

Local and Other Items.

The St. John Dry Dock and Shipbuilding Co., Ltd., has been incorporated with a capital stock of one million dollars.

James J. Hill, the railroad builder, left no will. His wife has filed a petition in the probate court, asking that Louis W. Hill, his son, be appointed administrator of the estate, the value of which is placed in the formal petition at \$10,000,000. The petition was signed also by the eight children.

The customs committee of the chamber of deputies, Paris, have drawn up a resolution urging the denunciation by the government of all commercial treaties with foreign countries which contain a most favored nation clause, in order, says the resolution, to give France complete liberty of economic action.

FARMERS COOPERATIVE COMPANY. — The Associated Farmers Cooperative Co., Ltd., is distinctive in one particular feature, in that it pays no dividend to its shareholders. But at the end of each year the profits are divided equally among its members, according to the amount of their purchases.

To help make up for the losses suffered by the British naval forces in the recent North Sea battle, Newfoundland began making plans immediately for a special recruiting campaign. An effort will be made to send forward one thousand men as the Colony's share.

King Constantine has signed an order demobilizing twelve classes of the Greek army, about 150,000 men. Paris considers this action as being the result of pressure by the Entente Allies. The demobilization order, it is reported from Athens, may bring the downfall of the Skouloudis ministry.

A despatch received in London on the 10th inst. from Berlin says that Dr. Karl Liebknecht, the Socialist leader, who had been in custody since May 1, when he was arrested in connection with the May Day demonstration, is accused of treason, and that the trial probably will begin within a few days before the Berlin military court.

Sir George E. Foster, now in London, has been made Imperial privy councillor, which honor has so far been bestowed upon but few Canadians. He will attend the allies economic conference at Paris with Lord Crewe, Bonar Law and Premier Hughes, of Australia. Sir George and Premier Hughes go as representatives of the British Government, the Dominions not being constitutionally recognized.

Sunday last being the Feast of Pentecost, Solemn High Mass was celebrated in St. Dunstan's Cathedral at 11 o'clock. Rev. Pius A. McDonald, Chaplain of the 105th Battalion was celebrant, with Rev. Maurice McDonald deacon and Rev. Frank McQuaid sub-deacon and Rev. Dr. Gillis Master of Ceremonies. The sermon of the day was preached by Father Pius A. McDonald. In the evening Vespers were followed by Solemn Benediction and Blessing officiating.

The Russian Government is quietly trying to place orders for over 300,000 tons of steel rails for delivery in the closing quarter of 1917. It is seriously questioned whether the orders will be placed, simply because rail mills are in nearly every case booked up until well into next year, and it is thought improbable that capacity to roll so large a tonnage for export within the required time limit will be found. Russia recently sent out inquiries for from 600 to 1,000 large locomotives.

From far away Lisbon, in Portugal, the small topsail schooner Julie, flying the tri-color of France at her peak, arrived in Charlottetown a few days ago. The Julie is a vessel of 107 tons and brings a cargo of salt for Carvell Bros. Her crew, consisting of seven or eight persons are all French speaking people. Two of them are mere boys. That the square sails on the foremast are a great boon to a vessel of the kind is shown by the fact that the schooner made the voyage in the quick time of 26 days.

The "Western-National" The "National-Atlantic"

CANADIAN GOVERNMENT RAILWAYS EXPRESS TRAINS QUEBEC AND WINNIPEG.

A new and vast portion of Canada in the making to be seen while travelling in modern railway comfort.

A new chapter in the railway history of Canada, and in fact of North America, will be written with the inauguration of the new express service between Quebec and Winnipeg by the Canadian Government Railways.

More fitting names could hardly have been selected for the two expresses—the "Western National" and the "National Atlantic." The mere mention of such a service in normal times would have attracted "national" attention for the opening of a direct railway route with a through sleeping car service, a route independent of junction or terminal charges, under Government ownership and management, and making a new link between the Atlantic and the Pacific, is surely of "national" import.

Commencing June 13th, the "Western-National" will leave Quebec at 2.00 p. m. Tuesday, Thursday, Saturday arrive Cochrane, Ont. 4.10 p. m. Wednesday, Friday, Sunday, there connecting with the "National" from Toronto, and arrive Winnipeg 4.30 p. m. Thursday, Saturday and Monday. On the Eastern trip the through sleeping car will leave Winnipeg 5.15 p. m. Sunday, Tuesday, arrive Cochrane 6.55 p. m. Monday, Wednesday, Friday and the "National-Atlantic" will leave Cochrane 7.15 p. m. Monday, Wednesday, Friday, arriving Quebec 9.10 p. m. Tuesday, Thursday, Saturday. This is 49 hours of travel, and the quickest time between the two cities. Observation sleeping cars will be operated thus giving an opportunity of seeing a new portion of Canada in the making while travelling in modern railway comfort.

The "National" traveller will note the hardy pioneer has not only blazed the trail, but here commenced settlement, for here and there along this—the most northerly of the eight Transcontinental routes—are already flourishing farming areas. He will see development in the lumber and pulp industry, and the vast possibilities for extension in those directions. He will stop at La Tuque (population over 4,000) and Cochrane (population over 2,000), modern towns with school, churches, hospital, electric light, built on lands which only a few years ago were in the heart of an unknown wilderness. Other towns in the making and town sites will be observed. He will cross noble rivers and ride in view of immense inland waters. The opening of such a territory will naturally suggest untold possibilities for the prospector, hunter, trapper and angler—and these possibilities are so varied and extensive as to be beyond human calculation. Already there are competent guides who make it a business to conduct hunting and fishing parties to selected camps, while organized canoe trips on the network of rivers, and even to the shore of Hudson Bay, can be arranged. Evidences of the great world war will be seen in Detention Camps at Spirit Lake and Kapuskasing where foreign aliens are interned. The "National" traveller will pass through the Great Clay Belt for over 400 miles, an area of 16,000,000 acres of level or undulating land destined to be the future home of thousands of settlers. He will cross New Ontario, 330,000 square miles, fully four times the size of Old Ontario into Manitoba, and reach Winnipeg over a section of the great wheat area of that fertile province. And all the time he will be on a railway on which no expense has been spared in making it what modern engineering science demands in an up-to-date railway.

Mention has been made that the railway from Quebec to Winnipeg is a link between the Atlantic and the Pacific. The Government Railways (the Intercolonial) from the Atlantic seaports Halifax, Sydney, St. John, connect at Quebec from Levis by the car ferry S. S. "Leonard" until such time as the Quebec Bridge is completed. At Winnipeg the Grand Trunk Pacific, using

the same Union Station, permits of direct connection with its lines for the Northwest and Prince Rupert on the Pacific Coast, thus forming a new Transcontinental route from coast to coast—a route that will be the potential transportation factor in the development of Canada's new and vast areas.

The Shell Commission.

Ottawa, June 7—"I can find no evidence at all before the commission of a single corrupt or improper act on the part of General Hughes. There is not a bit of evidence that General Hughes, corruptly or otherwise, induced the Shell Committee to give these contracts. There is not a single bit of evidence that General Hughes was consorting with Allison in regard to these fuse contracts. There is no evidence that General Hughes had anything to do with these contracts—except to be called in at the moment to give them official recognition. The evidence shows that the Shell Committee was directed by nothing but a sense of duty of getting these fuses as speedily as possible. There is no suggestion that there was any improper motive influencing any one of them. There is no evidence that Col. Carnegie (Shell Committee adviser) was influenced by anything else but judgment. It is impossible to conceive of anything approaching a greater failure than the suggestion that there were improper motives in high places in regard to these contracts. These charges were made to lead the people of this country to believe that their affairs were being dishonestly and incompetently handled. I can find no evidence before this commission to support such a charge."—Mr. J. F. Hellmuth, summing up evidence before Duff-Meredith Commission.

"There is absolutely nothing in the evidence that points to any corrupt or dishonest act on the part of the Shell Committee or Sir Sam Hughes. My mind is quite clear on that point."—Judge Duff.

Judge Duff's Argument in the Kite Charges before the Duff-Meredith Commission was begun today with addresses by Mr. Hellmuth, government counsel, and Mr. F. B. Carvell, counsel for Mr. Kite, and will continue tomorrow. Mr. Hellmuth's address took the form of a statement which was a model of lucidity and weight. He spoke less than three quarters of an hour. He analyzed the Kite charges to show that what the member for Charlottetown had actually sought to convey to the country was that the Shell committee had let contracts as a blind to mushroom companies in the United States to enable a corrupt rake-off to be divided among General Hughes, Col. Allison and members of the committee. In other words Mr. Kite and Mr. Carvell had sought to convey the impression to the Canadian people that their affairs were being incompetently and dishonestly conducted. Mr. Hellmuth submitted that there was not a particle of evidence brought before the commission to warrant any such assumption. Mr. Carvell on the other hand maintained that the assertions made by Mr. Kite in the House of Commons, and which the Royal Commission was created to investigate, had been fully proven by the evidence. Mr. Carvell's address was in striking contrast to the cold, master-of-fact logic of Mr. Hellmuth, it had all the member for Carleton's characteristic industry and ability, but it was marred by the looseness and generalities associated with a certain type of parliamentary eloquence. Mr. Carvell indulged in a good deal of bragadoocio at times, and was once or twice sharply called to order by justices Duff and Meredith. Mr. Hellmuth in beginning his address quoted from speeches of Messrs. Carvell and Kite in the Commons to show that there really had been charges of corruption directed against the Minister of Militia. Mr. Carvell had referred to General Hughes as "the man directly responsible for all these nefarious transactions." The meaning of the word "nefarious" was plain and there was no mistaking what it conveyed in respect to General Hughes. Mr. Kite stated in his speech in the

Commons that Bassick, Youkum and Cadwell had been advanced to divide it among themselves as a reward for negotiating the contract. Mr. Kite had also stated that neither of the American companies had made a fuse or ever intended to make a fuse. All this in substance meant that the Shell Committee had knowingly let a contract to mushroom companies as a blind to divide a rake-off between General Hughes and Allison. The language was carefully guarded but there was no doubt as to the impression which Mr. Kite sought to give the country. The commission was undoubtedly created. Mr. Hellmuth said, as a result of such impression. If there had been no charge or suggestion of personal dishonesty the commission of inquiry would never have been created.

Co-operative Meeting.

A meeting in the interests of the Associated Farmers Co-operative Co. Ltd., was held Saturday night at Mount Ryan, Mr. Peter Cuminsky, occupied the Chair and after explaining the object of the meeting introduced Mr. C. L. McKinnon as the first speaker. Mr. McKinnon gave a lengthy outline of Co-operation in general, showing how civilization today is the product of the co-operation of our forefathers. Coming down to present day conditions he instanced the benefits received by co-operative bodies in the other Province in the mercantile line and as the object of the Associated Farmers Co-operative Co. Ltd., was to buy and sell for the farmers he went into full details of the system and plans of the association. Mr. W. W. McDonald was the next speaker and took up the price list end of business. Those prices were carefully acquired into, and discussed fully by every one present. Mr. Cuminsky in closing the meeting told how to become interested in the Co-operative movement along those lines and stated what were his reasons for believing, that he, along with the other farmers who joined the association would benefit by it. Com.

The eleven hundred men of the 105th Battalion, who were in Charlottetown up to that time, embarked on the Car Ferry Steamer Prince Edward Island shortly after midnight Monday and steamed away from here en route to Valcartier P.Q. The departing soldiers received a great parting ovation from the people as they marched to the steamer to music of their band. During the embarkation the steamers great search light was turned towards the approaches to the wharf making it as bright as day.

DIED.

WEBB—At O'Leary, June 7th 1916, James Webb. Aged 66 years.

ROBERTSON—On 11th June, 1916, Margaret Harriet Robertson, aged 70 years, wife of Neil Stewart, Dunstaffnage.

HARDY—In this city, on June 7th, after a lingering illness, Mr. Thomas Hardy, aged 76 formerly of York. He leaves to mourn his wife and family.

MCKENZIE—At Hartsville, Friday evening June 9th 1916, John McKenzie aged 97 years.

CAVEN—In this city June 9th, John Caven, aged 44, son of the late Dr. Caven, leaving one brother and two sisters to mourn. May his soul rest in peace.

MCPHEE—At St. Georges, on May 29th, Margaret, relic of the late John McPhee aged 83 years, leaving one daughter and four sons to mourn. During her last illness she devoutly received the Sacraments for the dying, and departed this life fortified by all the rites of our holy religion. Her funeral took place to St. Georges Church on May 31st and was largely attended. A high Mass of Requiem was sung by Rev. D. J. G. McDonald, P. P. who also performed the funeral service. Interment took place in the adjoining cemetery. May her soul rest in peace.

The cruiser Hampshire sank in deep water, two miles from land, between Marwick Head and the Brough of Birsay, on the west coast of the Orkney Islands.

The Market Prices.

Table with 2 columns: Item and Price. Items include Butter, Eggs, Fowls, Chickens, Flour, Beef, Pork, Mutton, Potatoes, Hay, Black Oats, Calf Skins, Sheep Pelts, Oatmeal, Turnips, Turkeys, Pressed Hay, Straw, Ducks, Lamb Pelts.

Fire Insurance

Possibly from an oversight or want of thought you have put off insuring, or placing additional insurance to adequately protect yourself against loss by fire.

ACT NOW: CALL UP DeLOIS BROS., Charlottetown. Water Street, Phone 521. June 30, 1915-3m

LIME!

We have on hand a quantity of St. John LIME In Barrels and Casks. PHONE 111 C. LYONS & Co. April 26, 1916 -tf

Morson & Duffy

Barristers and Attorneys Brown's Block, Charlottetown P. E. Island. MONEY TO LOAN. JOB WORK! Executed with Neatness and Despatch at the HERALD Office Charlottetown P. E. Island

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 14th July, 1916, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week. Over Royal Mail Route No. 1, from Kinross, P. E. Island, from the 1st October next. 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 Kinross, Charlottetown, and at the office of the Post Office Inspector. JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, June 7th, 1916.-31.

McLean & McKinnon

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Stylish Shoes for Stout Women



Why wear shoes not built for your feet, which are bound to stretch and lose their shape? Here is one of the "AUNT POLLY'S OUT SIZE" boots which has made a host of friends. By a clever idea in shoe-making these shoes give extra room at the ankle, top, and the broadest part of the foot, and still appear smaller than the shoes which you have previously found it necessary to content yourself with.

ALLEY & CO.

135 Queen Street, Sole Agents.

Hickey's Black Twist

The Choice of Critical Chewers

Because it is the best of all Chewing Tobaccos It is made in a sanitary factory, is absolutely clean and has a satisfactory "tangy" flavor that cannot be found in any other kind. Buy HICKEY'S BLACK TWIST and you'll be sure of the best.

Send Hickey's Black Twist

TO YOUR SOLDIER FRIENDS IN FRANCE

Soldiers at the front and the boys at home all agree that HICKEY'S BLACK TWIST is the best good Chewing Tobacco. Send HICKEY'S BLACK TWIST to the boy in the trenches—and be sure it is HICKEY'S.

HICKEY and NICHOLSON

Tobacco Company, Limited, CHARLOTTETOWN.

Be Careful

OF YOUR EYES. Don't let them become strained or overtaxed when the use of glasses will obviate any weakness or difficulty of vision. If you need spectacles the sooner you will get them the greater service they will render you. If you will let us examine your sight, we can determine the question of what you need, and supply the proper glasses. By procuring from us you save the exorbitant charges too often made by agents and avoid the possibility of getting a wrong glass with no chance of changing. If not convenient to come in, and you send us some particulars of your requirements we could mail a pair of eyeglasses or spectacles out for you to try, but a visit to us would be more satisfactory.

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E. W. TAYLOR,