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BUILDERS' ATTENTION.

Sealed Tenders addressed to the undersigned, will be received up to May 29th, 1899, for the building of a house in Charlottetown, according to plan and specification to be seen at the office of R. Palmer & Co

The contractors to furnish all materials and to complete the building on or before September 15th, 1899.

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May 22nd, 1899 d3i

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IN MANILA.

Forty Days and Forty Nights on Board United States Hospital Ship Relief—Sketches from a Soldier's Diary.

(From THE EXAMINER'S Correspondent.)

On the morning of the 12th day of April, at 8 o'clock, the United States Hospital Ship Relief entered the bay of Manila, thus breaking the record by making the voyage from New York to Manila in 40 days and 3 hours, the fastest trip yet made by any United States transport. All were well on board and delighted with the excellent weather she experienced during the entire voyage.

The United States Hospital Ship Relief left Sandy Hook, New York, on March 3rd, at 5 a. m., having on board besides the officers, one hundred and fifty hospital corps privates and eight nurses as passengers to Manila for service in the field. There were also on board from Prince Edward Island, Messrs Arthur Flynn, Chief Steward, who has been on board ever since the war commenced and his services are much appreciated, James Mason, Chief Pantryman; Wm. Davies, Store Keeper; Tom Flynn, Joe Flynn and Bernard McQuillan, Stewards of Hospital Nurses; John Rooney, Oiler. Previous to her departure General Sternberg went to New York from Washington to inspect the ship and found her perfect in every way. Immediately after the inspection, at 4 p. m, March 2nd, whilst many relatives and beloved ones of those on board were on the pier, some shedding tears, others uttering their best wishes, sweethearts asking in the unknown language spoken and understood only by the appealing eyes, not to forget them, and amidst three thrilling cheers from the soldiers, the Relief was pulled by a Government tug boat from pier 22, Brooklyn, and at 6 p. m., anchored near Liberty Island to continue her long journey to Manila the next morning.

At 6 a. m., March 3rd, whilst the steamer was sailing through the ocean the soldiers for the first time realized that they had left their beloved home and country, for instead of the bugle call for the reveille at the old barracks they heard the whistle of the steward, going through the four different wards, who, besides whistling to awake them, shouted with the utmost of his voice, "Heads up, heads up now; everybody heads up." All this was soon forgotten, however, by the bright prospects of seeing the different sights of the world, especially when at 7 a. m, the call for breakfast (mess) was heard, for which all were eagerly waiting. After cleaning the wards as well as the entire ship, which takes place from 8 to 10 a. m, the call for inspection was heard, when the captain inspected and being satisfied as to the extreme cleanliness of everything the boys were free to do as they pleased till 9 30 p. m. the time when the call of "all lights out" is heard From 10 a. m. till 9 p. m. soldiers pass their time some in playing cards and some reading, there being a splendid library on board. Others play jokes on their comrades, such as throwing wet towels to each other, hiding their wearing apparel, etc, while others still are writing accounts of their trip or love letters etc, etc. Thus passes a day on board the Relief

The second day, the ocean being a little stormy, most of the soldiers, officers and their families were sea-sick, but it is hardly worth mentioning for the voyage all through the ocean was splendid.

On the morning of March the 9th, at 11 30 a. m. (distance 1,950 knots from New York) we could plainly see a steamer astern painted white. We were all eagerly waiting for her approach and as there was nothing else to do the betting became rather exciting. At 2 p. m. she was alongside of us and her flag hoisted by which we understood her to be the North German Lloyds steamer Saale from New York bound to Gibraltar, Naples and Genoa. Our ship not being able to sail as fast as the Saale, after signaling to each other she lowered her speed and was about two hundred feet from us. The cheers following from the two vessels can hardly be explained. At the same time we could plainly see the band preparing to play a tune. At the moment that the band played the Star Spangled Banner the stars and stripes were hoisted at her mast-head, which was greeted by the boys in a way that deserves credit. Everyone was shouting, waving handkerchiefs, hats and anything they could grasp at the moment A patriotic passenger climbed the railing waving the small American flag he had in his hand and in his effort almost fell overboard. The band then played several other airs. Afterwards, she dipped her colors, and we bade each other good bye with three blasts of the whistle and in a few minutes we were far apart. The days passed quietly until the 13th of March, when at 6 30 we dropped anchor near the Rock of Gibraltar. We were admiring the rock as well as criticising the shores of Spain opposite when we found the ship surrounded by numerous bumboats in which were peddlers of every description and nationality shouting to us to buy their cigars, fruit, merchandize, souvenirs, etc. The captain ordered them away, telling them they would be allowed to sell their wares at certain times of the day which would be signalled them by a red flag. This they refused to understand, whereupon the salt water hose was turned on them de troying their goods. This had the effect desired for a short time only, and to our surprise they returned in a few minutes with the same result. We were not allowed ashore, which broke our hearts. For a moment we were all reckless and down-hearted, but we soon were in good spirits again when the signal for the bum-boats to sell their wares was hoisted, thus drowning our sorrows by buying souvenirs, especially eatables, something we needed and craved for very badly. We were very glad to know the friendship and good will the English sailors had for us. Many of them with their families came on board our ship with magazines, newspapers, etc. The boys took the blouse of one of the soldiers, cut it in small pieces, and distributed it amongst us as souvenirs In return a collection was made. A great deal of souvenirs, with a new blouse and $6.50 was offered him, which was accepted with thanks. That night about 11 o'clock, while we were asleep we heard heavy cannonading. We all jumped from our beds and went on deck to find out the trouble, and we learned it was a sham battle by the English. Several torpedo boats were supposed to enter the Bay of Gibraltar unnoticed; but the powerful searchlights of the fort prevented them every time, and as soon as one was discovered the big guns of the fort would open fire on them. The flash and loud reports amused us greatly.

At 6 o'clock on the next day (14th) we pulled up anchor, and were under way to the Mediterranean. This change we liked very much, as the ship was rolling but very little. None of the boys have been seasick for the past seven days.

Wednesday the 15th for the first time it rained, and we passed the African coast, Algiers and a few small villages. We were only a mile from the shore and could see the white houses, mosques, minarettes, corn fields, etc.

Thursday the 16th, we passed several vessels. At 8 50 a. m. we passed the Tratelli Rocks, two huge rocks each 150 feet high. 2.45 p. m. passed Cape Bon. All the boys are happy and well without exception; in fact our entire voyage we did not have an ill person on board.

March 17, St. Patrick's Day, the sails were set for the first time. We hunted up all the green cloth we could find, turned the capes of our overcoats inside out as the linings are green, dressed ourselves from head to foot in green and at 10.30 paraded through the ship making a great deal of noise. That evening we gave a splendid concert, all the officers with their wives and the nurses being present. A special programme was arranged for the occasion, which concluded with the audience singing, "Columbia the Gem of the Ocean," after which we all were glad to retire being very tired and happy.

Sunday 19th, at 5 30 p. m. we sighted Port Said, Egypt, at 6.30 p. m. stopped to take the pilot on board and at 6 45 p. m. arrived at Port Said, anchoring in front of the city. Our hearts were full of expectations. We would see the houris, the oriental bazaar we had read so much about in fables, the mosques, minarettes and the numerous other exciting things of which we had heard and read about, and finally we would see a real street of Cairo, an idea alone of which we had at the World's Fair. One can hardly describe the sorrow, anger, contempt and disgust which prevailed when the order was issued that the privates were not allowed ashore. Different opinions were expressed as well as schemes to see the town under any circumstances, none of which were carried out. At 10.30 p. m. many of the boys risked their chances of severe punishment and under the eye of the officer of the day glided down the rope into a bumboat, from the stern side of the vessel, and thus went ashore Upon their return the next morning a few of them were caught whilst many of the rest climbed on board undetected and were thus saved from the punishment of their comrades which was a fine of a few dollars and a few days in the "brigg," (a very unhealthy, place in the glory hole) Monday the 20th we were still lying in front of Port Said, our steamer surrounded by bumboats laden with fruit, souvenirs, curios, musicians, etc. We had a difficult time to make ourselves understood to the Arab (or Egyptain) peddlers, and our bargaining was very amusing. Having already had a little experience at Gibraltar we were not cheated as much, for we knew better than to pay the price asked. Very often we purchased the goods at one third of the price first asked. This way of buying being entirely new to us it was rather provoking. At 11.30 a steamer with over one thousand pilgrims on board passed us. We were told they were going to Mecca to worship at the shrine of Mohamed. It was a curious sight especially when all in one voice, in a very peculiar way, and tone cheered us. At 1.15 p. m. we pulled up anchor and entered Suez Canal. At 3 p. m., we saw a caravan (camels) bound for Port Said. 4 15 p. m. for the first time saw an Oriental train. The coaches reminded us of the old stage coaches used on Fifth Avenue. Just at this moment our attention was drawn to the cries and shouts of a small naked Egyptain who, running with all his might to keep up with us, was yelling "yes" Yankee good, bad (which means "give," the a, in "had" must be pronounced like the a in father,) shad! had! had! yes, Baksheesh (which means money) Aiwa, Aiwa had Baksheesh, (Aiwa means yes; yes, yes, give money.) This amused us very much and we threw apples, oranges, etc., at him, which he would pick up, put in his pocket and continue his running. This had lasted for an hour when suddenly a hermit sprang from his hiding place and wishing to share the good fortune of the fellah (the little boy) threw his garb on the ground and commenced to run. In a minute he joined the boy. The race was exciting, the little boy getting none the worst of it. In a short time both seemed to be tired and suddenly stopped, returning to their respective places to enjoy their hard-earned bounties.

At 6 p. m. we saw a camel on the back of which an Arab was seated in all his glory. The boys yelled and teased him until the camel, as if started by electricity, commenced to run in such a way that gave us the idea of her really being the railway of the desert. 9.15 p. m., entered Lake Timsal. 9.35 p. m., passed Ismailia, where we changed pilots.

March 21st—at 4.30 a. m. passed the Suez Canal and entered the Red Sea at 10.55 a. m. Mount Sinai, where Moses wrote the ten commandaments, is visible. The weather is very hot.

Nothing new; the days pass as usual till 5 30 p. m. on the 24th when we arrived at Perim Island, Arabia, where we stopped for a few hours to coal. No sooner had we anchored than we heard cannibal-like voices ashore. A group of naked Arabs were swimming and yelling. In a few minutes they surrounded the ship and commenced to yell "Die, die, die, die, die." We could not understand what they meant until by chance one of the boys threw an old shirt overboard. Instantly the entire group with one yell tried to be the first to grasp the object. It was a sight to see. We then understood that they meant dive by saying die. We threw ten cent pieces, clothes, eatables, etc., and the water being clear could easily see the bottom of the sea where each one was struggling to be the first to catch it.

March 25th in the morning we found ourselves under the hills of Arabia. Fine morning; strong current. 26th, in the Arabian Sea, 10 a. m. near the Island of Socotra, all happy in the evening watching the beautiful sunset. 28th in the Indian Ocean. Very hot day. 31st Friday, 11 35 a. m. sighted the Island of Ceylon. We were notified that we would be granted shore leave if we behaved, and behave we did by giving three loud cheers of joy.

1.15 p. m., arrived at Colombo, Ceylon Found the United States transport Sheridan and gunboat Castine in the harbor coaling. We were greeted then with loud cheers from each vessel. We all went ashore at 2 20 p. m in native gunboats, which are very funny. As soon as we landed hundreds of naked natives with their Djinrikshaws (a two-wheel cart drawn by natives) greeted us each trying to get a customer. Many of the boys rode in them. The entire afternoon was spent in shopping, eating, sight-seeing. The English soldiers were very friendly with us and we passed a delightful time with them till 8 p. m., the time we had to report on board. All the boys in splendid spirits telling and discussing the doings ashore.

April 1st, 6 30 a. m.; ship finished coaling and ready to sail. The steamer was surrounded, as in other ports, with bumboats. Some of us bought what we had forgotten in our excitement yesterday. By this time we had become to be far-famed bargainers and bought the goods much cheaper than ever we expected. At 1.15 we were sailing once more, and we were not sorry as the heat was intense. At 4 p.m., we passed the U. S., gunboat Castine which had left Colombo an hour ahead of us. It was very exciting to see the sailors climb the ship's rigging and cheer us; we did our share. About 8 30 p. m., we passed Point de Galle and could plainly see the lights of the city.

Sunday April 2nd, Easter day. We were all dissatisfied at not having had eggs for breakfast as we could not realize it to be a holy day.

The following few days we sailed

(Continued on page 7.)

PIE VS. WHISKEY---WHICH IS THE WORST?

A Debate Which Gives Pie the Worst of it.

Dyspepsia is a Greater Curse Than Intemperance Because Wider Spread—Pie the Greatest Cause—Dodd's Dyspepsia Tablets the Greatest Cure.

"Pie," said an eminent public man recently, "is a greater curse to this country than whiskey."

"Pie doesn't break up a man's home," said the temperance man.

"Wait a moment, said the first man. "How many drunkards are there in this country?"

"I don't know," said the temperance man.

"I don't know either," said the other, "but in proportion to population there are but few. Now let me ask you in how many homes in Canada is pie excluded?"

"Not many," admitted the temperance man.

"Pie," said the other earnestly, "is the greatest cause of Dyspepsia in this country. Ask physicians if this is not true. And further, Dyspepsia, with its various symptoms of Indigestion, Sour Stomach, Foul Breath, Wind on the Stomach, Biliousness, Waterbrash and Catarrh of the Stomach, causes more bodily pain and discomfort to the sufferer than do the effects of alcohol. Talk of the unhappiness of families! What could be worse than a whole pie-eating family with Chronic Dyspepsia? I know of lots of them—in fact my own was the same way."

"What did you do about it?" asked the temperance man, "Taboo pie?"

"Not quite so far as that, ? said the prominent public man smiling. "No, we use Dodd's Dyspepsia Tablets after each meal. We can eat anything we like now."

"How much are they?" asked his friend.

"Fifty cents a box at all drug stores," said the other.

"The Nearest Thing to an Idea is a Question"

How much do you pay, in a year, for your clothes? Divide it by three, and you'll find that one-third pays for all your hats and shoes.

You buy at least two suits and an overcoat yearly You probably purchase three hats and three pairs of shoes in the same time

Your tailor receives about ten times as much as your hatter, and seven times as much as your shoemaker Yet both your hat and shoes are ready-made, and better made than they could be at almost twice the price. if produced singly—to order Why should not your suit or overcoat be ready-made. and well made at half to two-thirds the price as your hat or shoe? Less than ten years ago there was not a hat factory in Canada, and the shoe factories were producing only brogans and clumsy sewed or pegged shoes

But they have long since improved the "custom" shoemaker and hatter out of existence. Clothing alone stood still at the "brogan" standard. It was different in the United States, where ready-made clothing kept pace with the ready made hat and shoe It is different here since the advent of Fit-Reform and the quicker you find out that difference the sooner will you get your shoes and hats every year for nothing. You can do this by saving one-third the price of the tailored suit, in buying the self-same garments "ready-made" here. And you will find just as good people here buying our made clothes as you ever saw in the highest priced tailor shop

Your money back if disatisfied.

The Fit-Reform Wardrobe

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