

Local and Other Items

Sir Lomer Gouin succeeded in the Legislative Assembly recently in having "bone dry prohibition" for the province of Quebec carried unanimously.

Ottawa advices give the following prices of potatoes: Toronto, Ontario and Quebec potatoes \$2.45 to \$2.50. Ottawa, 2.00 per 90 pound bag.

A New York despatch of the 7th says: The New England fuel administration takes coal from factories for hospitals and homes and distress calls are coming in from all over Massachusetts.

It is reported by cable from Brisbane, Australia that the number of casualties in the town of Mackay, recently overwhelmed by flood, is 120, and the damage estimated at £1,500,000 sterling.

It is reported from Ottawa that Sir Robert Borden is going to London in May and will attend meetings of the war conference with representatives from other overseas Dominions. His colleagues are likely to be Rowell, Mowburn and Calder.

Uruguay has just reported a wheat crop three and a half times larger than that of a year ago. South Africa 4 per cent larger, New Zealand 84 per cent larger. If the wheat producers in the Northern Hemisphere do as well this summer, the food difficulties may be overcome.

A parliamentary election in South Armagh, Ireland, last week resulted in the return of Mr. Donnelly, Nationalist, over Mr. McCartan, Sinn Fein. The vote was about two to one in favor of the victor, who takes the place of the former member, a Nationalist, who met his death while on service in the army.

It is stated that a regulation war-leaf will be decided upon as the only legal bread saleable in the Dominion. An order of the food controller specifying its composition may be expected any time. The new loaf, it is said, will contain a proportion of bran and shorts, but not sufficient to deteriorate it in either flavor or nutrition.

The London Sunday Times says "it is finally established that the Tuscania sank while an attempt was being made to tow her towards the Irish Coast. The fact that no submarine attack was made either on her or on the towing boats is regarded as confirming the belief that the submarine was destroyed by the convoying warships."

Telegrams went out from Washington last week to the Food Administrator's hotel representative in every State ordering that not more than two ounces of wheat bread may be served to anyone at any one meal except that when rolls or bread made from corn, oatmeal, or bran and served and when only one kind other than wheat bread is ordered a portion may consist of four ounces.

Halifax advices say: Thousands of barrels of apples will go to waste in Nova Scotia unless fair prices to consumers are immediately established. The English market is entirely cut off and the transportation conditions hold back western shipments. There is urgent necessity for immediate action by the food controllers. The night train from Halifax to Sydney will be discontinued after Saturday for about a month.

Three passengers and a trainman were killed and twelve passengers were injured in a double collision on the Bangor and Aroostook Railway at Caribou on the 24th. A passenger train bound from Bangor to Vanburen crashed into a snow plough which had been stalled in snow drifts and a moment later another plough ran into the rear of the train. The bodies were identified as follows: Frank Harding, commercial traveller, Bangor; Brakeman St. Peter, Vanburen; Anna Shaw, aged 32, Limestone; Mrs. Hinckley, Waterville. The most seriously injured of these taken to the hospital were: Mrs. E. Palmer, Caribou; Mrs. Samuel Shaw, Limestone; Morris Smith, Bucksport, and Fred Goul, Vanburen.

Transport Tuscania Torpedoed

Washington, Feb. 6.—The Cunard liner Tuscania, carrying 2,179 American soldiers, has been torpedoed and sunk off the Irish coast and at a late hour tonight 1,912 officers and men had been accounted for in a despatch to the state department from London. News of the first great disaster in the war to America's armed forces came in a brief despatch to the war department. It did not mention the possibility of further survivors, but hope was built here upon the fact that all of those rescued were landed at two widely separated Irish ports and indications that relief vessels were at hand quickly. The soldiers on board the Tuscania were small detachments from almost every section of the country. There was no distinctive military unit from any state, and for this reason war department officials announced that it would be impossible to announce a list of those on board until complete reports had been received. Instructions were sent by wireless and cable by the War, Navy and State departments to their representatives in England and Ireland, directing that every detail be forwarded at the earliest possible moment. One thousand, one hundred survivors have been landed at Buncrana and Larne, Ireland, and others elsewhere.

Larne, at which survivors from the Tuscania were landed, is located on Larne Lough, County Antrim on the northeast coast of Ireland, twenty-three miles northeast of Belfast. It is a north channel port and is but thirty miles south of the Mull of Kintyre on the coast of Argyshire, Scotland. It has a population of about 4,000 persons. Larne is the site of the landing of Robert Bruce of Scotland when he invaded Ireland in 1315. It has an old castle and is a brisk fishing port. Buncrana, at which other survivors of the big vessel were landed, is located on Lough Swilly on the northern coast of Donegal and is within a short distance of the northern extremity of Ireland. It is but twelve miles from Londonderry and is fifty miles across country from Larne, or by water about eighty miles. It has a picturesque castle and is a watering place. Lough Swilly is a long narrow bay extending in from the Atlantic ocean. The coast in that section of Donegal is rocky and has been the scene of many disasters, including the destruction of vessels of the Spanish Armada. The Tuscania was a British steamer of 8,621 tons and was last reported at an Atlantic port in the United States on January 17. Capt. McLean was her commander last year.

The German government recently decided to re-inforce its submarine fleet for a desperate assault on vessels carrying United States troops and for several weeks they paid less attention to merchant vessels. They now campaign has apparently begun in earnest.

The disaster was officially announced by the war department which had received only meagre advices, without names of survivors or victims.

The department issued this statement. The war department has been officially advised that the steamship Tuscania was torpedoed and sunk and that survivors numbering 1,100, as far as could be ascertained, were landed at Buncrana and Larne, in Ireland. There was a total of 2,179 United States troops on this vessel. "No names of persons lost have been reported to the war department and no names or survivors were reported. Additional particulars are promised as soon as received." It was announced that the Tuscania was manned by British sailors, with a British naval guard and was convoyed by British warships.

The troops, composed chiefly of detachments of Michigan and Wisconsin National Guardsmen, were travelling on the Tuscania, a British vessel, under convoy of British warships. The president, Secretary Baker and in fact, all of Washington were up late

waiting for further news. Only the briefest despatches were received and none gave details of the attack on the liner. Even the time was missing but it was assumed that it occurred early this morning as the first message was filed at London at 3 o'clock this afternoon, probably within an hour after the relief ships reached the Irish coast.

Canada And The M. S. A.

The experience of the past month has shown that the people of Canada are prepared to accept the Military Service Act as one of the necessities of war. The Act, under which the ranks of our armies are being filled by drafted men, is working out well and there has been no sign of the trouble and dissension which opponents of the measure so freely predicted during the recent election campaign.

It is thought that the full number of men required will not be secured from the first class called to the colors unless the ranks of those exempted are once more gone over to bring into uniform men whose claims for exemption have been slender. In some parts of Canada exemption tribunals showed a tendency to exempt practically all who applied. Such a proceeding was not satisfactory and the representatives of the Militia Department did not hesitate to take appeals to higher tribunals in cases where they felt the circumstances warranted such action. Hundreds of these appeals have been carried to Mr. Justice Duff, the court of last resort, and it is reported that the pressure of work on him is so heavy that the appointment of assistants has been rendered necessary. The appeals will be fairly handled and the decision just.

The manner in which the administration of the Act has been carried out is, in itself, sufficient answer to those who, for political purposes alone, contended that the Government did not intend to apply it equitably to all Canada. The evidence already at hand shows that it is being enforced without fear or favor in all the provinces. The result is that the men required are being secured and thousands are already in uniform undergoing training to fit them for service overseas. For the most part they are well satisfied with the translation from civilian to military life and when they go to the front it will be to "carry on" in the spirit that has already characterized the Canadian troops.

As for the enforcement of the Act in the Province of Quebec the Ottawa Journal Press says: "Montreal despatches show that the Military Service Act is being enforced in Quebec without any of the trouble predicted for it. In the City of Montreal the law is working smoothly, the majority of the men drafted are reporting satisfactorily and, in the case absentees, the would-be deserters are being rounded up without much difficulty. Reports of an equally encouraging character are being received from the various districts of the province."

"The truth is that after a jamboiree of overheated rhetoric the solid common sense of the people of Quebec is asserting itself, and the outlook from now on is eminently satisfactory. Instead of evil war and rebellion, as some political spell binders with an eye to polling booths and personal notoriety promised, there is quiet, common-sense acceptance of the law of the land.

"That it is so, is good for Canada and good for Quebec. Had the French-Canadian people permitted themselves to be misled by the demagogues who placed a premium on revolt, the consequences might have been much more grave than some preachers of rebellion had the courage to assert.

Guilty of Manslaughter

Halifax, Feb. 5.—That the collision between the French mission ship Mont Blanc and the Norwegian Belgian relief ship Ino, which took place in Halifax harbor on December 31st last, resulting in the explosion of the Mont Blanc's cargo and the loss of over twelve hundred lives and great destruction to property in Halifax City and County, was caused by the violation of the rules of navigation and that Pilot Mackey and Captain Lemedec, of the Mont Blanc, were wholly responsible therefor, was the finding of the Court of Inquiry here yesterday.

PILOT AND CAPTAIN ARRESTED

Immediately after the announcement of the finding of the Court of Inquiry, Chief of Police Hanrahan took into custody Pilot Frank Mackey on a warrant issued from Stipendiary McLeod's office, charging manslaughter in connection with the death of Pilot William Hayes, who was killed on the S. S. Mont Blanc. A similar charge was laid against Capt. Lemedec, of the Mont Blanc, and a half hour later at the corner of Prince and Granville Streets, he, too was placed under arrest. In the afternoon both prisoners were admitted to bail for their appearance, Captain Lemedec in \$19,000 his bail being furnished by French Consul Gaboury and Mr. Caldwell of the Reford Steamship Agency staff, and Pilot Mackey in \$6,000 his bail being furnished by Sheriff Hall, of the Pilotage Commission.

The finding was as follows:

Sir:—Having been directed by the Honourable the Minister of Marine to hold a formal enquiry into the cause of the explosion on the S. S. Mont Blanc on December 31st, 1917, I have to report as follows: That as directed I had associated with me as Nautical Assessors, Captain Demers, of Ottawa, Dominion Wreck Commissioner and Captain Walter Hose, R. C. N., of the city of Halifax. I began the enquiry on the 13th day of December, A. D. 1917, and having heard all the witnesses that could throw any light on the situation and having conferred with the Nautical Assessors I have reached the following conclusions and desire to report as follows:

1. The explosion of the S. S. Mont Blanc, on December 31st, was undoubtedly the result of a collision in the harbor of Halifax between the S. S. Mont Blanc and the S. S. Ino.

2. Such collision was caused by violation of the rules of navigation.

3. That the pilot and master of the S. S. Mont Blanc were wholly responsible for violating the rules of the road.

4. That Pilot Mackey, by reason of his gross negligence, should be forthwith dismissed by the Pilotage authorities and his license cancelled.

5. In view of the gross neglect of the rules of navigation by Pilot Mackey the attention of the Law Officers of the Crown should be called to the evidence taken on this investigation with a view to a criminal prosecution of such pilot.

6. We recommend to the French authorities such evidence with a view to having Captain Lemedec's license cancelled and such captain dealt with according to the law of his country.

7. That it appearing that the Pilotage authorities in Halifax have been permitting Pilot Mackey to pilot ships since the investigation commenced and since the collision above referred to, we think the authorities i. e., Pilotage authorities, deserving of censure. In our opinion the authorities should have promptly suspended such pilot.

8. The master and pilot of the Mont Blanc are guilty of neglect in "not taking" proper steps to warn the inhabitants of the City of a probable explosion.

9. Commander Wyatt is guilty of neglect in performing his duty at C. X. O. in not taking proper steps to ensure the regulations being carried out, and especially in not keeping himself fully acquainted with the movements of vessels in the harbor.

10. In dealing with the C. X. O.'s negligence in not ensuring the efficient carrying out of traffic regulations by the pilots, we have to report that the evidence is far from satisfactory that he ever took any efficient steps to bring to the notice of the Captain Superintendent neglect on the part of the pilots.

11. In view of the allegations of disobedience of the C. X. O.'s orders by pilots we do not consider such disobedience was the proximate cause of the collision.

12. It would seem that the pilots of Halifax attempt to vary the well-known Rules of the Road, and in this connection we think Pilot Renner, in charge of an American tramp steamer on

the morning of the collision, deserving of censure.

13. That the regulations governing the traffic in Halifax Harbor in force since the war were prepared by the competent Naval authorities; that such traffic regulations do not specifically deal with the handling of ships laden with explosives, and we have to recommend that such competent authority forthwith take up and make specific regulations dealing with such subject; we realize that whilst the war goes on under present conditions explosives must move, but in view of what has happened we strongly recommend that the subject be dealt with specifically by the proper authorities.

Given under my hand, at the City of Halifax, this 4th day of February, A. D. 1918.

Concurred in by the Nautical Assessors respecting all Nautical matters. (Sgd) L. A. DEMERS, F. R. A. S. WALTER HOSE, Asst. Captain. R. C. N. (Sgd) DRYSDALE, L. J. A.

Railway Accident

Montreal, Feb. 5.—Mrs. J. K. Jones of New Brunswick, and E. R. Elder, of Irishtown, N. B., were among the five passengers injured when the C. P. R. St. John-Montreal train was derailed about two miles west of Little Magog this afternoon. Among the passengers on the train were Mrs. E. B. Carvell, of Woodstock, N. B., wife of the Minister of Public Works, who was on her way to Ottawa, but escaped injury and was able to proceed, and Miss Alice O'Regan, who was returning after visiting her parents, Mr. and Mrs. John O'Regan, Elliot R. W., St. John. Miss O'Regan also escaped injury. Two injured New Brunswick passengers suffered from dislocated shoulders. The express, which left St. John last evening, was running about nine hours late, having been delayed by the extreme cold. At the place where the accident occurred there is quite a straight run, but in taking a slight curve the baggage cars and passenger coaches and sleepers left the rails and rolled down the bank, which fortunately was not very steep. Only the engine and the dining car on the rear stood on the tracks.

The occupants of the cars were piled on top of each other as they rolled over, and those who escaped injury proceeded to render aid to their less fortunate companions. There were two doctors on board and they looked after the more seriously injured. The travellers suffered severely from the cold, the thermometer being over 20 below, but the auxiliary stoves in the cars were soon started and this helped to alleviate suffering until assistance arrived.

Word was sent to Sherbrooke and a special was made up with doctors and officials. The injured were first looked after and placed on board the auxiliary train, as well as the other passengers. On the return to Sherbrooke the injured were at once taken to the hospitals, while the passengers were sent to the Magog House, Sherbrooke House and Grand Central Hotel. Quite a number of the passengers were shaken up, but the wonder among railroad officials is that there was not a heavy death toll. The permanent way is badly torn up. The cause of the accident is surmised to have been a broken rail occasioned by the extreme cold weather. The wreck carried away the telegraph wires.

Another Steamer Torpedoed

New York, Feb. 7.—The Canadian liner Aurania, 13,400 tons was torpedoed by a German submarine within the last forty-eight hours while bound for the United States, it was learned from officials of the Cunard Line today. Although crippled by the explosion the ship was not sunk, and is believed to be making her way back to port with the assistance of government vessels, it was said. The ship carried but little cargo. "There were thirteen or fourteen passengers aboard the Aurania when she was struck, it was stated at the offices of the Cunard Line. No additional particulars were as yet available, it

was added. The Aurania is a sister ship of the Cunard liner Andania, sunk by a submarine last month. She was built in 1915 at Newcastle-on-Tyne. The ship was 530 feet long, sixty feet beam and accommodation of 550 passengers in the cabin and 2,000 in the steerage.

An Atlantic Port, Feb. 7.—Calls for help from a steamer in distress off the Newfoundland coast were picked up by another ship and relayed to government stations. The nature of the vessel's trouble was not revealed by the authorities.

Washington, Feb. 7.—All members of the naval armed guard and all Americans of the crew were saved when the American steamer Allamance was torpedoed and sunk in the war zone last Tuesday. A state department despatch today said six foreigners among the crew were lost.

Marquis Of Dufferin Dead

London, Feb. 7.—The Marquis of Dufferin and Ava died of pneumonia today. Terence Temple Blackwood, Baron Clarendon, Earl of Dufferin and Earl of Ava was born March 16, 1866, the second son of the first Marquis of Dufferin and Ava, who was governor general of Canada, and Harriot, daughter of Archibald Rowan Hamilton, of Killyleagh, County Down. He succeeded his father to the title in 1902. He married Florence, daughter of John H. Davis of New York, in 1893, and leaves three daughters. The Marquis served long in the diplomatic service and has been attached to the foreign office since 1896. He is succeeded by his brother, Ian Basil Gawaine Temple, Lord Blackwood, private secretary to the Lord Lieutenant of Ireland, who was wounded in the present war.

DIED.

LAMBE—On Tuesday, Jan. 29, 1918, Mrs. John Lambe, of Springfield, Lot 67, in her 90th year.

WAVE—At Hunter River, on Feb. 6th, at the home of her daughter, Mrs. Jacob Smith, Mrs. Wm. Wave, aged 87 years.

TRAINOR—On Feb. 5th, at noon at Maplewood, James Trainor, aged 84 years, R. I. P.

McFADYEN—At Clyde River, Feb. 3rd, Miss Catherine McFadyen, aged 87 years.

McMILLAN—At Hunter River, on Feb. 9th, 1918, Mrs. Elizabeth McMillan, aged 77 years.

WALKER—In this city, Feb. 10th, Wallace W. Walker, aged 34 years, leaving a widow and two children to mourn. May his soul rest in peace.

CANADA Province of Prince Edward Island.

IN THE SURROGATE COURT

In the matter of the Estate of Edward Colbert, late of Beach Point, in King's County, in the said Province, Fisherman deceased, Intestate.

Sheriff of the County of King's County, or to any Constable or literate person situate in the said County, GREETING.

Whereas Albert P. Prowse of Murray Harbor, in King's County, aforesaid, Administrator of the Estate of Edward Colbert, the above named deceased hath by his Petition now on file prayed that all persons interested in the said Estate may appear and show cause if any they can why the accounts of the said Estate should not be passed and why the said Estate should not be closed.

You are therefore required to cite all persons interested in the said Estate to appear before me at a Surrogate Court to be held at my Chambers in the Law Courts Building in Charlottetown, in Queen's County, on Friday the Eighth day of March next, A. D. 1918, at the hour of Eleven o'clock in the forenoon to show cause why the accounts of the said Estate should not be passed and why the said Estate should not be closed.

Given under my hand and the seal of the said Court (L.S.) this Second day of February, A. D. 1918.

(Signed) ENEAS A. McDONALD, Surrogate.

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LET US MAKE Your New Suit. When it comes to the question of buying clothes, there are several things to be considered. You want good material, you want perfect fitting qualities, and you want your clothes to be made fashionable and stylish, and then you want to get them at a reasonable price. This store is noted for the excellent quality of the goods carried in stock, and nothing but the very best in trimmings of every kind tailored to go into a suit. We guarantee to fit you perfectly, and all our clothes have that smooth, stylish, well-tailored appearance, which is approved by a good dresser. If you have had trouble getting clothes to suit you, give us a trial. We will please you. MacLellan Bros. TAILORS AND FURNISHERS 153 Queen Street.

FLEISCHMANN'S YEAST TO MAKE GOOD BREAD You must have Good Yeast. GOOD BREAD is, without question, the most important article of food in the catalog of man's diet; surely, it is the "staff of life." Good bread is obtainable only by using the Best Yeast, the best flour, and adopting the best method of combining the two. Compressed Yeast is in all respects the best commercial yeast yet discovered, and Fleischmann's Yeast is indisputably the most successful and best leaven known to the world. It is uniform in quality and strength. It saves time and labor, and relieves the housewife of the vexation and worryment she necessarily suffers from the use of an inferior or unreliable leaven. It is, moreover, a fact that with the use of Fleischmann's Yeast, more loaves of bread of the same weight can be produced from a given quantity of flour than can be produced with the use of any other kind of Yeast. This is explained by the more thorough fermentation and expansion which the minute particles of flour undergo, thereby increasing the size of the mass and at the same time adding to the nutritive properties of the bread. This fact may be clearly and easily demonstrated by any who doubt that there is economy in using Fleischmann's Yeast. If you have never used this Yeast give it a trial. Ask your Grocer for a "Fleischmann" Recipe Book. R. F. MADDIGAN & Co Agents for P. E. Island. J. D. STEWART Barrister, Solicitor and Notary Public. NEWSON BLOCK Charlottetown. Branch Office, Georgetown. Money to Loan on Real Estate. Dec 13, 1916—716. W. J. P. McMILLAN, M.D. PHYSICIAN & SURGEON. OFFICE AND RESIDENCE 105 KENT STREET. CHARLOTTETOWN, P. E. ISLAND. McLean & McKinnon Barristers, Attorneys-at-Law Charlottetown, P. E. Island