

THE EXAMINER CALENDAR

For May, 1898.

MOON'S CHANGES.

6th day, Full Moon.
12th day, Last Quarter.
20th day, New Moon.
28th day, First Quarter.

Day of Week	High Water.		Sun	
	Morn.	Aft.	Rises	Sets.
1 Sunday	7 43		4 29	5 54
2 Monday	8 30	7 46	4 28	5 50
3 Tuesday	9 10	8 48	4 25	5 47
4 Wednesday	9 46	9 31	4 25	5 48
5 Thursday	10 20	10 28	4 25	5 48
6 Friday	10 48	11 16	4 23	5 47
7 Saturday	0 04	11 18	4 22	5 46
8 Sunday	0 53	11 52	4 20	5 44
9 Monday	1 46	12 35	4 19	5 43
10 Tuesday	2 40	1 26	4 17	5 41
11 Wednesday	3 35	2 24	4 16	5 40
12 Thursday	4 31	3 33	4 15	5 39
13 Friday	5 34	5 05	4 13	5 37
14 Saturday	6 39	6 42	4 12	5 36
15 Sunday	7 33	8 02	4 11	5 35
16 Monday	8 20	9 04	4 10	5 34
17 Tuesday	9 03	9 58	4 8	5 32
18 Wednesday	9 42	10 44	4 7	5 31
19 Thursday	10 16	11 25	4 6	5 30
20 Friday	10 41		4 5	5 29
21 Saturday	0 04	11 05	4 4	5 28
22 Sunday	0 43	11 31	4 3	5 27
23 Monday	1 21	12 04	4 2	5 26
24 Tuesday	1 58	12 43	4 1	5 25
25 Wednesday	2 37	1 28	4 0	5 24
26 Thursday	3 18	2 18	3 59	5 23
27 Friday	4 04	3 16	3 58	5 22
28 Saturday	4 56	4 33	3 58	5 21
29 Sunday	5 50	5 53	3 57	5 20
30 Monday	6 42	7 11	3 56	5 19
31 Tuesday	7 30	8 18	3 55	5 18

Plant Line.
To Boston
COMMENCING MAY 10th.

The favorite S. S. "HALIFAX" will leave Charlottetown for Boston
Every Tuesday, at 1 p. m.
calling at Hawkesbury and Halifax.

RETURNING
leave Boston every Saturday at noon.

Passengers leaving Charlottetown Wednesday morning via Pictou, can make close connection at Halifax with

S. S. "HALIFAX."

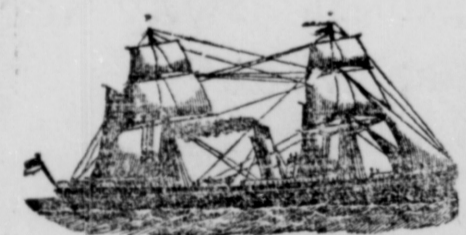
Sailing Wednesday evening at 11 p. m.

Tickets for sale at stations P. E. I. Railway.

For further rates and all information apply to W. W. Clarke, Agent, Charlottetown, or to

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THE CHARLOTTETOWN STEAM NAVIGATION COMPANY, LTD.



STEAMERS. . . .

Northumberland and Princess
Leave as below every day
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From POINT DU CHENE (on arrival of afternoon train from St. John) for Summerside, connecting there with express train for Charlottetown.

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

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

From PICTOU (on arrival of day train from Halifax) for Charlottetown.

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

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

THE DAILY EXAMINER

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THE WEEKLY EXAMINER

is issued every Friday morning. It is made up of matter which has appeared in the Daily, and is a first-class newspaper, containing all the latest news. Subscription \$1.00 a year.

TELEGRAPHIC

SPECIAL DESPATCHES TO THE EXAMINER

From Yesterday's 5 o'clock Edition.

WASHINGTON, May 21.—Preparations go on steadily for the Philippines military expedition.

Another transport was secured yesterday and the Department is showing a disposition to treat Gen. Merritt with the utmost liberality in the equipment of his force.

It is expected that the advance guard on one vessel under the command of General Otis will sail out of the Golden Gate tomorrow for the Philippines.

The Navy Department is about to call for bids for a steel floating dock capable of floating a ship of 15,000 tons, to cost \$800,000 and to be located at New Orleans.

MADRID, May 21.—The government, is said, has received a despatch from Havana announcing that the rebels have pronounced in favor of Spain and are making common cause with the Spaniards to defeat the Americans.

LONDON, May 21.—The Madrid correspondent of the Daily Mail says: Lieutenant General, Correa Minister of War, assures me that nothing definite has been decided upon with respect to the expedition to the Philippines. The Government will be guided by circumstances.

In official circles here it is believed that the Emperor William will not for the moment answer Mr. Joseph Chamberlain's utterance about an Anglo-American alliance, but will wait for a better opportunity for doing so.

A Yukon Financier.

"The River Trip to the Klondike," by John Sidney Webb, appears in The Century. Mr. Webb says:

The "Napoleon of Finance" of the region, and certainly the richest man there, is a brawny Scotchman known as "Big Aleck" Macdonald. He managed to make a large clean up on his claim—said to be \$90,000—and invested every dollar of it in other claims—part payment down, the remainder when the water came in the spring. Every one about the camp knew of Macdonald's speculations, and all were wondering whether he would become a bankrupt or a multimillionaire. The water did not come down early in 1897 and in some instances the clean ups on the claims he had bought on speculation came so close to the day of payment that, as the story goes, the gold was paid over "before it was dry." The death of two brothers to whom he owed \$40,000 on a claim is said to have been his financial salvation, because the time of payment of a debt to a decedent's estate is extended one year by law, the gold commissioner acting as judge of probate for the time being. Macdonald is probably owner of an interest in about twenty odd claims, bought on his mining knowledge and his wonderful nerve. He paid enormous interest on the money he borrowed, took tremendous risks and finally won. In some instances during the winter of 1896-7 money was loaned at 10 per cent for ten days.

Hood's Pills
Restore full, regular action of the bowels, do not irritate or inflame, but leave all the delicate digestive organism in perfect condition. Try them. 25 cents. Prepared only by C. I. Hood & Co., Lowell, Mass.

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BARRISTER, & C.

CROWN'S BLOCK, CHARLOTTETOWN

WANTED.

Coat and Vest makers, at
D. A. BRUCES

INVENTOR OF LEAD PIPE.

First Suggested by Robert Seydell of Pennsylvania in 1830.

There was born in Milton, Pa., in 1800 a man of wonderful genius, it is said. His name was Robert Seydell, and he died in 1847. Four children survive, two of whom reside here—a son, Jacob Seydell, and a daughter, Mrs. Gray.

Mr. Seydell was a coppersmith and was almost continuously working out some device connected with the machinery in his factory. To him, it is related by some of the oldest citizens of this place, belongs the discovery of the process of making lead pipe, and, like many other inventors, the idea of making the same was stolen from him and further developed to its present form of manufacture.

It was in the latter part of the thirties that the idea suggested itself to him, and the following is the way he wrought it out: He first took a slug, or casting of lead, placing it on a mandrel, or rod of steel, about 16 feet long and an inch in diameter. The mandrel was highly polished, and upon this he drew or rolled out the lead to the full length of the rod, thus giving him an inch bore, and the material was rolled, it is said, to a one-fourth inch, making a total diameter 1½ inches for the pipe. After completing several sections of the length of the mandrel he soldered them together, making the pipe of whatever length he desired.

He put it to practical use by fastening it to pump heads, and also running it from springs to connect watering troughs and springhouses in the country round about here. Being greatly pleased with his discovery and receiving the most flattering of comments from his friends and neighbors in this section, he concluded to make his invention more widely known, and hence made a visit to Philadelphia, taking his device with him.

At the Franklin institute in that city he gave his first exhibition to quite a number of inventors, artisans and mechanics. As it is now related, every one who witnessed it was more than delighted, and so expressed himself in his immediate presence. It was not long that he was allowed to remain in a condition of supreme happiness over his invention, for a short time after he made a disclosure of his discovery, and while yet in Philadelphia, he found out that by the persons to whom he had given an exhibition of the process of making lead pipe his idea had been used and improved upon.—Philadelphia Press.

SPEAKING PASSING SHIPS.

New Efforts to Revive Old Time Courts at Sea.

The fine old custom of speaking passing ships is rapidly dying out among the skippers of today, and the general opinion seems to be that the modern master is, as a rule, too easy going to bother about anything of the sort.

Colonel Hozier, the secretary of Lloyds, considers that a deal of trouble and anxiety would often be avoided if captains would but take the trouble to speak ships within reading distance of their signals. In many instances anxiety with respect to overdue vessels would be allayed, and, furthermore, there would continually be news for the friends of masters and for the hundreds of thousands of others who are interested in the great merchant marine of this country.

Chatting the matter over, Captain Froud, the secretary of the Shipmasters' society, said: "The practice of speaking each other at sea and reporting at every opportunity is, I am sorry to say, dying out among the captains of the present day. I suppose they are indifferent or careless, and do not consider it worth the trouble of hoisting the signals and making out the other fellow's. It is a very great pity that an exceedingly useful custom should be neglected, and I am glad to learn that Colonel Hozier is doing his utmost to induce masters to speak other ships and to report whenever it is possible.

"I am convinced that if captains can be persuaded to take the trouble to do this much good service will be rendered to the public generally. This society is doing its utmost to get masters to revive the practice."

Captain Froud's appeal was strengthened by the picturesque evidence of an old time skipper, who admitted that speaking and signaling had been almost entirely neglected of late years. "When I first went to sea," he said, "it was the invariable custom to exchange names and destinations and sometimes reckonings with passing ships, but nowadays captains don't bother. Sometimes a skipper is short handed and he won't take even one man from his work, but mostly he doesn't bother himself about the thing at all. That's my experience, and I've been at the game a week or two."—London Mail.

MERIT is what has given Hood's Sarsaparilla the largest sales in the world and enables it to accomplish thousands of wonderful CURES.

TENDERS

Will be received by the undersigned, up to 12 o'clock noon, on Wednesday, 15th June, from parties willing to cater to A. O. H. sports, to be held on St. Dunstan's College grounds, on Friday, July 1st.

W. F. PAYNE,
Sec'y of Com

115 2aw td

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PICKFORD & BLACK LINE

HALIFAX & CHARLOTTE TOWN.
SEASON OF 1898.

S. S. CITY OF GHENT will sail from Charlottetown every Friday at 10 a. m., during the season of 1898, for Halifax, calling at Summerside, Port Hastings, Port Hawkesbury, Arichat, Canso, Isaac Harbor, Salmon River, Sheet Harbor; returning will leave Halifax every Tuesday at 6 p. m., making same calls. The Steamer has excellent passenger accommodation. Saloon amidships. Special low freights will be given this season. For further information apply to W. W. CLARKE, Agent.

Ch'town, May 14, 1898

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