

## Local and Other Items.

It is expected that Hon. Rufus H. Pope will be appointed speaker of the Senate in succession to Speaker Landry. The latter has resigned.

London, May 31, (Montreal Gazette)—Canadian aviators with the Royal Flying Corps are advocating the formation of an all-Canadian flying corps. They say that over sixty would join at once, and that the strength of the corps would be largely increased from the graduates of the aviation schools in Canada and the United States where a large proportion of the pupils are Canadians training for war service.

Moore and Scott's shipyard at Oakland Calif. and five vessels, valued at \$3,000,000, were threatened with destruction last Tuesday night by fire which started from a gas tank on board the schooner Callao. Among vessels endangered was the Pacific mail liner City of Sydney. At 9.30 it was feared the entire plant and all the vessels would be consumed.

Thunder storms of great violence swept the Niagara frontier on Friday last. Scores of places were struck by lightning and for half an hour the street car systems Buffalo and Niagara Falls were tied up. At Camp Niagara, near Niagara-on-the-Lake, Ontario, an entire company of soldiers was knocked down by a bolt of lightning, one of their number, Private Cresar, of the 169th Battalion, being killed.

The war office London has issued a notice ordering merchants and manufacturers to furnish it with a list of all wool and wool products in quantities exceeding 5,000 pounds in weight in their custody or control. The information must be furnished before June 6, under penalty of a violation of the defence of the realm act. It is understood that the result of the census will influence a decision on pending questions concerning the control of the exportation of wool from South Africa and the United Kingdom to the United States.

Fifty-nine persons are reported dead and more than a hundred injured in a series of tornadoes that swept Arkansas Monday afternoon. All means of communication are crippled and it is feared the list of dead and injured will be increased by later reports. North Arkansas appears to have suffered most severely, although the storm was general throughout the state. At Judsonia, one-third of the town was said to have been swept away. The tornado swept clean an area four blocks wide and twelve blocks long. Twenty-five bodies and fifty injured already had been taken from the ruins at ten o'clock, reports said.

The Sacrament of Confirmation was administered by His Lordship Bishop O'Leary in St. Dunstan's Cathedral on Sunday afternoon last. The children confirmed numbered 148: 79 boys and 69 girls. They had been admitted to Holy Communion at the early Masses on Sunday morning. The confirmation sermon was preached by Rev. Father Hughes, and His Lordship addressed the children after confirmation and administered to them the total abstinence pledge. His Lordship was assisted in the ceremonies by the Cathedral clergy and Father Herrell of the college. The services concluded with solemn Pontifical Benediction of the Blessed Sacrament.

A drowning accident occurred at Georgetown Sunday afternoon, the victim being Austin Jamieson, aged 19, son of Mr. and Mrs. James Jamieson of Georgetown. Austin left Georgetown in a dory for Panmure Island where he was engaged in one of the lobster factories. He had a sail set on the dory and when half way to the island, the dory capsized throwing him into the water. The accident was seen from the shore but before help could arrive the young man perished. Boats were engaged in grappling for the body Monday. Besides his parents he leaves to mourn a number of brothers and sisters, several of them in Haverhill Mass, the other at Georgetown.

## General Hughes Testifies

Ottawa, May 31—With the conclusion of the evidence of General Sir Sam Hughes, this afternoon, there was brought to an end one of the most spectacular exhibitions that has been staged for many a year in any Canadian court. For a soldier, General Hughes made a great witness, and though faced by one of the keenest legal minds in the Dominion, Mr. Johnston, K. C., a discriminating audience gave the verdict to the soldier. A significant feature was that when Mr. Johnston had finished not one of the remaining quartette of opposition lawyers headed by Mr. Carvell had a single question to ask. The Minister of Militia had fought them all to a standstill.

All eyes were turned towards Mr. Carvell, but he sat still in his place. He had no questions to ask and nothing to say. His fighting inclinations all seemed to have vanished and the crowded court-room was surprised. Mr. Carvell had threatened General Hughes in the House of Commons with what he was going to do to him in the way of exposure. In fact he had hinted that he would no longer be Minister of Militia when he would have done with him. But the member for Carleton, N. B., failed to make good his threats. The Minister of Militia lived up to his reputation of courage and fair fighting. Mr. Johnston trained all the big shot at his command on Sir Sam, but the latter never flinched. In fact he had Mr. Johnston on the defensive many times. He told his lawyer opponent that one of his questions was "piffle" and insisted on him straightening out and revising many of the questions before he would answer them. Sir Sam plainly showed his impatience at being compelled to sit in a witness box and hear back in memory to dates and incidents of nearly two years ago. He was chafing at the bit and it was very evident that he wished to be back again at his work, organizing, equipping and transporting Canadian soldiers to the theatre of war. Standing room was at a premium during all the time that Sir Sam was in the witness box, and the atmosphere was at tension point all the time. Sir William Meredith and Mr. Justice Duff seemed to enjoy and appreciate the situation as much as any spectator in the court and while the Minister of Militia needed no protection, it was evident that the commissioners would not allow opposition counsel to take any advantage of the minister's desire to tell all he knew about the matters under investigation.

In fact Mr. Justice Duff was objecting to Mr. Johnston placing certain correspondence on file but the Minister of Militia stated that he had no objection to its being read and put on file as far as he was concerned and that he had nothing to fear. The climax to his evidence came when Sir Sam charged his enemies with hiring men to steal documents in New York and while Sir William Meredith was indignant at such tactics being employed the minister seemed to regard it as part of the game. He gave and took no quarter, and was thus true to his whole career as a fighting man. It is plain that the inquiry cannot last much longer as there are very few more witnesses to call and another four or five days should see the conclusion of the investigation. Unless Mr. Johnston and Mr. Carvell spring something sensational, it is not probable that much new ground will be broken until the end. The chief feature of the whole investigation has been the striking evidence of General Bertram, Colonel Carnegie and General Hughes which revealed for the first time to the Canadian public the magnificent and patriotic work performed by the old shell committee who in return received abuse and have been attacked on all sides. The work of Mr. Hellmuth, K. C., as government counsel has been the subject for praise on all sides, and much of the cross examination has lost its sting by the complete manner in which Mr. Hellmuth conducted the direct examination.

London, June 2—The text of the Admiralty announcement follows: "On the afternoon of Wednesday, the 31st of May, a naval engagement took place off the coast of Jutland. The British ships on which the brunt of the fighting fell were the battle cruiser fleet and some cruisers and light cruisers, supported by four fast battleships. Among these the losses were heavy. The German battle fleet, aided by low visibility, avoided a prolonged action with our main forces. As soon as these appeared on the scene the enemy returned to port, though not before receiving severe damage from our battleships. The battle cruisers Queen Mary, Indefatigable and Invincible and the cruisers Defence and Black Prince were sunk. The Warrior was disabled and after being towed for some time had to be abandoned by her crew. It is also known that the destroyers Tipperary, Turbulent, Forth, Sparrow, Hawk and Ardent were lost, and six others are not yet accounted for. No British battleships or light cruisers were sunk. The enemy's losses were serious. At least one battle cruiser was destroyed and one was severely damaged. One battleship is reported to have been sunk by our destroyers. During the night attack two light cruisers were disabled and

## Tremendous

## Naval Battle

London, June 2—After rumors had been flying about all day that a naval battle had occurred in the North Sea, the British public was given news by the Admiralty this evening that will send a painful shock through the country. According to the Admiralty announcement, in an engagement off Jutland, Wednesday afternoon, the British battle cruiser fleet met a German fleet, with the result that three British battle cruisers were sunk together with three cruisers, and several destroyers, while six destroyers were still unaccounted for. The battle seems to have lasted through the afternoon and the following night. The German fleet's losses are stated to have been serious, but no very definite information of the losses is afforded by the admiralty announcement. One battle cruiser is declared to have been destroyed and another severely damaged, while the belief is expressed that a large number of German destroyers were disposed of. The news was flashed out in special editions of the evening newspapers, and caused greater consternation in the west end of London than had been witnessed on any previous occasion since the declaration of war. The frankness of the Admiralty announcement concerning the serious nature of the British losses and the apparently small losses of the Germans, in comparison, led to the assumption in most minds that the British vessels must have been led into a mine field. Following quickly upon the Admiralty announcement came the German official version of the fighting, which, in general, confirms the British account, but carries the claim that the battleship Warspite also was sunk, and other British battleships damaged. The German losses, according to the German version of the battle, were the small cruiser Wiesbaden, sunk by gunfire, and the warship Pommern, by a torpedo, while the cruiser Frauenlob and a number of torpedo boats are missing.

The scene of battle was in the eastern waters of the North Sea. It is probable the German fleet was on one of the excursions into the North Sea which it has taken from time to time during the war, and met, whether or not by design, with the British fleet. Skagerak is an arm of the North Sea between Norway and Denmark. The point referred to in the official German statement as Horn Riff probably is the reef off the Horn, on the southwestern extremity of Denmark. This would indicate that the battle was fought off the coast of Denmark. From the reef to Heligoland, the main German naval base in the North Sea, is about 100 miles. The battle occurred off the coast of Jutland. The Admiralty announcement says the German fleet avoided the main British forces and returned to port severely damaged.

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probably sunk. The exact number of enemy destroyers disposed of during the action cannot be ascertained with any certainty, but must have been large."

London, June 3—The British Admiralty officially announced last night that the total number of British destroyers lost in the naval engagement was eight. The announcement adds that of three German battle cruisers either the Deflinger or Lutzow was blown up, another was seen to have been disabled and a third to be seriously damaged. One German light cruiser and six German torpedo boat destroyers were sunk, and at least two more light cruisers were disabled.

London, June 3—A statement issued tonight by the British Admiralty, confirming previous accounts of the battle between the British and German fleets, reiterates that the German accounts of the German losses are false, and that although the evidence is still incomplete enough to know to justify stating that the German losses were greater than the British, "not merely relatively to the strength of the two fleets but absolutely." There is the strongest ground for believing, says the statement, that the German losses include two battleships, two dreadnought battle cruisers of the most powerful type and two of the latest light cruisers, in addition to smaller craft, including a submarine. The text of the statement follows: "Until the commander-in-chief has time to consult the officers engaged and write a full despatch, any attempt to give a detailed history of the naval engagement, which began on the afternoon of May 31st and ended in the morning hours of the first of June, would evidently be premature. But the results are quite plain. 'The grand fleet came in touch with the German high seas fleet at 3.30 on the afternoon of May 31st. The leading ships of the two fleets carried on a vigorous fight in which the battle cruisers, fast battleships and subsidiary craft all took an active part.

and that the British fleet is waiting for them. The admiralty tonight issued a statement saying there were the strongest grounds for the belief that the British navy, in the battle with the Germans off Jutland last week, had accounted for a total of eighteen German men-of-war, and that there was nothing to add to or subtract from the original statement of the British losses. The statement gave the German losses as two battleships, two dreadnought battle cruisers, four light cruisers, nine torpedo boat destroyers and a submarine.

London, June 4—Admiral Lord Charles Beresford, retired, speaking today of the fight off Jutland between the British and German fleets, said, "Though a hard earned sea fight, it was a British victory. There was no mistake in strategy made. The British objective was to sink the German fleet, or compel it to return to its base. In the absence of Zeppelins for scouting purposes the British navy was obliged to send out heavy cruisers as outside scouts, because light cruisers would have been driven in without securing the needed information. 'Vice Admiral Sir David Beatty, in pursuance of this object, tackled a vastly superior force, hoping to delay it until Vice Admiral Sir John R. Jellicoe's battle fleet arrived to destroy the Germans. Vice Admiral Beatty achieved a brilliant success, because on the arrival of Vice Admiral Jellicoe the Germans fled. We attained our object. The Germans fled to attain theirs. We lost cruisers which we can afford to lose; the Germans lost battleships, which they cannot afford to lose."

The steamer Halifax arrived here from Boston, last evening, on her first trip for the season. She brought freight and passengers, and left on return this morning.

On Sunday next, Feast of Pentecost, His Lordship Bishop O'Leary will hold a solemn ordination service in St. Joachim's Church, Vernon River, when he will elevate to the priesthood two young Levites, Rev. Messrs. McDonald and Rooney.

The losses were severe on both sides, but when the main body of the British fleet came into contact with the German high seas fleet a very brief period sufficed to compel the latter, who had been severely punished, to seek refuge in their protected waters. This manoeuvre was rendered possible by low visibility and mist, and although the grand fleet was now and then able to get in momentary contact with their opponents no continuous action was possible. "They continued the pursuit until the light had wholly failed, while the British destroyers were able to make a successful attack upon the enemy during the night. "Meanwhile Admiral Sir John Jellicoe, having driven the enemy into port, returned to the main scene of the action and scoured the sea in search of disabled vessels. By noon the next day, June 1, it became evident there was nothing more to be done. He returned therefore to his base four hundred miles away, re-fueled his fleet in the evening of June 2, and was again ready to put to sea.

The British losses have already been fully stated. There is nothing to add or subtract from the latest account published by the Admiralty. "The enemy losses are less easy to determine, that the accounts they have given to the world are false is certain, and we cannot yet be sure of the exact truth. But from such evidence as has come to our knowledge, the Admiralty entertain no doubt that the German losses are heavier than the British, not merely relatively to the strength of the two fleets, but absolutely. "There seems to be the strongest ground for supposing that included in the German losses are two battleships, two dreadnought battle cruisers, the Wiesbaden and Elbing, a light cruiser of the Rostock type, the light cruiser Frauenlob, nine destroyers and a submarine."

London, June 3—There is a report in circulation, which lacks confirmation, that eight German warships took refuge in Danish waters after the North Sea battle. It is said they were notified to leave within 24 hours

and that the British fleet is waiting for them. The admiralty tonight issued a statement saying there were the strongest grounds for the belief that the British navy, in the battle with the Germans off Jutland last week, had accounted for a total of eighteen German men-of-war, and that there was nothing to add to or subtract from the original statement of the British losses. The statement gave the German losses as two battleships, two dreadnought battle cruisers, four light cruisers, nine torpedo boat destroyers and a submarine.

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## DIED.

AFFLECK—In Edmonton May 28th, Mrs. Alfred Affleck, aged 51 of Charlottetown.

McINNIS—At Ennysville on Saturday May 27th, Teanece McInnis aged 51 years.

SMITH—At Maplewood, Lot 29, on May 31, 1916, Mary A. Smith. R.I.P.

GAUDET—At Wellington Sta. May 29th, 1916 Sarah Millicent, aged 9 years, 2 months, dearly beloved daughter of Mr. and Mrs. A. G. Gaudet. R.I.P.

O'BRIEN—In this city, May 30th, Amelia O'Brien, aged 11 years daughter of William and Mrs. O'Brien, Richmond Street. Deceased was a bright and loving girl and her sudden death was a shock to her parents, who have the sympathy of the community in their bereavement. May her soul rest in peace.

CHEVERIE—In the City Hospital June 6th, Frederick Cheverie, aged 72 years. Funeral from his son's residence 183 Water Street, to the Railway Station this afternoon at 2.40 o'clock thence by train to Souris.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 14th July, 1916, for the conveyance of H. Majors' Mail, on a proposed Contract for four years, six times per week.

Over Rural 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, Caledonia, and at the office of the Post Office Inspector. JOHN F. WHEAR, Post Office Inspector.

Post Office Inspector's Office, June 7th, 1916.—31.

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April 26, 1916—tf



## Canadian Government Railways

Change of Time January 9th

Maritime Express Daily Ocean Limited Daily Except Sunday.

On Sunday, January 9th, the Maritime Express will run daily between Halifax and Montreal leaving Halifax at 3 p. m. Connection will be made at Monton to and from St. John daily. The Ocean Limited will not leave Halifax Sunday, January 9th, but will leave on the present schedule time 8.00 a. m. daily except Sunday thereafter. Its continuance during the winter months will be pleasing news to thousands of travellers to whom the "Ocean" appeals as an express train of excellence in service and comfort in travel.

From Montreal the Maritime Express will leave on its present schedule 8.15 a. m. daily and the Ocean Limited 7.25 p. m. daily except Saturday.

Jan. 12, 1916—

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Every Stallion standing for service in Prince Edward Island, must be enrolled at the Department of Agriculture, and all Certificates of Enrollment must be renewed annually. Every bill, poster and newspaper advertisement advertising a stallion must show his enrollment number and state whether he is a pure bred, a grade or a cross bred.

For further particulars apply to the

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