

IF YOU  
Want a wife,  
Want a cook,  
Want a partner,  
Want a situation,  
Want a servant girl,  
Want to sell a farm,  
Want to sell a house,  
Want to exchange anything,  
Want to sell plants or grain,  
Want to sell groceries or drugs,  
Want to sell or trade anything,  
Want to find customers for anything,  
Want to sell or buy horses, pigs or cattle  
ADVERTISE IN  
THE EXAMINER

CALENDAR FOR MAY, 1895.

First Quar 2nd day, 11h 31.6m, p. m.  
Full Moon, 8th day, 7h 46.5m, p. m.  
Last Quar 16th day, 1h 31.5m, p. m.  
New Moon, 24th day, 8h. 33.7m, a. m.  
First Quar, 31st day, 4h. 36.0m, a. m.

Day of Week	Sun rises	Sun sets	High water
1 Wednesday	4 51	7 3	4 10
2 Thursday	4 56	7 5	4 15
3 Friday	4 58	7 6	4 20
4 Saturday	4 56	7 5	4 25
5 Sunday	4 43	10 2	4 30
6 Monday	4 32	10 10	4 35
7 Tuesday	4 22	11 10	4 40
8 Wednesday	4 12	12 10	4 45
9 Thursday	3 59	13 11	4 50
10 Friday	3 43	15 11	4 55
11 Saturday	3 27	17 11	5 00
12 Sunday	3 15	17 13	5 05
13 Monday	3 4	18 12	5 10
14 Tuesday	3 19	19 11	5 15
15 Wednesday	3 2	20 10	5 20
16 Thursday	3 11	21 9	5 25
17 Friday	2 59	23 6	5 30
18 Saturday	2 48	24 7	5 35
19 Sunday	2 37	25 7	5 40
20 Monday	2 26	26 8	5 45
21 Tuesday	2 15	27 10	5 50
22 Wednesday	2 4	28 11	5 55
23 Thursday	2 33	30 10	6 00
24 Friday	2 22	31 11	6 05
25 Saturday	2 11	32 11	6 10
26 Sunday	2 0	33 11	6 15
27 Monday	1 50	34 12	6 20
28 Tuesday	1 39	35 12	6 25
29 Wednesday	1 28	36 13	6 30
30 Thursday	1 17	37 13	6 35
31 Friday	1 7	38 14	6 40

Canada Atlantic and Plant  
STEAMSHIP LINE.  
FOR BOSTON,  
—CALLING AT—  
Hawkesbury and Halifax.

S. S. OLIVETTE  
will leave Navigation  
Co's Wharf, Char-  
lottetown, FRIDAY,  
May 17, at 12 noon,  
and every Friday  
thereafter until fur-  
ther notice. Will  
leave Hawkesbury at 6 p. m. same days,  
and Halifax on Saturdays at 7 a. m.,  
FROM BOSTON—Tuesday, May 14, at  
12 noon, and every Tuesday thereafter  
until further notice, calling at Halifax and  
Hawkesbury, and arriving at Charlot-  
teton on Thursday evening.  
For rates of passage, freight, etc., apply  
to local agents, or the general agents as  
below.

HALIFAX SERVICE  
S. S. "Halifax" or "Olivette" will  
leave Plant Wharf, Halifax, every WED-  
NESDAY, 8 a. m., and SATURDAY, 10  
p. m., until further notice, for Boston  
direct. Returning, will leave north side  
of Lewis' Wharf, Boston, Tuesday and  
Saturdays, 12 noon, until further notice.  
Passengers arriving in Halifax TUES-  
DAY evenings can go directly on board  
the steamer without extra charge.  
Tri-weekly services by S. S. Olivette and  
Halifax, between Boston and Halifax, and  
Boston and Charlottetown, will be resumed  
in June, as last season.

Through Tickets for sale and baggage  
checked at all stations on the Intercolonial  
Railway.  
For rates of passage, freight, etc., apply  
to local agents, or

H. L. CHIPMAN,  
Agent for Canada, Plant Wharf, Halifax.  
RICHARDSON & BARNARD,  
Agents, north side Lewis' Wharf,  
Boston.

HAPPY MEN AND WOMEN.  
Who Can Relish and Enjoy Their Meals.

INDIGESTION AND ITS TERRORS  
PAINE'S CELERY COMPOUND RESTORES PER-  
FECT DIGESTIVE VIGOR.

Nature's Great Medicine Will Give You a  
Healthy and Natural Appetite, Pure  
Blood, a Clear Head and  
Sound Sleep.

The most miserable mortals in our com-  
munities are those who are weighed down  
by indigestion and its terrors. The  
digestive organs are all out of gear,  
and the sufferer is tormented every hour  
of the day. The greatest distress is ex-  
perienced after eating; there is heaviness  
or weight in the pit of the stomach, almost  
constant headache, want of appetite, pal-  
pitation of the heart, sluggish and torpid  
bowels and constipation.

The common cathartics and medicines  
of the day only aggravate the sufferer's  
troubles, and cause him to sink deeper in  
the mire of suffering and dependency.

Nature's wondrous remedy, Paine's Celery  
Compound, is the only medicine now  
generally prescribed by the best physi-  
cians. It acts directly on the nerves, it  
cleanses the blood, and removes all ob-  
structions and distressing matter from the  
digestive organs, and gives that perfect  
vigour of body that only the healthy can  
enjoy. After using Paine's Celery Com-  
pound eating becomes a pleasure, sleep is  
natural and sound, and life is worth living.

Mrs. H. Cornack, of Halifax, N. S., who  
suffered for years, writes as follows:  
"It is with pleasure that I add my tes-  
timony to the value of Paine's Celery Com-  
pound. For a number of years I have suf-  
fered greatly from indigestion and palpitation  
of the heart. It was perfect misery for me to  
go up stairs or up a hill, as my breath was  
short and weak; and eating a meal was  
something I dreaded, as I suffered such ag-  
ony afterwards. I could only get tempo-  
rary relief from doctors' medicines and re-  
medies. Last summer my heart troubled  
me so frequently, that I became weak and  
miserable—so miserable that I felt like a  
ladder. I had heard a great deal of Celery  
Compound but had no idea that it would  
benefit me in any way. At last I was  
persuaded to try it, and by the time the  
first bottle was used I was greatly benefi-  
ted. I had used five bottles of the com-  
pound, and said with truth, that no other  
medicine has ever given me such wonder-  
ful results. The palpitation of the heart  
has not troubled me for some months.  
I can now eat a hearty meal, and do not  
experience any pain afterwards."

"Paine's Celery Compound cannot be  
too highly spoken of, and I trust all who  
suffer from the complaints which I have  
been mentioning, will use it without delay or fear  
for I am certain they will receive great  
benefits, and will soon be convinced that  
Celery Compound is the surest, safest, and  
best of remedies."

STORY OF JABEZ BALFOUR  
A SANCTIMONIOUS SWINDLER AND  
HYPOCRITE.

The Methods by Which He Was Enabled  
to Bleed the British Public to the Ex-  
tent of Several Millions of Pounds Ster-  
ling.

Jabez Balfour was recently caught in  
Argentina and extradited, and is now  
in an English prison. If one-half of  
the accusations against him be true, he  
must rank as one of the very foremost  
swindlers of the age. Scarcely since  
the bursting of the South Sea Bubble  
has there been a financial scheme so  
widely ruinous to confiding investors as  
his operations. The losses through the  
collapse of his companies were literally  
to be numbered by hundreds of thou-  
sands, and were largely the very peo-  
ple who could least afford to lose—wid-  
ows and orphans and aged people of  
small means. He had been induced  
to invest because "Mr. Balfour was such  
a good man." His father and mother  
had been temperance lecturers. He  
was a temperance lecturer. He was  
a leader in his college, particularly  
eloquent in public prayer and exhorta-  
tion. He looked with the strongest  
disapproval upon theatres, music halls,  
cards, dancing, and all such worldly  
things. He was, moreover, a member  
of the house of commons, where he was  
one of the most enthusiastic followers  
of Mr. Gladstone, and one of the  
staunchest champions of home rule  
and one of the sternest reprovers of  
the house of lords for its plutocracy and  
its contempt for the common people. He  
was a member of the London and Al-  
bert Bank, and a member of the  
London and North Western Railway.  
Surely such a man was to be  
trusted.

Truly good man began his finan-  
cing many years ago, choosing  
"building and loan associations" as the  
most promising field for his peculiar tal-  
ents. He started a building and loan  
society in London, and in a few years  
he had the foundations of his colossal  
scheme upon the ruins of various similar  
schemes that had ended in disaster.  
The London and North Western Railway  
was the first of his enterprises. It was  
known as the Alliance Group. These  
undertakings were popularly associated  
with the United Kingdom Alliance  
Group, and the latter body, though  
they emphatically declared that their  
companies had no connection with its  
organization. The bank and its suc-  
cessors, in fact, were a vast concern,  
attracting to it the attention, amid  
the more colossal failures of that disas-  
trous year. Yet the Alliance Group  
was not a success. The Alliance Group  
investments for the funds of thirty  
temperance adherents, and Jabez Bal-  
four, so far from being discouraged by  
its fate, found in it the idea of all his  
future operations. The Alliance Group  
had ingeniously suggested temperance  
as a condition of membership. There-  
fore, said Jabez, we must revive this  
principle: joint temperance and religion,  
and appeal to the same saving classes.  
Having previously secured the approval  
of the office of a firm of parliamentary  
agents, he came modestly before the  
world in 1867 as the virtual founder of  
the Lands Alliance Company, which  
started a new company. Thus there  
followed in succession Hobbs & Co.,  
the London and General Bank, the Build-  
ing Securities Company, George New-  
man & Co., the Real Estate Develop-  
ment Company. In most of these concerns  
there was a regularly paid dividend of 5 per  
cent to the shareholders, and a per cent  
to the depositors. The recklessness of  
the financing was never surpassed. Bal-  
four discovered a progressive builder at  
partly small way of business, in  
1878, and a member of the House and  
Lands Trust. Such large amounts were  
advanced to Horner, in 1888, when  
he was financially insolvent, he owed  
the Lands Alliance Company and the Build-  
ing Securities Company and Hobbs & Co.  
£1,000,000. He was successfully started to  
Hobbs failed, having in the meantime

CHANGES IN NEW ENGLAND.

The New York Nation declares that  
"the old New England society, in many  
ways one of the most interesting pheno-  
mena in history, has been completely  
broken up. The disappearance from the  
map of a community more remarkable, on  
the whole, for its civic virtues than any  
the world has seen since the days of an-  
cient Greece has wrung hardly a word of  
lamentation or regret from any of the re-  
cognized organs of New England opinion."  
Upon this the Boston Standard remarks  
that "the alleged decay is not of New  
England stock, but of some past forms of  
New England life." And this decay in  
form is but temporary, for other and bet-  
ter forms will be provided to fit the new  
and better life." The Standard adds that  
"the one grave danger to New England  
society is the foreign and hostile element  
within its borders. If it cannot be ab-  
sorbed, it must be expelled, for its whole  
spirit and character, its material, intel-  
lectual, political, moral and religious ex-  
istence, is utterly opposed to everything  
that is characteristic of New England life.  
If the foreign element is the stronger, then  
it will win. But to the New Englander,  
the obliteration of his country is almost pre-  
ferable to its existence in the hands of  
foreigners."

That  
Tired Feeling

Means danger. It is a serious  
condition and will lead to disas-  
trous results if it is not over-  
come at once. It is a sure sign  
that the blood is impoverished  
and impure. The best remedy is  
**HOOD'S Sarsaparilla**  
Which makes rich, red blood,  
and thus gives strength and elas-  
ticity to the muscles, vigor to  
the brain and health and vitality  
to every part of the body.  
Hood's Sarsaparilla positively  
**Makes the  
Weak Strong**  
"I have used six bottles of Hood's Sarsaparilla  
as a general tonic and have  
enjoyed the best of health. Although I  
had a strain of work I have had no sick  
spells for many months and no lost time,  
so I am doubly repaid." THOMAS S. HILL,  
201 Brunsell St., St. John, New Brunswick.

P. E. Island Railway

On and after THURSDAY, 27th December,  
1894, the trains of this Railway will run daily  
(Sundays excepted) as follows:—

Trains Outward	Trains Inward
8:30 A.M. Charlottetown	8:30 P.M. Charlottetown
9:30 A.M. Mount Stewart	9:30 P.M. Mount Stewart
10:30 A.M. St. John's	10:30 P.M. St. John's
11:30 A.M. St. John's	11:30 P.M. St. John's
12:30 P.M. St. John's	12:30 P.M. St. John's
1:30 P.M. St. John's	1:30 P.M. St. John's
2:30 P.M. St. John's	2:30 P.M. St. John's
3:30 P.M. St. John's	3:30 P.M. St. John's
4:30 P.M. St. John's	4:30 P.M. St. John's
5:30 P.M. St. John's	5:30 P.M. St. John's
6:30 P.M. St. John's	6:30 P.M. St. John's
7:30 P.M. St. John's	7:30 P.M. St. John's
8:30 P.M. St. John's	8:30 P.M. St. John's
9:30 P.M. St. John's	9:30 P.M. St. John's
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11:30 P.M. St. John's	11:30 P.M. St. John's
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2:30 A.M. St. John's	2:30 A.M. St. John's
3:30 A.M. St. John's	3:30 A.M. St. John's
4:30 A.M. St. John's	4:30 A.M. St. John's
5:30 A.M. St. John's	5:30 A.M. St. John's
6:30 A.M. St. John's	6:30 A.M. St. John's
7:30 A.M. St. John's	7:30 A.M. St. John's
8:30 A.M. St. John's	8:30 A.M. St. John's
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6:30 P.M. St. John's	6:30 P.M. St. John's
7:30 P.M. St. John's	7:30 P.M. St. John's
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8:30 A.M. St. John's	8:30 A.M. St. John's
9:30 A.M. St. John's	9:30 A.M. St. John's
10:30 A.M. St. John's	10:30 A.M. St. John's
11:30 A.M. St. John's	11:30 A.M. St. John's
12:30 P.M. St. John's	12:30 P.M. St. John's
1:30 P.M. St. John's	1:30 P.M. St. John's
2:30 P.M. St. John's	2:30 P.M. St. John's
3:30 P.M. St. John's	3:30 P.M. St. John's
4:30 P.M. St. John's	4:30 P.M. St. John's
5:30 P.M. St. John's	5:30 P.M. St. John's
6:30 P.M. St. John's	6:30 P.M. St. John's
7:30 P.M. St. John's	7:30 P.M. St. John's
8:30 P.M. St. John's	8:30 P.M. St. John's
9:30 P.M. St. John's	9:30 P.M. St. John's
10:30 P.M. St. John's	10:30 P.M. St. John's
11:30 P.M. St. John's	11:30 P.M. St. John's
12:30 A.M. St. John's	12:30 A.M. St. John's
1:30 A.M. St. John's	1:30 A.M. St. John's
2:30 A.M. St. John's	2:30 A.M. St. John's
3:30 A.M. St. John's	3:30 A.M. St. John's
4:30 A.M. St. John's	4:30 A.M. St. John's
5:30 A.M. St. John's	5:30 A.M. St. John's
6:30 A.M. St. John's	6:30 A.M. St. John's
7:30 A.M. St. John's	7:30 A.M. St. John's
8:30 A.M. St. John's	8:30 A.M. St. John's
9:30 A.M. St. John's	