



IT IS DANGEROUS

to smoke common tobacco if you are a heavy smoker, because bad tobacco is dear at any price. Moreover, good tobacco costs no more, as you will find, if you ask for our

Hickey Bright Cut, Rival or Master Marine

smoking tobaccos, or our Combination Twist chewing tobacco. Real merit counts first, last and all the time in tobacco, as in everything else

HICKEY & NICHOLSON Tobacco Co.

Now Is a Good Time

To have your Watch or Clock repaired and put in serviceable order.

We also repair Barometers musical boxes and all kinds of Jewellery in a workmanlike manner.

Goods For Sale:

- Eight Day Clocks
Alarms and Timepieces \$1 up
Girl's Watches \$3 to \$10
Ladies' Watches \$10 to \$35
Men's Watches \$4 to \$40
Boy's Watches \$1.75
Half doz. Tea Spoons. \$1.25 to \$2 up
A nice Butter Knife, 75c., \$1.125
Cake Baskets, Tea Sets, Bread Trays
Necklets 75c. up
Locketts 50c. to \$20.50
Reading Glasses 25c. up
Telescopes
Spectacles, 75c. and \$1 up
Fobs and Chains, \$1 up
Bracelets 75c. to \$8
Hat Pins 25c. up
Ladies' and Gents' Rings
Cuff Links, Collar Studs
Field Glasses. \$3.75 to \$20
Barometers \$4 to \$8
Thermometers 25 cents up to \$5
Mail orders filled promptly.

E. W. TAYLOR,

South Side Queen Square, City.

Fall and Winter Weather

Fall and Winter 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

and explained. That was on 23rd February, and there only the claims special to this Province were considered. As a suggestion the claim on account of want of public lands was put in as a reason why we needed more subsidy. The Patriot newspaper had denied that this was submitted, a denial of the absolute fact, a denial which was a degradation of journalism. The document was on record, known to the Government of Canada and the delegates, yet denied by Mr. Hughes and the Patriot. He would not boast, nor did his colleagues. They had only done their duty, and had met with a fair measure of success. But it was shameful and degrading that a man who had nothing at all to do in helping forward our cause should set up a claim to the credit wholly due to others. In 1905, when Mr. Hughes was a member of the house, Alberta and Saskatchewan got the grant on account of public lands, and again in 1907 when the subsidies were settled where was Mr. Hughes? He did nothing in 1905 and in 1907 actually voted against Mr. Lefargey's resolution asserting our claim under this head. And the Patriot said, "well done." In 1909 the Patriot came out with a series of articles claiming that the Province was receiving far more than it was entitled to. These calculations and statements were falsified to the extent of \$700,000. The worst enemy of the Province could not have done more to harm us. The time was when the Patriot had an editor in whom the country and both parties had confidence. That was Hon. David Laird, who had taken a deep interest in the recent negotiations. Now the Patriot tells us that Mr. Hughes is to have a banquet in Souris. It should be in Copenhagen where they banqueted Dr. Cook. Mr. Hughes did not make his great discovery till long after the matter of the want of public lands had been laid before the sub-committee of Council by the delegates. Proceeding, the Premier read further from the correspondence, commenting thereon. Hughes, when he did touch the question, bungled it badly, but had nothing to say till weeks after the matter had been settled. The Opposition at Ottawa had done what they could to block the mission of the delegates and would have done more if they could. It was on account of the gathering forces against us that the Finance Minister was led to make the subsidy a payment on account without particularising. This was good generally on his part, but he (the Premier) would have preferred to have had the subsidy to rest on an assumed basis of 150,000 population. On 15th March Mr. Hughes, who had evidently in the meantime learned something of what was going on, spoke on the matter of lands in the House. In reply to him Premier Borden stated that the Government of Prince Edward Island had long before not only called attention to the other claims but also to this matter of the want of public lands. This is recorded in Hansard. The delegates received the unremitting opposition of Sir Wilfrid Laurier and E. M. McDonald, the latter the bosom friend of J. J. Hughes, with whom he had divided the patronage of Prince Edward Island.

Wednesday's sitting of the Legislature was wholly occupied with routine business and the consideration of private bills, of which several were advanced a stage. After routine on Thursday 11th the Premier presented a resolution to repeal the system of collecting and levying taxes on land in this Province. The House resolved itself into committee on the resolution, Mr. Dobie in the chair. In the course of his remarks relative to the resolution, the Premier said that heretofore it was intended that no public money should be wasted at election times, as had been done in years past. At the general election held on January 8th of this year, not one dollar of public money had been expended for political results. It was intended, under the new road act to be introduced, that the school districts should be the road districts, each of them to be attended by an officer to be appointed for that purpose. The resolution was reported agreed to, and the Premier presented a bill, to be known as the "Land Assessment Act, 1912."

The Hon. Mr. McKinnon, Commissioner of Agriculture, presented the following resolution, and moved that it be committed to a committee of the whole on the following day: Resolved, that the Commissioner of Agriculture with

the authority of the Lieutenant Governor in Council, be empowered to enter into an agreement with the Minister of Agriculture for Canada, setting forth the terms upon which the subsidy to be granted for the encouragement of Agriculture in this Province should be accepted, and prescribing the conditions under which, and the purposes for which it shall be granted. After a number of private bills had been advanced a stage, the Premier moved the second reading of the "Public Roads Act, 1912." The bill was accordingly read a second time and committed to a committee of the whole, Mr. Dobie in the chair.

In committee, the Premier spoke of the condition of things in connection with the public roads. Our public roads are supposed to be sixty feet in width; but such encroachments had been made upon our roads that, in many places half the original width was not available for traffic. All kinds of encroachments had been permitted. All this would have to cease, and we must, he said, have good roads. It was proposed to give to every man the option of working or paying. The extent of road that a man could properly attend to in the winter season would constitute the bounds over which the road master would officiate. Under the new order of things no waste of public money would be permitted. This was the people's money, and it must not be wasted as in the past.

The committee stage of the road act was continued during the remainder of the afternoon and on Friday afternoon and on Friday evening. The bill is a very long one; but good progress had been made in passing the clauses, when the House adjourned Friday night. Saturday morning session was held, beginning at 10.30. Before the orders of the day were called the Premier rose to a question of privilege, and read an extract from an editorial in the Patriot newspaper of the previous day, wherein it was stated that the Lieutenant Governor had in past years been provided by the Government with a free telephone service in Government House; but that the present Government had cut this off. While doing this, the Patriot said, the Premier had free telephone communication with his own house. The Premier said these statements were wholly untrue. The Government had not removed the telephone from Government House; they were simply following the practice under previous Lieutenant Governors who paid for their own telephones. The Premier thought a salary of seven thousand dollars was ample to enable the Governor to pay for his own telephone. The twenty dollars it would cost could well be spent for other worthy purposes. The Premier has no free telephone to his own house; he paid for it himself. The balance of the sitting was passed in considering private bills in committee. The House then adjourned to yesterday.

Terrible Marine Disaster. The Mammoth Steamship Titanic, of White Star Line, the largest liner afloat and the latest and most up-to-date product of marine architecture in her line, while on her maiden voyage from England to New York, struck an ice berg in the Atlantic, on Sunday night last, and sank. Her passengers and crew numbered 2,300, and it is reported that all but 675 of them went down with the ship. Wireless messages were sent out over the ocean from the doomed ship and immediately several steamers were in touch with her and steaming full speed to her assistance; but it is feared they arrived too late to be of very great assistance.

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WEDNESDAY, APRIL 17, 1912

Local and Other Items.

It is announced from Ottawa that Hon. W. T. White, had declined against the collapse of silver dollars for the present at least. The act of the old Government providing for an issue is not to be followed out.

A boat into which the passengers of the British steamer Seang Chun were disembarking capsized on the 14th, and forty persons, mostly women, were drowned. The Seang Chun had just arrived at Amoy from Singapore.

It is reported from Quebec that the federal government intends to convert into a lightship the steamer Arctic which, under Captain Bernier, made many cruises in the far north. The Arctic would be placed at Prince Shoal at the entrance of Saguenay.

Rolling Stock to the value of \$11,200,000 to be obtained by the Federal Government for the I. C. R. Includes nine freight locomotives, five hundred level box cars, two sleepers, two diners and six first class cars. Four new \$150,000 trains will be placed on the Ocean Limited service starting on June 2.

One hundred dollars a square foot was paid in Montreal to the Boxer estate for a lot at the corner of St. Francis Xavier and St. James Street, the total figure at \$208,000 for a block 63 x 100 feet. This is the highest price in the history of Montreal, for real estate. The purchase was made by a syndicate which will erect a big office building.

All over Southern Manitoba, Saskatchewan and Alberta, farm work is under way. On the Brandon plain, where the most of the No. 1 hard is growing, seeding has been done for the past few days. The season is five weeks advanced. Spring weather is general and all the summer birds have made their appearances. This was written a couple of weeks ago.

LOCAL & OTHER ITEMS.

The market was very small yesterday. Better was 38 to 35c per lb., and eggs 20 to 22c a dozen.

In consequence of fog the steamers were detained yesterday. The Earl Grey did not reach her wharf here from Pictou till 6 o'clock p. m., and the Minto scarcely got to Pictou any earlier.

Mrs. D. A. McKinnon, wife of ex-Governor McKinnon, died at her home in this city on Thursday last, after an illness of some weeks. Deceased was a daughter of Mr. Charles Owen, Georgetown. She leaves to mourn, besides her husband, two sons and one daughter; also her father and mother, two brothers and two sisters. Her funeral on Saturday was largely attended.

The late William McLean. The late William McLean, father of A. A. McLean, Esq., M. P., whose death occurred on the 8th inst., as briefly stated in our last issue, was born at Pictou on February 27th, 1827, so that he was in his 85th year at the time of his death. He maintained his mental and bodily vigor in a remarkable degree for a man of his years. In early life Mr. McLean was a shipbuilder and merchant at Pictou, and in 1866 became an accountant in the Union Bank of P. E. Island, and was afterwards the first manager of the Merchant Bank of P. E. Island, a position which he most creditably filled for over 25 years. At the end of that period he retired and resided in the city until recently when he came to the city to live with his son, Mr. A. A. McLean, M. P. Beside his widow, there are left to mourn one daughter, Mrs. John A. Nicholson, Westmount, Montreal, and the following sons: Martin who came home from Seattle; Donald, Merchant at Crapaud, Simon and Charles A. in Spokane, and William in Belmont, Ont., as well as Angus A. M. P. His funeral took place on Friday last, and was very largely attended.

Shocking Domestic Calamity. One of the most mournful domestic calamities in the history of this Province occurred at St. Mary's Road, King's County, in this Province, during the latter part of last week. Almost a whole family were wiped out by poisoning of some kind. The sad affair happened in the home of Mr. and Mrs. Patrick McGehe, five of their children dying within about twenty-four hours. The deaths of the children were attributed to ptomaine poisoning, brought about by eating heartily of broiled herring. On Thursday last, Mr. and Mrs. McGehe and five of their six surviving children, had herring for their dinner. All perished of the fish. The father left after dinner for a lobster factory some distance from his home, where he was working. Nothing unusual was noticed among the children until the evening, when some of them began to complain of pains and vomited considerably. Mrs. McGehe also vomited and was slightly ill, but she soon recovered. Mr. McGehe ranged in age from five to fourteen. One boy was absent at his uncle's at the time, and so escaped. The whole family consisted of eight children and two, a boy and a girl, died in January last of diphtheria and pneumonia. Between Thursday night to Saturday morning the five children died. On Friday Mrs. Fraser and Meloyre of Montserrat were at the house; but their ministrations, whatever temporary relief they afforded, were unavailing to prolong the lives of the sufferers. The dead children are: Louis, aged 14; Pansy, his sister, aged 12; George, aged 8; Bridget 6; and Tommy 5.

The two children that died in January were Clara and Mary, aged 3 months and two years respectively. The only surviving child of the family is John, aged 10, who was absent on Thursday, as above stated. On Saturday Provincial Health Officer, Dr. W. J. McMillan of this city, Dr. Algeo Coroner of Carleton, and Dr. Fraser of Montserrat, went to the scene of the tragedy when a coroner's inquest was held. After taking a lot of evidence the jury rendered the following verdict: "After viewing the bodies and hearing the evidence of the witnesses examined we believe that death was due to some form of poisoning, and we recommend that a post mortem examination and an analysis of the stomach contents be made in order to determine the cause of said poisoning."

Dr. McMillan and Fraser performed an autopsy on the bodies of Thomas aged 5 and Bridget aged 6. The exact results of these operations will probably not be known for a while.

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 thorough 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 Maritime leaves Pictou at 14.20—tr.

Ocean Limited Early On Route. SUMMER TIME CHANGE ON INTERCOLONIAL RAILWAY JUNE 2ND. The summer change of time on the Intercolonial Railway will go into effect on June 2nd when the famous Ocean Limited will be placed on the route between Montreal, St. John, N. B. and Halifax N. S. with connections for and from the Sydney, and Prince Edward Island, in anticipation of an early rush of summer travel. The time schedule is expected to be practically the same as last year which means that the "Limited" will leave Montreal at 7.30 p. m. reaching Lewis at midnight, giving through passengers the opportunity of seeing the famed Matapedia Valley during the earlier hours of the morning and a view of the Restigouche River and the blue waters of the Bas de Chaleur. The beautiful Valley of Wentworth, N. B. will be seen in the more mellowing light of early evening, and the train will reach Truro at 8.00 o'clock connecting with the through night express for the Sydney and arriving at Halifax at 10.00 p. m. The Maritime Express under the summer schedule will leave Montreal at 3.15 a. m. and through passengers will have the daylight journey through Quebec, and a view of the majestic St. Lawrence as it widens in its course to the sea. Making connections at Moncton with morning express for St. John the Maritime continuing eastward will reach Halifax at 13.30. The Ocean Limited will leave Halifax on Monday at 8.00 a. m. and the Maritime Express will be usual at 15.10 thus there will be a through week day service by two trains equal to the best on the continent—tr.

There is nothing harsh about Lax Liver Pills. They cure Constipation, Dyspepsia, Sick Headache, and Bilious Spasms without griping, purging or sickness. Price 25c.

TENDERS FOR DREDGING. SEALED TENDERS addressed to the undersigned and addressed "Tenders for Dredging Maritime Provinces" will be received until MONDAY, MAY 6, 1912, at 4 p. m., for dredging required at the following places: PRINCE EDWARD ISLAND—Verdon River.

NOVA SCOTIA—Chatham, Margaree Harbour, Sydney Harbour, Digby, Digby, Musquodivuit, Mill Cove, NEW BRUNSWICK—Fredericton, St. Andrew's, St. Stephen.

Tenders will not be considered unless made on the forms supplied, and signed with the actual signature of the tenderer. Combined specification and form of tender can be obtained on application to Secretary, Department of Public Works, Ottawa. Tenders must include the towing of the plant to and from the work. Dredges and tugs not owned and registered in Canada shall not be employed in the performance of the work contracted for. Contractors must be ready to begin work within thirty days after the date they have been notified of the acceptance of their tender.

A separate cheque for each place for which a tender is submitted must accompany the tender. This cheque must be equal to five per cent. (5 per cent.) of the amount of the tender, based on the approximate quantities set opposite the name of the place, but in no case must the cheque be for a less sum than \$1,500. The cheque must be accepted on a chartered bank, and payable to the order of the Honourable the Minister of Public Works. The cheque will be forfeited if the person tendering declines to enter into a contract when called upon to do so or fail to complete contract, has will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender. By order, R. G. DESROCHES, Secretary, Department of Public Works, Ottawa, April 11, 1912. Newspapers will not be paid for this advertisement if they insert it without authority from the Department. April 17, 1912—24

TENDERS. McCall's Bridge, Egmont Bay, Lot 15. Department of Public Works, Charlottetown, P. E. Island, April 10th, 1912. Sealed tenders will be received at this office until noon on Thursday, April 18, 1912. From any person or persons willing to contract for the rebuilding of McCall's Bridge, according to the specifications to be seen at the stores of Arsenal and Gaudet, Wellington, and of S. E. Gallant, Abram's Village, and at this office. The names of two responsible persons willing to become bond for the faithful performance of the Contract must accompany each tender. The Department does not bind itself to accept the lowest or any tender. Tenders to be addressed to the undersigned and marked "Tenders for McCall's Bridge." L. B. McMILLAN, Secretary of Public Works, April 10th, 1912—21

Mortgage Sale. There will be sold at the Court House at Georgetown, in King's County, on Friday, the 10th day of May, A. D. 1912, at the hour of 12 o'clock noon, All that tract, piece and parcel of land situate lying and being on Township Number Fifty-one, in King's County aforesaid, bounded and described as follows, that is to say: Commencing on the south side of the Montserrat River at the northwest angle of land sold to John McLeish; thence south to the division line of Township Numbers Fifty-one and Fifty-nine; thence west to the east boundary line of land sold to Donald McLeod; thence north to the river; thence along the river to the place of commencement, containing one hundred acres of land a little more or less. The above sale is made pursuant to and by virtue of a power of sale contained in a certain indenture of Mortgage bearing date the 12th day of February A. D. 1910, and made between Gordon Gordon, of Montserrat, in King's County, aforesaid, Farmer, of the first part, and the undersigned of the second part, default having been made in payment of the interest money due thereon. For further particulars apply at the office of Matheson, McDonald & Stewart, Solicitors, Georgetown. Dated the 5th day of April, A. D. 1912. WILLIAM HUSTIES, JOHN BYRNE, Trustees under the last will of Charles Moore, deceased. April 10th, 1912—41

Fraser & McQuaid, Barristers & Attorneys-at-Law, Solicitors, Notaries Public, etc., Souris, P. E. Island. A. L. Fraser, W. P. A. F. McQuaid, B. A.

Synopsis of Canadian North-West Land Regulations. Any person who is the sole head of a family, or any male over 18 years of age, 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, and son, daughter, brother or sister. In certain districts a homesteader may gain standing by pre-empting a quarter section alongside his homestead. Price \$5.00 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 purchasable 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. CORY, Deputy of the Minister of the Interior

DIED. BLANCHARD—At Duvar, on April 6th 1912, Sybil Blanchard, aged 85 years. R. I. P. McDONALD—At the residence of Rodrick A. McDonald, Bellevue, on the 2nd of April, Sarah Lamont, the youngest daughter of the late Ronald Lamont, Victoria Cross, in the 54th year of her age. McDONALD—At Was, River on Wednesday 10 inst., Isabel McDonald, beloved wife of Angus McDonald, and daughter of Alexander McCasland at one time resident of Charlottetown, aged 80 years. GALLANT—In the City Hospital April 10, Margaret Gallant aged 87 years. R. I. P. KELLY—At Rosemont on Saturday the 8th inst. after one week's illness of pneumonia Mary A. Kelly aged 39 years. R. I. P. SAVIDANT—At the Provincial Infirmary April 10th, Ambrose Savidant, third son of the late Francis Savidant aged 21 years. EVERETT—In this city on April 11th, William Everett beloved son of Margaret M. and the late William Everett Vessey, aged 1 year. SAMPSON—At Milton, April 12 Mrs. Elizabeth Sampson, widow of the late William Sampson, aged 78 years. FLETCHER—In this city April 12, John Fletcher aged 70 years. In this city, on the 15th, inst., Ella McAlister, beloved wife of William A. McAlister, in the 38th year of her age. R. I. P.

Miss Annie Gingras, a school teacher, lost her life in Montreal Sunday afternoon, in a fire which peremptorily gutted the interior of a boardinghouse on Metcalfe Street. The firemen entered by a ladder at the back and finding the room locked broke the door open and found Miss Gingras lying on the bed with her clothing on fire. The extinguished the fire in her clothing and carried her into a rear room where there was but little smoke. She died, however, before the ambulance arrived. It appears that she was warned of the fire but went back to recover some of her belongings and was overcome by smoke.

Two persons were killed, and more than a score of persons injured, several seriously, when the collapse of the floor of the church of Our Lady of Victory precipitated nearly 300 persons into the street last Sunday. The church was only partially completed and the assemblage was there in connection with the formal ceremonies of laying the corner stone. The collapse of the floor came when an addition was being delivered by Father Deland, the pastor of the church. Suddenly the floor was heard to creak and then fell to give way, and there was a scramble to escape, but everyone went down with a crash. Men, women and children were caught in the wreckage and many were badly crushed; nearly a dozen were taken out unconscious and several were crippled with fractures of legs or arms. This happened at Harrington Park, N. J.