

## THE HERALD

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 JAMES McISAAC,  
 Editor & Proprietor.

**Please don't delay your subscriptions for 1907. We need the money, we have earned it and shall esteem it a great favor if you remit now.**

## Unmasked by their Friends.

In its campaign of deception and misrepresentation regarding the proceedings in the Federal Parliament, the Patriot calls to its assistance a nameless Ottawa correspondent, real or imaginary. Assuming that the correspondent really exists, it must be said that he was wise in his generation when he sought the aid of the Patriot for his uninitiated tribe; for that delectable sheet under its present management, has become the happy hunting ground for every non-descript scabbler who may wish to stab his neighbor in the dark. The letter is said to have been written by one "who has spent some time at the Capital" and formed his lofty conceptions of statesmanship from his observations in the gallery of the House of Commons. Wonder if the correspondent is the scion of the old "Tory" family, who now leads the Liberals in the Local Legislature? But surely he would not so far forget himself as to thus conceal his identity under a mask. The writer pretends to be very much worried because the Opposition members from this Province, Messrs McLean, Martin and Lefurgey, lend their assistance to the Leader of the Opposition to prevent Parliament from enacting a franchise bill, having for its object the disfranchisement of thousands of Conservative voters. The bill framed by the Government for this iniquitous purpose has already been amply described in the columns of the HERALD. As we have more than once stated, our Conservative members in assisting to prevent the passage of this measure are rendering the best possible service to their constituents. The writer attempts to enlist the sympathy of his readers by an appeal to their mercenary instincts. He would like them to believe that money, intended to be spent in this Province for Public Works, will not be voted because of the tactics pursued by the Opposition, and for this conduct he would like to see these members deprived of support. That is a very specious manner of argument; but at the same time is very shallow. By putting forward the plea that the Government cannot vote money for the public service, because the Opposition will not allow them, he acknowledges that the Government have lost control of Parliament and that the Opposition rule. That is a confession that the Government have forfeited the confidence of the people; that they have outlived their usefulness and should immediately resign. It is very well known that all this is true; but it is something new to have it so candidly confessed by their own supporters in the columns of their own organ in this Province. It is an amusing fact that is doubtless forcing itself upon the rank and file of the Liberal party; but most of them are loath to publish their convictions in this matter; not many of them so frankly acknowledge the hopelessness of the Government's position, as the writer in ques-

tion. Speaking of King's County, the writer says the two branch railways of which we have heard, "will not be built this year," as the money cannot be voted, and consequently "the funds to build them will not, or cannot be distributed among the people." "The works cannot be done this season." The reason is because "the Tory party, even in Opposition, prevents us getting this." This is the wail of the non-descript writer in question. All will admit that this writer has unwittingly let the cat out of the bag. We had a strong suspicion all along that this matter of the branch railways in King's County was only a fake, and the admissions of the Patriot writer leave little doubt on that head. These branches are not to be built, and the attempt is made to put the blame for their non-construction on the Opposition. Any one can see through the trick. The Government intended to build these branches or they did not. If they wanted to build them, they would vote the money for that purpose. But they do not intend to build them and should say so. But that would be a candid honest statement, something we need not look for from the Laurier Government. It suits them better to throw the blame on the Opposition. But in this attempt the Government's friends have overshot the mark. They have acknowledged that they have lost their power, and consequently may as well throw up the sponge. What stronger proof is needed that the Conservatives are coming into power than that they already admittedly control the House of Commons?

## No Parallel Whatever.

Sir:—There seems to be an effort put forth by the Government Press, and the mercenary portion of the Liberal following throughout the country, to establish a parallel between the case of Mr. Fraser and that of Mr. Hughes, both of which, as most people know, are now subjudice of trial. An attempt is also being made to show that the latter case is only a counterblast, a sort of quid pro quo to the farmer—a mere Conservative conspiracy, not altogether free from race and religious hatred, gotten up especially for the double purpose of retaliation and of discrediting Mr. Hughes before the electors. There can be no grounds whatever for any such assumption. I hold no brief from Mr. Fraser to present his case to the public, but as many fair-minded men throughout the country, from sheer want of knowing the facts may arrive at wrong and unjust conclusions, I consider a short explanation quite in order.

Briefly put: Mr. Creamer and Mr. Duffy, either in the name of one or of both of them, obtained a contract from the Dominion Government to construct the new Post office building at Souris. After they had fairly begun operations, and when excavation and other work had been well proceeded with, the contractors found that if they had some office or head quarters where they could get the undertaking properly and methodically financed for them, it would facilitate matters very much. Mr. Fraser was just on the spot. He was a lawyer of good reputation, and a man in whom both of the contractors had implicit confidence. They entered into an agreement with him to finance the whole business, the consideration being a share of the profits if any accrued. Whether Mr. Fraser made or lost money by this venture, I am not at all concerned, although

to be accurate, I understand he has not yet, at any rate, received a single dollar from the transaction. There appears however, to be nothing low, sneaky or underhanded in the deal. But some time before Mr. Fraser had anything to do with the job, the original contractors, it would seem, sold a few loads of clay or excavation from the work to a local Road Supervisor to fill ruts on the Public highway. Mr. Fraser held a seat in the local Legislature at the time, and although it became pretty generally known that he also had an interest in the contract referred to, it was never mooted from any quarter that there was anything wrong in the transaction. But in the fullness of time it came to pass that Mr. Fraser was honored with the party nomination for King's County, to contest the issue of the next Federal Election; and fearing perhaps that his good character and growing popularity might adversely affect the prospects of his opponent, the Provincial leader of the Liberal party—who never could see any impropriety at all in Premier Hazard's occupying a seat in the local Legislature, while at the same time in annual receipt of large sums of money from the Dominion Government, as law agent of the Minister of Justice—at once seized upon the clay incident of the Souris contract, and made it a pretext for issuing a writ against Mr. Fraser for violating the Independence of Parliament. Perhaps never before was there such a glaring exhibition of the traditional feat of swallowing a camel and straining at a gnat. They knew quite well there was nothing in the clay incident that could affect Mr. Fraser's seat in the House, any more than if he had simply drawn a deed for a man, and changed a Government Road Order for his client to facilitate the payment of his fee. But something must be done in the hope of embarrassing and discrediting him before the people, and to show him up if possible as a man with Soiled Hands. They evidently relied on early impression getting in some work among the people before any corrections could be made. Whether Mr. Hughes had anything to do with this preposterous scheme or not is not very clear; but it is not at all probable that he had, as he has since repudiated it. The case against Mr. Hughes therefore was not instituted by way of retaliation, nor yet as the result of conspiracy.

I may say that long before these events happened, it had become quite apparent to the casual observer that the Member for Kings, to use an English phrase, was riding for a fall, and that his chance escape from disaster would surely be due to the obscure vision of his active political opponents and the general apathy of the more passive element of the community. It will be remembered that when Mr. Hughes entered Parliament first, it was under circumstances that gave promise of a career of considerable usefulness. His party was firmly entrenched in power, and the country, of course from causes other than legislation, has just entered upon an era of almost phenomenal prosperity. An overflowing Treasury, expanding trade and abundant harvests had practically silenced the voice of the Sage and the Critic, both within and without the walls of Parliament, leaving a free hand for lavish expenditures in every direction. It was really a time of great rejoicing in the household of the faithful. Everybody in the best of humor, happy and contented with present conditions, with no disturbing thought for the future. It was a time eminently propitious for party politics in the obtaining of moderate grants for feasible work of public utility. That Mr. Hughes has managed to secure, or has been largely instrumental in securing many important appropriations of general interest to his Province and County will hardly be disputed. But some of these appropriations have been so manipulated in their application to the purpose intended, and so intervened in the details of their expenditure with circumstances of a suspicious nature, that many people have come to regard them as of doubtful merit. The very frequency with which certain favorites have been awarded contracts to the exclusion of all competitors is even now regarded as something more than mere coincidences, and people of all shades of political thought, although perhaps unable to place their hands on the unsavory spot, are rather

disposed to share the views of the unhappy Hamlet that everything in the state of Denmark is not particularly sound and well cured. Again, that institution at Souris known as the Fish Drier has been regarded from its very birth as little short of public scandal. That Mr. Hughes promoted it, and has ever since defended it, whether through error of judgment, self interest or contempt for disaffected critics, cannot be disputed. The grievance, significant as it was from a local standpoint, had become so obscured and lost in the towering magnitude of greater scandals throughout the country that people had begun to view it with indifference when the Liberal party threw down the gauntlet of battle. It will therefore be seen that the Fraser incident merely tapped the cloud and precipitated the storm, but did not directly cause it. Now, however, that those matters are before their proper tribunals, it is only fair that their merits shall not be more minutely discussed in this place.

## OBSERVER.

## Accommodations for Passengers.

(From Hansard)

In the House of Commons on the 9th inst. Mr. Alex. Martin M. P. asked the Minister of Railways about the prospect of improved accommodation for passengers between Paines Junction and Point du Chene, as follows:

Mr. A. Martin (Queens).—I would like to ask the minister if he has received any complaints of the condition of the road between Paines Junction and Point du Chene?

Mr. Graham. We have had some complaint that the cars were not as good as they thought they ought to have for that section of the road.

Mr. A. Martin. Is the minister prepared to do anything to remedy this state of affairs? Perhaps he does not realize the importance of affording good accommodation on that part of the road. Passengers to and from Prince Edward Island pass over this portion of the road. It must be remembered that there is a large and growing tourist travel to Prince Edward Island. It is well known that the province is becoming, perhaps, the best summer resort in Canada. It was first taken advantage of by the Americans, but now also by people from all parts of Canada. I have here a letter written by the late premier of the province in regard to this matter. This will show that I am not talking about this in any merely capricious manner—the late Arthur Brien, premier of the province, thought it worth while to write to the Minister of Railways and Canals on this subject. The Steam Navigation Company of Prince Edward Island, which is subsidized by this government, put on the route some of the best boats in America; indeed, affording accommodation second to no passenger boats in the Dominion. Had this government fulfilled their share on the contract as well as the Steam Navigation Company has fulfilled its share, there would be no complaint. But, on this part of the road between Paines Junction and Point du Chene there is very inferior accommodation. When a man has travelled by space car from New York, Boston, Toronto or Montreal, he is not likely to be pleased if compelled to ride in a car in which all classes of people ride together. I will read what the late Premier of Prince Edward Island said, and I hope the Minister of Railways and Canals (Mr. Graham) will take this matter more seriously.

Minister of Railways and Canals, Ottawa.

Sir:—The attention of the government of Prince Edward Island has been called to the very unsatisfactory conditions of the Intercolonial Railway connection between Paines Junction and Point du Chene, over which most of the passengers, tourists, &c., from New Brunswick, the United States and Western Canada have to travel when coming to this province. From information furnished to the government and which is known to be reliable, it appears that only one passenger car is provided between these points to carry all classes of passengers and all kinds and conditions are buddled together—first class passengers (including ladies) being compelled to travel with Indians, Italians and fifty persons of all kinds, the car itself being frequently in a dirty state and utterly unfit for a passenger paying first class fare to enter and to travel by.

This was addressed to the Minister of Railways and Canals nearly two years ago, and I think it presents a condition that the Minister must take into account. This is a state of affairs which interferes with the travel public in coming to our province in the summer time, and I hope it is not going to continue. I would like the minister to say what he proposes, now that the tourist traffic is beginning for the season, to do to remedy this grievance. This letter is addressed to him by the premier of the province.

Mr. Graham. What date?

Mr. A. Martin (Queens). Dated the 3rd. November, 1906. I would like the minister to say what he is going to do with regard to it.

Mr. Graham. I think, if my hon. friend had read all of that return, he would have discovered that steps have been taken and that we have given instructions to remedy in so far as possible, the train service, because it is very important and it carries a large tourist trade to, perhaps, the most beautiful summer resorts in the Dominion of Canada. We appreciate very highly the line from Paines Junction to Point du Chene and we have given instructions to remedy the conditions there, and we will see that they are carried out.

Mr. A. Martin (Queens). That is very unsatisfactory to me. The minister says that the return which I have in my hand contains what the government is going to do. It is not what the return shows it is going to do, but what it is going to do? How many cars is the minister going to place upon that line? Is he going to place a sleeper on that section of the road? It is all very well for the government to put me off by saying that they are going to do something; let the minister tell us what they are going to do.

Mr. Graham. My hon. friend does not pretend that there has been nothing done for the improvement of that service. If he does he is wrong about that.

Mr. A. Martin (Queens). What has been done?

Mr. Graham. Better cars have been put on, and that is really the gist of the trouble. I think it would be unwise to say that we would put a chair car or a sleeping car on that branch of 14 miles. A first-class car has been provided, and that is about all the accommodation that could be expected for that short distance.

Mr. A. Martin (Queens). Is there a first-class car and a second class car?

Mr. Graham. The Boston train runs through without any break to the port, and I am not sure how many cars on the other train. There are sometimes four and sometimes five, and I think, always more than one.

## Our Federal Representation.

(From Hansard.)

(Continued from fourth page.)

tions are left under the control of the legislatures of the different provinces. Now here is one to which I call attention because it bears directly on the question under discussion. Under section 10 (a) we find among the exclusive powers of the legislatures:

Lines of Steam or other ships, railways, canals, telegraphs and other works, and undertakings connecting the province with any other or others of the provinces, or extending beyond the limits of the province.

Now, Mr. Speaker, if you look over the estimates you will find that the government is violating every item in that clause, violating it every day, violating it even without going to the trouble of passing an Act to amend the British North America Act. Why, there are telegraph lines in Nova Scotia alone, you will find one in every little corner of the province. There are telegraph lines all over the country which this constitution says belong exclusively to the jurisdiction of provincial legislatures. Take the next item, railways. We know that previous to 1883 no subsidies were granted to railways which did not extend beyond the limits of one province. But what do we see today?

The smallest railway, wholly within one province, perhaps connecting two small villages together, is constructed by this parliament; and they come here and add to the constitution the words for the general advantage of Canada. So they jump over the constitution and trample it under foot; but when it comes to a question of treating a small province with justice, oh, then we find that the constitution is a very sacred thing, and we cannot tamper with the constitution.

Now, Mr. Speaker, I hope I have said enough to convince the House that this question is not going to subside, this question will be kept to the fore as long as there is a government in Canada until a remedy is provided in every one of those provinces. It is a burning question in my province. When this question was up not long ago I remember the Prime Minister suggested a remedy, and I have given it a little consideration. We know that in the United States State the smallest state has an equal representation with the largest state. If I remember right, and if I do not, I hope the Prime Minister will correct me, he said that that idea was worthy of consideration, and that perhaps it would be well to give the smaller provinces increased representation in the Senate and thereby increase the influence which they would have in this parliament. Perhaps it may be I do not know. I do not know that it would satisfy the people because we believe in the principle of responsible government. But, I am of the opinion that the Senate is a most useful body, a body that I would not wish to be done away with, a body that, in some respects, is far more in-

dependent than the House of Commons, raised up, as it is, above the turmoil of questions which may arise suddenly and which may cause a wavering in the public mind. I believe that the Senate is a more independent body. I am a member of the House of Commons and members of the House of Commons are very often governed by those who send them here. Sometimes the public will may not be the correct one. I think that generally it is pretty nearly correct although it may not be sometimes. It has erred and it may err again. It has erred in every part of the world. A body which will revise hasty legislation is a useful body, and if the premier would consent to equalize the representation in the Senate it would be some extent remedy the grievance, although I do not say that it would be entirely satisfactory.

## THE MAMMOTH CENTRAL TEA PARTY

TO BE HELD AT  
 Hunter River Station  
 On Saturday, July 4th.

By the parishioners of St. Ann's, Hope River, will be an event you cannot afford to miss. Tea grounds right beside the railway track.

We, once more, invite all our friends and well-wishers throughout the Province—and their name is legion—to meet us at our Mammoth Central Tea Party at Hunter River Station on the 4th of July. We will extend a hearty and grateful welcome to all, and endeavor to make the event worthy of ourselves and of those who patronize us. Last year an unfavorable day interfered with our arrangements and good intentions; but if Providence favors us with a good day this year, we want to demonstrate to all what we can really do in the way of entertaining. Without entering into details, let it suffice to say that our grand tea party will possess every entertaining feature usually found in such gatherings. For the rest, the site is an attractive and central one; the train arrangements made over the line are complete; the gathering promises to be a large one; and it will be our pleasant duty to cater to the tastes of each and all.

Should Saturday, the 4th of July, prove unfavorable, the tea party, with every feature unaltered, will take place on MONDAY, the 6th of July, or the first fine day following.

Following are the train arrangements:

Station	Trains Depart	Fare
Tignish	5.45 a.m.	\$1.25
St. Louis	6.02 "	1.15
Albion	6.19 "	1.15
Bloomfield	6.44 "	1.00
Duval	6.50 "	1.00
Clarey	6.57 "	1.00
Coleman	7.04 "	1.00
Portage	7.21 "	.90
Conroy	7.38 "	.90
Ellerslie	7.42 "	.90
Port Hill	7.46 "	.90
Richmond	7.59 "	.80
Wellington	8.12 "	.80
Misconche	8.30 "	.70
Summerside	9.00 "	.60
New Assano	9.15 "	.50
Wilmington	9.30 "	.45
Frederick	9.53 "	.45
Cape Traverse	9.55 "	.50
Albany	6.42 "	.45
St. John's	6.58 "	.45
Concord	6.19 "	.35
Bradallane	10.11 "	.25
Frederick	10.24 "	.20
Hunter River, at	10.31 "	.10
St. Peter's, dept.	8.35 "	.90
Marie	8.50 "	.80
Morell	8.55 "	.80
Lot 40	9.00 "	.80
St. Andrew's	9.18 "	.70
Georgetown	9.30 "	.60
Montrose	9.40 "	.50
Brudenell	9.50 "	.40
Cardigan	9.55 "	.40
St. Teresa	8.47 "	.30
Pease	8.53 "	.30
St. Mary's	8.58 "	.20
Tracadie	9.35 "	.40
Bedford	9.43 "	.50
Pointe du Chene	10.05 "	.45
Charlottetown	9.40 "	.50
St. Dunstan's	9.45 "	.45
Wilton	10.14 "	.30
North Wilshire	10.35 "	.20
Hunter River	10.45 "	.10

Returning Special Train will leave for Cape Traverse, Summerside and Tignish at 5.30 p.m., and Special Train for Charlottetown, St. Peter's and Georgetown at 5.35 p.m.

June 24—21

## GRAND Tea Party!

In aid of the rebuilding of the tower of the Catholic Church will be held at  
 Head St. Peter's Bay,  
 ON—  
 Monday, July 6th, 1908

The gathering will be held on the beautiful grounds adjoining the church. For seats heavily the location is unrivalled by any other spot in this Province, and nowhere could an outing be more pleasantly spent. Nothing will be left undone to minister to the amusement and comfort of visitors. The tables will be up-to-date in every respect, and all the games and amusements usual on such occasions will be organized. There will be dancing galore. Refreshment booths abundantly supplied with all the delicacies of the season will be provided. The church tower, wrecked by the lightning, is now coming down, and to rebuild it is the object of this tea party. If you want to spend a pleasant day gone to this great gathering on Monday, July 6th.

Special train arrangements and fares are as follows:

Station	Fare	Train Departs
St. John's	\$1.15	8.40
SPRINGER	1.00	8.45
Kennington	1.00	7.17
Frederick	.90	7.38
Emmatt	.90	7.43
Hunter River	.90	8.12
North Wilshire	.90	8.28
Charlottetown	.80	8.45
Bedford	.90	9.20
Mont St. Andrew	.45	9.44
Lot 40	.25	10.08
St. Peter's	.20	10.10
St. Peter's, arrive	.60	11.40
St. Peter's, arrive	.35	12.10
St. Peter's, arrive	.30	12.22
St. Peter's, arrive	.20	12.40

Fares from intermediate stations at correspondingly low rates.

Returning special train for Misconche and Charlottetown will leave at 6 p.m., and regular train for Souris at 5.50 p.m.

June 24—21

## DIED

In this city on the 13th inst. Catherine, wife of Dennis McQuaid, aged 59 years. The remains were taken by train to St. Theresa's cemetery. May her soul rest in peace.

In this city on the 20th inst. at the residence of her son-in-law J. T. Cluckin, Mrs. Mary McDonald, widow, aged 83 years. The funeral took place to Vernon on Monday 22nd. May her soul rest in peace.

At his home at Malpeque on the 8th inst., after a brief illness borne with resignation to the Divine will, Simon Delaney in the 81st year of his age. Deceased was born in County Kilkenny, Ireland on the 27th Sept. 1827, and, when about six months old, came with his parents to this Island, where he up to the time of his death, except seven years spent in the United States. Deceased was well and favorably known throughout Prince

County, and in his dealings he was strictly honest and was charitably disposed. He was a constant and esteemed subscriber of the HERALD, and kept himself well posted on events at home and abroad. In politics he was a life long Conservative. He was a successful farmer, overcoming all obstacles that confronted him. By his thrift and industry he acquired a comfortable home. He leaves to mourn two sisters and a brother, many near relations and a large number of friends. His funeral to St. Mary's, Indian River, was largely attended. May his soul rest in peace.

A second son was born to the King and Queen of Spain on Monday night.

In this issue will be found advertisement of the grand tea party to be held at Head St. Peter's Bay on Monday July 6th. Nowhere could you go where such natural attractions greet you. If you want to have a day of real rural enjoyment go to this tea party on July 6th. Don't forget the date. Read the advertisement.

## The Always Busy Store.

## Dress Goods Special

Send for Samples

## A Line of Fine Heavy

## ALL WOOL TWEED

In neat plaid and overchecks. Regular price \$1.35 and \$1.65 a yard, while they last 75c a yard.

## Millinery

Our Millinery Department has a large number of good things in regard to Hats, etc.

## Trimmed Hats

\$2.50 Up

Shapes, Wire Shapes, Sailors', Merrie Widows. All are here at reasonable prices.

## Stanley Bros.

## The Atlantic Mutual Fire Insurance Association.

## OFFICERS OF THE ASSOCIATION:

President.....JOHN D. CHAPMAN.....St. Stephen  
 Vice-President.....St. Stephen's Bank, Director of Imperial Trust Company.  
 First Vice-President.....A. B. SCHOFIELD.....St. John  
 Paper Merchant. Ex-President of St. John Board of Trade.  
 Second Vice-President.....H. T. SUTHERLAND, Merchant.....New Glasgow  
 Secretary-Treasurer.....M. ROBINSON, Banker and Broker.....St. John  
 Managing Director.....W. I. FENTON.....St. John  
 Solicitor.....Dr. A. O. BARKER, C. L. B. ....St. John  
 Bankers—BANK OF BRITISH NORTH AMERICA.

The following letters speak for themselves:

THE MARITIME MANUFACTURING COMPANY, LIMITED.  
 P.O. BOX 11, N. S., October 4th, 1907.

W. I. FENTON, Esq., Managing Director,  
 Atlantic Mutual Fire Insurance Association,  
 St. John, N. B.

Dear Sir,—I acknowledge receipt of your cheque for \$5,000.00, in settlement of loss in recent fire, under Policy in your Company No. 1975.

We wish to place on record our appreciation of the promptness and fairness with which you settled said claim, and to say that among six companies in which we were insured, your cheque was the first to reach us.

And further you may use this letter if you wish.

Respectfully,  
 Yours very truly,  
 J. McL. FRASER, Secretary-Treasurer and Manufacturing Director.

THE MARITIME MANUFACTURING COMPANY, LIMITED.  
 J. McL. FRASER, Secretary-Treasurer and Manufacturing Director.

S. J. PARSONS, Esq.,  
 Asst. Atlantic Mutual Fire Insurance Co., Woodstock, N. B.

Dear Sir,—I beg to acknowledge receipt of the Company's cheque on Bank B. N. A. for the full amount of my claim for damages by the fire of January 6th, 1907.

I placed the claim in your hands on the 22nd, and have the Company's cheque on the 25th, so have to thank your company for the prompt response and for their courteous treatment. I shall place other insurance with you as soon as it can be arranged.

I feel both safe and satisfied in dealing with the Atlantic Mutual.

Yours very truly,  
 (Sgd.) A. W. BROWN.

TO ATLANTIC MUTUAL FIRE:

Received from the Atlantic Mutual Fire Association the sum of Two Hundred and Seventy Five Dollars, in full settlement of my claim against the Association.

I can acknowledge the promptness of this settlement, having been paid my claim within three days of my loss.

Yours truly,  
 (Sgd.) GEO. L. MUNRO.

JAMES H. REDDIN, Barrister, etc.,  
 CITY HOTEL BUILDING,  
 SPECIAL AGENT FOR P. E. ISLAND.

June 17, 1908—3m