

## Local And Other Items

The fishing smack Golden Rule struck a mine in the North Sea Sunday. The crew was rescued.

Alex Elder, founder of the Elder Dempster steamship line, died at Southport England on Monday.

A dead whale which drifted ashore on the northern part of the Dutch shore was found to be riddled with three-inch shells and had obviously been mistaken for a submarine.

The Burns Anniversary celebration held in the Peoples Theatre on Monday and Tuesday evenings was an admirable success. There was an immense audience on both evenings and the programme as published in our last issue was admirably rendered.

The coastal steamer Prospero returned to St. John's Nfld. on the 22nd from the Northern sea, board and reports having been caught in ice floes off White Bay and carried over a reef seriously damaging her bottom. She was on the rock 24 hours and had to throw over all her freight, much ballast and bunker coal.

According to Amsterdam advices of the 25th, the British raid last week on the town of Essen resulted in the destruction of 400 war automobiles. These cars were in the repair shop which was wrecked by British bombs. The loss of this large shop and its equipment has been a heavy blow to the Germans who have been compelled to take over a private auto factory in Chappelle, where hundreds of Dutch workmen obtained employment.

In the British Naval victory in the North Sea on Sunday last the battle cruiser New Zealand shared in the triumph. This is matter for congratulation to the sister Dominion, New Zealand; but at the same time it causes sorrow and disappointment throughout Canada, for had not Grit perversity and a partisan Senate majority defeated Sir Robert Borden's naval aid proposition, we too would be represented in the Empire's battle line, and would have a share in this and other naval victories by the Imperial navy.

The Supreme Court now in session in this city, was engaged the whole of last week, in the consideration of two cases. The first was that of the Page Wire Fence Co. Ltd. against W. H. Noy an action for the recovery of \$443.28, amount charged for goods sold and delivered. The jury returned a verdict for the defendant. The other case was that of James McInnis of Selkirk, against W. W. Cox, of Morell, for damages, in which the plaintiff claimed \$2,000 for the seduction of his wife by the defendant. The jury brought in a verdict in favor of the plaintiff, awarding damages in the sum of \$1,000.

Captain Robert Bartlett, commander of the steamer Karluk, which carried the Stefansson expedition to the Arctic, expressed the belief in Boston on the 23rd, that the eight missing explorers of the expedition perished long ago. These eight men set out last February from the place where the Karluk was crushed in the ice, and headed for Wrangell Island, 80 miles distant he said. "They never reached the island. As I remember it came up stormy shortly after they left the camp of the main party. The men had neither proper supplies nor experience in Arctic work to carry them safely through all the months since February 1914. They perished without doubt."

## The Market Prices.

Butter.....	0.30 to 0.32
Eggs, per doz.....	0.40 to 0.45
Powder.....	0.80 to 0.85
Chicken per pair.....	0.85 to 1.00
Pork (per lb.).....	0.10 to 0.11
Beef (small).....	0.10 to 0.11
Beef (quarter).....	0.08 to 0.09
Mutton, per lb.....	0.08 to 0.09
Pork.....	0.08 to 0.09
Butter (cream) (new).....	0.25 to 0.30
Hay, per 100 lbs.....	0.70 to 0.80
Rib Cuts.....	0.48 to 0.50
Hides, (per lb.).....	0.15 to 0.20
Cal Skins.....	0.14 to 0.20
Shagbells.....	0.20 to 0.25
Onions (per cwt).....	0.00 to 0.05
Turnips.....	0.12 to 0.15
Turkeys (per lb.).....	0.20 to 0.25
Peas.....	14.00 to 17.00
Beans.....	0.20 to 0.25
Ducks per pair.....	1.50 to 1.75
Lamb Pelts.....	0.60 to 0.85

## Best Traditions Sustained.

London, Jan. 19.—General Snow has sent special orders to Col Farquhar, congratulating the Princess Patricia regiment on the splendid way they took over the trenches from the French troops, and maintained them under heavy artillery fire, "thus keeping up the best traditions of the army."

The Patricia's were the first regiment, in the new division sent from Winchester, to take over trenches from the seasoned troops, they being one of three battalions selected.

The Patricia's were not in action in December, declared Captain Cuthbert Fairbanks Smith to the Montreal "Gazette" correspondent today, while the London newspaper story about the Patricia's charge with the rallying cry, "For Canada and Old England," though graphic, was not a fact. The regiment went into the trenches on the night of Wednesday, January 6th, but some days previous thereto Major Hamilton Gault and Captain Smith had been selected to enter the trenches, this being before the end of December. They will be the only two officers of the Canadian troops entitled to wear the 1914 clasp. In this preliminary test, Captain Smith had a narrow escape as a bullet whistled between him and an English sergeant as their heads were close together in conversation. To reach the trenches, Major Gault and Captain Smith had to cross 200 yards of ground over which a steady fire was proceeding.

The entire regiment, as stated, went into the trenches on Jan. 6th. Of their behavior under fire, Captain Smith, who was in command of No. 4 Company, said:

"Never in my life have I seen men act more courageously. Regardless of bullets and sharpshooters, discipline was splendid."

The loss was one officer, four non-commissioned officers, and sixteen men wounded. Captain Newton was shot in the middle of the body, just as he was leaving the trenches in the evening, and he died the next morning, after being conscious most of the interval he was buried in a village cemetery in Belgium. Captain Smith was formerly a fellow-officer with Captain Newton in the 12th Middlesex Regiment.

Captain Smith himself was wounded after a perilous attempt to reach a German trench but he fell in, breaking his leg badly. An operation was declared necessary, but the condition of his nervous system has rendered him unable to endure the operation, as yet.

No 4 Company, of which Captain Smith is in command, is composed of westerners from the Calgary district.

The first Canadian actually wounded was private Hall, who was only slightly injured.

Captain Cuthbert Smith is a cousin of Manager Cassels, of the Bank of Montreal, in London.

## Offers Two Alternatives.

London, Jan. 21.—Sir Edward Grey, the British foreign secretary, today submitted to Walter Hines Page, the American Ambassador, the reply of the British government to the State Department's request that the former Hamburg-American Line steamer Dacia, which now flies the American flag, be permitted to make a special trip to Germany with a cargo of cotton, without establishing a precedent as to the validity of the change in the vessel's register. As soon as it could be put in code the reply was forwarded by Mr. Page to Secretary of State Bryan.

While Great Britain, in the reply, does not find it possible to promise that the Dacia would not be thrown into prize court on her first trip, concessions are made concerning her cargo, in that two alternatives are offered. Great Britain offers either to purchase the cotton at the German prices upon the seizure of the Dacia, or to have the cargo placed on another boat and forwarded to Rotterdam at the expense of the British government. Every effort is made in the reply to reassure the United States about the Dacia's cargo, and a full explanation is made that Great Britain wishes to expedite the cotton movement, but that she cannot abandon the position that belligerent ships must not be permitted to escape the effects of belligerency by transferring to another flag. The English papers recently have carried many despatches stating that both Greek and Italian firms are negotiating for the purchase of interned German and Austrian ships in the Mediterranean. The Greek legation in London says it is without any advice concerning such prospective purchases, and the British Foreign Office has received no information on the subject. But Great Britain and her allies, it is stated, would do everything possible to prevent any enemy ships escaping the penalties of war by transfer to the flag of any neutral country. The London newspapers are filled with comments on the Dacia case. Many statements are printed in which the hope is expressed that Americans will not be surprised if the Dacia is seized and thrown into a prize court, but that they will realize that Great Britain is acting upon what the writers declare is a well-established principle of international law, which must be maintained, beyond doubt, if Great Britain and her allies are to prevent the German merchant marine from escaping the consequences of the war and re-entering trade injurious to the allies. The Foreign Office contains the compilation of statistics for the final reply to the American government's note of protest concerning delays to American commerce, but no intimation has been given as to when the reply will be submitted. Washington, Jan. 21.—The British government announced tonight, through its embassy here that if the former Hamburg-American liner Dacia proceeded to sea she would be captured and taken to a prize court. Her cargo of cotton will be purchased by the British government, or forwarded to Rotterdam without further expense to the shippers, according as the owners may prefer. The State Department had communicated this information informally to the owners of the Dacia as a result of a message from Ambassador Page, and was notified in reply that the vessel was loaded at Galveston and would put to sea, notwithstanding the British government's position. It was said that the owners had resolved to test the issue in a prize court. Incidentally the War Risk Bureau of the American government today issued a policy, insuring the cotton cargo at four per cent, but declined to insure the ship itself. The statement from the British embassy was similar to one handed to United States Ambassador Page in London today.

## American Steamer Sails.

New York, Jan. 22.—Risking possible seizure by British warships lying off the Atlantic coast, the American-owned steamer Wilhelmina flying the American flag, and loaded with approximately \$200,000 worth of foodstuffs consigned by an American commission firm to an American citizen in Germany, passed out to sea tonight entering on the first voyage of its kind undertaken by any vessel from an American port since war began, nearly six months ago in Europe.

If the Wilhelmina is detained or seized, the W. L. Green Commission Company, of St. Louis, charterers of the vessel and shippers of her cargo, will, according to their counsel here, file a protest with the American State Department, declaring that the cargo is conditional contraband, denying the right of a belligerent warship to confiscate it, and requesting the United States to demand the immediate release of ship and cargo.

The cargo consists of grain, meats, and dried fruits, and is intended, according to the shippers, for consumption by the civilian population of Germany, and will not be sold directly or indirectly to the German government or its armed forces. Norvid R. Lindheim, of counsel here for the St. Louis shippers, said today that the shippers were prepared to obtain from the German government, if necessary, with a view to quieting possible fears by the British or other allied governments, a guarantee that only non-combatants will receive the Wilhelmina's cargo.

A guarantee to this effect was filed with the United States customs authorities today, in the form of an affidavit by W. T. Brooking, representing the shippers, and Mr. Lindheim said the shippers were prepared to back this guarantee with a bond in any amount.

Sir Courtenay W. Bennett, the British consul-general in New York, when the sailing of the Wilhelmina was brought to his attention today, declined to discuss the case.

## No Spanish Ship.

Madrid, Jan. 21, via Paris, Jan. 23.—At a cabinet meeting today, which was presided over by King Alfonso, it was decided not to send the battleship Espana to the opening of the Panama Canal. It is understood that when at the instance of Joseph E. Willard, the American Ambassador, the government agreed to send the Espana to the official inauguration of the waterway, it was not aware that Admiral Dewey would be present at the ceremony. On learning this fact the government became apprehensive that the presence of the American Admiral might occasion some manifestation which would be unpleasant for the Spanish sailors, and after certain negotiations the government came to the conclusion that it would be better to withdraw from its original agreement. An additional reason for cancelling the engagement is said to be that the international situation necessitates the presence of all Spanish warships in home waters.

## DIED.

SHEEHAN.—At Kensington, on Jan. 22, 1915, John Sheehan, aged 81 years. R. I. P.

VANDERSTINE.—On Jan. 18th, 1915, at the home of her father Mr. John Acorn Dundas, Mrs. Webster Vanderstine of Midgell Mills aged 27 leaving a father and mother, a sorrowing husband, one son, five brothers at home, one in Ontario; one sister Mrs. E. B. McKenzie of Bay Fortune to mourn their loss.

W. J. P. McMILLAN, M.D.  
PHYSICIAN & SURGEON

OFFICE AND RESIDENCE,  
148 PRINCE STREET  
CHARLOTTETOWN.



## Tenders

SEALED TENDERS will be received by the undersigned until noon on Wednesday, January 27th, 1915, from any person or persons willing to contract for the construction of any one of the following works:—

In King's County:—Wharf at Midgell; Bridge at South Lake; Approaches to Mink River Bridge.

In Queen's County:—Sheela's Bridge, at Inna; Gascolgne Bridge, Flat River; Clyde River Bridge.

In Prince County:—Hickey's Bridge; West Cape; Whaleback Bridge; Malpeque; Summerside Road near Summerside.

Plans and specifications may be seen and forms of tender obtained at the Provincial Engineer's office, Charlottetown and at each nearest work at the following places:—Office of H. D. McEwen, Morell; Store of John McLean, Souris; Store of Benj. Clow Murray Harbor North; Store of Joseph McCabe, Inna; Store of A. D. Ross, Eldon; Office of G. M. Matthews, O'Leary; Office of Hon. James A. McNeill Summerside; Store of P. McNutt & Sons, Malpeque.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Commissioner of Public Works, equal to 10 per cent of the amount of the tender, which will be forfeited if the person tendering declines to enter into a contract when called upon to do so or fail to complete the work contracted for. If the tender is not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender. Tenders to be addressed to the undersigned and marked "Tender." L. B. McMILLAN, Secy of Public Works. Public Works Office Charlottetown, P. E. I. Jan. 20th, 1915.—21

## VOL-PEEK



PRICE 15c PER PACKAGE

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Easy to use, requires no tools, and mends quickly. Every housewife knows what it is to discover a hole in a pan, kettle or boiler just when she wants to use that article. Few things are more provoking and cause more inconvenience, a little leak in a much wanted pot or pan will often spoil a whole morning's work.

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What has been needed is a mender like "VOL-PEEK", that will repair the article neatly and quickly and at the same time be always at hand, easily applied and inexpensive.

A package of "VOL-PEEK" will mend from 30 to 50 fair sized holes.

"VOL-PEEK" is in the form of a still putty, simply cut off a small piece enough to fill the hole, then Burn the mend over the flame of a lamp, candle or open fire for two minutes, then the article will be ready for use.

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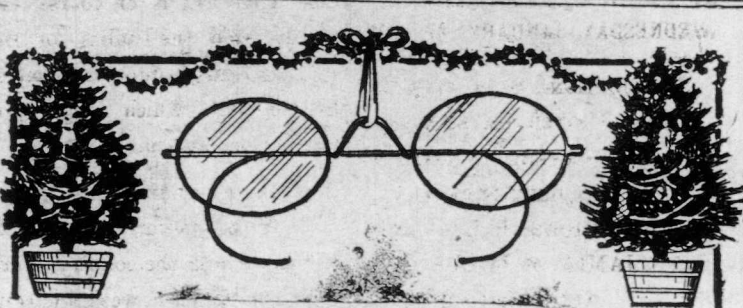
JOHN MACBACH  
AGENT.  
Telephone No. 362.  
Mar. 22nd, 1909

Mortgage Sale

To be sold by public auction in front of the Court House in Charlottetown on Thursday the eighteenth day of February, A. D. 1915, at the hour of twelve o'clock noon under and by virtue of a power of sale contained in an indenture of mortgage dated the twenty-first day of December, A. D. 1910, made between John McKaig of New Haven, Lot 31, farmer, and his wife of the first part, and Jane R. McLennan of the second part, and which mortgage was by its date of assignment, dated November 13, 1914, duly assigned by the said Jane R. McLennan to the undersigned, all that tract piece or parcel of land situate lying and being on Township number thirty-one in Queens County aforesaid, described and bounded in a certain lot, the depote of release from William Cundall to Esther Dones dated the third day of May, one thousand eight hundred and seventy-five as follows, on the north by the rear boundary line of farms fronting on the North side of the Tryon Road, on the East by the boundary lines of lands now or lately in the occupation of Jeremiah Collins and Hector Cameron, on the South by the Tryon Road and the rear line of farms fronting on the West River, and on the West by the side line of farms now or lately in the occupation of Thomas Kirkham and Owen McQuillan, and also by the prolongation of the Western boundary line of the said Owen McQuillan's farm agreeably to a plan thereof on the map of an indenture of release from Esther Dones to John McKaig dated the 26th day of March, 1877, containing seventy-one acres according to said deed, but according to a recent survey and plan of P. D. Cox L. S., eighty-eight acres a little more or less.

For further particulars apply to McLeod & Bentley, Solicitors, Bank of Nova Scotia Building, Charlottetown. Dated this twelfth day of January, A. D. 1915.

DUNCAN C. McLEOD,  
JOHN A. McSERVY,  
Trustees of Estate of William McKaig,  
Jan. 13, 1915.—41



## THE NEW YEAR

Offers Another Opportunity

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To any article in our store, by paying the very reasonable amount asked for it.

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Handsome Souvenir Brooches in tinted gold set with pearls  
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P. O. Box 74  
Dec. 9, 1914.—16

Synopsis of Canadian North-West Land Regulations

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