

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MAY 14, 1913

Vol. XLII, No. 20

Prince Edward Island Railway.

Commencing on April 16, 1913, trains on this Railway will run as follows:

Read Down				Read Up			
Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly
ex	ex	ex	ex	ex	ex	ex	ex
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
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3:45	11:45	7:45	4:55	11:45	7:45	4:55	3:45
4:52	12:59	8:38	5:52	12:59	8:38	5:52	4:52
5:30	1:43	9:07	6:30	1:43	9:07	6:30	5:30
6:00	2:21	9:30	7:00	2:21	9:30	7:00	6:00
6:30	2:55	9:55	7:30	2:55	9:55	7:30	6:30
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8:48	1:23	4:43	9:37	1:23	4:43	9:37	8:48
9:37	2:43	4:33	10:51	2:43	4:33	10:51	9:37
10:51	4:43	4:23	11:59	4:43	4:23	11:59	10:51
11:59	6:03	4:13		6:03	4:13		11:59
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THE HERALD

WEDNESDAY, MAY 14, 1913.

SUBSCRIPTION—\$1.00 A YEAR. TO THE UNITED STATES \$1.50

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Cheaper Telegraphic Rates

A bill "to provide for more advantageous conditions for telegraphic communication between Canada, the United Kingdom and other parts of the British Empire," has been introduced in the Dominion House of Commons by Hon. L. P. Pelletier. It is intended to ratify a contract to fill a gap in the present all red cable service and at the same time creates an ocean telegraph board, to be composed of the Postmaster General, Minister of Marine, and Minister of Railways, and to make regulations governing the same.

At present the governments of Great Britain, Canada, Australia and New Zealand control a trans Pacific cable and the board of management of that line has leased a telegraph line from Vancouver to Montreal from the Canadian Pacific Railway Telegraph Co. By the contract which the Postmaster General explained to the house, a wireless service will be secured to complete the communication between the Antipodes and Britain.

Hon. Mr. Pelletier said that negotiations had taken place with the Commercial Cable Company and the Western Union system for a service to fill the gap in the All-Red line between Montreal and England. They had, however, been unsuccessful. It would cost \$5,000,000 to lay a state owned cable. Moreover, Mr. Samuel, the British Postmaster General, had favored the establishment of a wireless system which would cost only \$300,000 or \$400,000. Accordingly a contract had been made with the Universal Radio Telegraph Syndicate.

The syndicate would install in Canada the Polson system of wireless telegraphy and would establish stations in Canada and the Mother Country. It agreed to give a continuous night and day service, 400 words a minute, or twice as great speed as now given by cable companies. The rates between Montreal and any part of the United Kingdom would be, for code messages, 8 pence a word, for messages in plain language, 4 pence a word, for government messages, 2 1/2 pence a word, and for press messages, 2 pence a word.

This was a substantial reduction in rates. A portion of the tolls on messages for Canadian points was to be borne by the wireless company, so that all parts of the country would be practically upon an equal footing. There was a condition under which the syndicate would hand over at Montreal all messages to be sent over the Pacific cable, it would also transmit business received over the Pacific cable at Montreal to Britain at the rates cited. The syndicate was prohibited from making any traffic arrangement or combine with any other wireless cable or land line company without the sanction of the Ocean Telegraph Board. The syndicate would build and operate its stations in Canada and in Britain at its own risk and expense. It had undertaken to complete its system within 12 months from the signing of the contract, or the granting of a landing license by the government. It had deposited

ten thousand pounds as a guarantee of good faith. Half of that sum would be refunded when the company had expended \$50,000 in all and \$25,000 in Canada. The balance would be returned when their service had been proven satisfactory. No subsidy is to be paid to the company which simply enters Canada as a competitive concern. The contract is for five years, and it contains a clause permitting the government to take over the whole system by expropriation or arbitration, in case Canada should decide to have a state owned service. Pending the organization of the new Ocean Telegraph Board wireless rates will be under the control of the railway commissioners.

Hon. Mr. White, Minister of Finance, delivered his budget speech in the House of Commons, Ottawa, on Monday afternoon. A mere glance at the figures presented by him in his financial statement shows that Canada's revenues are most buoyant and that our finances are in a sound condition. The total trade of the Dominion, for the last fiscal year was a shade over a billion dollars, and the surplus on consolidated fund was \$55,000,000, and there was a reduction of over \$23,000,000 in the national debt. The total revenue for the year amounted to \$1,682,250,000, an increase of \$32,000,000, or almost the total of the country's revenue of twenty years ago. The development of the country called for larger outlays; but these had not exceeded \$113,250,000 on current account. The expenditure on capital account had amounted to \$33,000,000, and with an allowance of \$1,300,000 for sinking fund, there was left, over all expenditure, the sum of \$23,000,000 to apply on the reduction of the national debt. The net debt now stands approximately at \$316,000,000.

As will be seen in our account of proceedings in the Federal Parliament, the Naval Aid Bill was reported from the committee stage and was ordered to a third reading at an early hour last Saturday morning. The fight over this bill has been very long; very persistent and very bitter on the part of the Opposition. The question was introduced to the House by Premier Borden on December 5th, and during these months the Opposition obstructed its progress at every stage. Our readers will remember how the committee was kept sitting continuously, day and night, for two weeks, except Sundays. This continuous obstruction by the Opposition necessitated the introduction of closure rules by the Government. Under the amended rules progress was rapidly made and the bill was reported in due time. But the Opposition made a very sorry exhibition of themselves at the close of the committee stage. Evidently their chagrin and impotent rage overcame their saner judgment and placed them before the world in a very unenviable light.

The order-in-council abolishing the board of management of Canadian government railways, and appointing Frederick Passmore Gutelius as general manager of the whole system was tabled in the House of Commons on Wednesday last. The appointment is for a definite period of two years, and thereafter at the pleasure of the minister of railways. Mr. Gutelius' salary is to be \$20,000 per year. He will make regulations as to the organization of the staff, the conditions of employment and the collection of revenues. A yearly report is to be submitted to the minister

It is a rather unusual thing for a judge of a Provincial Supreme Court to be defendant in a trial before a higher court. But this is what has happened in a case just entered in the Exchequer Court. The Federal Government is plaintiff and a British Columbia judge is defendant. The action is taken against Judge W. H. P. Clement of the Supreme Court of British Columbia and is based upon an allegation of false representations by him as to travelling expenses. The amount sought to be recovered is \$4,290. The statement of claim says in part: "The said defendant in applications and certificates (re travelling expenses), falsely and fraudulently stated and represented that his residence from August 1907 to March 1910 was at Grand Forks, whereas the fact was, and is, that the said defendant during the said period resided in the city of Vancouver." Judge Clement was appointed to the Supreme Court of British Columbia in December, 1906.

The longest lived suit in the history of New York jurisprudence was settled on the 8th inst.—an action brought fifty years ago against the city of New York by Charles J. Appleby for damages done to his property at Eleventh Avenue and Forty first street, by a mob, during the Civil War. Mr. Appleby sued for \$7,300 and demanded interest on the principal, which would have brought his claim up to \$42,000. Through a compromise the city confessed judgment, and Mr. Appleby dropped the demand for interest. He was paid \$7,300. When the plaintiff brought suit he was a young man. He is now 88 years old. Since the suit was filed he has seen many vicissitudes of fortune, nearly all the lawyers connected with the case, and most of the judges before which it passed have died. Nevertheless, he had twelve witnesses, all over 70 years old, who saw the mob wreck his house.

Matriculation Prizes.

The following letter received by Dr. Anderson, ex-Superintendent of Education, speaks for itself: Monroe, McKenzie & McQueen, Barristers, Solicitors, etc. J. C. W. Agnew, Hugh McKenzie, M. A. MacQueen, 32 Canada Life Building, Winnipeg, May 11, 1913, Canada.

Alexander Anderson, Esq., L.L.D., Supt. of Education, Charlottetown, P. E. I.

DEAR SIR,—I should like to offer three small prizes for competition at the ensuing Matriculation Examinations to Prince of Wales College. If you think the suggestion wise, I should be glad to give \$50.00 to the person taking the highest, \$30.00 to the person taking the second highest, and \$20.00 to the person taking the third highest standing in English at the examinations to be held this summer. The competition should be unimpeded by restrictions of any kind whatsoever.

If the above suggestion meets with your approval, I shall be obliged if you will bring the same to the attention of the teachers and pupils in whatever manner seems best to you. The same offer would apply to the examinations to be held in 1914.

Wishing you health and strength to continue the work in which you have exhibited such conspicuous genius for so many I am,

Yours sincerely, M. A. McQUEEN

P. E. Island Railway.

Victoria Day.

In connection with Victoria Day the P. E. I. Railway will issue round trip tickets from all stations to all stations on May 23rd and 24th; return limit May 27th, 1913. A special passenger train will leave Charlottetown at 8 o'clock a. m. for Murray Harbor; returning will leave Murray Harbor at 4:45 p. m.

Federal Parliament.

The Naval Aid Bill.

Ottawa, Ont. May 6.—The discussion of the Naval Aid Bill was resumed for the first time in a month this afternoon and W. M. German of Weland, the first Liberal speaker, came forward with an amendment to the second clause of the measure which provides for the appropriation of \$35,000,000 to be expended to increase the effective forces of Britain on the seas.

Apparently Mr. German had endeavored to combine two separate speeches on the subject. First he argued that the money for the augmentation of the imperial fleets should be voted under the Laurier Naval Service Act, which provides for a Canadian navy and declared the Borden Naval Aid Bill absolutely unnecessary. He concluded however, by moving an amendment to the measure which he had condemned as unnecessary.

His amendment called for the striking out of the clause providing for an appropriation of thirty-five million dollars for the purpose of immediately increasing the effective naval forces of the Empire and for the substitution of the following: "Upon appropriations being, from time to time, voted by parliament, there may be paid, from and out of the Consolidated Revenue Fund of Canada, a sum not exceeding thirty five million dollars for the purpose of speedily increasing the effective naval forces of the Empire."

When the debate was resumed, Hon. Mr. W. T. White recalled the assertion made by Dr. Michael Clark of Red Deer that he had read a garbled report of a speech of Mr. Churchill. The finance minister, in view of Dr. Clark's statement, read the exact language of the First Lord of the Admiralty as given in the official record of the British House of Commons absolutely bearing out what Mr. White had said.

Hon. J. D. Hazen and Hon. Wm. Pugsley were the principal speakers in the evening the Minister of Marine and Fisheries completely upsetting Mr. Pugsley's contention as to the cost of warships in the Fore River yards.

Ottawa, May 7.—The first move toward the termination of the dreary repetition of so called arguments by opposition speakers for the purpose of obstruction of the government's plan to augment the naval power of the British Empire, was taken early this evening.

The debate in committee of the whole on the second clause of the Naval Aid Bill had been carried on throughout a great part of the sitting and Liberal speakers had adduced no new arguments or facts on the subject. Mr. Carvell of Carlton, N. B., had rehearsed to the extent of more than an hour the speeches which he had made before when, at 8:45, the prime minister rose and enquired of Hon. Rodolphe Lemieux, who was leading the opposition for the time, whether or not progress could be made toward the passage of the clause. The latter returned an evasive answer and Mr. Borden at once moved "that further consideration of section two be postponed."

The motion caused some surprise in the ranks of the opposition because it was not couched in the language prescribed by the amended rules for the notice that the closure would be applied. It was carried, without adverse demonstration on a standing vote of 70 to 28 and the committee proceeded to the consideration of clause three.

Liberals in the house had expected that the prime minister would have taken the course, as he certainly might have done under the new rules, of giving notice that the debate upon all the clauses of the bill would terminate at 2 o'clock a. m., during a given sitting of the house. The prime minister, however, wishing to give the opposition every opportunity to discuss each clause of the bill, did not take such a drastic step. Instead the motion to postpone further consideration of each clause will be moved when it is seen that no progress towards a vote can be made and that the right of debate is merely being used as an instrument to delay the passage of the bill.

When all the clauses have been before the committee notice will be given that the debate on those which have not been adopted will terminate within twenty-four hours: twenty minute speeches will be the rule of proceeding and the several amendments and clauses will be voted upon in due course. It is expected that the voting in committee will take place either on Friday or early next week.

Shortly after one o'clock Premier Borden moved that further consideration of the third clause be postponed. The motion was not debatable. In order to make way for a discussion, Mr. Pugsley moved the previous question—a debatable motion. Deputy Speaker Blondin ruled this previous question out of order in such a motion, whereupon Mr. Pugsley appealed to the House, which sustained the ruling on division.

The vote to sustain the ruling stood 84 to 39, a majority of 45.

Ottawa, May 8.—At one o'clock this morning Premier Borden gave formal notice of the closure for the purpose of passing the clauses of the Naval Aid Bill in committee. The motion will be made tomorrow in accordance with this notice that further consideration of the clauses be not further postponed.

There was no row, no demonstration. Nothing could have been more tame. The naval bill comes back tomorrow in committee as the first order of business and will be before the house until two o'clock Saturday morning when the discussion terminates automatically and the clauses are adopted. The same course will be followed for the third reading of the measure early next week.

The application of the closure tonight effects all but the first clause of the bill, which was adopted by the committee of the whole. It covers five clauses, including a new one added tonight by the Prime Minister, providing for a statement of the years expenditure within fifteen days of the opening of each session.

F. E. Carvell sought to have this new clause amended to require the letting of all contracts by tender. Mr. Borden stated that much of the work would probably be done by tender but that some of it might be done in His Majesty's dockyard. Mr. Carvell, after a little further discussion, suggested that the committee "glide" over this clause, whereupon the Prime Minister moved that further consideration be postponed. This was adopted on a standing vote, by 85 to 45.

Premier Borden, in dealing with the last objections of the opposition, again declared the determination of the Dominion to stand by the Mother Country and aid in the defence of the Empire, a declaration which was received by the ministerial members with a storm of applause and by the Liberals in silence.

Ottawa, Ont., May 10.—At 2 o'clock this morning the consideration of the Naval Aid Bill in committee in the Commons came automatically to an end. The termination of a long struggle was waited by crowds in the gallery, and was welcomed with enthusiastic cheers by ministerial members.

At last the hour was reached, the votes were taken, and the measure framed for the purpose of lending Canada's assistance to the Empire in the task of naval defence now stands for the third reading, probably on Tuesday next.

The discussion in the committee last night was devoid of those spectacular incidents which had been confidently predicted. The new rule confining discussion to twenty minute speeches was applied and worked satisfactorily.

Liberals members accepted the regulation requiring the condensation of speeches and some of them administered a decided snub to William Pugsley when he seemed inclined to appear in the character which he filled on the famous Saturday, March 15. Mr. Carroll, the Liberal member

for South Cape Breton, the first speaker, had not quite concluded his remarks when his time expired and the Prime Minister courteously informed him that, with the consent of the committee, he might continue for a few minutes longer. At once Mr. Pugsley advised the Cape Breton member to occupy as much time as he pleased, because there was no binding rule to prevent him from doing so.

Dr. Michael Clark, of Red Deer, administered a direct rebuke, by asserting that the new rules were now legal guide in debate, and by suggesting that they be enforced, impartially, but strictly.

Mr. Chisholm, of Antigonish, took the ground that the twenty minute regulation should be observed, because favors to one member might work injustice to another who wishes to speak.

Mr. Nesbitt of North Oxford, moreover, closed his speech with the pointed declaration that he was "tired of those who wished to infringe the rules." It may be that the commendable compliance of opposition members with the rules was due to a confidential belief that the Liberal majority in the Senate could be relied upon to destroy the bill and prevent, for the time, any grant of naval aid to Britain. Whatever was the reason, however, the course taken certainly produced a superior brand of debating to that heard during the days of unlimited talk and obstruction.

The scene in the Commons on the report stage of the Naval Bill early Saturday morning was one of wild disorder. The opposition had made no demonstration when the discussion automatically came to a close at 2 o'clock; they simply divided the House on each amendment and each clause a dozen votes in all. But the moment Premier Borden moved that the Deputy Speakers report the bill trouble commenced. Mr. Carroll, Cape Breton, jumped to his feet and insisted upon moving for the addition of a seventh clause for the use of Canadian steel in construction. He was backed up by Sir Wilfrid Laurier and other Liberals, but after a long argument the Deputy Speaker managed to obtain a hearing and ruled that the Premier's motion had come first. The opposition sought still to hold the bill in committee, but the chairman put the vote.

All the Conservatives voted yes but the entire opposition refrained from voting, sitting in their seats and shouting "gag" and "shams" when the chairman made his report to the Speaker the Liberals loudly shouted "no" and "no report" and kept up the din. The Speaker appealed in vain for order.

Frank Oliver stood up and declared "the prerogatives of this house have been usurped."

Mr. Pugsley told the Speaker that the chairman had made a false report. In the midst of the uproar the Prime Minister moved the adjournment. The Conservative members massed in the back of the chamber cheering and singing the National Anthem, the Liberals setting up rival choruses of patriotic songs. It was one of the noisiest and most disorderly sittings ever witnessed. All the galleries of the house were filled from eight o'clock till half past three.

DIED.

MCCARTHY.—At his residence, Morrell, on Friday, 25th of April, Mr. Patrick McCarthy, in the 86th year of his age, leaving two sons and one daughter to mourn their loss, Charles on the old homestead, and Michael residing at Morrell Bay, and Mrs. John D. Simons at Morrell. On Saturday, the 26th, the funeral which was largely attended, took place from his late residence to St. Joseph's Church, where a Requiem Mass was celebrated by the pastor, Rev. A. J. Moloney, after which the procession returned to the cemetery, where the last and rites were performed and where the deceased, beloved and respected for his many Christian virtues, was laid to rest in the family vault. May his soul rest in peace.

BURROWS.—On May 8th, 1913, Mrs. Thomas Burrows.—R. I. P.

McPHAIL.—At Clyde River, on May 6th, 1913, Jessie McPhail, aged 70 years.

O'CONNELL.—At Tarantam, on May 6th, 1913, Catherine, beloved wife of Maurice O'Connell, in the 69th year of her age. A sorrowing husband, five sons and six daughters are left to mourn the loss of a kind wife and a loving and affectionate mother. May her soul rest in peace.

JARDINE.—At Morrell, on May 15th, John Jardine, aged 82 years.

Intercolonial Railway.

Cheap Fares for Victoria Day.

For Victoria Day, May 24th, the usual holiday excursion fares will prevail over the Intercolonial Railway. Round trip tickets at first class one way fare for round trip will be sold on May 23rd and 24th, good for return until May 27th, between all stations on the line and to points on connecting lines. May 14, 1913.—21

AMERICAN LADY CORSETS



Will Fit You Perfectly

American Lady Corsets are worn by thousands of ladies all over America. They stand for the final word in corsetry; producing to perfection fashion's demands for this season, namely, the modish low bust, the very long hip and back—in fact the uncorseted effect so sought after.

"American Lady" boning is very superior, made of specially selected material—flexible more or less to meet the demands of the various figures for which it is intended.

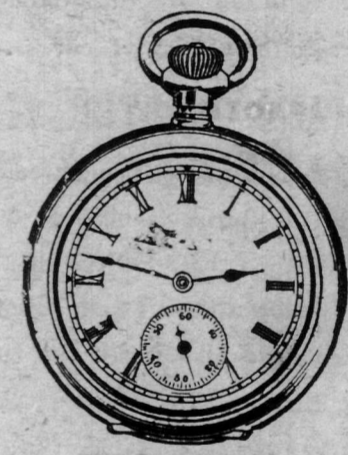
American Lady Hose Supporters are made of Para rubber thread webbing, giving the best possible wear.

We control "American Lady" Corsets for Charlottetown and guarantee them to give satisfaction.

Ask to see the different models.

L. J. REDDIN

My Store 117 Queen Street. April 30, 1913.



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.

Mr. Man, Get Your SPRING HAT Here and Now.

You need to come here to get what's really right in Hat values. We are showing a brand new stock...

You Get Hat Satisfaction When You Buy Here.

We guarantee that the Hat you buy will fit you perfectly and suit you right down to the ground or else you needn't buy.

Call in and make us prove these claims. English, Canadian and American Derbies at \$2.50, \$2.75 and \$3.00.

Moore & McLeod



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.

R. F. Maddigan & Co.

J. A. Mathison, K. C., E. A. MacDonald, Jas. D. Stewart. Mathison, MacDonald & Stewart, Barristers, Solicitors, etc.

STEWART & CAMPBELL, Barristers, Solicitors, etc. Offices in Deseray Block, Corner Queen and Grafton Streets, Charlottetown, P. E. Island.

Montague Dental Parlors

We guarantee all our plate to give perfect satisfaction or money refunded.

A. J. FRASER, D. D. Aug. 15 1906-3m

W. J. P. McMILLAN, M. D. PHYSICIAN & SURGEON OFFICE AND RESIDENCE, 148 PRINCE STREET CHARLOTTETOWN.

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. 863. Mar. 22nd, 1906

TENDERS For Improvements to East Point Church.

Tenders addressed to the undersigned and endorsed, "Tender for Improvement of East Point Church," will be received until May 20th.

Protection of Immigrants.

The Dominion Government have passed the following Order in Council with a view to prevent unscrupulous employment agents from imposing upon immigrants seeking work:

1. Every person, firm or company engaged in the business of an intelligence office, or employment or labour agency, and having business dealings with immigrants, shall first obtain a license for this purpose from the Superintendent of Immigration, Ottawa...

2. Such license shall not be transferable, and shall be revocable on the written order of the Superintendent of Immigration, where the latter has been satisfied that the holder is not complying with the requirements of the Immigration Act...

3. The Superintendent of Immigration shall keep a register of all license holders hereunder. 4. No person, firm or company engaged in an intelligence office, or employment or labour agency business shall by advertisement, letter, poster, verbal communication or otherwise make false representations to any immigrant seeking employment...

Grand Trunk News Items

FRIDAY, 9TH MAY, 1913. Mr. Norman A. Walford, who has been Grand Trunk Agent at Hopewell for the past year has been transferred to Walkerton.

The sale of the Grand Trunk Pacific outfit of mixed in Southern Saskatchewan has been one of the most successful ever held in Western Canada.

The contract for the erection of the splendid new hotel of the Grand Trunk Pacific, "The Qu'Appelle" in the city of Regina has been let and the thanks of the Board of Trade has been formally conveyed to Mr. Morley Donaldson.

Fast work is being done on the "Fortary" the Grand Trunk Pacific Hotel in Winnipeg and the contractors are straining every nerve to finish the job by August 1st.

With a capitalization of \$150,000, The Pembina Quarries Ltd. has been formed to develop extensive deposits existing on the main line of the Grand Trunk Pacific, 85 miles west of Edmonton.

The name of the Grand Trunk Railway System probably does not readily associate itself in the public mind with steamship and readers of "Steamship Lines and Car Ferry Lines," a new booklet first issued by the Passenger Department of that Railway will be greatly surprised at the extent of its marine activities.

The undersigned and endorsed, "Tender for Improvement of East Point Church," will be received until May 20th. Plans and specification are to be seen at the Parochial Residence, Fairfield. The lowest or any tender not necessarily accepted. (REV.) BERNARD GILLIS. April 30, 1913-2i

LOCAL & OTHER ITEMS

Three thousand emigrants left Glasgow for Canada Monday.

Morning sessions of the Dominion House of Commons commenced on Monday of this week.

Fire destroyed the Herbs, Limited, Mills at Berlin, N. H., on Saturday last. Loss \$300,000.

A small epidemic has broken out at Brockton. There are thirty-five cases in the hospital.

It is announced from Ottawa that quahaug fishing is permitted after the 10th of May of this year.

The will of James Ready, Brewer, of St. John, probated the other day, shows an estate of \$651,300, all left among his family.

Seven persons were drowned at Hall's Island when a salvage tugboat, which was raising a sunken torpedo boat, capsized during a gale.

Carrying home \$150 in notes from his saloon at Evansville, Ind., Ed Backman's launch upset in the Ohio River and the metal money carried him to his death.

The Steamer Halifax arrived here from Boston on her first trip this season on Tuesday last week, and called the same evening. She had about 200 tons freight and several passengers.

Children playing with matches at St. Charles's Out are believed responsible for the start of a fire which destroyed a portion of six blocks in the tenement part of the city. The loss is placed at \$60,000.

Overturning a kettle of hot fat in a restaurant kitchen on Warren Street Boston started a fire which destroyed 10 tenement houses with a loss of \$75,000. Two livery stables were burned and 120 horses were suffocated.

The explosion of 50 sticks of dynamite in the magazines of the Southern Coal and Coke Co., at Uniontown, Pa., wiped out the village and killed 30 men, wounded forty, twenty seriously. What caused the explosion is not known.

Sir Charles Tupper arrived in Liverpool last Thursday night on the Empress of Ireland. He said that Canada's past growth is nothing to what its future glory will be and spoke with gratification of President Wilson's tariff changes.

The Newfoundland fishing schooner Edith Hardy, arriving at North Sydney the other day, having on board two French sailors picked up last Wednesday on the Banks after being adrift in an open boat without food or water for four days. They strayed from their vessel in a fog.

The will of the late Hugh Monaghan was probated on Monday. The total estate is valued at \$1,748 84. It is in real and personal estate, bank stock and debentures. He leaves \$1,000 for Masses and \$5,000 to St. Dunstan's Cathedral building fund. The balance goes to his son and daughter.

Last Sunday being the Feast of Pentecost, Solemn High Mass was celebrated in St. Dunstan's pro-Cathedral. The Catechist was Rev. Father Poitier; deacon Rev. Pius McDonald and sub-deacon Rev. S. J. McDonald. Rev. Dr. McLeellan was master of ceremonies. The sermon of the occasion, an excellent discourse, was preached by Rev. Father Johnston.

The Chatham Out. Planet Office was destroyed by fire. Alex. McDonald, foreman of the composing room, and Robert Birch, a helper, have not been seen since and there is little doubt that they were burned to death. Charles Hicklin and H. Premeo, pressmen, and Arthur Cartier, linotype operator, had narrow escapes. The loss is \$75,000, insurance \$50,000.

Mr. Edward Tobin, formerly of Farmington, who left the Province 45 years ago as a passenger on a ship to his friends here, accompanied by his wife. His home is in Eureka, Humboldt County, California. This is his second visit since first leaving home, having been here ten years ago. Mr. and Mrs. Tobin are guests of his sister and brother-in-law, Mr. and Mrs. William Bolger, Farmington.

Three deaths from croup were reported on the 6th inst., the hottest May 6 for five years in Cleveland Ohio. John Kravetz, 48, of St. Louis, was stricken in the Union Station and died three hours after. John Kravetz was overcome while at work and died later, and the infant son of Sam Samra succumbed to heat prostration. The official record of temperature was 86 degrees, but the clock at the street level showed a temperature of 96.

A Winnipeg despatch of the 6th says: The first crop report issued by the Canadian Northern Railway shows that along the main line from sixty to eighty per cent of the seeding is done and many districts report the wheat all in. In Morris and Carman subdivisions a superabundance of moisture has caused delay and only from 25 to 35 per cent of wheat is in the ground, but present conditions are eminently favorable and rapid progress is being made.

Mr. Patrick Koughan, Elliot Vale, met with a serious loss by fire on Monday, April 28th, when one of his barns was completely destroyed, with almost all its contents. When the fire was discovered, about 9 o'clock, it had already made great headway and had broken out through the roof. There were eight milk cows in the building, and only two of them were rescued. There were about 300 bushels of oats, a quantity of hay and straw and some farming implements in the barn, and all were destroyed. In his efforts to save some of the contents, Mr. Koughan was burned somewhat severely. The loss in the vicinity of \$1,000, and the insurance agency is to be held for Mr. Koughan in his loss. (Through inadvertence this item did not appear sooner).

LOCAL & OTHER ITEMS

Two Bulgarian Military trains collided near Solitka. A hundred persons were killed and three hundred injured.

It is announced from London that a general agreement regarding reciprocity between Canada and Australia is being arranged.

Fire in Charlottetown Saturday did damage estimated at \$200,000. It started in a lumber pile on the water front and incendiary nature is suspected.

Four men lost their lives and two others were probably fatally injured in a fire at residence No. 46, on the line of the National Transcontinental Railway in Quebec.

The steamer Halifax arrived last yesterday afternoon on her second trip of the season from Boston. She had about 100 tons freight and several passengers. She left on return in the evening.

Knox Presbyterian Church at Stratford Ont., was struck by lightning Monday from people was burned and in the falling killed the police chief, fire chief and another fireman.

Four men were drowned and two others injured when a lighter owned by Randall & McKelvie, coal dealers, was overturned by a heavy sea in Casco Bay near Portland, Maine, on Saturday.

A copy of the city accounts and annual report of the several departments of the city government for the city year ended 31st December, 1912, has been handed to us just as we go to press.

James V. Martin, who holds a pilot's license for the sea and a master's license for the air, announced his arrival at San Francisco from the Hawaiian Islands that he would attempt to cross the Atlantic from New York to Ireland next August in competition for Northolt's prize of \$50,000 for the first aviator to make the passage inside of seventy hours. With him will be his wife, formerly Miss Lillian Irving, who says she was the first English woman to fly.

A large audience assembled at the A. O. H. Hall on Monday evening to attend Rev. Father Johnston's lecture on John Boyle O'Reilly. The Rev. lecturer entertained his auditors for nearly two hours, while he delineated the various phases of the interesting character that formed the subject of his discourse. The lecture was most graphic and interesting from start to finish. A vote of thanks was moved by Dr. W. J. McMillan, seconded by Mr. Edward Hackett, and carried by a unanimous standing vote.

A neat and artistic souvenir booklet descriptive of the burning of St. Dunstan's Cathedral, has just been issued. It contains a reprint of A. J. Meadman's graphic and interesting description published in St. Dunstan's Red and White. Some other material has been added, and the booklet has nine illustrations including several pictures of the building in flames.

The beautiful cover design showing the ruins in the work of Sister St. Mary Carmel, instructor in art, Notre Dame College. The booklet can be had for 20 cts at all book stores, or 25 cts by mail, postage paid, on application to the Maritime Stationers Limited.

The Market Prices.

Table with 2 columns: Commodity and Price. Includes Butter (0.30 to 0.32), Eggs (0.18 to 0.20), Flour (0.95 to 1.25), etc.

Morson & Duffy

Barristers & Attorneys. Brow's Block, Charlottetown, P.E.I. MONEY TO LOAN. June 1st, 1910-14.

JAMES H. REDDIN

Barrister, etc., Has Removed his Office from the City Hotel Building, Great George Street, to rooms over Gran's Implement Warehouse, Corner of Queen and Sydney Streets.

JOB WORK!

Executed with Neatness and Despatch at the HERALD Office! Charlottetown P. E. Island Tickets Dodgers

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 20th June, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Over Rural Mail Route No. 2, from Head St. Peter's Bay, P. E. I., 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 Head St. Peter's Bay, Five Houses, Mount Hope, Dingwall's Mills, Farmington, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector.

Charlottetown, May 8, 1913. May 14, 1913-3i

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 20th June, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Over Rural Mail Route No. 4, from Hunter's River, Prince Edward 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 Hunter's River, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector.

Charlottetown, May 12, 1913. May 14, 1913-3i

TENDERS.

TENDERS addressed to the undersigned, at Ottawa, and marked on the envelope "Tender for Coal for Government Steamers, Charlottetown," will be received up to noon of the

Twentieth Day of May, 1913 for supplying the steam coal required for the Dominion Government steamers at Charlottetown, during a period of one year.

Tenders must quote a price per ton of 2240 lbs. for best screened coal delivered to the bunkers of the steamers as required and trimmed, and the name of the mine from which the coal will be procured must be stated.

There are no special tender forms in connection with this matter.

Each tender must be accompanied by an accepted cheque for the sum of \$100.00. The cheque accompanying the successful tender will be held by the Department and will be forfeited should the successful tenderer decline to enter into a contract to supply the coal at his tender price or fail to complete the contract.

Newspapers copying this advertisement without authority from the Department will not be paid for same.

ALEX. JOHNSTON, Deputy Minister of Marine and Fisheries, Department of Marine and Fisheries, 40899 Ottawa, 25th April, 1913. May 7th, 1913-3i

CHARLOTTETOWN Steam Navigation Co., Ltd.

Commanding MONDAY, the 5th of MAY, the Steamer Northumberland

Leaves Charlottetown for Pictou, N. S., at 8.20 o'clock a. m., leaving Pictou on return about 4.30 p. m. Connections made at Pictou for all points in Nova Scotia.

Steamer Empress

Leaves Summerside for Point du Chene, N. B., about 10 o'clock, a. m., leaving Point du Chene on return about 4.30 p. m., connecting with express train for Charlottetown and Tignish. Connections made at Point du Chene for all points in Canada and the United States.

G. W. WAKEFORD, Manager. Charlottetown, P. E. Island. May 7, 1913-4i

Notice of Applications for Oyster Leases in North River, St. Mary's Bay and Bentinck Cove.

Applications on the regular printed forms will be received by the undersigned for leases of barren bottoms for oyster culture in North River, Queen's County, St. Mary's Bay, King's County, and Bentinck Cove, Prince Edward Island, up to and on the first day of June next. Each application will require to be accompanied by cash, certified cheque or P. O. Order for Three Dollars, to pay cost of drawing duplicate lease and registering same.

Copies of plans, application forms, and proposed form of lease and leasing regulations are deposited and may be inspected at the following places: Office of the Provincial Secretary, Charlottetown; Provincial Office, Summerside; Gil Deas-Roches & Co., Miscouche; Macdonald Bros., Georgetown; ARTHUR NEWBERRY, Asst. Provincial Secretary, May 7, 1913-4i

COAL!

All kinds for your winter supply. See us before you place your order.

HARD COAL—Different Sizes Soft Coal—All Kinds

C. Lyons & Co.

Tenders for Dredging.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tenders for Dredging, Vernon River, P. E. I." or "Tender for Dredging, Murray Harbour, P. E. I.," as the case may be, will be received until 4.00 P. M. on Monday, May 19, 1913, for dredging required at Vernon River and at Murray Harbour, P. E. I.

Tenders will not be considered unless made on the forms supplied, and signed with the actual signature of tenders.

Combined specification and form of tender can be obtained on application to the 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.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honorable the Minister of Public Works, for Fifteen Hundred Dollars, which will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fail to complete his work contracted for. If the tender is not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By Order, R. C. DESROCHERS, Secretary, Department of Public Works, Ottawa, May 5, 1913.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department. May 14, 1913-11

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 20th June, 1913, 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 Albany, P. E. I., 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 Albany, North Tryon, Tryon and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector.

Charlottetown, April 18th, 1913. April 25, 1913-3i

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 20th June, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Over Rural Mail Route No. 2 from Kinkora, Prince Edward 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 Kinkora, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector.

Charlottetown, April 18th, 1913. April 25, 1913-3i

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 20th June, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Over Rural Mail Route No. 2 from Kinkora, Prince Edward 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 Kinkora, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector.

Charlottetown, April 18th, 1913. April 25, 1913-3i

ANNETTE.

It was in a little French tea room off Fourth Avenue, where New York's fashionable shoppers are accustomed to linger over a cup of tea or chocolate, that I had first met Annette, a little French girl, with big black, and very lustrous eyes.

Some three years after our first meeting I was equally surprised and delighted on entering the establishment to find Annette no longer the little French girl, but now a beautiful young woman, elegantly gowned, sitting at one of the little tables, under an exquisite oriental lamp.

I had been here about six or eight months as waitress when I first met Mr. Bartlett, and after that I saw him almost every day for so many months more. From the first moment I saw him I liked him. I shall never forget the way in which he was dressed on that day.

He never spoke except to give his order, and then with what a beautiful accent! Sometimes he used French, and more often English, but he spoke both so beautifully that for a long time I wondered whether he was French or English.

A short time after this my mother died, leaving me alone in the world. It was then that I received a letter from my uncle, my mother's brother, who lived in northern Canada, asking me to come and stay with him.

I thought the matter over and after making all preparations I left the city and joined him. He had three sons, all big burly fellows, who would remind one of the men pictured in the early Greek paintings. They were so different from the pampered men that I had been accustomed to that at first I must confess, I was a trifle afraid of them.

They lived in the center of a large lumber district, in which they had invested all the money that they had earned during the twenty years spent in the country, and had just sold the lumber on this tract to a large New York corporation for a fairly good price and with the understanding that they were to be employed in cutting and floating the lumber.

Next day as the hands on the little gilt clock neared four, I went to the window, and just as I looked out, there I spied him coming towards the door. On his arm leaned a tall, beautifully-gowned woman, about his own age, with a face so beautiful that although in my foolish conceit I considered her my rival, I could not but like her.

Aching Joints

In the fingers, toes, arms, and other parts of the body, are joints that are inflamed and swollen by rheumatism—that acid condition of the blood which affects the muscles also.

Hood's Sarsaparilla

Removes the cause of rheumatism—no outward application can. Take it. Hood's Sarsaparilla has been completely cured by Hood's Sarsaparilla, for which I am deeply grateful.

While I busied myself about the table opposite, I noticed that they were waiting for me, and I felt that their conversation was about me; why I could not say. I just felt it, sort of mental telepathy, no doubt.

The following evening when he came in he appeared rather strange. Several times I thought he was about to speak to me, but each time I was disappointed. Finally when I brought him the matches for his cigar, he looked me full in the face.

For several months after this I did not see anything of him. Someone told me that he had gone on a business trip.

A short time after this my mother died, leaving me alone in the world. It was then that I received a letter from my uncle, my mother's brother, who lived in northern Canada, asking me to come and stay with him.

I thought the matter over and after making all preparations I left the city and joined him. He had three sons, all big burly fellows, who would remind one of the men pictured in the early Greek paintings. They were so different from the pampered men that I had been accustomed to that at first I must confess, I was a trifle afraid of them.

SCOTT'S EMULSION is taken by people in tropical countries all the year round. It stops wasting and keeps up the strength and vitality in summer as well as in winter.

cutting lumber and also forbade them to float a single log over the dam next his house. At first they refused to take him seriously, and the next morning sent their men to cut the timber as usual.

The superintendent had immediately sent word to the junior member of the firm, who had charge of the Canadian division, telling him of the action taken by Dabawet and requesting him to inquire the seriousness of the Canadian police, as their work was tied up because of the siege at the dam.

How long will that be? asked Bartlett. 'Don't know,' was the answer. 'Maybe a week, maybe two, maybe three. One can never tell in this here country by the stars, what the date is going to be.'

MINARD'S LINIMENT CO., LIMITED. DEAR SIR,—Your MINARD'S LINIMENT is our remedy for sore throats, colic and all ordinary ailments. It never fails to relieve and cure promptly.

OUR Waltham and Regina Watches Are Splendid Timekeepers Being accurately timed from actual observation of the stars with transit instrument and chronometer.

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.

WAS SO NERVOUS COULD NOT EAT OR SLEEP. There are many people who become weak and miserable because their nerves become so unstrung they cannot sleep, and wherever there are ones troubled in this way they will find that Milburn's Heart and Nerve Pills will restore the deranged nerves to full life and activity.

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