

THE HERALD

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 JAMES McISAAC,
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Canada's Finances.

Hon. W. T. White, Canada's Finance Minister, delivered his budget speech in the House of Commons on Monday of this week. He showed that notwithstanding the financial stringency and the large extraordinary expenditures Canada was called upon to make during the past year, our finances are in a most healthy condition. The revenue for the fiscal year just closed he estimated at \$163,000,000 and the ordinary expenditure at 126 and a half millions, leaving a balance on the right side of the ledger of 36 and a half millions. Capital expenditure during the last year was heavy, including nineteen millions in railway subsidies. The capital outlay amounted to a total of 57 million so that the debt has been increased by nine million. Had it not been for the abnormal subsidies the revenue for the year would have covered both current and capital expenditure. As it stands today the net debt of the dominion is actually six million dollars less than it was when the Borden Government came into power.

The Minister of Finance after giving a most comprehensive review of business and financial conditions of the country took an optimistic view of the future. Referring to the duty on agricultural implements, the Minister said a most careful enquiry had been made for over a year in to the cost of production of agricultural implements on both sides of the line and as a result of the investigation it had been decided to make a cut in the duty on harvesters, reapers, binders, and mowers from seventeen and a half per cent, to twelve and a half. Hon. Mr. White pointed out that this reduction in duty was a two and a half per cent. greater cut than had been proposed by the famous reciprocity pact, and that with the drawback enjoyed on the iron and steel used in the production, this class of implements would be placed on practically a ten per cent. basis.

Dealing with the year now entered upon Mr. White said that the total main appropriations recently laid before the House provided for \$146,786,116 on consolidated fund and for capital \$43,949,050. There would be supplementary estimates later in the session but they would be small in amount. He said he was confident that the revenues for the year would provide fully for consolidated expenditure and in a large measure for all capital and special outlays.

Legislative Notes.

On Tuesday March 31st, the House did not meet until 5:30 p. m. In consequence of the storm of Monday night the train from the west with Mr. Speaker and several other members on board was very late reaching the city, and the sitting was delayed in consequence. The usual opening routine, the presentation of petitions for the incorporation of private bills, the introduction of such bills and their first readings occupied most of the time till six o'clock when the House adjourned.

The House met about 11 o'clock Wednesday forenoon. After the usual routine a number of petitions praying for acts of incorporation were presented and received, and bills founded on them were introduced and read a first time. Fox bills at one stage or another occupied the time of the House up to 1 o'clock.

After recess the House re-assembled at 4 o'clock. Fox bills were again taken up. "An act to further amend the Prince Edward Island Joint Stock Companies Act" was read a second time and committed to whole committee. Progress was reported. Several bills were reported from the private bills committee and ordered to a third reading. The bill to incorporate the Prince Edward Island Trust Company was read a second time and committed to a committee of the whole. Progress was reported. The Commissioner of Agriculture tabled the report of his department. On motion of Premier Mathieson Mr. H. D. Dobie was elected deputy speaker of the House. The House then adjourned.

On Thursday the House met at 11:40 with deputy speaker Dobie in the chair. A number of petitions for acts of incorporation were presented and after questions bills founded on these petitions were presented, read a first time and referred to the private bills committee. At 1 o'clock House took recess.

When the House resumed at 4 o'clock, several private bills were put through the committee stage. The Companies act was then read a second time and committed to a committee of the whole. Premier Mathieson explained the object and scope of the bill. During the consideration of the bill, the Premier expressed the opinion that in view of the multiplicity of acts being incorporated, it would be advisable for the Government to appoint an official to be known as a registrar of Companies. Progress was reported. A report from the private bills committee was received and adopted. The House then adjourned.

It was near noon when the House met on Friday forenoon. After routine several petitions praying for the incorporation of private bills were received and read and after questions bills founded on them were presented, read a first time and referred to the private bills committee. The bill to incorporate the Grand River Rural Telephone Company was considered in committee. Progress was reported. The bill to incorporate Stems Brothers was on motion of Hon. Mr. McLean, read a second time, committed to a committee of the whole and reported agreed to and ordered to a third reading. The House then took recess.

When the House resumed at 3:15 p. m. the bill to incorporate the Alberton Skating Rink Company was read a second time and committed to a committee of the whole House. The bill to incorporate the Lower Bedeque Hall Company was read a second time put through committee reported and ordered to a third reading. Several Fox companies bills were read a second time and advanced through the committee stage. The bill to incorporate the Argyle Rural Telephone Company was also put through the committee stage and ordered to a third reading. The bill to incorporate the town of Kensington was then further considered in committee of the whole. Progress was reported. Some bills were read a

third time and passed. Several bills were reported from the private bills committee. At 6 o'clock the House took recess.

During the evening sitting of the House the Companies Act was further considered in committee of the whole. Progress was reported and the House adjourned at 10:15.

On Saturday the House met at 11:30. After the usual routine several petitions praying for fox company incorporations were presented. After questions bills founded on these petitions were introduced, read a first time and referred to the private bills committee. Several bills were reported from the private bills committee. At 12:30 the House adjourned till Tuesday 7th.

Federal Parliament.

Ottawa, March 30—Mr. A. C. Boyce of West Algoma, resumed the debate on the N. T. R. report this afternoon. He said the amendment proposed by Hon. G. P. Graham did not attempt to state that the evidence upon which the Gutelius-Staunton report had been based had been perjured or unfounded. The country would demand some tangible objection to the report than its alleged partisanship. The commission had been appointed two years ago, but it was a notable fact that not "till now had the ex-minister of railways protested against its personnel." He had voted, in fact to appoint one member of the commission to a most prominent position in the government service with a large salary. Mr. Boyce then went into the history of the N. T. R. project and stated that Sir Wilfrid Laurier had launched it on the people of Canada without the slightest conception of what the cost was going to be. He had told the country it would cost only \$13,000,000. His finance minister, Hon. W. S. Fielding, after consulting Mr. Collingwood Schrieber had estimated it would cost \$31,250 per mile for a road of high standard, or \$61,514,000 altogether. Mr. Boyce said that upon Sir Wilfrid Laurier must be placed the blame for plunging into so gigantic a work without consideration and for the findings of the investigating committee. "If my Right Hon. friend had brought this scheme down saying that it would cost \$100,000,000," said Mr. Boyce, "he would not have got the support of the people in 1904. If he had said it would cost \$150,000,000 the people would have thought him insane." The Liberal party which needed an issue and those who required to be "greased" could not wait in 1904. Consequently the country now had a road which would not serve to reduce freight rates and part of which paralleled the International and was overgrown with weeds and trees.

Ottawa, Ont., March 31—This was not a particularly interesting day in the Transcontinental railway debate in the House of Commons, little or no new matter being brought out. Easterners were awaiting with much interest the address of Geo. W. Fowler, but he did not speak. The entire afternoon and until 9:15 in the evening was occupied by Mr. Sevigny, Conservative and Mr. Lachance, Liberal, both of whom spoke in French. Following the French members came the logical speech of the day, the speaker being F. B. McCurdy of Queens-Shelbourne. Mr. McCurdy drew attention to the fact that none of the Liberal speakers who had discussed the question had attempted

to give the house and people any explanation for the over expenditure on the N. T. R. Sir Wilfrid had said it would cost \$13,000,000 or about as much as Canada's surplus for 1903. On this distinct understanding he was given by the people a mandate to proceed with the undertaking. Sir Wilfrid's minister of finance doubted the accuracy of his leader's estimate and raised it to \$61,415,000. The actual cost of the undertaking will be more than three times that sum. Mr. McCurdy then proceeded to review the Staunton-Gutelius report at length. The member for Pictou, E. M. MacDonald, seemed to be solicitous regarding the nationality of Mr. Gutelius, engineer of the investigating commission, Mr. Gutelius' railway experience was of more importance, and he had ample success to qualify him for the position. Ex-Minister of Railways Graham had laid stress upon the opinion of an American engineer named Berry, now assistant manager of the Rock Island Railway. It was Berry's pronouncements he used to contradict the evidence of the report of the investigating commission. If the financial position of Rock Island road could be taken as an index of Mr. Berry's ability, it was not flattering to him. Four years ago the common stock of Rock Island was quoted at \$55 per share, now it sells for \$4 per share. The preferred stock of the same road was worth four years ago \$92.50 and now sells for \$5.75. This did not help to increase the reputation of the expert upon whom the government depended for its evidence.

Ottawa, April 1—George W. Fowler, M. P. for Kings Albert, was the big card in today's session of the debate on the Gutelius-Staunton N. T. R. report. After E. M. MacDonald of Pictou had attacked the report at length claiming it was cheap and pious and altogether unjustified by fact, Mr. Fowler had his turn. Starting just before the dinner recess the greater portion of his address was delivered in the evening. The Conservatives crowded into the chamber to hear him for they knew the event would be interesting and they were not disappointed. Mr. Fowler was in happy vein and did not mince his words. In the plainest terms he related the stories of graft and rake-off in connection with the contracts and challenged any member of the opposition to refute his statement. Particularly interesting was his castigation of the blatant member for Carleton, F. B. Carvell, and the house convulsed with laughter and re-echoed with applause at the energetic member for Kings Albert handled Carvell without gloves. The opposition had claimed that the report of the investigation was cheap and pious and yet the ex-Minister of Railways had deemed it of sufficient importance to spend more than seven hours in an attempt to refute its damning charges. The report was a truthful document, temperate and moderate in its tone. No doubt, if the commission had been appointed by the Liberal government with the intent of concealing the facts the country might have expected a milk and water, namby pamby report, but he declared in all his history of Canada there had been no government document presented in the halls of Ottawa which more clearly and exactly represented the conditions as they existed than the report brought in by the investigating commission. It was substantially correct in every particular. The very fact that their views on some points differed from the deputy minister of justice and the premier himself showed that they were not under the influence of the government. The highest tribute that had been paid to them was the bitterness of the criticism that had been levelled against them. The Premier especially resented the fact that men who come from

the United States should be the subject of abuse by Liberals. Mr. Borden drove home to the Liberal party the responsibility for the present condition of the railway situation in Canada. In 1903 and 1904 Sir Wilfrid Laurier had not only started one transcontinental system, but two of them he had initiated and subsidized. The Canadian Northern was the other. The responsibility for the C. N. R. is Sir Wilfrid Laurier's also. The division was taken at 12:30 Friday morning, Mr. Graham's amendment to the adoption of the report was rejected by a vote of 105 to 67, a Government majority of 38.

Ottawa, April 2—Sir Wilfrid Laurier made a notable admission in the course of his speech at the conclusion this evening of the long drawn out debate on the National Transcontinental Railway report. He admitted that there should have been an investigation. Premier Borden in his reply crucified him upon the admission and demanded to know why, when he had refused the repeated demands of the Conservatives when in opposition for an inquiry into the waste and extravagance and graft that was going on in connection with that enterprise as a result of which forty million dollars of the people's money had been wasted. Sir Wilfrid could not answer. He sat huddled up in his chair compelled to listen to the mastery exposure of his policy and tactics, and its failure that was made by the Premier. The end of the debate was in a sense pathetic. It was the drawing to a close of the old ability of Sir Wilfrid Laurier. His speech was probably the poorest of his career here was nothing in it worthy of special note. It was the wail of a man stricken. He could not rise to eloquence. He stumbled and jumbled in the most pitiful fashion making wild statements on the most trivial points, such as his declaration that 250,000 copies of the N. T. R. report had been scattered over the country, whereas as Mr. Borden pointed out, only 10,000 of them were printed in English and 4,000 in French.

The Premier rose to a great height of eloquence when he told the house that Sir Wilfrid Laurier was the man who in 1911 had been the whole genus on the movement to sidetrack the Canadian ports in the Maritime Provinces and take all the traffic of the National Transcontinental over the lines to the south to Portland. Dramatically Mr. Borden challenged the old premier to contradict the statement that he had made arrangements for this anti-Canadian thing to be done but Sir Wilfrid uttered never a word of contradiction and the jeers of the Conservatives were loud and long. Indignant at the charges laid against the character of the commissioners, Mr. Borden declared with impressive emphasis that they were the equal in character, repute and record of any man on the Liberal side from the highest to the lowest. They compared favorably with any man who had assailed them. Sir Wilfrid had said the commissioners were not sworn. "When," demanded Mr. Borden, "during the fifteen years of Liberal rule had any royal commission been sworn? There is nothing in the statute to say that they should be sworn." The crucial point of Mr. Borden's argument came when he pointed out that in the long speeches of Sir Wilfrid and Mr. Graham there was not one single attempt at an explanation as to why the N. T. R. had cost already one hundred millions dollars more than their estimate. He would have thought that there was some explanation due the country, but they had avoided the subject as had every speaker on the opposition side. Mr. Graham had declared that the report was not worth answering, his words lacked sincerity when he found it necessary to spend seven hours in criticism of it. Mr. Borden declared amid great cheering that Sir Wilfrid Laurier had gone to the country in 1904 with statements concerning the N. T. R. that were absolutely and wholly falsified. If St. Thomas Shaughnessy or Mr. Chamberlain, said the Premier, when about to build a railway, had gone out and got a dry goods merchant, a druggist and a barber to build it, they would have pursued exactly the same policy as Sir Wilfrid Laurier did when he appointed the N. T. R. commissioners. As regards the report brought in by the investigating commission it was substantially correct in every particular. The very fact that their views on some points differed from the deputy minister of justice and the premier himself showed that they were not under the influence of the government. The highest tribute that had been paid to them was the bitterness of the criticism that had been levelled against them. The Premier especially resented the fact that men who come from

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Federal Parliament.

(Continued from page two.)
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Shocking Tragedy of the Sea.

On Tuesday morning of last week in a blizzard off the Bellefleur Strait Newfoundland the crew of the sealing steamer Newfoundland was caught by a blizzard while seeking seals in ice three or four miles from their ship. She was gripped in the fies, and could not get to them, and they, blinded by a snow storm, could not reach her, or any other vessel. They remained in this condition exposed to all the storm for two days and two nights, without food, extra clothing or any shelter whatever, and Thursday morning the Newfoundland reported the facts to the Stephano and Bellaventure which were lying near her, and which being more powerful ships worked their way into the fies to recover the dead and suffering. Capt. Rendell of the Bellaventure sent a wireless message to St. John's Thursday afternoon that he had twenty eight living men aboard, and there were two others on the ice that he had not yet secured, that he estimated forty were dead, and there were thirty still unaccounted for. He stated that the survivors were so exhausted that they could not walk, and had to be hoisted aboard the vessel. On these facts being made known to his owners, the ship by arrangement with the government was ordered back to St. John's as soon as possible, the government agreeing to permit her to sail again to resume the seal hunt, though this ordinarily is against the law. The Newfoundland was one of a fleet of fifteen ships carrying over 2,000 men scattered among the ice floes near Belle Isle Strait. The crews were on the fies hunting seals which have their homes on these crystal plants and the hunt had taken them from four to six miles from their ships. When the blizzard came the crews of the other steamers managed to regain their vessels, but the fies on which the Newfoundland's men were hunting drifted away from the main body of ice and when darkness fell that night not one had returned. The ship's crew numbered 150, of whom 120 were on the ice. Captain Wesley Keen, his officers, engineers, stokers and cooks remained aboard. Amid silence the sealing steamer Bellaventure steamed slowly up St. John's harbor at dusk on Sunday 5th, bearing 69 dead, and 80 crippled survivors of the disaster to the seal hunters of the steamer Newfoundland. Thirteen living were removed to the hospital in a critical condition; several others are seriously ill. All but one of the remaining bore scars of the 48 hours' exposure in the Arctic fies. This unjured survivor was stricken blind after being picked up, but it is expected he will recover his sight. The disaster was unavertable, according to Captain Rendell, of the Bellaventure. Tuesday dawned so newsworthy but no hint of the blizzard and conditions were such that was permissible to put the men on the ice to hunt seals.

A. A. McLean, K. C., 45 St. John's St.
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McLEOD & BENTLEY
 Barristers, Attorneys and Solicitors.
MONEY TO LOAN
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On Tuesday morning of last week, in a blizzard off the Belle Isle Strait Newfoundland the crew of the sealing steamer Newfoundland were caught by a blizzard while speaking seals in ice floes, two or three miles from their ship. She was gripped in the floes, and could not get to them, and they, blinded by a snow storm, could not reach her, or any other vessel. They remained in this condition exposed to all the storm for two days and two nights, without food, extra clothing or any shelter whatever, and Thursday morning the Newfoundland reported the facts to the Stephano and Bellaventre which were lying near her, and which being more powerful ships worked their way into the floes to recover the dead and suffering. Capt. Rendell of the Bellaventre sent a wireless message to St. John's Thursday afternoon that he had twenty-eight living men aboard, and there were thirty still unaccounted for. He stated that the survivors were so exhausted that they could not walk, and had to be hoisted aboard the vessel. On these facts being made known to the owners, the ship by arrangement with the government, was ordered back to St. John's as soon as possible, the government agreeing to permit her to sail again to resume the seal hunt, though this ordinarily is against the law. The Newfoundland was one of a fleet of fifteen ships carrying over 2,000 men scattered among the ice floes near Belle Isle Strait. The crews were on the floes hunting seals which have their homes on these crystal plants and the hunt had taken them from four to six miles from their ships. When the blizzard came the crews of the other steamers managed to regain their vessels, but the floes on which the Newfoundland's men were hunting drifted away from the main body of ice and when darkness fell that night not one had returned. The ship's crew numbered 150, of whom 120 were on the ice. Captain Wesley Keen, his officers, engineers, stokers and cooks remained aboard. Amid silence the sealing steamer Bellaventre steamed slowly up St. John's harbor at dusk on Sunday 5th, bearing 69 dead, and 50 crippled survivors of the disaster to the seal hunters of the steamer Newfoundland. Thirteen living were removed to the hospital in a critical condition; several others are seriously ill. All but one of the remainder bore scars of the 48 hours' exposure in the Arctic gales. This unjured survivor was stricken blind after being picked up, but it is expected he will recover his sight. The disaster was unavoidable, according to Captain Rendell, of the Bellaventre. Tuesday dawned somewhat overcast but no hint of the blizzard and conditions were such that it was permissible to put the men on the ice to hunt seals.

The shareholders of the Standard Oil Company of Canada on the 2nd inst. received particulars of the reconstruction scheme which the liquidator is putting forward in London. It would appear that the new company is to be formed with a capital of \$3,000,000 in one shilling shares to take over the assets of the old company. Hon. Charles Dalton has donated the sum of \$50,000 to St. Dunstan's College. It is in the form of \$10,000 shares in the Dalton Fox Company, with a guarantee of dividends to the amount of \$5,000 for ten years. At the end of that time the shares become the unrestricted property of the College.

Communication by wireless telegraph between Lunenburg, a suburb of Brasel, and Bellefleur, Paris was established on March 30th, and the voice of a senior London Station could be heard. This was made possible through a new and powerful microphone, an invention by an Italian engineer. For removing the snow from the streets during the winter the City of Montreal has spent \$100,000, with the account still open. In New York nearly \$2,000,000 has been spent. The largest item here was \$301,143 for keeping the street car tracks clear, for which expenditure the Montreal Tramways Company contributes one-half.

The contract for building the wing to the Bishop's Palace has been given to the J. B. Metcalfe Company of Montreal on the ten per cent basis. This is the same firm that have the contract of rebuilding the Cathedral. The wing will be 22.33 feet, and will be built of Wallace Free Stone. The work of digging the foundations will start in a few days and is already about one third out.

At the Maritime Horse Show at Amherst last week "Mayor Todd," owned by Mr. Hammond Kelly, Southport, won the Maritime Championship for "Roadster Stallions in harness," foaled previous to January 1911. The competition was very keen and the winner was up against ten splendid animals from the three Maritime Provinces. Mr. Kelly carries off the handsome silver trophy emblematic of the championship. In the big snow storm of Thursday last, both winter steamers were out in the Straits. The Earl Grey, left Pictou 11 the morning and got over to this side fairly well; but the weather was so very high that she had to remain in the vicinity of Pictou. An opportunity to come in. The weather cleared somewhat in the evening and she got in to the dock here about 10 o'clock that night. The Minto was making her way from Georgetown to Pictou and was out at Thursday night. Friday forenoon, the Earl Grey, from here reached the Minto and took off her mails and passengers and proceeded to Pictou. The Minto then started for Georgetown. Both steamers are now ranging from here, one leaving each side every morning.

Lenten Services—The special Lenten sermon for the women in the pre-Cathedral on Sunday afternoon last was preached by Rev. Dr. McLellan. His subject was the Blessed Eucharist. In the evening the church was filled with men. His Lordship the Bishop was in attendance, as well as several other priests. Rev. Dr. McLellan officiated at Rosary and Benediction. The sermon was preached by Rev. Father McLaughlin. His theme was the church as a teaching society and his text was from the Gospel of St. Matthew: "Going therefore teach all nations; baptizing them in the name of the Father, and of the Son, and of the Holy Ghost." The Rev. preacher showed that these words of our divine Lord were addressed to His Apostles just before His ascension into Heaven. Every thing done by our divine Saviour during his public life on earth was for the salvation of mankind. After His resurrection He taught them all things necessary to bring them to eternal happiness. He invested the Apostles with His own power and promised them He would send the Paraclete to strengthen and comfort them, and that He would be with them for all time, even to the consummation of the world. He commissioned them to go forth and teach the truths He had imparted for them. He thus constituted the church founded on the Apostles, a teaching society, the custodian of the truths of God. Throughout the teaching of our divine Lord said the Rev. preacher, the church was constantly referred to under one figure or another. At one time He calls it His church, at another a Kingdom, a Society and so forth. But at all times the idea of an authoritative teaching body presents itself. All His teaching tended towards the development of His Kingdom: His church. To this teaching body He confided the care and promulgation of His doctrine. What condition would we be in, said the Rev. preacher, if a Lord had not established this teaching church? We should therefore be most grateful to live up to the teaching of this church, and avail ourselves of the means of salvation which she possesses.

A. A. McLean, K. C. — W. B. BENTLEY
McLean & McKinnon
Charlottetown, P. E. Island
Barristers, Attorneys at Law

P. C. McLeod, K. C. — W. B. BENTLEY
McLeod & Bentley
Barristers, Attorneys and Solicitors.

MONEY TO LOAN
Offices—Bank of Nova Scotia Chambers.

LOCAL & OTHER ITEMS

Work of the rebuilding of the Cathedral will begin on Monday next.

The fierce snow storm of Thursday pretty well demoralized traffic on the P. E. I. Railway. By Saturday, however, trains were running again on all branches.

A London despatch of the 2nd, inst. says: Summer came to London, yesterday in a blaze of glory. It was the warmest and brightest April 1, in seven years. The bathing has begun at the popular resorts.

A colossal land slide on Mt. Corona, Northeast Italy, threatens to destroy seven villages. The people have fled. The slide covers two square miles. Seventy isolated mansions were destroyed. A stream has been swallowed up and an extensive lake formed.

We extend congratulations to Mr. H. D. Dobbie, M. P., on his promotion to the position of Deputy Speaker of the Legislature. During Speaker Wynn's absence for a few days last week the Deputy Speaker presided with dignity and ability.

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LOCAL & OTHER ITEMS

On Palm Sunday, the palms were blessed at the 7 o'clock Mass in the pre-Cathedral and distributed at all the Masses.

The Steamer Southern Cross, of the Newfoundland Sealing fleet is about given up for lost, with all hands, 173 men. She is supposed to have been destroyed in the fierce blizzard of March 31st.

Three persons were killed and 35 injured when the Wabash passenger train was wrecked near Attica, Indiana. A bridge gave away and the train dropped into the water.

It is reported from Perth West Australia that black attacks the Catholic Mission of Dyakate River, murdered two priests, six lay helpers and several half-castes.

With her rigging considerably damaged as the result of a collision outside the harbor of Vineyard Haven last Saturday evening, the schooner Porchabot and James L. Maloy came in next day for repairs.

Edward Carwell, about 20 years of age, dropped dead in this city yesterday. He had gone into a shenkens shop to have some repairs done to his shoes, while explaining what he wanted done he fell from the chair and expired. The coroner's jury returned a verdict of death from "heart failure."

The special services of Holy week commence in the pre-Cathedral at 7 o'clock this evening, when "Teasbraes" will be sung. This will be repeated Thursday and Friday evening. The morning services will be held at 8 o'clock and also at the same hour Good Friday morning. On Saturday morning the offices commence at 7.30. Way of the Cross, on Good Friday at 3, 4 and 5 o'clock, p. m.

An Ottawa despatch to Vancouver intimates that the high commissioner in London rendered vacant by the death of Lord Strathcona is to be offered to Sir Richard McBride in well-informed circles, there it is believed as good as settled that Sir Richard will go to the old country. In that event it is stated that Hon. W. J. Bowser, attorney-general will be the new premier of British Columbia.

Number 10 express from St. John, eastbound, left the rails near Sullybury at 12.15 Saturday morning, tearing up the roadbed for considerable distance and damaging rolling stock. The main line was blocked for 13 hours. The six cars toppling over on their side, giving the passengers and train crew a severe shaking up but no serious injuries were reported. The cause is said by railway officials to be due to a spread rail and an investigation will be held. A special train from Moncton was sent to the scene along with the auxiliary and crane, the passengers and baggage being transferred and carried to their destinations.

To walk about six miles for the purpose of unearthing and operation is the experience of Mrs. Equil, an Italian woman who was admitted to the Lady Minto hospital at New Liskeard on Friday. She lives at the New Hudson. By post she journeyed from Coburn, and in company with her husband and little child walked the entire distance from the post to Coburn, where she took the train for New Liskeard. She cannot speak a word of English, but was accompanied to the hospital by a companion from Coburn who acted as interpreter. The operation took place Saturday afternoon, and the patient is getting along as well as could be expected.

DIED
O'BRIEN—Suddenly at Georgetown, on Tuesday, March 31st, May, 1914, aged 67 years, leaving a husband and one daughter, Mary, to cherish her memory and mourn their loss. R. I. P.
DUGLAS—At Mount Stewart on Tuesday, March 24th, after a long illness, Edward Douglas, aged 71 years.
ALOHON—At Charlottetown, April 1st, 1914, Mr. William H. Alohon, 113 Euston Street, aged 92.
PHILLIPS—At Charlottetown, April 2nd, 1914, Gertrude Lillian Phillips, daughter of Mr. and Mrs. J. J. Phillips, aged nine years and two months.
MCKENNA—In this city, April 3rd, Mrs. Francis McKenna, aged 92.
DESBRISSAY—At Summerside, April 6th, Mrs. Mary Ann Desbrisay, widow of Henry F. Desbrisay, M. D., in her 78th year.
ROBERTSON—At Cavendish, April 6, 1914, Emily Woolner, aged 53 years, beloved wife of Murray Robertson.
GODFREY—At Sault Ste. Marie, P. E. Island, on Monday, April 6th, 1914, Elizabeth, beloved wife of Roger Godfrey, in the 76th year of her age.

The Market Prices.
Butter..... 0.29 to 0.32
Eggs, per doz..... 0.29 to 0.32
Flour each..... 0.50 to 0.55
Chicken per lb..... 0.50 to 1.25
Flour (per cwt.)..... 9.00 to 10.00
Beef small..... 0.10 to 0.14
Beef (quarter)..... 0.08 to 0.10
Mutton per lb..... 0.08 to 0.10
Pork..... 0.10 to 0.12
Potatoes (bush)..... 0.30 to 0.35
Hay, per 100 lbs..... 6.00 to 7.00
Bk Oats..... 0.40 to 0.42
Hides (per lb.)..... 0.11 to 0.14
Calf Skins..... 0.30 to 0.15
Sheep pelts..... 0.45 to 0.65
Oatmeal (per cwt.)..... 0.00 to 0.10
Turkeys..... 0.12 to 0.15
Turkeys (per lb.)..... 0.20 to 0.25
Pressed hay..... 1.00 to 15.00
Straw..... 0.30 to 0.35
Duck per pair..... 1.25 to 1.50
Lamb Pelts..... 0.50 to 0.75

Mail Contract
SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 22nd May, 1914, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.
Over Rural Mail Route No. 1 from Ocean View, P. E. Island, from the Postmaster General's pleasure. 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 Ocean View, Gardfield, Reaberry and at the office of the Post Office Inspector.
JOHN F. WHEAR, Post Office Inspector. Charlottetown, March 24th, 1914.

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Provincial Receipts and Expenditure for the year ending 31st December, 1913

Table with columns for RECEIPTS and EXPENDITURE, listing various government departments and their financial figures for 1913.

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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 MACBACHER, AGENT. Telephone No. 362. Mar. 22nd, 1906.

J. A. Mathieson, K. C., E. A. MacDonald, Jas. D. Stewart.

Mathieson, MacDonald & Stewart, News's Block, Charlottetown.

Barristers, Solicitors, etc. McDonald Bros. Building, Georgetown. July 26, 1911—tf

Morson & Duffy

Barristers & Attorneys. Brown's Block, Charlottetown, P. E. MONEY TO LOAN. Jan. 15, 1910—tf

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

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SEALED TENDERS

SEALED TENDERS addressed to the undersigned endorsed "Tender for Coal for Departmental Drifts, Prince Edward Island," will be received at this office until 4.00 p. m. on Wednesday, April 22, 1914, for the supply of best quality Steam Coal to be delivered in quantities and at places mentioned on form of tender.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 22nd May, 1914, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week.

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MANUFACTURED BY R. F. MADDIGAN & CO, CHARLOTTETOWN, P. E. I.

TRY OUR Home-Made Preserves!

Made from home grown fruit. We have a large stock on hand. Sold in Bottles, Pails, and by the lb.

EGGS & BUTTER

We want EGGS and BUTTER for CASH, or in exchange for GROCERIES.

House Cleaning Supplies!

We Have a Full Line in Stock. Give us a call.

EUREKA TEA.

If you have never tried our Eureka Tea it will pay you to do so. It is blended especially for our trade, and our sales of it show a continued increase. Price 25 cents per lb.

R. F. Maddigan & Co

April Showers Bring May Flowers

And also bring to mind the need of a new RAIN COAT.

We are offering for a short time, our entire Stock of Ladies' Men's and Children's Raincoats at 20 and 30 per cent discount.

REMEMBER

When looking for WALL PAPER for any room in the house, that we can furnish just what you need.

NEW GOODS

Arriving Daily in All Departments—Special Bargains on Friday and Saturday.

Spring Millinery Opening Thursday 9th April

L. J. REDDIN

"My Store" 117 Queen St.

The Acceptable Time

Sinner in sorrow and shame bowed low,
Hash your bitter, despairing cry,
Seek you a balm for your soul's deep woe?

The "Building Inspector"
BY T. A. DALY.

When ground is broken on the site
For your new church some busy night
Is certain to assume the right
To pass as chief inspector.

Strength

Courage and Faith and Patience!
Keynotes these
To the full music of a perfect life.

A Sunburst

BY CAROLINE D. SWAN
Quick sunshine flies down the golden vale;
The orange mingles in autumnal blaze.

All Stuffed Up

That's the condition of many sufferers from catarrh, especially in the morning.
Great difficulty is experienced in clearing the head and throat.

Hood's Sarsaparilla
Cures catarrh—it soothes and strengthens the mucous membrane and builds up the whole system.

SHORT STORY

The Proposal

(Continued from last week.)

There was sunshine in the shabby hall and sunshine all the way up the threadbare stairs.

She crossed the room and picked up the flowers in the vase. She hurried back to the hall and down the stairs.

"Wait till I bring up the butter!" said Mrs. O'Neill.
She came puffing in, in a little while.

Tales of the Festivals.

ASH WEDNESDAY.

All Hail, Jesus! Mary, All Hail!
"How dull it will be to-morrow," said little Nina one evening, as she and Madeleine sat at supper with

Her HEART and NERVES

Were So Bad She Could Not Sleep.

To those who sleep in a kind of a way, but whose rest is broken into by fearful dreams, nightmares, sinking and smothering sensations, who wake in the morning as tired as when they went to bed, we can recommend Milburn's Heart and Nerve Pills.

"Has Owens ever paid back that \$10 you loaned him a year ago?"
"Oh, yes; he borrowed twenty-five more from me last week and only took fifteen."—Boston Transcript.

Minard's Liniment cures Neuralgia.

It is not the death, but the life that determines character.

Mary Ovington, Jasper, Ont writes:—"My mother had a badly sprained arm. Nothing we used did her any good. Then father got Hagyard's Yellow Oil and it cured mother's arm in a few days. Price 25 cents."

"She married him to reform him, and she has succeeded."

"What was his favorite form of dissipation?"

"He was a spendthrift."

"Why, he has nothing to spend?"

"None, she spent all he had."—Houston Post.

MINARD'S LINIMENT CO. LIMITED. GENTLEMEN—Last Winter I received great benefit from the use of MINARD'S LINIMENT in a severe attack of Lymphitis and I have frequently proved it to be very effective in cases of inflammation.

W. A. HUTCHINSON.

"How do you expect to support my daughter on her salary?" asked the cautious father.

"Hadin' thought of that," replied the navy youth, "I'm one of those people who believe a woman should be thoroughly independent."—Washington Star.

W. H. Wilkinson, Stratford, Ont says:—"It affords me much pleasure to say that I experienced great relief from Muscular Rheumatism by using two boxes of Milburn's Rheumatic Pills. Price a box 50c."

Mamma—You naughty boy! What do you mean by saying Don't bother me now when I asked you how you got your clothes soiled?

Tommy—That is what you always say when I ask you something you don't know how to answer.

Minard's Liniment cures dandruff.

Country Grocer—"Wall little boy, do you want to buy some candy?" Sure I do but I gotta buy soap."—Life.

Some are blamed by men who are commended by God and some are commended by God who are praised by man.

A Severe Cold Settled On Her Lungs.

Mrs. Geo. Murphy, Spence, Ont., writes:—"I have had occasion to use Dr. Wood's Norway Pine Syrup, and can say it most certainly is a wonderful medicine. Last winter my little girl, just a year old, took a severe cold which settled on her lungs. I tried everything, and was almost in despair, when by chance I read of Dr. Wood's Norway Pine Syrup, and decided to try it. I got two bottles, and as soon as I started to use it I could see it was taking effect. I gave her three bottles in all, and they completely cured her."

Dr. Wood's Norway Pine Syrup is a universal remedy for sufferers from all bronchial troubles, Coughs and Colds of all kinds, Bronchitis, Sore Throat, Hoarseness, Croup, Asthma, Whooping Cough, and Throat and Lung Troubles, disappear quickly after a few doses have been taken.

It will stop that distressing, tickling sensation in the throat which causes coughing and keeps you awake at night.

Price, 25c; large family size, 50c. Put up in a yellow wrapper; three pine trees the trade mark; manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

Refuse substitutes.

(To be continued next week.)

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And also bring to mind the need of a new RAIN COAT.

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R. F. Maddigan & Co

Investigate the Connaught Fox and Fur Proposition

The Connaught Company is founded on the future—they are sure that the present prices of pelts will always be high and that the company that can produce valuable and desirable pelts will always earn a pleasing profit.

The company owns 15 pairs of pedigreed Island Black Foxes and negotiations are under way for the purchase of martens, fisher, mink and skunk.

If you are interested write, call or phone for a prospectus and information.

Connaught Pedigreed Black Foxes, Limited. Phone 484. Cameron Block. Box 54.

March 11, 1914.—1f.



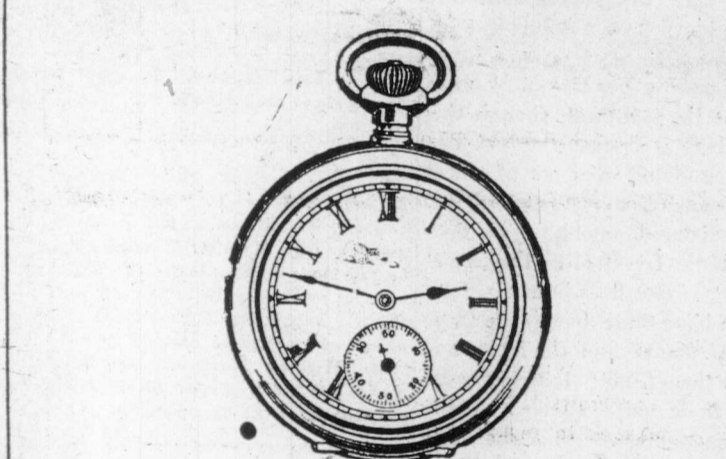
A GOOD REPORT!

will be made by discriminating smokers after a trial of our

RIVAL AND MASTER MARINE

Smoking Tobaccos. Cool, sweet and fragrant. Burns cleanly and freely but NOT THE TONGUE. Try our Combination Twist Chewing Tobacco also. It's worth the money every time.

HICKBY & NICHOLSON Tobacco Co.



OUR Waltham and Regina Watches

Are Splendid Timekeepers

Being accurately timed from actual observation of the stars with transit instrument and chronometer. You make no mistake in buying one of these watches

IN OUR OPTICAL DEPARTMENT

Each eye is tested separately and fitted with the special lense that is required and mountings wished for.

THE JEWELRY AND SILVER DEPARTMENT

Is supplied with many rings, brooches, lockets, chains, studs, spoons, trays, baskets, tea pots, novelties, etc. etc.

RING MAKING

Gilding and expert repairing done on the premises.

E. W. TAYLOR South Side Queen Square, City.

NEW SERIES

Canada PRINCE Commencing

Table with columns: Trains outward, Read down, Time, Day, P.M., M.P.M.

Table with columns: P.M., P.M., Dly ex, Sat & Sun, P.M.

Let Us Show You

When it comes to clothes, there are many to be considered.

You want fitting qualities, be made fashionable, want to get the

This store has the very best of the goods, but the very best allowed to go

We guarantee our clothes have tailored appearance, good dressers.

If you have to suit you, give us a try.

MacTAYLOR TAILORS

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Fall and Winter

repairing, Cleaning

We beg to remind you have REMOVED

22 DORCHESTER

Next door to Dr. please

All Orders Our work is reliable.