

Local And Other Items.

No war yet between Germany and the United States.

The arrival at Liverpool of the Leyland liner Devonian from Boston for whose safety some fears had been expressed is announced.

Fire from an unknown cause started in the King Edward Hotel Kinkora Ont. the 8th and the building was burned to the ground. The loss is estimated at \$60,000.

Vice-Admiral Sir Reginald Bacon says: "If you will try as hard to do your duty raising the loan as we are doing at sea by sinking submarines it will be a knock out blow to the enemy."

A Havre despatch to the Havas Agency Paris says that according to news from private sources which is fully confirmed, a number of deported Belgians, who were skilled artisans have been sent to Turkey to work in munition factories.

The Duke of Connaught will be appointed Inspector General of the Overseas troops, according to the London Times. The paper intimates that the Duke will investigate the question of promotion of Canadian officers which has been a subject of criticism.

Sir Melbourne McTaggart Tait, former Chief Justice of the Superior Court of the province of Quebec, and one of the most honored citizens of Montreal, who died suddenly early Saturday morning at his residence, had been ill only a few days with a severe cold.

A New York train of twenty dirt cars, carrying many tons of earth and rock, dropped twenty-five feet through a chute into an East River scow Monday. Two men of the train were crushed to death, or drowned, and a third was fatally injured. The scow sank taking the train with it. The dirt was being removed from the excavation of the new subway tube leading under the river.

Hotel Lennox, in the Back Bay District, Boston was severely damaged by fire early Saturday. All of the 250 guests and employees were able to get out, but several sustained minor injuries. The loss was estimated by the fire Department officials at \$60,000. Edward M. Horton, of New York, in whose room on the second floor the fire started, was badly burned in trying to quench the flames before he gave the alarm.

The car ferry steamer encountered very heavy ice off Boughn Island on Saturday, and it was some two hours before she got through it. At the same time she liberated the C. G. S. Stanley, which was stuck fast. The Stanley had attempted to sail from Pictou to Halifax, but found it impossible owing to the very ice to get out of the Gulf, and turned back. Some time later her wheel chain parted. The Stanley after being loosened from the ice followed in the track of the Prince Edward to Georgetown. The Stanley left Georgetown on Monday for Pictou, and will try again for Halifax.

The iceboat service at the Cape had been held up for some difficulty on the matter of paying the men. Matters were adjusted Saturday, and the service was re-opened on Sunday, when boats from Tormentine, under command of Capt. Thomas Howatt left at 8.10 a. m. Shortly after leaving the board ice at Tormentine shore, when the ice-boats were working their way through the loose ice and lolly, the ice suddenly started to raft and over-shoot. Mr. Lemuel Dawson, of Albany, a young man of twenty-seven years, a member of the crew, was so unfortunate as to trip, and was caught by the rafted ice which was thin and piling. He was dragged beneath the boat among the swirling masses of ice and disappeared from view before his comrades had hardly time to realize the awful thing which had occurred. The unfortunate occurrence was keenly felt by Captain Howatt and his comrades. This is the first fatality to the operators of the iceboat service since it was started nearly a century ago.

Railway Accidents.

Curling, Nfld., Feb. 5.—Four persons were burned to death and three others were injured in a fire which followed an accident to a passenger train on the Reid Newfoundland Railway near Glenwood. The dead are:—Mr. and Mrs. Moses Rodway, Joseph Watts and Philip Hounsell.

Moncton, Feb. 6.—A heavy loss to rolling stock was caused today by a head-on collision of freight trains on the northern division of the Canadian Government Railways at Bernaby River, Northumberland County. Two locomotives were badly smashed and many cars were derailed and piled up. A large number of them were badly damaged and many demolished. The trains were in charge of Conductors Brown and Githro. No one was injured. The main line was blocked for hours.

Winnipeg, Man., Feb. 8.—At the office of the first Vice-President of the Grand Trunk Pacific Railway today it was learned that a special train carrying troops from the west was derailed at 1.25 a. m., forty miles west of Winnipeg. The last five cars fell down a steep embankment. The cause of the wreck was a break in a rail. Several soldiers were badly shaken up and brought into Winnipeg where they are being taken care of at the General Hospital. No one was dangerously injured. Later a train conveyed the 223rd Battalion of French Canadian troops east of Edmonton met disaster shortly after two o'clock this morning when five pullman cars rolled down an embankment. Lieut. Cole Leprohon and Voorn were on board and all asleep at the time. Thirty-two men including Col. Leprohon, were more or less injured and a few seriously. One colored waiter was seriously hurt and may die. The injured were brought to Winnipeg hospitals. The accident was due to a broken rail. Prior to the train leaving Edmonton, Col. Leprohon was in receipt of a vituperative letter threatening dire calamity but all authorities scout any connection between this and the accident, treating it merely as a coincidence.

Huns Prosecuting their Work.

Washington, Feb. 7.—Consul Frost, at Queenstown, cabled the state department tonight that the British passenger liner California had been torpedoed without warning off the Irish coast, and that the one American known to have been on board was saved. Some of the passengers and crew are still missing, including two women and several children. The captain of the ship was quoted as saying the submarine did not hail or give any warning before firing two torpedoes, from a distance of 300 yards, and sending the California down. The American survivor was John A. Lee of Montgomery, Alta., who is supposed to have been a member of the crew.

New York, Feb. 7.—The British passenger liner California, one of the crack ships of the Anchor Line fleet, has been sunk off the coast of Ireland with loss of life. Messages to the state department in Washington and to the officials of the line at New York today told of the catastrophe. The liner carried thirty-one passengers and a crew of 184, one of whom was an American. He was saved. Advice to the local offices said there were 160 survivors; those to the state department from Consul Frost, at Queenstown, that one life was lost and that there was thirty "hospital cases." The California was armed when she left here, on Jan. 29, with a stern gun, and carried a large cargo, including, it was stated, war supplies. The vessel was due in Glasgow today or tomorrow.

The passengers, it was stated by officials of the line, were all British or Canadian subjects. The British shipping commissioner here said that only four members of the crew were shipped at this port, none of them being Americans. The rest of the crew, he said, was taken on at Glasgow, and he believed they were all British subjects. The California's passenger list follows: First cabin—

J. L. Broughton, Shanghai, China; Second cabin—Mrs. A. Smith, Mrs. J. Kidd, Edith Smith (infant), Calgary; N. Gillies, New York; Miss Margaret McLeod, New York; Miss Madge Roberts, Toronto; Miss Annie Chambers, Firtholiff, N. Y.; Mr. and Mrs. J. W. Anderson and son, Vancouver; Mr. and Mrs. A. Gilchrist, New York; Miss Rose Martin, White Plains, N. Y.; Alex. Martin, Detroit; Mrs. A. Cathill, Caspar, Wyoming; Mrs. Mary J. O'Donnell, Master Cornelius O'Donnell, Master James O'Donnell, Miss Mary O'Donnell, Philadelphia; Third cabin—J. Anderson, Boston; Miss Margery Sinclair, Boston; Mrs. Jeanie McKinley, Bridgeport, Conn.; Miss Jessie Robertson, Buffalo; Mrs. Margaret Little, Master John Little, Miss May Little, Miss Margaret Little, Master and Edward Little, New York; A. Knox, New York, and Miss Annie Forbes, Toronto. Although many in the list are recorded as coming from American cities, it was explained by the officials that all the passengers were nevertheless British or Canadian, who either resided in them or booked from them. Built at Glasgow in 1907, the California is registered as a vessel of 8,562 tons gross and 470 feet in length. Officers of the California, the first large passenger liner to be sunk since the publication of the recent German note defining a new sea policy were: Captain John L. Henderson, Surgeon William Alger, Purser D. Ethrington, Chief Steward W. Henry.

London, Feb. 7.—The following vessels have been sunk by German submarines. Peruvian bark Lorton, British steamer Vostra, 1,021 tons. British steamer Crown Point, 5,218 tons. Two British steam trawlers. Two fishing boats. British steamer Wartenfels, 4,511 tons, (two lives lost) British steamer Saxton-Briton, 1,337 tons, (two killed). British steamer Azul, 3,074 tons, (twelve saved). British steamer St. Ninian, (eight missing). British steamer Corsica Prince, (nine missing). Italian steamer Ferruco, 2,192 tons. British steamer Palm Leaf, (captain and engineer taken prisoners).

British Parliament

London, Feb. 7.—King George in opening parliament today said that the response of the Allies to the invitation of the president of the United States outlined their aims as far as could be done at present. "Threats of further outrages upon public order and the common rights of humanity serve to steel our determination." The opening of parliament, always picturesque, was shorn of much of its color and pomp. The peers wore none of the customary robes and regalia.

The king was clad in a khaki uniform, and all the lords and members of the House of Commons who are entitled to wear either khaki or navy blue followed the example of the king. There were also other innovations in keeping with the time of war. The imperial escort consisted of officers of the Overseas Fighting Forces. The royal gallery in the House of Lords was set apart for returned soldiers. For the first time in the history of parliament the importance of the foreign press was recognized by the allotment of seats in the press gallery to correspondents from allied countries. The weather was clear and crisp, and as the royal procession passed from Buckingham Palace to the houses of parliament dense crowds lined the streets.

King George's speech follows: For the third time in succession I summon you to your deliberations in the midst of war. Certain overtures of which you are aware have been made by the enemy with a view of opening peace negotiations. Their tenor, however, indicated no possible basis of peace. My people throughout the Empire and my faithful and heroic allies remain steadfastly and unanimously resolved to secure the just demands for reparation and restitution in respect of the past and guarantees for the future which we regard as essential to the progress of civilization. In response to an invitation by the President of the United States of America we have outlined, so far as can be done at present, the general object necessarily implied by these aims.

"Threats of further outrages upon public law and the common rights of humanity will but serve to steel our determination more. During the winter months my navy has maintained unchallenged its ceaseless watch on the seas and enforced with rigor the blockade of the enemy. My armies have conducted successful operations not only in Europe but in Egypt, Mesopotamia and East Africa, and they are fully prepared to renew the great struggle in close and cordial co-operation with my allies on every field. I trust their united efforts will carry the successes already won to a victorious conclusion. I invited representatives of my dominions and my Indian empire, which have borne so glorious a share in the struggle, to confer with my ministers on important questions of common interest relating to the war. The steps so taken will, I trust, conduce to the establishment of closer relations between all parts of the empire."

"You will be asked to make necessary provision for effective prosecution of the war. Accomplishment of the task to which I have set my hand will entail unswerving demands on the energies and resources of my subjects. I am assured, however, that my people will respond to every call necessary for the success of our cause with the same indomitable ardor and devotion that have filled me with pride and gratitude since the war began. I therefore confidently commend to your patriotism the measures which will be laid before you, and I pray that Almighty God may give His blessings to your counsels."

Fifteen to twenty lives are believed to have been lost in a fire which destroyed "Kenwood Hotel" in Minneapolis on Monday.

It is stated that a funnel-shaped sea lane of armed patrols ships, extending 300 miles westward from the British Isles, has been established by the British Admiralty. This is the answer of the Allies to Germany's declaration of unlimited submarine destruction.

A very sudden death occurred at the Hotel Victoria in this city Saturday morning last, when Mr. George Burgess of Crapaud, Dairy recorder for the Dairy Division Ottawa passed away, as the result of an acute attack of heart trouble. Deceased had come to town on the previous evening and passed the night without any apparent evidence of serious trouble. After breakfast Saturday morning he was sitting in the office of the hotel, when he suddenly collapsed. A doctor was summoned; but the stricken man after being conveyed to his room only lingered about five minutes. He leaves a widow and three children to mourn. Deceased was a native of Bluevale, Ontario, and came to P. E. Island in 1893 as cheese maker for Mr. Dillon, then in charge of the dairy work here for the Dominion Department of Agriculture. For several years after this he was successively engaged as a cheese and butter maker at St. Peter's Bay, Hillsboro, Cherry Valley and Crapaud. He then removed to Assiniboia in Western Canada where he remained for five or six years, when he returned to Prince Edward Island and by reason of his expert knowledge of the work was appointed by the Dominion Government to the position which he held at the time of his death, that of keeping records of the individual dairy herds of the Province.

The Market Prices.

Butter.....0.40 to 0.42
Eggs, per doz.....0.42 to 0.46
Fowls each.....80.0 to 1.00
Chickens per pair.....0.85 to 1.25
Flour (per cwt.).....0.00 to 0.00
Beef (small).....0.10 to 0.16
Beef (quarter).....0.08 to 0.11
Mutton per lb.....0.11 to 0.00
Pork.....0.16 to 0.20
Potatoes.....0.60 to 0.65
Hay, per 100 lbs.....0.75 to 0.80
Black Oats.....0.88 to 0.70
Hides (per lb).....0.00 to 0.18
Calf Skins (per lb).....0.00 to 0.25
Sheep Pelts.....1.50 to 2.00
Oatmeal (per cwt.).....0.00 to 0.00
Turnips.....0.18 to 0.20
Turkeys (per lb).....0.25 to 0.30
Pressed Hay.....14.00 to 17.00
Straw.....0.30 to 0.40
Ducks per pair.....1.55 to 2.00
Lamb Pelts.....0.00 to 0.00

DIED.

LEED—At her home in Iris, Isabell Weatherbie, beloved wife of the late James McLeod of Iris in her 90th year.

MAY—At Summerside, Lot 67, on the 4th Feb. Mrs. Michael May, in the 90th year of her age.

McLAUCHLIN—At Dunstaffnage, Feb. 7th, Jessie McLauchlin, widow of the late Donald McLauchlin, aged 80 years.

CONWAY—At his home, in Bonshaw, on Wednesday, Feb. 7th, Daniel Leonard Conway, son of Mr. and Mrs. Patrick Conway, aged 16 years.

BURNS—At Freetown, Feb. 10, 1917, Mrs. William Burns, aged 77 years.

McAULAY—At her home at Southampton on January 26, 1917, after a week's illness, Jane relict of the late Peter McAulay, in the eightieth year of her age. Deceased was a daughter of the late Captain John Kennedy of Marie. She was attended in her last illness by her pastor Rev. A. McAulay, and died fortified by the last rites of the Catholic Church of which she had always been a faithful member. She leaves to mourn besides a host of friends and relatives, a family consisting of the following: Three sons, Franklin on the homestead, Alphonus in West Somerville and Joseph in McLellan, Alberta, and three daughters. Mrs. John A. Peters of South Boston, Mrs. David G. Breen, of Hyde Park and Mrs. Pius J. Sutherland of St. Peter's, by whom she will be sorely missed. May her soul rest in peace.

McDONALD—In the City Hospital, Boston, after a few days illness, of pneumonia, on Wednesday, January 31st, Albert McDonald, son of the late Angus (Neil) McDonald, Souris. Deceased was an expert gas meter worker, and had been engaged in this business in Boston for about twenty years. He and his brother Joseph D. (also, an expert in the same business) were employed by the Boston Consolidated Gas Company. His mortal remains were brought home for burial by his brother Joseph D. The remains crossed from Pictou to Georgetown on Saturday, Feb. 3rd, and were brought to Souris by team on Sunday, 4th. The funeral obsequies were held in St. Mary's Church on Tuesday, 6th, and were largely attended. A high Mass of Requiem was sung by Rev. John A. McDonald, who also officiated at the Libera, the Absolution and at the grave. He leaves to mourn three brothers, Joseph D. of Boston, already mentioned; Peter, formerly connected with the Merchants' Bank in this city, and now occupying an important position in a munitions manufacturing establishment in New Jersey, and John E. Insurance Agent, Souris. May his soul rest in peace.

Job Work

Executed with neatness and Despatch at the HERALD Office.

Charlottetown P. E. Island
Check Books
Dodgers
Note Books of Hand
Head Letters

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 23rd inst., 1917, for the conveyance of B. M. J. M. M. M. on a proposed Contract for four years, six times per week over Rural Mail Route No. 4, from Montague, P. E. Island, from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Montague, St. Mary's Roads and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector.

Post Office Inspector's Office, Charlottetown, Feb. 8th, 1917. Feb. 7, 1917—31.

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Interest payable half-yearly, 1st April and 1st October by cheque (free of exchange at any chartered Bank in Canada) at the rate of five per cent per annum from the date of purchase.
Holders of this stock will have the privilege of surrendering at par and accrued interest, as the equivalent of cash, in payment of any allotment made under any future war loan issue in Canada other than an issue of Treasury Bills or other like short date security.
Proceeds of this stock are for war purposes only.
A commission of one-quarter of one per cent will be allowed to recognised bond and stock brokers on allotments made in respect of applications for this stock which bear their stamp.
For application forms apply to the Deputy Minister of Finance, Ottawa.
DEPARTMENT OF FINANCE, OTTAWA
OCTOBER 7th, 1916.

CHANGE IN TIME.

The following will be the changes in Time Table of P. E. I. Railway, to come into effect about WEDNESDAY or THURSDAY of this week:

Mixed Train—Leave Charlottetown daily 6.50 a. m., arrive at Summerside 10.20 a. m.; leave Summerside 2.00 p. m., arrive at Tignish 7.00 p. m.

Mixed Train—Leave Tignish daily 6.00 a. m., arrive at Summerside 11.10 a. m.; leave Summerside 2.20 p. m., arrive at Charlottetown 5.25 p. m.

Mixed Train—Leave Summerside daily 7.15 a. m., arrive at Charlottetown 10.20 a. m.; leave Charlottetown 2.20 p. m., arrive at Summerside 5.30 p. m.

Mixed Train—Leave Cape Traverse daily 7.15 a. m., arrive at Emerald Junction 3.10 a. m.; leave Emerald Junction 4.30 p. m., arrive at Cape Traverse 5.20 p. m., enabling passengers to leave Cape Traverse Branch in the morning, go to Charlottetown or Summerside and return by afternoon trains.

Mixed Train—Leave Georgetown daily 6.45 a. m., arriving at Charlottetown Monday, Wednesday and Friday 11.30 a. m.; Tuesday, Thursday and Saturday at 10.40 a. m.

Mixed Train—Leave Souris on Monday, Wednesday and Friday at 6.00 a. m., arrive at Charlottetown at 11.30 a. m.; returning, leave Charlottetown at 3.00 p. m. Passenger train leave Souris Tuesday, Thursday and Saturday at 7.20 a. m.; arrive at Charlottetown at 10.40 a. m.; returning, leave Charlottetown at 3.10 p. m.

Mixed Train will run on Elmsira Branch three days each week, Monday, Wednesday and Friday. Murray Harbor Branch same as at present.

District Passenger Agent's Office, January 27th, 1917. January 31, 1917—31.

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