

THE HERALD

WEDNESDAY, APRIL 23, 1913.

SUBSCRIPTION—\$1.00 A YEAR.
TO THE UNITED STATES \$1.50
PUBLISHED EVERY WEDNESDAY
AT 81 QUEEN STREET,
CHARLOTTETOWN, P. E. ISLAND.
JAMES McISAAC,
Editor & Proprietor

Please Send In Your Subscriptions.

Provincial Legislature.

House met at 3:45 Tuesday afternoon, 15th.

After petitions and questions, the Leader of the Government presented a bill to amend the game act, 1906. Hon. Mr. Arsenault presented a resolution on which to found a bill respecting certain departments of the public service. On motion of Hon. Mr. Arsenault, the bill to impose a tax on foxes held in captivity in this Province was read a second time and sent to committee. The object is to tax the annual increase of young foxes. The tax is to be one per cent on the market value of these young foxes of each year. The Speaker took the chair and the chairman reported the bill agreed to with amendments. It being six o'clock, the House adjourned till 8 o'clock.

House reassembled at 8:45 p.m. On motion of the Leader of the Government, the debate on the budget was resumed. Hon. J. A. McDonald continuing. He went on to discuss the financial position of the Province. He said the best showing that could be made on Dec. 31, 1911, was a deficit of \$128,000; but on Dec. 31, 1912, the deficit was only \$90,000. This was \$38,000 better than one year before. Had the Government not been hampered with the incubus of debt inherited from their predecessors, this \$38,000 would be the surplus that the Government would have had to show. He next dealt with the criticisms that had been made of the Government's showing by the Opposition and the Opposition press. The history of the expenditures in the department of Justice was next taken up. From this he pointed out that the amount spent last year in this department was quite reasonable and moderate. The expenditure for the Executive Council, too, was proportionately lower under the present Government than it was under the Liberals. The matter of the amounts paid to the firm of McLeod & Bentley by the Government was next taken up, and, as in the other cases, he showed that the statements made by the Opposition and the Opposition press were most misleading. Taking into account the conditions of the country at the present time, he felt satisfied that the road act would stand the test. On the question of Salaries, he thought it came with very bad grace from the editor of the Patriot to offer any criticism. As to the cost of delegations to Ottawa, he showed that Premier Haszard and other Liberal Leaders had spent large amounts on delegations to Ottawa, but had nothing to show in return; while the delegation from this Government had a splendid showing for their efforts; splendid in the money added to our annual receipts. He defended the salary voted to the Premier. He had rendered admirable service to the Province and had richly earned all the salary he was now receiving. He gives all his time to the duties of the Premiership and is not getting any more than he should.

Mr. McWilliams said he did not wish to be a stumbling block in the way of useful legislation or to anything that

would be for the advancement of the country. He read an extract from the Family Herald, defining the origin and early history of the two great political parties in Canada.

Mr. Myers continued the debate. He reviewed the operations of the Government generally, during the time they have been in office, and showed what improvements have been made in all the departments of the public service. All that has been done is only a beginning. Much greater things will be accomplished this year and in the future. Mr. Dobie followed. After speaking a few minutes he moved the adjournment of the debate. The House then adjourned.

The House met at 3:20 on Wednesday afternoon. Hon. Mr. Arsenault presented a petition asking for the incorporation of the Centerville Blue Fox Company. He also presented a petition from Gertude M. Hodgson, praying for an act to enable her to sell land in Charlottetown. Hon. Mr. Stewart presented a petition on which to found a bill to incorporate the Eastern Trust Company. After questions bills in accordance with the above petitions were received and read a first time and referred to the committee on private bills. On motion of the Leader of the Government the act to further amend the Chancery act 1910 was read a second time and referred to committee. The Speaker took the chair and the committee rose without reporting. The following bills were read a third time and passed: Dominion Trust Company; amending the Interpretation Act; incorporating the Upton Black Fox Company; for the better Government of Mount Stewart; incorporating the Kinkora Black and Silver Fox Company; McDonald Silver Black Fox Company; Cascumque Silver Black Fox Company; Taylor's Black Fox Company and the County Courts amendment act 1878. The following bills were read a second time and committed to committee of the whole: the act further amending the act for the appointment of Stipendiaries; the Souris Electric Company; the Veterinary Medical Association Act. In the case of the last named act the Speaker took the chair without report from the chairman. The bill amending the act to prevent frauds by taking secret bills of sale was read a second time and referred to committee, duly reported and set down for third reading. The following bills were also read a second time and put through committee; the Royal Silver Black Fox Company; the North River Blue Fox Company and the Souris Silver Black Fox Company. These bills were all duly reported and ordered to a third reading. The private bills committee reported several bills. The House then took recess.

House resumed in the evening at 8:30. The act incorporating the Freetown Fox Ranching Company was read a second time and committed to a committee of the whole, on motion of Mr. James Kennedy. The bill to incorporate the Beach Point Silver Black Fox Company was also read a second time put through committee and reported for a third reading.

On motion of the Premier the budget debate was resumed by Mr. Dobie. He thought it was a good change to bring the end of the fiscal year to coincide with the end of the calendar year. He reviewed the condition of our finances when the present Government assumed office. The new Government had to assume a floating debt of \$168,000.

So successfully did they grapple with this that \$45,000 were knocked off by the end of 1912. Our public works; our bridges were then in a deplorable condition. He instanced striking examples of this delapidation in his own district. These bridges had been improperly built; they were too low. The new bridges were built three feet higher than the old ones. All this involved large expense; but it is to the great advantage of the Province. The excellent steel bridge policy of the present Government was highly praised. He considered the new road act exceedingly good. He thought our road masters were a good class of men, and thought the Leader of the Opposition should apologize for having applied the term incompetent to these men. Alluding to the increased cost of living, he pointed out that all classes depended on the farmers. The Government could not do everything in one year. Referring to the question of education, he considered that very much improvement has been made since the present Government came in. Our teachers are receiving considerable augmentations to their salaries and have the benefits of the supplements. The late Government struck off the supplements. Now the teachers are paid monthly, instead of quarterly as under the old regime. He thought the prospects in the matter of transportation were such as are destined to prove to the world what we are capable of. The car ferry was a boon, such as we never before dreamed of. When these anticipations are realized, our farmers would be in touch with numerous markets. The outlook for the Province is very good and the future is bright. Our Province is such as to attract the best classes of visitors from abroad. We should feel proud of our Province; for it is one of the brightest spots under the sun.

Hon. Mr. Stewart continued the debate. The Leader of the Opposition, he considered, had made a most remarkable statement to the effect that our present favorable financial condition was due to a long period of Liberal rule. The facts of the case were that when the Liberal Government came into power, 21 years ago, the maximum estimate of the debt of the Province was \$171,000. But when they went out of power the public debt was over \$1,000,000. If the Leader of the Opposition considers that a good financial record, he certainly has peculiar notions as to what constitutes good Government. The Liberal Government had a fashion of carrying forward large amounts from one year to another, and in this way kept the people in the dark as to the real condition of things. He reviewed the financial exposition presented by Mr. Rossborough, showing the true state of affairs. This comprehensive report shows plainly that the net result of the present Government's operations for thirteen months up to December, 1912, was a reduction of the public debt to the extent of \$4,712,000. Had the Liberals remained in much longer the result would necessarily be financial bankruptcy. In view of the preaching of the Liberals, while in opposition, great things should have been done for the Province by them when they got power. But instead of this they did nothing at all for us when they had power here and at Ottawa. How is it that the Liberals never secured for us anything on our claims, as had been done by the Conservatives last year, when we got \$100,000? Why did they not make some effort to secure something for us on the question of the western lands? We

Thursday forenoon the House opened at 10:30. Hon. Mr. McKinnon presented a petition asking for incorporation of the North American Silver Black Fox Company. Mr. J. A. Dewar asked the Commissioner of Public Works what is the intention of his department in regard to the following projected roads: (a) A road from Baldwin's Road to Elliotvale by rear of Summerville farms which was partly opened some years ago. (b) A road from Lot 66 to the Church at St. Teresa. (c) A road from Perth Station to Cardigan Head. (d) A road from St. Peter's Road to Peake's Road. (e) A road from Mount Hope to Forrest Hill. Hon. Mr. McNeill answering an attack made on the Government by the Pioneer newspaper emphatically denied the allegations made by the paper regarding Haldimand Bridge. This bridge was built to low by the Liberals, in the first instance that the water came over it and rendered travel frequently impossible. The Liberals then built a superstructure on it; but this only made matters worse and the flimsy thing was swept away the first storm. This

would have a grant from Ottawa last year for our roads, had not the Liberal Senate blocked the item after it had been passed by the House of Commons. We had at the head of the affairs in Ottawa now a Maritime man, who understands our peculiar position, and who is always prepared to assist us in the securing of our just rights. We are paying all our bills and he felt sure that at the end of the four years the debt of the Province would be considerably reduced. He would like to know in what way the long years of Liberal rule had been of any advantage to this Province. When Laurier and Fielding came here prior to the general election in 1911, they were besought by their friends to offer us something in the shape of Public works, tunnel, car ferry or something of this nature. But so indifferent were they that they did absolutely nothing; they promised nothing. Laurier promised the tunnel in 1891; but for his fifteen years of power he made no attempt to fulfill this promise. Our roads are well looked after under the present regime. The sinking funds in this Province under the Liberals were always paid by borrowed money.

Mr. A. P. Prowse continued the debate. He reviewed the finances of the Province from 1911 down to the present time, and showed how the debt had steadily grown under the Liberals from \$128,429 to over a million at the end of 1911. Now, a debt becomes a burden according as we have a large or small revenue to support it. Under the Liberals the debt steadily increased; but the revenue of the Province did not increase. Now not only is the debt less than when the Conservatives came into power towards the end of 1911, but our annual revenue has increased to over \$500,000. It will thus be seen that a revolution has taken place in our financial affairs. The car ferry would be a great boon to us, and he hoped it would meet our requirements so far as transportation is concerned. For the first time in a quarter of a century we have a surplus and our Province is in a sound financial position. We have in our Province one of the choicest spots under the sun. The census reports show that our population was highest in 1891; 109,000. That was the year the Liberals came into power here. The population has been decreasing ever since. We may hope the population of the Province will now increase, since the Conservatives have assumed office both here and at Ottawa. He hoped and believed the present Government would go on making improvements in the different public departments of our Province. Mr. L. L. Jenkins moved the adjournment of the debate. The House then adjourned.

Hon. Mr. McLean said he thought the Leader of the Opposition was not correct when he expressed the opinion that the farmers of Nova Scotia and New Brunswick were as much opposed to the motor as are the farmers here. He did not think any member of the House could get up and say that a majority of the

was the condition of affairs when the bridge came under the care of Hon. Mr. McNeill. The engineer of the department had visited the bridge and pronounced upon its unworthiness and danger. These were the reasons why the Government found it necessary to build a new bridge at this place. The extravagant and ridiculous statement as to wages paid were indignantly disposed of. Four acres of poles were purchased from a party for \$120 and two and a half acres from another party for \$72. From 16 different Liberal materials had been purchased at from \$20 to \$275 in each case. The other statements in the Pioneer relative to this bridge were equally false and misleading. Days work was the best way to operate in the matter of old structures such as this was. The whole article in the Pioneer was scandalously false and misleading.

The following bills were read a first time and referred to the committee on private bills; North American Black Fox Company, and Roger Farquharson Blue Fox Company. The Premier then introduced the following resolution:

Resolved that it is expedient to introduce an Act in relation to the registration and identification of motor vehicles and the use of the public highways by such vehicles, and to repeal the Statute prohibiting the use of the same providing—

That the said motor vehicles shall be operated under restrictions to ensure the safety of all persons using the said highways.

That the said motor vehicles shall only be permitted to use said highways on a limited number of days in each week.

That the Governor in Council shall have power to prohibit absolutely the use of certain specified highways by such motor vehicles.

That the said Act shall not go into operation until a day be fixed by Proclamation of the Governor in Council.

He pointed out that when motor vehicles were introduced and permitted to travel in this Province, there were no restrictions. The same thing had happened, to some extent at least, in other Provinces of the Dominion. We were behind all other Provinces in making regulations for the running of automobiles; we cut them out altogether. We could so regulate these motors as to avail ourselves of whatever advantages they can confer, while shutting out the greater part of the evils. Opposition and strong opposition had been offered to the introduction of the railway into this Province. The same thing happens upon the introduction of improved methods generally. Such improvements had been made in motor cars that there is not now anything like the danger that existed when they were first introduced here. When the car ferry is established we shall be in connection with all the great Canadian Railways, and our fresh fish industry is likely to develop very rapidly. In this connection the motor car would be of the utmost benefit to carry fish from the boats to the railway. The same thing would hold good generally in all other branches of industry. Those far from the railway would be brought into sure and swift connection with the road. The handicap would be almost completely annihilated. Indeed the motor would be of the greatest benefit to those remote from transportation centres. Ample opportunity will be afforded for expression of opinion by the people before the act shall come into force. The views of the people would be respected and the consensus of opinion will have due weight.

Mr. Richards, Leader of the Opposition, said he did not agree with many of the views expressed by the Leader of the Government. He did not think the railway and the motor vehicle were on a parallel, as the railway traversed a fixed track and ran on schedule time. In this way people were able to avoid danger. He was of opinion that the feeling in the country was strongly against the repeal of the prohibitory law. In his own district, at any rate, he knew the opposition to repeal was strong.

Hon. Mr. McLean said he thought the Leader of the Opposition was not correct when he expressed the opinion that the farmers of Nova Scotia and New Brunswick were as much opposed to the motor as are the farmers here. He did not think any member of the House could get up and say that a majority of the

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—this is the first year we have handled Men's Hats and can show you such famous brands as Royalty, Tress, Parker, Pitwell, Tween and Waferlite—brands all well known to you as supremely good values for the money and splendid hats in fit, finish and wear.

You can get a hat here that will suit you in every respect, in price, in shade, in size, in shape, in grade and quality.

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. We want you to feel that you are satisfied, and know that you are satisfied before you leave our store, and we know we can offer you the finest line of Hats, the best values, the choicest selection of any store in the city.

Call in and make us prove these claims.
English, Canadian and American Derbies at \$2.50, \$2.75 and \$3.00.
The latest in soft felts at \$1.50 to \$4.00.

Moore & McLeod



Mail Contract.

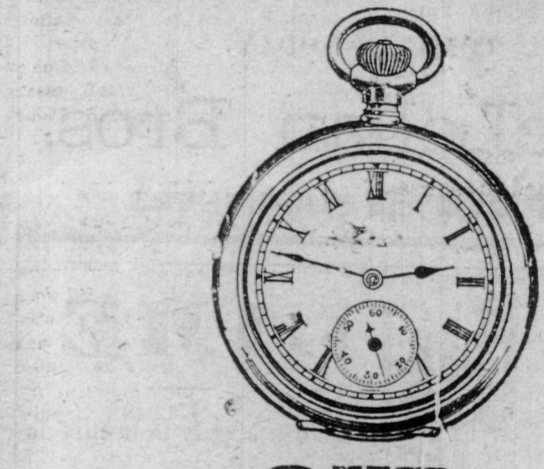
SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 20th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week, over Rural Mail Route No. 1 from Albany, P. E. I., from the Postmaster General's 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 Offices of Albany, North Tryon, Tryon and at the office of the Post Office Inspector.



SEALED TENDERS addressed to the Postmaster General, and endorsed "Tender for Construction of a 50 ft. 6 inches Single Iron Wooden Tug," will be received at this office until 4:00 p. m., on Monday, May 12, 1913, for the construction of a 50 ft. 6 inches Wooden Tug with Gasoline Motor.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department and at the office of T. H. Switzer, Esq., Mech. Superintendent, Bixie Building, Ottawa, Ont.; A. E. Duhon, Esq., District Engineer, Montreal, Que.; C. E. W. Doolittle, Esq., District Engineer, Halifax, N. S.; G. A. Bernasconi, Esq., District Engineer, North Sydney, N. S.; H. H. Donnelly, Esq., Supt. of Dredging, St. John, N. B.; J. T. Nickerson, Esq., Insp. of Dredges, Liverpool, N. S., and J. N. McDonald, Esq., Insp. of Dredges, Charlottetown, P. E. I.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given. Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. (10 p. c.) of the amount of the tender, which will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fails to complete the work contracted for. If the tender is not accepted the cheque will be returned.



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.

McLean & McKinnon
Fraser & McQuaid,
Barristers & Attorneys-at-Law, Solicitors, Notaries Public, etc.,
Charlottetown, P. E. Island
Souris, P. E. Island.

(Continued from second page.)
people of this Province were opposed to the repeal of the present act prohibiting automobiles. The restrictions would be most comprehensive and would keep within bounds all users of automobiles.

to the Railway. If the Railway trains travelled on any and every road, as the automobile does, it would be just as great a nuisance.

Hon. Mr. Dalton spoke in favor of the resolution. Hon. Mr. Stewart said that he did not blame the people of this Province for the feeling that existed in opposition to motor vehicles. That feeling of opposition had been engendered by the recklessness and carelessness exhibited by the users of automobiles when we had them here before. The strict regulations to be embodied in the proposed act would be sufficient to safeguard the people generally. It is true there will always be some who will oppose nearly anything. He favored the resolution and the proposed act with the restrictions intimated.

Mr. Feehan said the bill would doubtless pass if a majority of the people's representatives favored it. It was his opinion that it would be a pity to have any division. His vote perhaps would not amount to very much, but at the next election, his vote on this matter might mean his election or defeat. That might be of considerable importance. Conditions in other Provinces are different from what they are here. Cities, towns and villages abound in many other Provinces, and factories are numerous. To those interested in these concerns automobiles may be of great benefit. He did not want to be against anything that he thought would be for the benefit of the country; but above all he favored what the people think is best for them. Our roads are not suitable for automobiles. But if those desiring to run motor vehicles would build a road for themselves and run their motors as much as they liked, no one could rise any objection. As to the use of motor trucks, to convey fish, etc., to the railways, he did not think there would be any great demand in this direction. In any event he thought the opinion of the people should be obtained before we would inaugurate this legislation. There would be plenty of time for all this before the car ferry and the broad gauge would be completed. A manufacturer from St. John had told him that the existence and use of automobiles in New Brunswick were a perfect nuisance, and we would be well advised to keep them out. Our farmers say they do not want them. It was his opinion that the people who want them here are for the most part, sports who want to have a good time and impose as they like on the farmers. Commercial travellers probably wish to have them to expedite their movements about the Province. Those favoring the automobile wanted to put on style in imitation of certain people in other Provinces.

Hon. Mr. McKinnon said we are regarded as backward without automobiles; but he thought we were further ahead than many who have automobiles, from the very fact that nearly every man has his horse and carriage. If the farmers want the automobiles they should have them. It being 1 o'clock the House took recess.

When the House resumed at 3:15, Hon. Mr. McKinnon resumed his speech. He considered that the bill contemplated was to be a test of the desires of the people regarding the running of automobiles. His argument was that it was due to the farmers to afford them an opportunity of saying so. This bill with the restrictions would be the best means of testing the people's opinion in the matter.

Mr. John A. Dewar said he had a good deal of respect for those who favored the repeal contemplated by this resolution. He took exception to certain expressions that had been used by some of those supporting the resolution. He quoted from American Consul Frost and Professor McRae in opposition to the automobiles. He considered that the advocacy of motor trucks on the farm was moonshine. Referring to opposition to the Railway, he said he knew of no one in his vicinity who was frightened at or opposed

Mr. Bustin continued the debate. He considered that the delegation that had waited on the Government in this matter was not such as he could approve of. That delegation should have had farmers in its composition. The farmers constitute the great majority of the people of this province. He was not absolutely opposed to automobiles; but those who could not be benefited by the autos had rights that must be protected. He had pledged himself to a number of the electors to oppose the introduction of motor vehicles and would vote against the resolution.

Mr. DeLany said he represented the largest and wealthiest district in the Province. He would wish to do whatever would be agreeable to his supporters in this matter as in all others, and would stand on their wishes before he pronounced in the matter.

Hon. Mr. Arsenault thought it was matter for congratulation that the question was discussed in such moderate fashion. He thought the passing of the bill and suspending its operation for a time was the best way of ascertaining the people's desire in this matter. He thought the motor trucks would be of great use to the farmers. It is necessary to have enterprise in getting through the world.

Mr. Eneas A. McDonald said he supported the measure. As a matter of fact he would be disposed to go further than the bill would provide for. He would like to see the bill go into force at once and suspending its operation for a time was the best way of ascertaining the people's desire in this matter. He thought the motor trucks would be of great use to the farmers. It is necessary to have enterprise in getting through the world.

Mr. McWilliams opposed the measure because he thought the farmers of the Province were opposed to it. He did not think that such tourists as are anxious for the running of automobiles would be very much good to us.

Mr. L. L. Jenkins spoke in favor of the bill. Mr. DeLany also supported it. Mr. DeLany said he understood the bill prohibiting automobile running was enacted in consequence of petitions asking for it. He did not know whether there had been any petitions in favor of the repeal of that act. He opposed the resolution.

LOCAL & OTHER ITEMS

The Provincial Legislature, it is expected, will prorogue tomorrow.

An Aerial Tramway is to be constructed over the Niagara Whirlpool. An immense undertaking.

Seven were buried to death and five injured in a fire which destroyed the Dr. Wilson Hotel at Milne, N. Y. More bodies are believed to be in the ruins.

Federal Parliament.—The closure debate will go on in the House of Commons, unless it concludes today, which is possible, according to reports.

Sir Charles Tupper, the last survivor of the Fathers of Confederation, at the age of 92 left Ottawa yesterday afternoon for England, where he intends to spend his last days.

One of the Norton Griffiths dredging scoops broke away on Saturday from the tug in a heavy sea outside St. John harbor. She struck the breakwater and sank. One man was drowned.

Sixteen years ago Robert Davis, of Toronto, secured 100 acres of land at Toronto for \$25,000 by taking up a mortgage. Saturday he refused an offer of two millions from a Toronto syndicate.

Sir Cecil Rice, the New British Ambassador to Washington is expected to make an official visit to Ottawa shortly after his arrival. He will come to inquire into matters pending between Canada and the United States.

The Balkan war has ended. All the allies except Montenegro have accepted the powers terms and an armistice has been arranged for a few days. The relations between Bulgaria and Serbia are strained over a division of the spoils.

The editorial and mechanical staffs of the New York American were forced to flee from their building near Brooklyn Bridge terminal at present early Friday by a threatening fire. The flames originated in the engine room from an explosion and caused \$30,000 loss.

Mrs. Jacob Burkhite is dead and Otto Kinsey critically ill at Binghamton, N. Y., as the result of sailing training airplane. Mrs. Burkhite, her daughter and Kinsey found some flowers yesterday and a few of the blossoms. Symptoms of poison developed before they could reach home.

Four military aeroplanes piloted by Lieut. Reinhold Chasid, Jean and Benoit, of the French army arrived at Biskra, Algeria, on Saturday, after a 500 mile trip over the Sahara Desert. One of the machines carried Colonel Bouteaux as a passenger. The entire flight was made without land stop.

A gas buoy placed to mark the wreck near Lewis, P. Q., of the Trepasier plan in 1911 was carried away by the ice, and has been picked up in New South Wales, a distance of 18,000 miles. Apparently it travelled south until picked up by the equatorial currents and was blown to the southernmost end of the continent, thence around Cape Horn to the finding point.

Rev. Fr. Edward F. Saunders was almost instantly killed by being thrown from a buggy in Collinsville village, near Lowell, Mass. Joseph M. Stone, son of Dr. Frank A. McKinnon, of Parkersville District, Lowell, was also thrown from the buggy but escaped serious injury. The accident was caused by the horse running away frightened, it is reported, by a passing automobile.

The Dalhousie branch train, while running from Campbellton to the track Monday, killing the fireman, James Jamieson, and seriously injuring several people, besides doing much damage to the roadbed. When the train left the track the engine ploughed into the ground, tearing the rails and pinning the fireman underneath the tender. He died shortly after being extricated.

The general Provincial election held in Alberta on Thursday last, resulted in the return of the Liberal Government, but with a much reduced majority. The parties stand, so far as learned, as follows: Liberals 38; Conservatives 17. Before the election the Conservatives in the House numbered only 6. It will thus be seen that the Opposition made large gains.

HUGHES—At St. Teresa's April 18th, Mrs. Frank Hughes, aged 24 years. R. I. P.

MCPHEE—At South West, Lot 16, on April 7th, Mardock McPhee, in the 77th year of his age.

ANDERSON—At Savage Harbor, on Thursday, April 2nd, Ezzay, widow of the late Eliza Anderson, of Mount Stewart, aged 96 years.

BURKE—At Port Townsend, Washington, April 7th, Capt. Michael W. Burke, son of Michael Burke, Georgetown, aged 49 years. R. I. P.

WINSLOE—At East Milton, Mass., on Sunday, April 13th, Louis, wife of John Hodges Winsloe, and youngest daughter of the late John B. Cox, Morell.

TRAINOR—At the home of his brother-in-law, Michael McCabe, on April 14th, 1913, Mr. Ambrose Trainor, Donagh, aged 43 years. R. I. P.

SAWYER—At Greenville, Maine, March 28th, 1913, Winnie B. Daning, wife of Stillman W. Sawyer, in her 34th year, leaving a sorrowing husband and two little children to mourn the loss of an affectionate wife and mother.

WOOD—In this city on the 21st inst. Henry Wood formerly of Pownal, aged 61 years leaving five sons to mourn.

Beware Of Worms.—Don't let worms gnaw at the vitals of your children. Give them Dr. Low's Pleasant Worm Syrup and they'll soon be rid of these parasites. Price 25c.

The Market Prices.

Table listing market prices for various goods including Butter, Eggs, Fowls, Chickens, Flour, Beef, Pork, Mutton, etc.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Hard Coal

Daily expected per schooner "R. Bowers" and "Freedom," one thousand tons bet quality Hard Coal in Egg, Stove and Chestnut sizes.

G. Lyons & Co.

Charlottetown, P. E. I. Nov. 30 1910.

Interest in Foreign Missions Re-

acts strongly on our work for the Church at home.

Read—The Field Afar,

Catholic Foreign Missionary Seminary.

THE FIELD AFAR

HAWTHORNE N. Y. July 8, 1912-31

KING EDWARD HOTEL

Mrs. Larter, Proprietress

DIED

HUGHES—At St. Teresa's April 18th, Mrs. Frank Hughes, aged 24 years. R. I. P.

WEDNESDAY, APRIL 23, 1913

Combined Assets \$100,000,000

McLEOD & BENTLEY

Beware Of Worms.

Give HIM House Slippers!

Alley & Co.

COAL!

G. Lyons & Co.

Tenders for Annandale Ferry

Department of Public Works, Charlottetown, P. E. I., April 22nd, 1913.

SEALED TENDERS will be received at this Department until noon on Friday, May 2nd, 1913, from any person or persons willing to contract for carrying passengers, baggage, vehicles, horses, cattle, sheep, calves, swine, grain, flour, meal, vegetables, over and across the above Ferry for the term of one, or for the term of three years, from the first day of April, 1913, in terms of the Act 3, William 4, Cap. 5. Tenders must express the rate of freight.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 10th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Tenders for Cardigan Ferry

Department of Public Works, Charlottetown, P. E. I., April 22nd, 1913.

SEALED TENDERS will be received at this Department until noon on Friday, May 2nd, 1913, from any person or persons willing to contract for carrying passengers, baggage, vehicles, horses, cattle, sheep, calves, swine, grain, flour, meal, vegetables, over and across the above Ferry for the term of one, or for the term of three years, from the first day of April, 1913, in terms of the Act 3, William 4, Cap. 5. Tenders must express the rate of freight.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

TENDERS FOR

BANKRUPT STOCK, &c. Estate of John Brady.

The undersigned Assignee of all the estate, credits and effects of John Brady, of Kelly's Cross, Township Number Twenty-nine, in Queen's County, Merchant and Trader, hereby gives notice that he will receive all claims for sundry debts on Saturday, the third day of May next, A. D. 1913, from all persons willing to purchase the estate, credits and effects of the said John Brady.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Coal for Departmental Dredges, Maritime Provinces," will be received at this office until 4:00 P. M. on Tuesday, April 23, 1913, for the supply of coal as mentioned on form of tender.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

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

McLEOD & BENTLEY

Give HIM House Slippers!

Alley & Co.

COAL!

G. Lyons & Co.

Mail Contract.

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

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 10th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 10th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 10th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 10th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 23rd May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Give HIM House Slippers!

For a real, useful, practical and pleasing gift for men there is nothing better than House Slippers.

Alley & Co.

135 Queen Street.

COAL!

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

G. Lyons & Co.

Charlottetown, P. E. I.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 16th May, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week.

