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Prices Very Reasonable

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BIRTHS

STEWART.—On June 13th, to Mr. and Mrs. James P. Stewart, a daughter.

ODDS ON THE BRITISH.

NEW YORK, June 15.—Because of British polo victory, Saturday, betting has changed from 2 to 1 on the Americans to 3 and 4 to one on the British team.

MURRAY HARBOR RAILWAY

The following letter was addressed on Monday last to Mr. Horace McEwen, Superintendent of the P. E. Island Railway by Mr. J. A. Messervey, who has interested himself in the train arrangements on this branch. Yesterday a telegram was received by Superintendent McEwen from Mr. Messervey according to the request. It may be recalled that the early start from Murray Harbor was adopted with a view to enabling passengers and freight to make through connections for Summerside.

Superintendent P. E. I. Railway. Dear Sir:—I have been in communication with many of the residents along the line to Murray Harbor, and find that they object to the earliness of the hour at which the express train will leave Murray Harbor for Charlottetown. Many of the people living more than three miles from a station must rise as early as two or three o'clock a. m. so as to arrive at their stations on time. The general opinion is that the train should leave Murray Harbor at seven o'clock a. m. They also object to the train leaving Charlottetown on return at 1.15 p. m., as it does not give them sufficient time to transact their business in town and they think this express train should leave Charlottetown each day about 3 o'clock p. m. Yours truly, (Sgd.) J. A. MESSERVEY.

PILES Do not suffer another day with itching, bleeding, or painful Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as certainly cure you. 25c a box; all dealers, or Edmondson, Bates & Co., Limited, Toronto. Sample box free if you mention this paper and enclose to stamp to pay postage.

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WEDNESDAY, JUNE 17, 1914.

DIARY OF EVENTS

TODAY.

City Magistrate's Court, 9 p. m.
Inspection of Artillery Militia, Victoria Park, 3.30 p. m.
Prince Edward Theatre, 7.30 and 9 p. m.
People's Theatre, 7.45 and 9 p. m.

JUNE.

HIGH WATER.

Date.	Day.	Time. H't	Time. H't.
1	M.	4:18 67	16:24 70
2	Tu.	5:04 68	16:52 68
3	W.	5:50 70	18:16 69
4	Th.	6:37 73	19:28 70
5	F.	7:25 76	20:35 73
6	Sa.	8:15 78	21:38 75
7	S.	9:06 81	22:37 77
8	M.	9:58 83	23:33 78
9	Tu.	10:44 83
10	W.	0:27 78	11:31 83
11	Th.	1:18 77	12:17 81
12	F.	2:04 75	13:04 78
13	Sa.	2:48 72	13:54 74
14	S.	3:31 70	14:50 70
15	M.	4:13 68	15:51 67
16	Tu.	4:54 67	16:56 68
17	W.	5:34 67	18:04 61
18	Th.	6:15 68	19:11 60
19	F.	6:53 69	20:14 61
20	Sa.	7:38 70	21:10 63
21	S.	8:21 72	22:02 65
22	Mo.	9:04 74	22:52 67
23	Tu.	9:46 76	23:41 69
24	W.	10:28 77
25	Th.	0:28 70	11:10 78
26	F.	1:11 71	11:53 79
27	Sa.	1:50 72	12:38 78
28	S.	2:27 72	13:27 77
29	M.	3:03 71	14:26 73
30	Tu.	3:40 71	15:35 72

THE NEAR EAST

The Near East still presents a most interesting and most complex situation. According to the "New Statement" published in London, some 380,000 refugees have passed through Salonika, Turkey, during the past eighteen months. This exodus represents a remarkable racial movement now going on in this disturbed part of the world. On the one hand it represents a Mohammedan withdrawal from lands which have fallen under Christian rule; on the other an enforced migration of Christians driven out of Mohammedan lands.

In 1912 there was a flight of Moslems from Macedonia and Thrace before the Bulgarian armies. There was another flight of Christians from Thrace after the retreat of the Bulgarians from Chataija and Adrianople. In the second Balkan war Bulgarians fled before the Greeks and Greek peasants fled before Bulgarians. There was an exodus of Albanians from Northern Macedonia after the Servians had repelled the Albanian raids on their territory towards the end of 1913. These movements and the distress which accompanied them were less noteworthy than what is going on now.

A London contemporary says that war has been followed by peace, but migration continues. To the Moslem outflow eastward has succeeded a Christian reflux from Thrace and Asia Minor, on a scale and under circumstances which are rousing intense feeling. Speaking generally, it may be said that for many months past the Moslem emigration has been voluntary. Their exodus has been a self-expatriation encouraged by the Young Turks at Constantinople who want to consolidate Islam, and in particular to fill up Eastern Thrace with Mohammedans. Had this been all, the operation would merely have been interesting.

But the Young Turks decided at once to make room for the newcomers, and at the same time to purge their dominions of Ghouls by driving out their Greek subjects wholesale. A small voluntary outflow of these was not fast enough or large enough for them. Moreover, it was not all from Thrace where they especially wished to clear the ground. So their great Islamic societies set to work to speed things up in a manner nowise lacking in thoroughness. A general commercial boycott of Greeks was proclaimed, and in many towns applied.

Where threats have not been enough to frighten the peasants away they have been beaten and turned out of their houses and their household goods flung into the road. In the result many 40,000 Greeks have, during the last three months, been hounded out of Turkey, and in most cases stripped of all that they could

not carry away on their backs in a panic-stricken flight. Steamer after steamer loaded with these unhappy people is arriving at Salonika, packed with refugees standing together like sheep. The Greek authorities have to feed them, and will, ultimately, it is supposed, manage to settle them on Macedonian soil. In the meantime they are suffering, and are utterly ruined. Moreover, the process is still going on.

Our despatches of the past few days tell us that Greece has issued an ultimatum demanding that this deportation of Greeks cease and that reparation be made for the losses already caused. Turkey will, no doubt, as usual evade the issue, as long as possible and will make promises, but Greece is in no mood for trifling and it looks as though war might come at any moment.

THE DUST PROBLEM

The dust problem is engaging the attention of other cities than Charlottetown. Sprinkling with oil is a solution that has met with favor and disfavor, depending, we presume, on the manner in which it has been applied.

The Board of Control of the City of Montreal has decided to adopt the oil method this season. Controller Cote having assured the Automobile Club of Canada that all the macadamized roads in the city limits will be oiled this season.

Commenting favorably on this decision, a Montreal exchange says: "No city has ever solved the dust problem by the old fashioned method of watering. This fact has been realized years ago by various western cities which have inaugurated the custom of oiling the roads. In Chicago one can drive for an entire day on thoroughfares which are so beautifully oiled and kept that scarcely a speck of dust is seen. There are other cities, both on this continent and in Europe, that are equally as fortunate. A few years ago the venture was tried in Montreal of sprinkling oil on Park Avenue and the dust evil was very largely conquered. The method of sprinkling, however was not well understood at the time, a few complaints were heard by the oiled dust sticking and hence the idea of oiling the roads generally in the city did not spread. Cities which understand just 'how' to oil the roads have never any complaints as the oil is put on when warm, and is occasionally used at the time and the 'sticking' nuisance is entirely gone away with. If oiled roads can be a success in other cities there is no reason in the world why they should not be here. All that is needed is intelligence and experience in using this new and effective dust layer."

And "there is no reason in the world why they should not be a success" in Charlottetown. Oil is cheaper than dry goods, groceries and other goods that are being ruined by dust, cheaper than lives that are being made miserable by it, cheaper than the fair name of the city which is being threatened by it. It would be worth while trying the experiment, trying it intelligently and according to the method which has been proved a success elsewhere. A dustless city, possessing all the other attractions which Charlottetown can justly boast of would be a summer paradise.

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FOREIGN COASTING VESSEL

The question whether foreign vessels should be allowed to engage in the Canadian Coasting trade as at present, on an equal footing with Canadian vessels, has again become acute. The fact that a Norwegian steamer, engaged in the coal carrying trade, was a party to the recent terrible disaster in the St. Lawrence, is in some quarters at least used as an argument against the present privilege.

The Toronto Mail and Empire, after referring to the discouragement of Canadian shipbuilding by the unequal competition, says "A still weightier consideration that seems to be against it is the good name of our St. Lawrence route. Tremendous expenditures have been made to improve that waterway, to make its navigation as free as possible from risk, and to obtain for it the confidence of ocean carriers and marine insurance companies. Still more is to be spent to fit the route for the vastly increasing sea-borne trade of this great country. If foreign vessels that are permitted by order-in-council to take part in the coastal trade between Montreal and the Maritime Provinces are working for very low freight rates, there may be a temptation to go a little too far in the economizing of their time in order to make profits. The quicker the voyages the shorter is the time on its expense account. The findings of the Board of Commissioners appointed to look into the Empress of Ireland disaster will doubtless throw some light on this matter."

All other countries reserve their

coasting trade to their own shipping. Our neighbors, the United States, discriminate sharply against our vessels as they do against those of every other country. The admission of foreign vessels into the Canadian coasting trade on the same footing as Canadian vessels was permitted many years ago owing to a shortage of carriers. It was no doubt necessary at the time but in supplying the deficiency it was also perpetuated as owing to the unequal competition the building of vessels in Canada was discouraged.

It will be remembered that in 1908 the Laurier government passed an order-in-council, putting an end to the privilege granted to foreign ships. For some reason, however, the government held up its own order and continued the privilege to foreign vessels and the rescinding order has never been enforced.

The question is likely to come up again in the near future, as the demand for the abolition of these privileges is year by year becoming more insistent. There appears to be no valid reason why the Canadian government should continue to discriminate against its own shipping industry by encouraging competition from vessels which on account of the lower rates of wages and cheaper living can afford to work cheaper than our own vessels.

NOTES

There are many complaints about bicycling on the sidewalks to the inconvenience of pedestrians and the imminent danger of children. There is a stringent law against this practice and it should be rigidly enforced. The prescribed penalty, if inflicted once or twice, would permanently cure the offender and the police should see to it that all offenders in this respect are brought to justice.

Judge Choquet of the Juvenile Court, Montreal, said recently. Fully ninety-five per cent. of the boys brought before me smoke cigarettes. Many of these boys have become moral and mental wrecks from their use. Those selling such harmful commodities as liquor, drugs and cigarettes to juveniles, as well as the receivers of stolen goods, should receive the full penalty of the law, as these people contribute to child delinquency in its worst forms. The law is not now severe enough, I strongly advise severer penalties for offenders of this class.

For a quick, short and satisfactory shave use Euthymol Shaving Cream. This is an excellent preparation for softening tough beards, soothing the skin and cutting down the time of shaving, and leaving that clean smooth feeling after the shave that is so much desired. A tube 25c. McKinnon Drug Co., 165-167 Kent Streets. METI.

WIRELESS

SIR.—Seeing your paper takes an interest in shipping disasters, I decided to write you and express my surprise at your two fine steamers "Empress" and "Northumberland" not being equipped with Wireless. I happened to be at Rimouski when the terrible collision between "Empress of Ireland" and the Collier took place, and I am satisfied that but for the Wireless connection there would not have been a life saved.

In crossing to the Island I had the feeling that the same sort of accident is liable any day to your Island steamers, which carry a large number of passengers. Those steamers have good captains, but they cannot control the OTHER FELLOW any more than Capt. Kendall could the "Storstad." This matter should be brought to the Dominion Government's notice, as the law requires them to be equipped with wireless. In the interest of your Island and the travelling public this matter should be attended to. It is too late AFTER THE ACCIDENT, and then there will be no trouble! I am Sir &c. TRAVELLER.

SUMMER SCHOOL OF SCIENCE

Sir.—The twenty-eighth annual session of the Summer School of Science will be held in this city July 7th to 29th. The aims and purposes of the School are so well known that I need not enumerate them here.

For the past five years public spirited citizens have been encouraging teachers to attend by donating scholarships for competition at the school. The effect of these is to help deserving teachers in their efforts for self improvement. It also induces many teachers to attend who might not otherwise do so, thus benefitting the city.

At last year's session of the school held in Halifax, there were two \$50 scholarships; two \$25 ones; nine \$20 ones; one \$15 one, twelve \$10 ones, contributed by the citizens. In addition to which there were forty-six donated by outside parties.

Already this year there have been twenty scholarships voluntarily offered by outside parties among which is one of a \$50 share in a Fox Company.

I feel that I may confidently appeal to you to act in this good cause.

In awarding your scholarships intimate whether it is to be for the general course, or for some special subject.

Hoping for a favourable response, I am,

I am Sir &c., J. D. SEAMAN, Secretary.

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