

Another Attempt To Picket The White House

WASHINGTON, July 25.—(A.P.)—Another attempt to picket the White House by members of the radical wing of the bonus army was broken up today with police clubs after a half hour's sporadic fighting along Washington's busiest thoroughfares. At the end of the melee, witnessed by thousands of government workers who were out for lunch, nine of the hundred-odd men who marched forth to parade were in jail. The others were scattered and leaderless. Among those hauled away in patrol wagons were John Pace, of Detroit, leader of the left wingers, and his first lieutenant, Walter Eiker, of Washington, D. C. Eiker was charged with a tree near Pennsylvania Avenue and came down only when the bluecoats threatened to shake him out. Both were charged with inciting a riot. They were out of jail on bond for a previous attempt to picket the executive mansion. Meanwhile, authorities went ahead with plans to evict the more conservative bonus seekers from their billets. W. W. Waters, leader of that faction, said his men would offer passive resistance if force were used. His following obviously was much thinner than last week as more than 5,000 of the veterans have taken advantage of transportation loans offered by the government. Before the abortive attempt to picket the White House, Pace attempted unsuccessfully to secure a permit to parade. He then instructed his men to march in a body toward the executive mansion and to explain to the police they were "high-seeing."

CENTRAL GUARDIAN

RINGO, HOLY REDEEMER HALL Thursday, July 28th, in aid of St. Vincent's Orphanage. 4627-7-26-31

MINOR ACCIDENT

Last night at 11.45 a McLaughlin Buick when pulling out from a filling station on Queen Street was side swiped by another car. A bent fender was the only damage.

WILL AID IN DISCUSSION

Mr. Shelton Sharpe, Minister of Agriculture and Mr. W. R. Shaw, of the Department of Agriculture, will be present at a Conference of the Presbytery of the United Church in Summerside on Tuesday, 28th inst., to aid in the discussion of social problems.

TENDERS OFFERED

The tenders for the construction of the new Prince Edward Island Hospital were opened last evening by the Building Committee. It is expected that the award will be decided upon shortly. The tenders, it is reported, are all fairly close.

HOLMAN'S SUMMERSIDE

Charlottetown Staff held their annual picnic at Graham's Beach, Cavendish, tomorrow, Wednesday. All former employees are cordially invited. Bring your baskets and enjoy a pleasant outing with the old gang. 4633-11

ENJOYABLE TRIP

His Lordship Chief Justice J. A. Matheson and Mrs. Matheson returned home last evening after an absence from the Province of three and one-half months during which they toured England, Scotland, and France. They arrived in Halifax from England Saturday afternoon. As there was no immediate connection with Charlottetown, they were unable to complete their journey till yesterday. The Chief Justice reports a most enjoyable trip.

SERVICE CLUB MEETINGS

The regular weekly luncheon of the Rotary Club was held at the Canadian National Hotel at noon yesterday. Jack Webster was chairman and introduced the speaker, Col. Wilfred Bovey, McGill University and chairman of the Canadian Handicraft Guild who gave an interesting address dealing with handicraft work. There were seven guests as follows: Rus Marant, Toronto; S. Morris, Toronto; R. Stewart, Sherbrooke; P. McCarthy, St. John, N. B.; P. Kinsman, St. John, N. B.; Dr. Ramsay, Moncton; Walter Shaw, City; Dr. Cyrus Macmillan, Montreal. At the Gyro dinner yesterday evening Colonel Bovey also delivered an address. Mr. Harry Richardson presided. A report of the Gyro Festival showed that the function was a success from every point of view.

PERSONALS

The many friends of ex-C. N. R. Conductor William O. Davey will regret to learn that he has been confined to his room the past few days with a slight indisposition.

DEATH OF MRS. LEMUEL MCLEAN OF BAYSIDE, LOT 14

Exactly one week after her husband's death, Mrs. Lemuel McLean of Bayside, Lot 14, passed to her eternal rest, on Saturday evening, Mrs. McLean had not been well and was well advanced in years and it is thought that the shock of her husband's sudden passing hastened her own. Before her marriage she was Miss Clemy McArthur and was Mr. McLean's second wife. There were no children from this issue. The deceased was a woman of noble characteristics and a great worker in the United Church at Lot 14. She will be missed by a large circle of friends. The funeral will take place this afternoon from her late residence to Lot 14 Church and cemetery.—S

COLONEL MCAMAND VISITS SUMMERSIDE

Colonel McAmand of Toronto paid a visit to the Summerside Camp of the Salvation Army on Saturday. He gave an excellent address in the Army hall on the work of the Army in every country in the world. Previous to speaking in the hall, he spoke to a large gathering on Water Street. He was accompanied by Major Ritchie of St. John, N. B., who is Divisional Commander of the Maritime District. Major Ritchie gave a short talk. Mrs. Ritchie who was also present gave a short address. The party left for Charlottetown on Saturday night. Major and Mrs. Ritchie intend remaining on the Island for some days.—S

LOST—SWARM OF BEES, FRED REDDIN, Southport, Phone 1581-41

Apply Mrs. Keith Boswell, Victoria. 4634-7-26-31

CAMERA FOUND IN THE VICINITY OF FOWAL ON JULY 2. Apply F. C. Baker, Montague. 4634-7-26-31

WANTED—GIRL OR WOMAN for housework. Electric washer. Apply Mrs. Keith Boswell, Victoria. 4634-7-26-31

Body Is Identified

ST. JOHN'S, Nfld., July 25.—(By The Canadian Press)—The fate of two American explorers and their Canadian guide, missing in Labrador for about a year, was indicated today when the body of Fred R. Connell of Glen Ridge, New Jersey, was identified at Hopedale. Found by Nascopee Indians in June, on the upper reaches of George's River, the body was brought to Newfoundland yesterday by pilot Harold Crowley, Boston aviator who has been on an aerial survey expedition for the Grenfell Association. Connell and Herman Kohler of Orange, N. J., started a canoe-trip through the Quebec-Labrador Peninsula last July, intending to travel numerous streams and lakes to Northwest River at the head of Hamilton Inlet on the Labrador coast. They were accompanied by Jim Martin of the Hudson's Bay Company, a veteran northland traveller. Guided by an Indian, Crowley on Saturday searched a section of George's River near where Connell's body was found, but he reported no trace of Kohler or Martin. It is believed tragedy overtook the trio last winter. A message from Kohler, dated September 21, stated they were well at that time and headed for Davis Inlet. The message, the first word of them since they entered the Koksoak River at Chimo on Ungava Bay and the last before Connell's body was found, was carried over Labrador by Indians and wireless to St. John's in February.

Banished For Brewing Tea

BOSTON, Mass., July 25.—(By The Canadian Press)—Although the unlicensed practice of medicine is still unlawful in Massachusetts, the penalties for so doing are not as severe as in 1637 when Jane Hawkins was banished to the Rhode Island wilderness for prescribing some herb tea for a neighbor's stomach ache. Mrs. Hawkins, according to official papers of the Massachusetts Bay Colony, which were found recently by Herbert H. Hall, State Archivist, was the motherly type of New England housewife who never failed to go to the relief of the sick and unfortunate of the community. Her herb prescription gained her local fame and came to the attention of the authorities who accused, tried and convicted her of practicing medicine without permission and sentenced her to a life of exile in the woods. In 1646 her sons, James, Job and Thomas, filed a petition with the General Court for her return, which was refused after much deliberation on the grounds that Jane Hawkins was a "dangerous person." Finally she was granted probationary leave and returned to her home colony in 1650. In about a month's time, however, Mother Hawkins brewed another cup of tea to ease a neighbor's suffering, and was again sent to the open spaces. In 1655 it was decided she was too dangerous to allow to remain in the country and arrangements were made to have her deported to England. She was given two months to prepare for the voyage, but died before the time was up as a result of years of privation and hunger suffered while wandering in the woods. In her defence against the charges made against her, Mrs. Hawkins argued in vain she had acted only in case of necessity where something had to be done to relieve suffering and there was no doctor within miles of the neighborhood.

FREE STATE

(Continued from Page 1) due to the presence of the Irish. This inference, however, was incorrect, a member of the Irish party said today. He said that Great Britain was the importing country. The Dominions were all exporters of dairy produce. The whole matter of proposals to the United Kingdom would have to be considered when the Dominions had agreed among themselves as to what arrangements were equitable to all. When such an agreement was arrived at, the United Kingdom would receive the proposals and give them due consideration. The outstanding impression of the Free State was the amount of work—"real work"—which the present conference had plunged into. Quite different from other Imperial conferences, the present assembly demands of them long and arduous hours. The general feeling, however, that definite and concrete proposals are being put up to them, and the businesslike procedure, despite a few minor hitches, has encouraged the Free States to believe that something tangible will result from the deliberations.

DAIL PUBLISHERS

(Continued from Page 1) The brief list of British articles affected practically abolishes Empire preferences so far as Britain is concerned. Effective Today

DEATHS

MACDONALD—At Summerside, Mass. on Saturday July 23rd. John Y. Macdonald. Funeral from Zion Church this Tuesday afternoon service starting at 3 o'clock. Interment Brookfield Cemetery.

SMITH

At 33 Upper Hillsboro on Monday July 25th. Duncan Smith. Funeral from his late residence on Wednesday July 27th service starting at 2 o'clock funeral leaving at 2.30 Interment People's Cemetery.

GURNEY

At West Covehead on Monday July 25th, 1932 Mrs. Thomas Gurney aged 90 years. Funeral from the residence of her daughter Mrs. Thomas Woolridge, Covehead Road on Wednesday July 27th service starting at 3 o'clock. Interment Stanhope Cemetery.

CONNOBS

In the City Hospital, July 25, 1932, Flora McInnis, dearly beloved wife of John Connors, aged 66 years. Funeral from her daughter's residence, Mrs. W. A. Ready, 240 Queen Street, Wednesday morning at 8.45 to St. Dunstan's Church, thence to R. C. Cemetery.

CONFERENCE

(Continued from Page 1) turns show that in the five months ending May 31, 1932, imports of Russian wheat into Britain were only 1,151,443 hundredweights as against 7,729,803 hundredweights in 1931. But the problem before the conference is not so much that of the present as what may be expected when the huge Russian state farms get fully under way and Russia resumes her heavy exports. The conference committee on economic cooperation appointed Sir Atul Chatterjee, head of the Indian delegation, as its chairman. This committee decided to establish a sub-committee on standardization, each delegation to have on it one representative. The committee will consider suggested changes in the composition of the Empire marketing board, the Imperial Economic committee and uniformity in research. Standardization in weights and measures will also come within its scope. And while conference proceeds with committee and sub-committee, two separate sets of negotiations are under way. Great Britain is negotiating with individual Dominions, clearing the way towards trade agreements. Dominions interested in primary products are meeting together for informal conversations. "Satisfactory progress" is reported in Dominion discussions on dairy products. But around British headquarters, there are indications of choppier seas ahead. Rumors of division are dismissed as without foundation. Nevertheless, a tariff amount until the committee has its business on a profitable basis. The government has been guaranteeing losses at Inverness for several years, and even if the co-operative venture serves only to reduce this liability it will be happy. Recent developments have indicated that the mine has possibilities for greater and cheaper production, and the government hopes to find a purchaser for the property when this is established. The story of how the mine fell virtually into the hands of the government dates back to the early days of development—the days when colorful figures played with leases at Inverness and advertised their holdings all over Europe. Of the early prospectors, William Penn Hussey, a Yankee, probably was the most—if not the best—remembered. Pictures of Hussey under a beaver hat, driving a team on a claim, still are to be found in Canada, United States and Europe. Records of his transactions are scattered, but it is remembered that he secured capital for his undertaking in Belgium, Switzerland and France. One record at the Province House notes that he transferred his leases to his wife in 1893. Hussey attempted to ship coal by water but continually had difficulty in getting his schooners over the sand-bars. The harbor was blocked by ice during the winter, and he soon decided without a railway to the Gut of Canso, which is open for navigation at all seasons. Many Nova Scotians remember their losses in connection with the early transactions at Inverness. Few however, will attempt to trace the lease changes. The first real encouragement for interested parties came in the late thirties, when Mackenzie and Mann (Sir William Mackenzie and Sir Donald Mann) undertook to build a railway from Inverness to Port Hastings, a distance of 55 miles. This great firm owned the Halifax and South Western, the Quebec and Lake St. John and the Canadian Northern Quebec railways. Their plan was to supply a transcontinental railway with coal from Inverness. The railroad out of Inverness was completed in 1902, and the history of the mine from that year onward is complete. Mackenzie and Mann organized the Inverness-Richmond Collieries and Railway Company of Canada Limited, which acquired more than 100 property leases. In 1903 this company transferred its holdings to the Inverness Railway and Coal Company under which name the mine has been operated since. 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Colliery Will Be Controlled By Its Miners

HALIFAX, N. S., July 25.—(By George C. Murray, Canadian Press Staff Writer)—Inverness has been saved again. Clustered around one industry—a coal mine—three thousand inhabitants of the town have faced the threat of idleness and loss of income several times during the last quarter of a century. Closure of the mine again seemed imminent this summer, but a co-operative plan that will give the community a chance to work out its own salvation now is under agreement between the miners, the town and municipal councils and the provincial government. The Eastern Trust Company, technically owner of the mine, does not appear in the new picture. Its position is such that its claim on the property will be handed over to the government on demand, at any time. According to the plan, the mine will be controlled by a committee of five, which has been assured of co-operation from the miners and all representative organizations of the town and county. Rev. Father Ronald Macdonald, parish priest who has championed causes of the miners for many years, heads the committee. Other members are John L. Fraser, Alex. L. McIsaac, John Y. McNeil, miners, and J. B. Henderson, prominent merchant. All details of the plan have not been completed but it is understood the provincial government will guarantee losses up to a certain amount until the committee has its business on a profitable basis. The government has been guaranteeing losses at Inverness for several years, and even if the co-operative venture serves only to reduce this liability it will be happy. Recent developments have indicated that the mine has possibilities for greater and cheaper production, and the government hopes to find a purchaser for the property when this is established. 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Rebels Agree To Peace Terms

RIO DE JANEIRO, July 25.—(A.P.)—Reports were current in the capital today that provisional President Getulio Vargas and a mediator for the Rio Grande section of the southern rebels had agreed to terms of peace. The report was inspired by the sudden departure by aeroplane from the capital of Joao Neves, a former envoy of Rio Grandes "Frente Unica," (united front), a group allied with the Sao Paulo rebels. Neves was believed enroute to Sao Paulo to advise main rebel headquarters there of the plan. The agreement was supposed to have been in negotiations between the President and Macripico Cardoso, former Vargas Cabinet Minister and the new Rio Grand "Frente Unica," envoy. Meanwhile the state government at Porto Alegre announced that Loyalist troops had stamped out a separate revolt at Vacaria and nearby towns in Rio Grande after a five days fight, and that amnesty had been offered the rebels. Deny Report

GERMAN FLYER

(Continued from Page 1) at Iqvitut, South Western Greenland. Several hours later came another flash to the radio branch here telling of its departure for Cartwright, Labrador. A flight of 600 miles was ahead of the northern route flyers when they left Iqvitut, across Davis Straits to Labrador. From there, another 900 miles was ahead to Montreal. If Capt. Von Gronau flies along the coast he may be able to maintain radio communication with Labrador stations but if he heads inland he will be out of communication with the world for several hours. Further communication with the north country radio stations of Canada is not expected, though if by any chance a wireless flash is received during the night it will be communicated to Ottawa at once. Captain Von Gronau started from Lüt, Isle of Sylt, Germany, on Friday, following the northern route by way of Iceland, and Greenland which he followed on his previous two flights across the Atlantic. He reached Reykjavik, Iceland, on Sunday, from where he flew to Iqvitut, Greenland, early today. He is accompanied by Gert Von Roth, second pilot, Kranz, Hack, mechanic, and Fritz Albrecht, wireless operator. From Montreal, the German aviator plans to fly to Chicago. A report from New York today however, declared he was headed around the world on a survey of a proposed international air mail and passenger route, which would take him over practically the same territory flown by the Lindberghs on their flight to Japan last year. LATER

CONFERENCE

(Continued from Page 1) The government has been guaranteeing losses at Inverness for several years, and even if the co-operative venture serves only to reduce this liability it will be happy. Recent developments have indicated that the mine has possibilities for greater and cheaper production, and the government hopes to find a purchaser for the property when this is established. The story of how the mine fell virtually into the hands of the government dates back to the early days of development—the days when colorful figures played with leases at Inverness and advertised their holdings all over Europe. Of the early prospectors, William Penn Hussey, a Yankee, probably was the most—if not the best—remembered. Pictures of Hussey under a beaver hat, driving a team on a claim, still are to be found in Canada, United States and Europe. Records of his transactions are scattered, but it is remembered that he secured capital for his undertaking in Belgium, Switzerland and France. One record at the Province House notes that he transferred his leases to his wife in 1893. Hussey attempted to ship coal by water but continually had difficulty in getting his schooners over the sand-bars. The harbor was blocked by ice during the winter, and he soon decided without a railway to the Gut of Canso, which is open for navigation at all seasons. Many Nova Scotians remember their losses in connection with the early transactions at Inverness. Few however, will attempt to trace the lease changes. The first real encouragement for interested parties came in the late thirties, when Mackenzie and Mann (Sir William Mackenzie and Sir Donald Mann) undertook to build a railway from Inverness to Port Hastings, a distance of 55 miles. This great firm owned the Halifax and South Western, the Quebec and Lake St. John and the Canadian Northern Quebec railways. Their plan was to supply a transcontinental railway with coal from Inverness. The railroad out of Inverness was completed in 1902, and the history of the mine from that year onward is complete. Mackenzie and Mann organized the Inverness-Richmond Collieries and Railway Company of Canada Limited, which acquired more than 100 property leases. In 1903 this company transferred its holdings to the Inverness Railway and Coal Company under which name the mine has been operated since. The first company had given a mortgage to the National Trust Company, and it was held by that concern as late as 1925, when the property was decided to the Eastern Trust Company by the Inverness Trust Company. Production of the mine in 1903 amounted to 145,239 tons. In 1911 it reached 291,587 tons, the peak. In later years the tonnage dropped, and between 1923 and 1931 it averaged less than 130,000. All had gone well until 1915, when the condition of the company was such that the property was turned over to a receiver, John Macgillivray, who had been general manager for four years. Operation was continued, however, and in 1919 Mr. Macgillivray resigned the receivership to the Eastern Trust Company. The closing exercises of Richmond School took place on June 26th and was largely attended by ratepayers and visitors. The pupils were examined in the different subjects by their teacher, Miss Patricia Callaghan, assisted by Mrs. Thomas Noonan. A program of songs, recitations and dialogues was well rendered by the pupils and enjoyed by all present. School leaving certificates were presented to Florence Noonan, Walter Noonan, Edna Fraught, Lea Gaudet, Jennie McEneaney and Alden Gaudet. Prizes for perfect attendance were won by Arthur and Alma Baglioni. After complimentary remarks by Rev. Urban Gillis on the good work being done the examination was brought to a close by singing God Save the King.

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