

CENTRAL GUARDIAN

BEAN SUPPER, Holy Redeemer Hall, Wednesday, October 14th. Tickets, 25c.

AUXILIARY MEETING—Yesterday afternoon the regular monthly meeting of the Charlottetown Ladies' Auxiliary for the Protestant Orphanage was held in the Canadian Legion Building on Grafton street, where plans were made for a rummage sale and a coming convention to be held on November 1st.

SUPREME COURT NEWS—Yesterday at 9 o'clock the Supreme Court met to continue the case of the City of Charlottetown against Foundation Maritime Ltd., concerning a tax on the contract price of the construction of the Canadian National Hotel, exclusive of foundation and steel work. The argument was concluded and the Court adjourned at 5 p. m. until 9th.

PAINFUL ACCIDENT—A painful accident occurred about 1 o'clock yesterday at the corner of Kent and Queen streets, when Louise, the seven year old daughter of Mr. and Mrs. Henry Burke, 26 Upper Queen St., was struck by a taxi, driven by Ernest Fardy. Mr. Fardy took the little girl to the Charlottetown Hospital, where it was discovered that her leg was fractured. According to latest reports she is resting comfortably.

YESTERDAY'S MARKET—There was a large attendance at the market yesterday. Prices were very similar to Tuesday's. Hay sold for 45c; straw 30c; oats 30c; turnips 12c; potatoes 20c to 30c; eggs 30c; butter 30c; chicken 75c to \$1; ducks 90c to \$1.25; apples 12c to 15c; cranberries 12c; prams 25c a basket; beets 3c lb; carrots 3c; parsnips 4c; celery 10c to 15c; corn 20c; tomatoes 7c lb; pumpkins 2c lb. The fish market was not very well attended. Cod sold for 6c; mackerel 20c to 25c; haddock 10c.

The many friends of Mr. Sheldon Smallwood, son of Mr. Henry Smallwood, Bunbury, will be sorry to learn that he entered the Prince Edward Island Hospital last Thursday and was operated on that evening for appendicitis. He is at present resting comfortably.

BODY

Continued from page 1. cle, an English-German dictionary, and \$10 in United States money. "I sincerely believe we could have saved Simon, if we had had co-operation in the search," declared Lieut. Leigh tonight. "Cries of the two fliers were heard for more than an hour after their plane was heard to crash on the bay on Tuesday morning, and they must have been very much alive when Simon had time to blow up his life-boat and puff it on."

APPOINTMENTS

Continued from page 1. The resignation of James Rooney as gatekeeper on Southport side of the Hillsborough Bridge was accepted. Deputy Prothonotary of Prince County, Joseph F. Arsenault, Summerside. Clerk of the County Court, Sixth Circuit of Queen's County, James O. Trainor, Charlottetown. Clerk of the County Court, Fourth Circuit of King's County, Murdoch J. McLeod, Murray River, Merchants. Stenographer, Premier and Attorney Generals' Office, Miss Evelyn Sinclair. Keeper of Prince County Gaol, Jarvis Tanton, Summerside. Matron Prince County Gaol, Mrs. Jarvis Tanton, Summerside. Keeper, Queen's County Gaol, Bruce Taylor, Charlottetown. Assistant Jailor, Queen's County Gaol, Clave Roberts, Bedford. Keeper, Provincial Building, Hugh McDonald, Charlottetown. Keeper, Law Courts Building, Charlottetown, Joseph McInnis, Charlottetown. Janitor, Prince of Wales College, Patrick Ryan, Cordogan. Registrar of Deeds in and Queen's and King's Counties and Commissioner of Crown Lands—Frank McDonald, Charlottetown. Assistant Registrar of Deeds for Queen's and King's Counties, William Kiggins, Charlottetown. Messenger Provincial Building, Anthony Dougan, Charlottetown. Gatekeeper, Charlottetown side Hillsborough Bridge, James Lawlor, Charlottetown. Keeper Southport side Hillsborough Bridge, Vincent Duffy, Summerside. No. 22, Alex. R. McDonald, Murray River.

PRIME MINISTER

Continued from page 1

ressed his Alma Mater—Dalhousie University. From his office in the Parliament Buildings, Canada's Premier—himself a graduate in the law class of '92—joined in welcoming Professor Carleton W. Stanley, formerly of McGill and Toronto Universities, as the new president of Dalhousie.

The words of the Prime Minister as they reached Halifax were carried through amplifiers to the audience in every part of the theatre where the seals of office were handed over by the retiring president—Dr. A. Stanley MacKenzie to the new president, Dr. MacKenzie had been head of Dalhousie for the last twenty years.

"I join with Dalhousians," Premier Bennett declared, "and all the friends of Dalhousie in welcoming our new president and in wishing him and our university the fullest measure of success in the future upon which we are now entering. The little college of a century ago has grown into the great University of today with resources and equipment adapted to meet the needs of the present time. It has developed, but it has not changed. It has built upon the old traditions and the old ideals which gave it being and which, through its honored history, have been the mainspring of its splendid and far-reaching activities and enable it to make so considerable a contribution to the national life not only of Canada but of other countries as well. The maintenance of those ideals and traditions must be alike the triumph of its old leader and inspiration of the new. We confidently entrust them to his keeping knowing that his qualities of heart and mind, his ripe scholarship and extensive business experience, with the loyal co-operation of his colleagues and of the whole student body, will carry our university steadily forward to even greater achievements in an age which demands and will welcome what old Dalhousie is so well prepared to give."

Representatives from the various Maritime Colleges and Universities present were: Harold Skinner King, Ph. D., Harvard University, Cambridge, Mass.; Rev. P. J. Nicholson, John Hopkins University, Baltimore, Md.; President F. W. Patterson, Acadia University, Wolfville, N. S.; Dr. Dixie Pellet, Alberta University, Edmonton, Alberta; Rex Moore, B.A., Bishop's College, University of Lennoxville, P.Q.; B. C. Nicholas, British Columbia University of Vancouver, B.C.; President A. H. Moore, King's College, Halifax, N.S.; Dean Percy E. Corbett, McGill University, Montreal, P.Q.; Prof. Pelham Edgar, Toronto University; President G. J. Trueman, Mount Allison University, Sackville, N.B.; Chancellor C. C. Jones, R. University of New Brunswick, Fredericton, N.B.; Principal J. M. Trueman, Nova Scotia Agricultural College, Truro, N.S.; Dr. D. G. Davis, Principal Nova Scotia Provincial Normal College, Truro, N.S.; Prof. G. F. Murphy, Nova Scotia Technical College, Halifax, N.S.; Dr. W. G. Watson, Pine Hill Divinity Hall, Halifax, N.S.; G. Douglas Steel, M.A., Prince of Wales College, Charlottetown, P. E. I.; Rev. Dr. T. W. Savary, Queen's University, Kingston, Ont.; Very Rev. H. P. MacPherson, President-Rector, St. Francis Xavier, Antigonish, N.S.; George Hugh Henderson, B.A., Saskatchewan University, Saskatoon, Sask.; Charles Norris, Cochrane, Toronto University, Toronto, Ontario; Captain Arthur James, M.D., University of Western Ontario, London, Ontario; J. C. Robertson, M.A., Victoria University, Toronto, Ontario.

Caretaker Agricultural Hall, John McLean, Charlottetown. Highway Superintendents Division No. 1: Joseph J. Chasleson, Tignish, R. R. No. 2: Richard Jeffrey, Alberton. No. 3: Neil McNevin, Coleman. No. 4: William P. Bryan, Portage. No. 5: Theo. Enman, Victoria West. No. 6: Cecil McNeill, Ellis River. No. 7: T. A. Driscoll, Clermont. No. 8: John J. Frizzle, Summerside, R. R. No. 9: George McKay, Emerald, R. R. No. 10: William McDougall, Hunter River. No. 11: Charles D. McLean, Clyde River. No. 12: Alex. A. MacDonald, Cap Spry, Annandale, P. O. No. 13: Preston Bryanton, Rolla Bay. No. 14: Frank McLaren, St. Peter's Bay. No. 15: Patrick Curley, Charlottetown. No. 16: Frank Trainor, Johnston's River. No. 17: Lloyd McEwen, Belston. No. 18: Patrick Kelly, Roseville. No. 19: George McIntyre, Montserrat. No. 20: Alex. R. McDonald, Murray River.

CURTAILMENT

Continued from page 1

divisional superintendent, C. N. R. and Mr. P. W. Clarkin, divisional freight and passenger manager. After outlining its purpose, the chairman threw the meeting open for general discussion and suggestions.

Suggests Appeal

Premier Stewart said he assumed the Board had received the reasons given by the railway department for the curtailment of the late train service. There was no legal reason why the Board of Trade could not appeal to the Railway Commissioners. It would appear from the ground taken by the railway management that little further consideration of the question was to be expected from them. The railway management claims that the reduction in service is necessary; that other parts of the system are bearing their share and that this is the first curtailment that has been made in this section. The question is whether the curtailment does not constitute discrimination. He did not see any present hope of effecting a change except by urging our claims upon the Board of Railway Commissioners and pressing particularly the constitutional rights of the Province.

The Questions At Issue

Mr. J. H. Myers, M. P., said he fully realized the importance of the activities of the Board of Trade. He realized also that Canada in connection with the whole of the world, is passing through an unprecedented time. There is no doubt that with a return of better conditions, the railway management will be quite willing to restore the full train service. Last year many complaints came from both sides of the House of Commons in the constituencies affected by railway economies. Now it has come our turn and while he was not willing to see this Province discriminated against, yet as a citizen he was quite prepared to bear his legitimate share of the country's burden. He suggested that the railway men be asked to explain the situation. It was perhaps regrettable that Mr. W. U. Appleton had not been invited to be present, on this occasion.

Mr. R. E. Mutch read correspondence showing that the Board of Trade had taken the first opportunity to protest. Apart from the P. E. Island service, he maintained, there have been no reductions of importance in the mail and passenger service of the Canadian National Railways. It was unfortunate, he said, that the matter had taken a political turn. There was nothing further from the Board's purpose than to bring politics into a matter of this kind, and he could not understand why the public generally should remain so indifferent.

Mr. J. O. Hyndman suggested it would be interesting to know where the economy, if any, has been brought about by the present service. Is it by curtailing the car ferry service? If so, this constitutes a clear violation of the terms of the Confederation Pact. If the case is one of discrimination, we have a clear case for the Railway Board. We recognize the need of taking off our local train service in accordance with curtailments in other provinces, but when it comes to disrupting our ferry service it is another question. We have never had any duplication of service here. The question of duplication should be the first thing to be considered in effecting railway economies. As the situation stands, we seem to be singled out for discrimination in this regard. Mr. Hyndman regretted that any newspaper should be allowed to report Trade Board meetings and capitalize the Board's attitude for partisan political purposes. The Board, he thought, should take a stand on this question.

The tardiness of the jitney service was referred to by Mr. W. L. Higgins. This service should not be considered as a satisfactory substitute for the train service.

Car Service Accounting

The necessity of taking the car ferry service out of the railway accounting against this Province was stressed by Mr. R. E. Mutch who thought this was an opportune time to take this matter up. This matter, Mr. J. O. Hyndman pointed out, is one of the Duncan Commission recommendations that has not yet been implemented.

CABINET

Continued from page 1

Cabinet will be filled by Joseph MacDonald, member for Cape Breton centre, who has been appointed Minister without portfolio. Another Order-in-Council signed by the New Lieutenant Governor made effective the appointment of A. Hanfield Witman, of Halifax, as a member of the Victoria General Hospital Commission to succeed the late Hon. George E. Faulkner.

LATER

OTTAWA, Ont., Oct. 9.—(By the Canadian Press)—Hon. W. L. Hall, Halifax, has been appointed to the supreme court bench of Nova Scotia. Official announcement to this effect was made tonight. The appointment was made at a meeting of cabinet council early this evening following which it was given the necessary official approval.

Cites Discrimination

Mr. George D. DeBlois cited an instance of passengers coming from Montreal to the Island and having to remain at Sackville overnight, whereas if they go to New Brunswick or Nova Scotia they go right through. This was certainly an injustice to the Province. Regret that Mr. W. U. Appleton, regional C. N. R. manager, did consult with the Board of Trade before making the change was expressed by Mr. E. T. Higgs, who criticized the management as "a one-track mind management." The present service, he complained, was less efficient than the service received last winter. The speaker was interested in Mr. Kennedy's suggestion of accepting the late train service. If we do accept a compromise, however, it is well to insist upon accepting it as a temporary measure. Perhaps the situation could still be remedied if Mr. Appleton would come to Charlottetown and discuss the matter.

—ALBERTON COUNTY COURT—

The October term of the County Court was held at Alberton yesterday and occupied the attention of Judge Inman until six o'clock in the evening. The principal case was an action for wages between a party from Tignish and a farmer living near Summerside with whom the Tignish man had been employed for a year as a farm laborer. Judgment was given for the plaintiff for \$39.45. Heath Strong for Plaintiff and T. L. Compton for defendant. There were a number of small debt cases and school cases also disposed of.—S

—W. C. T. U. MEETING—

The regular monthly meeting of the W. C. T. U. at Summerside was held at the residence of Mrs. L. R. Allen. The President, Mrs. John McNeill presided. After the usual business meeting a discussion took place in regard to the teaching of Temperance in the Sunday Schools. Ladies were appointed from the different Sunday Schools to arrange for the contests which will be held again this year under the auspices of the W. C. T. U.—S

—AEROPLANE WING BURNED—

Mr. Reginald Pope of Summerside, almost lost his little moth aeroplane by fire on Thursday afternoon. Mr. Pope keeps the plane in the upper part of his garage and one of the boys had attempted to start the engine when she back fired. One of the wings was burned but the remainder of the machine was saved. The fire alarm was sounded and the firemen were quickly on the scene and extinguished the flames with their hand chemical apparatus. No damage was done to the building. S.

—FUNERAL OF JAMES MCMURDO—

The funeral of James McMurdo was held from his home in Kelvin on Thursday. Rev. N. S. Loring of Kensington conducted the services. "Shall we meet beyond the River" was beautifully rendered by Messrs. Harold Laird, Roy Phillips, George Brown and Harry Brown. The pallbearers were Messrs. Isaac Walker, Arnold Walker, Robert Hogg, Darrell Picketts, John Moase and Mr. Murphy. Interment was in the People's Cemetery at Kensington. S.

—WILL ATTEND BI-CENTENARY OF MASONIC LODGE OF PENNSYLVANIA—

Hon. J. E. Sinclair, Grand Master of Masons on Prince Edward Island, accompanied by Past Grand Master John M. Nicholson, left on Friday morning for Philadelphia where they will be guests of the Grand Lodge of Pennsylvania during the celebration of their Bi-centenary. Noted Free Masons from all over the world will be present, the Grand Lodge of England being represented by Deputy Grand Master, Lord Cornwallis, Grand Secretary, Sir Colville Smith and other noted English Masons, who arrived at Quebec last Saturday on their way to Philadelphia. S.

Curtailed Service Elsewhere

Referring to curtailment of service Mr. E. W. McKinnon pointed out that in other Provinces telegraphic services have been reduced. This reduction has not yet affected Prince Edward Island. Hon. J. A. MacDonald agreed with those who felt he should stand on our rights as a Province. If only one service is available however, he would strongly advocate the late service, as it would effect a saving of 24 hours to those east of Charlottetown. Mr. Hyndman cited a statement of Sir Henry Thornton in the Financial Post that the passenger trains "have got to be run," and if necessary should be filed with package freight. Why should not that statement apply to Prince Edward Island? he asked. Dr. J. A. Clark felt the Board of Trade should stand by the rights of the Province. If the double ser-

DECREASED TRAFFIC

The decrease in freight and passenger traffic was stressed by Mr. P. W. Clarkin.

Mr. W. L. Higgins protested that this decrease was general over the service, but this Province was penalized in mileage reduction more than any other Maritime Province. He asked why Cape Breton was receiving the double passenger service. Mr. McKinnon replied that the Cape Breton passenger traffic was three times as heavy as the traffic of this Province. Mr. Rattenbury moved that Mr. Appleton be invited to come to Charlottetown and discuss the matter with the Board. There was no seconder to this motion. Mr. R. E. Mutch endorsed the view expressed by Hon. H. F. McPhee.

C. N. R. Officials Speak

Mr. E. W. McKinnon, superintendent C. N. R., said the reason for the reduction was simply to curtail expenses. The railway was going behind to the extent of \$80,000,000 a year. Curtailments have been made all over the Dominion. Personally, he believed that a great many passengers coming to the Province in the fall and winter months are from the Maritimes. Passengers coming from Montreal can still make connections with the Maritime Express. Apart from the operation of the car ferry in the evening Mr. McKinnon said the expense of running the late service would not be very much greater. The freight, however, will move much more freely if the late boat is not on; and after all the freight service is perhaps of more importance in the fall months. He did not think the mail service today was of such importance as to warrant a special train service, as pressing messages are usually sent by telegraph nowadays.

Mr. Murdoch Kennedy said the Railway Board had discussed the matter with Mr. Appleton. It must be remembered, he said, that the Canadian National Railway is going through a critical period in its history. Drastic economies are necessary. On one day, about two

months ago, 34 trains were taken off the service in other Provinces. He believed, considering all circumstances, that this Province is getting justice. We have been curtailed of one train; but we have very little passenger traffic. He had no hope that the double train service would be restored this year nor did he think the Province should ask for it at the present critical time. He thought the suggestion of a late train service was the most feasible one. If the freight was in this Province he could assure the Board that the railway management would promptly supply the service. The car ferry service, Mr. Kennedy agreed, should not be charged up against this Province.

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WESTERN GUARDIAN

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Western Guardian. The meeting then adjourned.

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Smoke a fresh cigarette British Consols SEALED IN MOISTUREPROOF CELLOPHANE

Cardinal Crew

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Martin popped out weakly twice, connected solidly only once, on a fly to Haas, and then walked in the ninth on his final turn at the plate. The Pepper's hitless day cut his average down to .571 for the six games, still sensational enough for a rookie outfielder, but below Babe Ruth's record of .625, for the first time, as the Cardinal star failed to break any of the marks now in his grasp.

Lefty Invincible

Grove was invincible. He held the Cardinals to five hits, gave only one pass, struck out six batsmen and looked very much like the lanky southpaw who swept through the American League this season with a record output of 31 victories. There wasn't a time when he appeared in the slightest danger. The Cardinals manufactured their only run on a double by Flowers and a single by Frisch, in the sixth, but the Athletics had already sewed up the game with a four-run outburst against Derringer in the fifth inning.

Strategy Flawless

The outcome made Connie Mack's pitching strategy look flawless. After the way Grove was manhandled earlier in the series, it looked risky to send him back again, with the world championship at stake, but Robert Moses came through hard-socked. As a result, the A's right hand ace, George Earnshaw, who has almost completely baffled the Cardinals for two straight years, will hurl the deciding game tomorrow.

Today's Hurlers

Earnshaw and Burrell Grimes, heroes of successive two-hit victories in Philadelphia, likely will be the opposing sharpshooters. At any sign of weakening by either right-

The Mohawks

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out to Bolger in deep left field. R. Boles grounds out to Squarebriggs to Gross. No hits; no runs; no errors. Abegweits—Gross flies out to Coffee in deep centre. Francis grounds out to Boles to Jessillon. Bolger singles. Cain batting for Murley doubles to left field scoring Bolger. Rice batting for McCabe is out on called strikes. 2 hits; 1 run; no errors.

Ninth Inning

St. Stephen—McLean pops out a short single. Purcell gets down when Cain lets a hard drive get away from McLean, going to third. Coffee doubles to centre scoring McLean and Purcell. Mitchell doubles scoring Coffee. Lee batting. Mitchell steals third on Francis' throw. Lee strikes out. H. Boles safe on McInnis' choice in trying to catch Mitchell at third. Moffatt nabbed at first while Mitchell scores. Jessillon singles scoring H. Boles. R. Boles doubles advancing Jessillon to third. McLean singles scoring Jessillon and R. Boles. Purcell is safe when Carbonell tries a one hand catch of a high fly—but fails. Coffee strikes out. 6 hits; 7 runs; 2 errors.

Abegweits—McQuaid batting for Squarebriggs is called on strikes. Carbonell strikes out. McInnis doubles to right field. Whalen flies out to Purcell in left field. No runs; 1 hit; no errors.

PERSONALISS

The Misses Green entertained very pleasantly at their home on King Street on Thursday afternoon at three tables of bridge. S. Mrs. (Dr.) E. T. Tanton was hostess at bridge on Friday afternoon at her lovely home on Summer Street for several of her friends. S. Mrs. G. Ennis Smith was one of this week's hostesses for bridge at her lovely new home on Central Street. S. Mrs. J. M. Roop and Miss Roop, accompanied by Mrs. Charles Beer, motored to Summerside on Thursday to visit friends. S. Mr. and Mrs. Harrison Bell returned on Thursday evening from a honeymoon trip to the Maritime Provinces. They will take up their residence in Summerside. S. Mr. John Palmer of Ellerslie, was a visitor to Summerside this week.—S. Mr. John P. Smith has returned to his home in Kinkora from the Prince County Hospital, where he had been undergoing treatment.—S.

BOX SCORE

Table with columns for St. Stephen and Abegweits, listing players and their statistics (AB, R, H, TB, O, A, E).

Vertical text on the right edge of the page, possibly a page number or date.