

Standard Patterns 10c & 15c.

MOORE & McLEOD

Standard Patterns 10c & 15c.

The Busiest Store on Charlottetown's Busiest Street

Rummage Sale in The Bargain Basement

For example:

- Trimmed Hats, worth up to \$5.00 each, go for \$1.00
- Ladies untrimmed Hats, worth \$1.25 each for 35c.
- Print Cottons in all patterns, worth 14c. for 10c.
- 4 pieces Dress Goods, worth 70c. to \$1.25, now 35c.
- Ginghams in checks and stripes, regular 15c. for 10c.
- Fairly good Print Cottons 6c.
- Oxford Shirtings, regular 14c. value, now 10c.
- 60 inch unbleached Table Linen, worth to 10c., 15c. bunch
- Coats, Skirts, etc., at half price and less.

We have just fitted up the big basement under our store as a large extra salesroom. We are using it to dispose of odd lots, remnants—any sort of goods that has outlasted its time here. The prices in every case are ridiculously low. In fact any article offered in the "Bargain Basement" will be away under its value.



These Men's Suits at \$15 Are Good Values

These \$15 suits for men are splendid values for the prices. They include a choice line of tweeds, serges and worsteds, made in the popular, three button, single breasted, sack style, with all the care, skilful tailoring and smart finish that expert tailors can produce.

The latest styles are displayed in this line, and the wide range of sizes assures you of getting a perfect fit. Call in and see the line—get a master tailored and perfect suit for.....\$15

We have other styles priced at \$7.75 to.....\$20

H. H. BROWN'S
180 QUEEN STREET.

Spring & Summer Weather

Spring and Summer weather calls for prompt attention to the Repairing, Cleaning and Making of Clothing.

We beg to remind our numerous patrons that we have REMOVED from 23 Prince Street to our new stand

122 DORCHESTER STREET,

Next door to Dr. Conroy's Office, where we shall be pleased to see all our friends.

All Orders Receive Strict Attention.

Our work is reliable, and our prices please our customers.

H. McMILLAN

ROYAL NAVAL COLLEGE OF CANADA,
HALIFAX, N. S.

The next examination for the entry of Naval Cadets will be held at the examination centres of the Civil Service Commission in November, 1912; parents or guardians of intending candidates should apply to the Secretary, Civil Service Commission, Ottawa, for entry papers before 1st October next.

Candidates must be between the ages of 14 and 16 on 1st JANUARY, 1913. Cadets are trained for appointment as Officers in the Naval Service, the course at the College being two years, followed by one year in a Training Cruiser, after which Cadets are rated Midshipmen.

Further details can be obtained on application to undersigned.

G. J. DESBARATS,
Deputy Minister of the Naval Service,
Department of the Naval Service,
Ottawa, May 6th, 1912.

Job Printing at the Herald Office.

LOCAL & OTHER ITEMS.

Trinity term of the Supreme Court opened in this city yesterday, the Chief Justice presiding.

A despatch from Winnipeg says that the Canadian price of American cement has suddenly been advanced an amount about equivalent to the reduction of the duty. This is notable, if true.

A general Provincial election will be held in Saskatchewan next month. Nomination will take place on July 4th and polling on the 11th. The Scott Government in office there for seven years is Liberal.

A retreat for laymen will open in St. Dunstan's College tomorrow (Thursday) evening and continue until Monday morning. It will be conducted by Father's Drummond and Kingston S. J. Montreal.

Hon. Mr. Crothers states that the present Administration has been in office for eight months and during that time they have redeemed more pledges made in Opposition than did their predecessors in fifteen years, he declared.

The Provincial militia entered on their annual twelve day Military camp yesterday at the Exhibition grounds, Charlottetown. The tents and marquees in connection with the camp staff are located in front of the Exhibition building.

A Montreal despatch states that it is understood that the coming honours to be conferred upon Canadian will include knighthood to the right Hon. R. L. Borden, prime minister, and to Mr. Justice Davidson, just made chief justice of the Province of Quebec.

H. R. H. the Duke of Connaught visited the military camp at Petawawa last week and took part in the manoeuvres much to the delight of the men. The Duke visited all parts of the camp, where 4,000 men are assembled and was much pleased with what he saw.

The first meeting of the cheese board for this season was held at Charlottetown on Friday last and was largely attended. The officers of last year were re-elected. The cheese board by the factories at New Perth, Stanley and Kensington went to Dillon and Spillet at 122 cents.

A million dollar cement plant at Medicine Hat is under consideration by the Canada Cement Company as a step toward meeting the demand for this commodity in the West, which has lowered the duty in order that relief might be obtained with the least possible delay.

Marjory Douglas, four years old, rescued Dorothy, her sister, aged two from drowning at Lockwood Point on the 19th. The little ones were playing on the mill race bank when Dorothy fell in. Marjory at once lying on the ground reached for her sister and grasping her by the hair hung on, keeping her head above water until help arrived.

Peter Assonelli Postmaster at Howland left home Monday morning, and not returning in a reasonable time search was made when his dead body was found on Tuesday in a brook not far from his home. It is thought that in trying to cross the brook on a log he slipped and fell into the water, and probably being stunned by the blow was drowned. He was about 38 years of age.

The citizens of Sarnia and Port Huron Ont. were rudely aroused last Sunday by a deafening explosion. It caused windows to rattle and houses to shake for miles from the plant of the Imperial Oil refinery, in the former town. A large two thousand barrel steel tank there filled with gasoline, had taken fire and exploded throwing the top of the tank into the air, starting a blaze that lasted for hours.

Albert Baumgartner, of Hempstead N. Y. was burned to death and six others injured in a collision on the 29th between a high power touring car and a rambot. The two machines were demolished, Baumgartner being pinned beneath the touring car. A moment later flames covered the wreck. The victim cried for help, but his companions were unable to assist him, and he was incinerated before their eyes.

The Excursion Dock at Eagle, Grand Island, Niagara Falls, collapsed last Sunday night and at least 200 people were thrown into the Niagara River. Right bodies were recovered Monday. The party left Buffalo, N. Y., Sunday morning on the Steamer Henry Koerber, with the large Koerber in tow. The boat had taken one load back to Buffalo and were at the dock taking on the remainder when the accident occurred.

A fisherman named Townshend belonging to the schooner Springwood of Lockport N. S. was drowned off East Point on Monday of last week. The unfortunate man was fishing in a dory a short distance from the vessel, when about to return to the vessel he broke an oar and signalled for aid. A boat from the schooner with two men started to search for him but before they reached him the dory upset and he fell in the water and was drowned. The body was recovered by the men in the boat and the vessel came to Bouris on Tuesday, where interment took place.

Our store has gained a reputation for reliable Groceries. Our trade during 1911 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.—R. F. Madigan.

Lord Tweedmouth Is Some Athlete.

Hillsborough, Cal. June 18.—If Lord Tweedmouth, the British baronet and athlete, who was here with the English polo four last spring, is a believer in telepathy he picked up a bundle of dots and dashes from Hillsborough this week that will set him wondering what he ever did to some fond friend in California. The dots and dashes will not be decipherable, either, because they express plain, unvarnished western vehemence—a language not understood abroad.

At this end of the line, Walter S. Hobart, the wealthy California polo star, is nursing a dislocated kneecap for which he blames Lord Tweedmouth; hence the heavily charged psychic atmosphere between Hillsborough and Tweedmouth club in Pall Mall. Another reason says the San Francisco Mail, is that Lord Tweedmouth may be the cause of Mr. Hobart losing a \$500 bet to Harry Scott which would never have been but for the English peer.

When Lord Tweedmouth was at Hotel del Coronado last March, in the height of the polo season, he astonished the assembled men and maids by walking on his hands from the bottom to the top of the 16 step staircase, returning in the same unconventional manner.

Since that time Walter Hobart, who was the only native son big enough and strong enough to ride off Lord Tweedmouth in polo, has persistently asserted that while it may have been a big job for an Englishman, an American would have had no trouble at all. At a dinner at the San Mateo Polo Club Mr. Hobart was talking in this strain, and Mr. Scott offered to bet \$500 that he couldn't duplicate Lord Tweedmouth's feat. Mr. Hobart accepted. A week was allowed for practice.

Early one morning Mr. Hobart arose spread a thick layer of Turkish rugs over the stairs, at his home in Whipple Canyon, and started to climb. Just what happened even Mr. Hobart doesn't know, but after getting half way to the top by laborious effort, he decended in one long tumble. When the surgeon was through with him he was obeying instructions not to move about "till further orders."

Providing Railing Stock.

Ottawa June 18.—Reports made to the board of railway commissioners of Canada today by the Canadian Pacific, Grand Trunk Canadian Northern and Great Northern Railways, of new equipment ordered by them and now actually under construction, disclose a huge equipment programme. The figures given do not include equipment for which appropriations have been made, but not ordered because of difficulty in finding manufacturers, Canadian or American, to undertake construction of new equipment in the near future. All of the roads reporting, state through their officials that they are in the market for much more equipment than that included in the figures here given, but that the Canadian shops are away behind hand in filling their orders, which far exceed their capacity, and that similar conditions obtain among the United States manufacturers.

"We have appropriated \$19,000,000 for new equipment, but cannot find manufacturers who will take our money," is the way General Manager Leonard, of the Canadian Pacific puts it. The Canadian Pacific reports that it has the following under construction now; 11,593 box cars, of which 7,080 are being built at its own shops in Montreal, 2000 at Hammond, Indiana, 2000 at Hegewisch, Illinois, 513 at Detroit and that all are to be delivered between now and October. It has under construction 685 stock cars, of which it is building 465 in Montreal and 200 have been ordered from Halifax; 244 refrigerator cars being built at Montreal; 411 coal cars at Montreal; 616 ballast cars at Montreal; 42 tank cars being built at Detroit, and 518 caboose cars being built at Montreal. It has also under construction 52 passenger locomotives, 120 freight locomotives and 35 switch locomotives at Montreal.

The Grand Trunk reported that it has under construction 2000 box cars by the Canada Car and Foundry Co. at Amherst, N. S.; 1000 box cars by the Western Steel Car and Foundry Co. at Hegewisch, Illinois; 1000 coal cars by the Pressed Steel Car Co. at McKees Rock, Pa.; 250 automobile cars by the Western Steel Car and Foundry Company; 250 automobiles cars by the American

Car and Foundry Co., at Detroit, and 250 refrigerator cars by the same company at its Chicago works, besides 10 passenger locomotives at its Montreal shops.

The Great Northern Railway Company reports that it has under construction 25 locomotives at the Baldwin Locomotive Works, 1500 box 250 refrigerator and 1000 ore cars under construction by the Haskell and Barker Car Company.

The Canadian Northern reports that it has under construction 1911 box cars and 132 flat cars and passenger locomotives, all being built in Canadian shops. This road also reports a large number of new round houses and other improvements in the west now under construction.

Reports have not been received from the numerous smaller roads, but it is estimated that as much more equipment has been ordered by them. Most of this new equipment is intended to use in coping with the great freight congestion expected to reappear again after the harvesting of this year's crops in the West. Traffic experts, the members of the grain commission and other government officials see little hope of avoiding another great grain blockade this year.

The National Transcontinental which is the name given to the eastern end of the Grand Trunk Pacific and which is being built by the government, will not be connected up with the Grand Trunk Pacific this year, and in consequence there will be as heretofore, only the Canadian Pacific "spout" through which to empty the great granary of the west east of Fort William after the close of the harvesting season.

The Car Shortage.

Canadian railways have taken a praiseworthy step in guarding against a recurrence of the car shortage, which caused so much dissatisfaction and unrest in the Canadian West last winter. The Canadian Pacific has ordered twelve thousand box cars, the Grand Trunk seven thousand and the Canadian Northern two thousand. It is to be regretted that the inadequate capacity of Canadian car foundries has necessitated the placing of huge orders in the United States, but under the circumstances the action of the railways is wholly justifiable. The delivery of the equipment in October should do much to obviate another grain blockade. The situation in the western country over that condition of things last winter developed into an acute stage and suggests that no effort be spared to prevent a repetition. It is well for the railways to remember, however, that the East, as well the West, has to be considered. The steps taken to relieve the Western blockade have incidentally operated to an undue congestion of traffic in the East, now the subject of inquiry by the railway board. The new equipment should be apportioned equitably.—Ottawa Citizen.

The All Canadian Route To Montreal.

Via the Intercolonial Railway Maritime Express is the only All Canadian Route to Quebec and Montreal from the Maritime provinces. The Maritime Express is generally admitted by experienced travellers to be the most comfortable train in America. This is especially true in regard to the dining and sleeping car services. The diners of the I. C. R. are roomy and well ventilated and furnished in the best of taste. The most excellent meals are served Table d'hote at a price away below the a la carte rates prevailing on the company owned lines. The sleeping coaches are up to date in every particular, and the smoothness of the road bed makes the long journey easy and pleasant. Being popular with a class of travellers who are generally found to be the acme of good company, the through journey is never found dull, and even during the winter months there is much of scenic interest in the day's ride through the Province of Quebec. Montreal is reached at the convenient hour at 6.30 p. m., and connections are made at Bonaventure Union Station with the through trains of the Grand Trunk Railway for Toronto, Buffalo, Detroit, Chicago and other points in Western Canada and the United States. Connecting train for the Maritimes leaves Pictou at 14.20.—t.

McLean & McKinnon

Barristers, Attorneys-at-Law,
Charlottetown, P. E. Island

DIED.

McCAHERN—At St. Andrew's, Lot 28, on June 7th, last, Helen (nee McCahern) wife of Daniel McCahern, aged 64 years. She was a great niece of Bishop McCahern and a niece of Father Angus McCahern, who died at the old homestead, the "Big House of Canvey," and of Father Eugene McCahern, who died at sea on his homeward voyage, after his ordination in Rome. She bore her last illness with exemplary piety; devoutly received the Sacraments for the dying and passed away fortified by the rites of Holy Church. She was a member of the Sacred Heart Society. She leaves to mourn a sorrowing husband, two daughters, two sons and three grand children. The daughters are Katie Florence at home, and Victoria May of Portland, Maine, and the sons are Joseph at home and Eugene at Denmark, Me. She was a devoted wife and loving mother, and her presence will be sorely missed in the family circle. May her soul rest in peace. (Island and Portland, Me., papers please copy).

McNEVIN—In Charlottetown, June 29, 1912, Christina McNevin, aged 99 years.

McDONALD—At her residence, Stanley Bridge, June 19, 1912, Anne E., beloved wife of John D. McDonald, in the 64th year of her age. R. I. P.

SMITH—At her home in New Glasgow, P. E. I., on June 24, 1912, Anne Stevenson, widow of the late John L. Smith, in the 50th year of her age.

EVANS—In Charlottetown, June 19th, 1912, Laura E. beloved wife of Frederick Evans, aged 41.

ORR—At Argyle, on May 28th, 1912, Katherine Jenkins, beloved wife of Captain Forrest Lee Orr, of British Columbia, leaving to mourn a husband and two small children.

MacPHAIL—At De Sablo, on May 21st, 1912, Eva, daughter of Sarah and the late Duncan MacPhail.

MALLETT—At Caldwell, Idaho, June 25th, 1912, Estie B., wife of H. W. Mallett, aged 38 years.

WYNNE—At her home, 22 Bayfield Street, on June 21st, 1912, A. Josephine, daughter of Thomas and Mary Wynne. R. I. P.

FOLEY—In Dorchester, Mass., on June 15th, Patrick A. Foley, a native of P. E. Island. R. I. P.

MARTIN—At Eldon, P. E. Island, on Wednesday, June 19th, 1912, Catherine Martin.

McINNIS—In Charlottetown, June 22nd, 1912, the infant son of Allan and Ella McInnis.

McCORMACK—At Little Pond, on the 19th inst., Joseph McCormack, aged 27 years. May his soul rest in peace.

The Market Prices.

Butter	0.23 to 0.25
Eggs, per doz.	0.19 to 0.20
Fowls each	1.00 to 1.50
Chickens per pair	0.90 to 1.25
Flour (per cwt.)	0.00 to 0.03
Beef (small)	0.10 to 0.14
Beef (quarter)	0.08 to 0.09
Mutton, per lb.	0.08 to 0.09
Pork	0.09 to 0.10
Potatoes (new)	0.40 to 0.50
Hay, per 100 lbs.	0.60 to 0.67
Bk Oats	0.60 to 0.65
Hides (per lb.)	0.10 to 0.08
Calf Skins	0.00 to 0.12
Sheep per pair	0.80 to 1.20
Oatmeal (per cwt.)	0.00 to 0.03
Turnips	0.12 to 0.15
Turkeys (per lb.)	0.20 to 0.21
Geese	1.25 to 1.75
Pressed hay	12.00 to 15.00
Sticks	0.35 to 0.40
Ducks per pair	1.00 to 1.50
Lamb Fells	0.30 to 0.40

PLANT LINE.

Direct Route to Boston.

Commencing 7th May and following Tuesdays, steamer will leave for
Hawkesbury, Halifax and Boston.

Returning leave Boston every Saturday at noon.

For further information apply to
T. NICOLL,
Agent, Ch'town.
July 26, 1912—t.

FIRE INSURANCE.

Royal Insurance Company of Liverpool, G. B.
Sun Fire offices of London.

Fidelity Phenix Fire Insurance Co. of New York.

Combined Assets \$100,000,000

Lowest rates and prompt settlement of Losses.

JOHN MACBACHERN
AGENT.
Telephone No. 362.
Mar. 22nd, 1906.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 26th July, 1912, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, three times a week each way, between
Kelly's Cross and Special Route

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 Kelly's Cross, New Westbire and Charlottetown, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector.

Ch'town, June 17, 1912.
June 19, 1912—31

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 26th July, 1912, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week each way, between
Webster's Corner and Piquid Railway Station

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 Webster's Corner, Fort Augustus and Charlottetown, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector.

Ch'town, June 17, 1912.
June 19, 1912—31

Synopsis of Canadian North-West Land Regulations.

Any person who is the sole head of a family, or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-agency for the district. Entry by proxy may be made at any agency, on certain conditions by father, mother, son, daughter, brother or sister of intending homesteader.

Duties—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader in good standing may pre-empt a quarter section alongside his homestead. Price \$3.00 per acre.

Duties—Must reside upon the homestead or pre-emption six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter for a purchased homestead in certain districts. Price \$3.00 per acre. Duties—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.00.

W. W. COBY,
Deputy of the Minister of the Interior.

J. A. Mathieson, K. C., E. A. MacDonald

Mathieson, MacDonald & Stewart,
Newson's Block, Charlottetown,
Barristers, Solicitors, etc.
McDonald Bros. Building,
Georgetown

Morson & Duffy

Barristers & Attorneys,
Brown's Block, Charlottetown, P. E. I.
MONEY TO LOAN.

JAMES H. REDDIN

Barrister, etc.,
Has Removed his Office from the City Hotel Building, Great George Street, to rooms over Grant's Implement Warehouse, Corner of Queen at 1 Sydney Streets.
Collections attended to. Money to loan.
Ch'town, Feb. 22, 1911—6m

STEWART & CAMPBELL,
Barristers, Solicitors, etc.
Office in Dearlay Block, Corner Queen and Grafton Streets, Charlottetown, P. E. Island.
MONEY TO LOAN.
W. S. STEWART, K. C. | R. A. CAMPBELL
July 3, 1911—q13.