church Directory.

St. PAUL'S (CHURCH OF ENGLAND)—Queen Square—Morning and Evening Service every Sunday at 11 a. m. and 7 p. m. Sunday School at 2 1/2 p. m. Rev. David Fitzgerald, Rector; Rev. Alfred Osborne Curate.

St. PETER'S (CHURCH OF ENGLAND)—Rockford Square—Sunday Services—8 a. m., 11 a. m. and 7 p. m. Daily Services—Matins—9 a. m. Evensong—5 p. m., except Friday evenings, at 7.30 p. m. Rev. George W. Hodgson, Priest Incumbent.

St. DUNSTON'S CATHEDRAL—Morning Mass every Sunday at 8 a. m. High Mass at 10 a. m.; Vespers at 3 p. m. Mass at 7.30 a. m. throughout the week. Rev. A. McGillvray, Rev. Dr. Chaisson, Pastors.

FIRST METHODIST CHURCH—Prince Street—Service and Sermon every Sunday at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Week Day Services—Tuesdays and Thursdays at 7.30 p. m. Rev. H. P. Cowperthwaite, A. M., Pastor.

SECOND METHODIST CHURCH—Prince Street—Service and Sermon every Sunday at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Week day service on Wednesday evening. Rev. Geo. M. Campbell, Pastor.

St. JAMES' CHURCH (PRESBYTERIAN)—Powell Street—Service and Sermon every Sunday at 11 a. m. and 6 1/2 p. m. Sabbath School and young men's Bible class, conducted by Mr. Harper, at 2.30 p. m. Weekly Service in the Lecture Hall on Wednesday evenings, at 7.45 p. m. Rev. Kenneth McLennan, Pastor.

ZION CHURCH (PRESBYTERIAN)—Richmond Street—Service and Sermon every Sunday at 11 a. m. and 6 1/2 p. m. Sunday School at 2 1/2 p. m. Rev. John McL. McLeod, Pastor.

PRESBYTERIAN CHURCH—Prince Street—Rev. Dr. Murray, Pastor—Hours of Service, 11 o'clock, a. m., 6.30 p. m. Sunday School at 2.30 p. m.

BAPTIST CHURCH—Great George Street—Services and Sermon every Sunday at 11 o'clock a. m. and 6.30 o'clock p. m.; Sunday School at 2.30 p. m. Week day services—Monday at 7.30 p. m.; and Friday at 8 p. m. Rev. H. Foshay, Minister.

BIBLE CHRISTIANS—Prince Street—Service and Sermon every Sunday morning at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Rev. Mr. Harris, Minister.

PRAYER MEETING in Y. M. C. A. every Sunday afternoon at 4 o'clock.

DISCIPLES OF CHRIST meet in New Church House, every Sunday at 10.30 a. m. and 6.30 p. m. Elders presiding.

MISCELLANEOUS.

Count Schvaloff has been recalled from London.

Old weatherwise predicts plenty of snow this winter.

People who give tone to society rarely give society anything else.

The mosquito no longer plays his coronet. He is what the musicians call a frozen lip.

Never ask a lady to play upon the piano unless you intend to be polite enough to listen to her playing.

How doth the little busy be? Why he generally doth about as he pleases unless there is an inexperienced kitten around.

You can always tell of the approach of colder weather by the manner in which everyone gets in the habit of leaving doors open.

Mr. Goldwin Smith is said by the Toronto publishers to be desirous of publishing a small political magazine to be called "The Bystander."

"I am afraid," said the lady to her husband, "that I am going to have a stiff neck." "Not at all improbable, my dear," replied her spouse: "I have seen strong symptoms of it ever since we were married."

The Presbyterians of Ottawa gave a hearty welcome to the Rev. Mr. Gordon, who returned from British Columbia via Edmonstone, a few days ago. He endorses previous statements of the fertility and extent of the country traversed by the Pacific Railway. He pronounced the country near Edmonstone unequalled in agricultural capabilities, and approves the Government's policy of British Columbia construction.

The following piece of intelligence which we obtained from the Victoria British Colonist will be new and perhaps interesting to some of our readers: "To what use are the pine cones which Chinamen and Indians are industriously collecting in this neighborhood (Victoria B. C.) put? is a question that has been frequently asked. They are collected for the seed, which is extracted from the cones here and sent to all parts of Europe for planting as the nucleus of new forests. From Germany, France, Great Britain, the United States and even from California, a demand is heard for British Columbia pine tree seed. The variety most sought is the 'Douglas.' In twenty-five or thirty years from now a British Columbian traveling in parts of the world remote from his native land may repose beneath the forest shades of Vancouver Island pines reared from seed of the exportation of the present season. On the Hudson Bay Company's wharf several tons of cones were recently landed by Indians from Sooke." Might not these seeds be also put to use in the treeless acres of Manitoba and other regions of our Northwest?



REGULATIONS

Respecting the Disposal of certain Public Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR, Ottawa, Oct. 14, 1879.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the west and north-west thereof, are substituted for the Regulations, dated the 9th July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these provisions, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts as follows:—

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;

"(2) A belt of fifteen miles on either side of the railway adjoining belt A, to be called belt B;

"(3) A belt of twenty miles on either side of the railway adjoining belt B, to be called belt C;

"(4) A belt of twenty miles on either side of the railway adjoining belt C, to be called belt D; and

"(5) A belt of fifty miles on either side of the railway adjoining belt D, to be called belt E.

3. "The even-numbered sections in each township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd-numbered sections in each of such townships shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway Lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz: In Belt A, \$5 (five dollars) per acre; in Belt B, \$4 (four dollars) per acre; in Belt C, \$3 (three dollars) per acre; in Belt D, \$2 (two dollars) per acre; in Belt E, \$1 (one dollar) per acre; and the terms of sale of such lands shall be as follows, viz:—One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

6. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively as follows:—"In the Belts A, B and C, at \$2.50 (two dollars and fifty cents) per acre; in Belt D, at \$2 (two dollars) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of 5 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned, on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip or military or police bounty warrants.

8. "All moneys received in payment of Pre-emption Lands shall inure to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retrospective so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under the Regulations of the 9th of July, hereby superseded; any payments made in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. "The Order-in-Council of the 9th November, 1877, relating to the settlement of lands in Manitoba which had been previously withdrawn for railway purposes, having been cancelled, all claims of persons who settled in good faith on lands under the said Order-in-Council shall be dealt with under these provisions, as to price of Pre-emptions, according to the belt in which such lands may be situate. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter-section upon which he has settled, as a Homestead, and the other quarter-section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the land entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-emption.

11. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz:

a. In the case of the railway crossing land entered as a homestead, the right of way thereon, and also any land which may be required for station purposes, shall be free to the Government.

b. Where the railway crosses Pre-emptions of Railway lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c. "In case, on the final location of the railway through lands unsurveyed or surveyed but not entered for at the time, a person is found

in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public lands arising from settlement, after the date thereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situate, subject to the operation of sub-section c of section 11 of these provisions.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories is located, after which the same will be finally disposed of in accordance with these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operations of sub-section c of section 11 of these provisions.

14. "With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly, under section 52 of the "Dominion Lands Act, 1879," to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of lands within, the territory covered by such licenses, shall for the time being be subject to the operation of such licenses.

15. "The above provisions, it will of course be understood, will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company's lands.

Any further information necessary may be obtained on application at the Dominion Land's Office, Ottawa, or from the agent of Dominion Land's Office, Winnipeg, or from any of the local agents in Manitoba or the Territories.

By order of the Minister of the Interior, J. S. DENNIS, Deputy of the Minister of the Interior, LINDSAY RUSSELL, Surveyor General. [Nov 5, 79]

Hewson, McDougall & Seaman

BEG leave to acknowledge thanks to the public generally for the very liberal patronage extended to them since commencing business, and intimate that they have on hand a large and select stock of material for the manufacture of Sleighs, etc. They have recently received photos of all the latest prize sleighs of the Ottawa Exhibition. Parties requiring new sleighs would do well to call at their factory and examine before ordering elsewhere.

They keep on hand and make to order Top Buggies, Phaetons, the famous Dexter Spring Wagons, and carriages of every description. Repairing of all kinds done with neatness and despatch, and warranted to give satisfaction to those who favor them with a call, at prices to suit the times.

N. B.—Parties having their Sleighs repaired and painted would do well to leave them at once in order to have them in time for the first snow.

Wagons stored at moderate charges. Parties having their wagons repaired and painted in the spring will have them stored free of charge for the winter. Ch'town, Oct 27th, 1879.

MAIL NOTICE.

MAILS for Great Britain will be closed at 10 o'clock, p. m., on THURSDAY in each week, to be forwarded via Rimouski, and also on MONDAY, the 13th and 27th inst., at 4 o'clock, a. m., to be forwarded via Halifax.

Mails to be forwarded via Summerside and Shediac and also for all places on the route to Summerside and in Prince County, will be closed daily at 5.30 o'clock, a. m., also for Summerside direct, at 5 p. m.

Mails to be forwarded via Steamers to Pictou will be closed every MONDAY, WEDNESDAY, THURSDAY and SATURDAY, at 5 o'clock, a. m.

Mails for Georgetown and Souris East, and all places on those routes, will be closed daily at 6 o'clock, a. m.

Post Office open from 8 a. m., till 4 p. m. A. A. MACDONALD, Postmaster. Post Office Charlottetown, Oct. 28th, 1879.

CATARRH.

Constitutional Catarrh Remedy CURES CATARRH.

Hear what a Reverend Gentleman says of the Constitutional Remedy.

T. J. B. HARDING, Esq., Brockville, Ont.—"DEAR SIR—It is now two years since your 'Constitutional Catarrh Remedy' was introduced to me. I have waited this long to see if the cure would remain permanent before doing this, my duty, to you, as at first the happy effects seemed to me to be 'too good to be true.'"

I was afflicted in my head for years before I suspected it to be Catarrh. In reading in your Circular I saw my case described in many particulars. The inward "drop" from the head had become very disagreeable, and a choking sensation often preventing me from lying long. I would feel like smothering and be compelled to sit up in the bed. My health and spirits were seriously affected. When your agent came to Walkertown in August, 1876, I secured three bottles. Before I had used a quarter of the contents of one bottle I found decided relief, and when I had used two bottles and a third, I quit taking it, feeling quite cured of that ailment, and have not used any since until of late I have taken some for a cold in my head.

A sense of duty to sufferers from that troublesome disease, Catarrh, prompts me to send you this Certificate, unsolicited, with leave to make what use of it you may see proper. Yours truly, W. TINDALL, Methodist Minister. Port Elgin, Ont., Aug. 24, 1878.

Ask for Littlefield's Constitutional Catarrh Remedy and take no other. T. J. B. HARDING, Dominion Agent, Brockville, Ont.

For sale by all Druggists at only one Dollar per bottle.

BUY IT. TRY IT.

Prince Edward Island RAILWAY.

TIME TABLE NO. 12. Summer Arrangement.

ON AND AFTER TUESDAY, MAY 27th, 1879.

TRAINS GOING WEST.

STATIONS.	Nos. 1 & 3, Express.	No. 5, Mixed.	No. 7, Mixed.
Georgetown	Dep. 7.10am	Dep. 3.45pm	
Cardigan	Ar. 7.30 "	Ar. 4.14 "	
Mt Stwt Jc	" 8.30 "	" 5.40 "	
Royalty Jc	Dep. 8.40 "	Dep. 6.00 "	
Ch'town	Ar. 9.38 "	" 7.18 "	
	Ar. 9.55 "	Ar. 7.40 "	
	Dep. 6.20am	Dep. 10.05am	Dep. 5.25pm
Royalty Jc	" 6.37 "	" 10.25 "	" 5.47 "
NWiltsh're	" 7.13 "	" 11.25 "	" 6.40 "
Hunter R'r	" 7.25 "	" 11.40 am "	" 6.57 "
Breadalb'n	" 7.53 "	" 12.23pm "	" 7.35 "
C'ty Line	" 8.00 "	" 12.34 "	" 7.45 "
Kensingt'n	" 8.28 "	" 1.16 "	" 8.25 "
S'mm'side	Ar. 8.55 "	Ar. 1.50 "	Ar. 9.00 "
	Dep. 9.10 "	Dep. 2.25 "	
Wellingt'n	Ar. 9.48 "	" 3.20 "	
Port Hill	" 10.20 "	" 4.07 "	
O'Leary	" 11.17 "	" 5.31 "	
Alberton	" 12.00pm "	" 6.40 "	
Tignish	" 12.40 "	Ar. 7.40pm "	

TRAINS GOING EAST.

STATIONS.	Nos. 2 & 4, Express.	No. 6, Mixed.	No. 8, Mixed.
Tignish	Dep. 5.15 am	Dep. 6.20 am	
Alberton	" 5.55 "	Ar. 7.15 "	
O'Leary	" 6.41 "	" 8.54 "	
Port Hill	" 7.33 "	" 10.20 "	
Wellington	" 8.09 "	" 11.08 "	
S'mm'side	Ar. 8.45 "	Ar. 12.05pm "	
	Dep. 5.30pm	Dep. 12.40 "	Dep. 9.05 am
Kensingt'n	" 5.52 "	" 1.16 "	" 9.41 "
C'ty Line	" 6.24 "	" 1.55 "	" 10.20 "
Breadalb'n	" 6.31 "	" 2.05 "	" 10.31 "
Hunter R'r	" 6.57 "	" 2.44 "	" 11.07 "
NWiltsh're	" 7.12 "	" 3.01 "	" 11.25 "
Royalty Jc	" 7.40 "	Ar. 3.50 "	" 12.18pm "
	Ar. 8.05 "	Ar. 4.15 "	
Ch'town	Dep. 4.30pm	Dep. 6.50 am	Ar. 12.40 "
Royalty Jc	" 4.49 "	" 7.13 "	
M. Stwt Jc	Ar. 5.45 "	Ar. 8.30 "	
Cardigan	Dep. 6.00 "	Dep. 8.50 "	
Geotown	Ar. 7.03 "	" 10.16 "	
	Ar. 7.25 "	Ar. 10.45 "	

SOURIS BRANCH.

Trains Going West.

STATIONS.	No. 9 Express	No. 11 Mixed.
Souris	Dep. 6.15 a. m.	Dep. 2.50 p. m.
Harmony	" 6.33 "	" 3.13 "
St. Peter's	" 7.30 "	" 4.29 "
Morell	" 7.53 "	" 5.00 "
Mt. Stwt Junc.	Ar. 8.25 "	Ar. 5.40 p. m.

Trains Going East.

STATIONS.	No. 10 Express	No. 12, Mixed
Mt. Stwt Junc.	Dep. 5.55 p. m.	Dep. 8.45 a. m.
Morell	" 6.27 "	" 9.25 "
St. Peter's	" 6.50 "	" 9.56 "
Harmony	" 7.47 "	" 11.12 "
Souris	Ar. 8.05 "	Ar. 11.35 "

ALEX. MACNAB, Supt and Engineer. Railway Office, Ch'town, May 27, 1879. —pat pres h a ne sp sj ken 61

Steam Navigation Co. Steamers

MAY, 1879.

UNTIL FURTHER NOTICE the Steamers "St. Lawrence" and "Princess of Wales" will leave as under:—

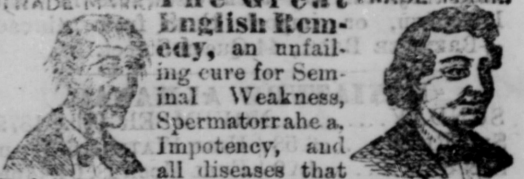
NOVA SCOTIA. From Charlottetown to Pictou, every MONDAY, WEDNESDAY, THURSDAY and SATURDAY mornings, at five o'clock. Returning from Pictou every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY, on arrival of morning train from Halifax.

CAPE BRETON. Leave Pictou for Hawkesbury every MONDAY and THURSDAY, on arrival of morning train from Halifax, connecting both ways with stage and Steamer "Neptune," to and from Sydney and Bras d'Or Lake. Returning to Pictou same nights, connecting with 10 a. m. Train TUESDAY and FRIDAY for Halifax.

FOR CANADA AND UNITED STATES. Leave Summerside for Point Du Chene EVERY DAY about 9 a. m., on arrival of morning train from Charlottetown. Returning to Summerside EVERY NOON, on arrival of morning train from St. John. By order, F. W. HALES. Charlottetown, May 6, 1879.

GRAY'S SPECIFIC MEDICINE

TRADE-MARK The Great English Remedy, an unfailing cure for Seminal Weakness, Spermatorrhea, Impotency, and all diseases that Before Taking follow as a result After Taking



quency of self-abuse; as loss of Memory, Universal Lassitude, Pain in the Back, Dimness of Vision, Premature Old Age, and many other Diseases that lead to Insanity or Consumption. Full particulars in our pamphlet, which we desire to send free by mail to every one. The Specific Medicine is sold by all Druggists at \$1 per package, or six packages for \$5, or will be sent free, by mail, on receipt of the money, by addressing The Gray Medicine Co., Toronto, Ont., Canada.

N. B.—The demands of our business have necessitated our removing to Toronto, to which place please address all future communications. Sold in Charlottetown by all Druggists and by all wholesale and retail Druggists in the United States and Canada. January 24, 1879.