

THE CHARLOTTETOWN GUARDIAN

MORNING DAILY

Weekly (Now Evening Daily) 1887.
Morning Daily Founded 1891

CHARLOTTETOWN, CANADA, FRIDAY, MARCH 8, 1918

\$2.50 Per Year (Mailed) in Advance in Canada and \$3.00
\$3.50 Per Year (Delivered) in Advance for U. S.

RUSSIANS STUNNED OVER GERMAN PEACE

Russian Delegates to Brest-Litovsk Declare They Could Not Do Otherwise Than Sign German Ultimatum Which They Say is an Armed Outrage.

PETROGRAD, March 6.—Petrograd is dazed today, following the action of the Russian peace delegation at Brest-Litovsk in signing the German-dictated peace.

The city is like a man with arm raised to strike suspended in mid-air, still angry, but uncertain.

The Russian delegation wired: "The Russian delegation declared its refusal Saturday to discuss the proposed peace terms, in view of the continuation of activities, despite renewal of the work of the peace conference. The demand to cease the German offensive has been denied. Under the circumstances the treaty was simply an ultimatum, supported by armed outrage."

"The Russian delegation, while signing the treaty without discussion, considers its duty openly to tell the truth to the workmen and peasants of Russia, bringing before their judgment all that actually occurred at the signing of peace Sunday."

Remarkable rumors regarding the details of the treaty fill the city. One declares it provides for German occupation of Petrograd, pending establishment of a government by an international congress.

The treaty is able to adjust the treaty's working out. Mr. Krivonozhkin, Kerensky's Secretary of Agriculture, is mentioned in this connection. The treaty's reported provision for surrender of the Caucasus district to Turkey, contrary to the treaty of Berlin, cannot be made permanent until ratified by an international congress.

Reactionaries at Pskoff are reported to be seeking an agreement with Germany for the formation of a new Russian government, which would organize "White Guards" to fight the Allies, Germany lending troops to fight the Soviets. Some of these same reactionaries were involved in an intrigue for a separate peace with Germany before the revolution.

HAS THE BIG DRIVE BEEN LAUNCHED?

Artillery Activity by Germans on Western Front Probably Indicates Preparation for Promised Big Offensive. The Allies are Ready for Them.

WASHINGTON, March 6.—Continued preparatory movements on the part of the Germans along the western front are noted today by the war department. In its review of the military situation for the week ending March 2.

"The momentum of battle is increasing," the statement declares, citing three attempts by the enemy to reach the lines held by American troops, as an example of what is taking place "on a larger scale along the entire western front."

"The definite announcement is made that American forces have taken over a sector northwest of Toul, and that a number of detached units are in action in the Champagne. Operations in the eastern theatre are expected to affect events in France, through a modification of German plans, the review intimates."

CANADIANS AT FRONT.

OTTAWA, March 7.—The following report of the operations of Canadian Corps at the front during January, 1918, has been received by the Militia Department: "Trench warfare has been continuing during the past month and except for a small gain of ground on the night of Jan. 3-4 in the neighborhood of Avion without special incident other than occasional raids on either side and patrol encounters. The break up of the front has entailed much work in the maintenance and repair of the trenches. A general improvement of the positions and communications and strengthening of our defences has been pushed on energetically."

AMERICANS HOLD EIGHT MILES OF FRONT.

WASHINGTON, March 7.—The American troops are now holding

something over eight miles of trenches on the battle front in France. Although in striking their frontage is only about four and a half miles this frontage is liable to extension at any time to the regular trench allotment for an Army Corps.

(Special to the Guardian)
LONDON, March 7.—The Germans have captured Jamburg, east of Narva, while the Turci-German offensive is continuing beyond Trebizond, says a Russian official agency despatch here today. This action, adds the statement, is despite the official announcement by the German High command that hostilities against Russia have ceased.

(Special to the Guardian)
LONDON, March 7.—The dismissal of Admiral Sir John R. Jellicoe from the post of First Sea Lord last December was the subject of attacks on Sir Eric Geddes, First Sea Lord of the Admiralty in the House of Commons this afternoon. Sir Edward Carson former First Sea Lord of the Admiralty termed it a national calamity.

DISCUSSING JELlicoe'S DISMISSAL.

LONDON, March 7.—The dismissal of Admiral Sir John R. Jellicoe from the post of First Sea Lord last December was the subject of attacks on Sir Eric Geddes, First Sea Lord of the Admiralty in the House of Commons this afternoon. Sir Edward Carson former First Sea Lord of the Admiralty termed it a national calamity.

HUNS ARE FRIGHTENED

LONDON, March 6.—Reports are widely reprinted that Germany is trying to get the King of Spain to propose a cessation of air raids on towns outside the zone of field operations. The reports have reached the Foreign Office, but unofficially. The gentle Huns doing the "Baby Act" first as regards poison gas, and now as regards "flying death"—both their own devilish novelties—is certainly a sight to make Mephistopheles weep.

CAREER AND DEATH OF JOHN REDMOND

One of Ireland's Most Distinguished Sons.

The telegrams yesterday announced the death of Mr. John Edward Redmond, the Irish leader. The intimation was unexpected as no previous intimation had been received of his illness. His death especially at this particular juncture, will be received with the deepest regret the world over, for to Mr. Redmond, more than probably any other man did the British Empire and the United States look for leadership and guidance in the troubled situation in Ireland.

Mr. Redmond, who, after the death of Charles Stewart Parnell, became the recognized leader of the Irish party in the British Parliament, was born in 1851, the son of the late William Archer Redmond, who sat in Parliament as a representative of Ballynat and Wexford from 1872 to 1880.

His father was wealthy and John E. Redmond received a good classical education, first at the Jesuit College at Clongowood, near Dublin, and later at Trinity College, Dublin, where he distinguished himself as a student and won several prizes for scholarship.

After leaving college young Redmond began to prepare himself for his future parliamentary career. Through his father's influence he obtained a position as clerk in the House of Commons and the insight into parliamentary methods and practices which he gained in that position was of material help to him later on, when he became a member of Parliament himself. He also devoted himself to the study of law and eventually became a barrister of Gray's Inn and a year later of the Irish bar. But he never practised his profession to any great extent, because his political duties occupied nearly all his time. Fortunately his wealth permitted him to sacrifice the remunerative career of a lawyer for the sake of an honorable, though unremunerative, public career.

Mr. Redmond entered Parliament as member for New Ross in 1881, was elected for Wexford in 1885 and since 1891 represented Waterford without interruption. His parliamentary career during the first ten years, although exceedingly stormy, did not give Mr. Redmond an opportunity to gain public distinction. He affiliated himself with the Irish party and became one of the most valuable lieutenants of Parnell who was then the leader of the Irish Nationalists in Parliament.

In 1885, in company with his brother, William Redmond, he made a lecturing trip in the interest of the Irish cause to Australia, where he met and married his first wife, who died after a few years. Toward the close of the '90s he married again, this time an Irish girl of great beauty, a Miss Johanna Dalton, who, together with two daughters survives him. One of the daughters is married to a New York physician, while the other, who studied at the Royal university, Dublin, lives with her mother in Wexford.

After the death of Parnell there was a split in the Irish party, Redmond became the leader of the Par-

nell faction and made every effort to bring about a conciliation between the factions and the unification of the various elements into a well organized and harmonious body. In 1896 Mr. Redmond visited the United States to deliver his lecture, "Fifteen Years in the British Parliament," and to accomplish the delicate mission of compromising the factional differences existing in the Irish party. How well he succeeded was demonstrated four years later, when he was unanimously elected chairman of the United Irish Nationalist party at a meeting held in the committee room of the House of Commons, February 6, 1900.

In 1901 Mr. Redmond, with Messrs. Patrick McHugh and Thomas O'Donnell, again went to America to explain to the people of the United States the purpose and scope of the United Irish league. His visit in 1901 was particularly interesting, owing to the developments growing out of the Boer war. He visited nearly all the large cities of the country and was received with enthusiasm everywhere during his tour.

Mr. Redmond's parliamentary career was always rather strenuous. It was a continuous struggle for the interests of the Irish cause. During the earlier part of his career Mr. Redmond was often aggressive to such an extent that he came in conflict with the Speaker, but he learned from experience and realized that boisterous tactics were not likely to increase the respect for the Irish members of the House. He continued to fight fearlessly, but took care to keep within constitutional bounds. Gradually, by the power of his oratory, his moderation and his skillful diplomacy, Mr. Redmond won the respect and friendship of the leading men of other parties and succeeded in obtaining many valuable concessions in the interests of Ireland. He was instrumental in procuring the passage of the two great land acts, brought about the settlement of the Irish university question and other reform measures for the benefit of Ireland. By force of his brilliant leadership Redmond compelled the great issue of the people against the Lords to become the supreme test of British politics and gave to his party the balance of power in the House of Commons. He forced Mr. Asquith to place the Home Rule Bill on the statute book, but agreed to its suspension until after the war. He opposed the Sinn Fein movement not on its principles, as expressed by its originators, but because of the physical force party which latterly dominated its councils. Mr. Redmond ran candidate against the Sinn Fein candidates in all recent by-elections. Although opposed to the physical force party, Mr. Redmond was not satisfied that Ireland was getting the treatment she deserved and was entitled to at the hands of the Government. So recently as October last he moved a resolution in the House of Commons deploring the policy of the Irish executive Government, on which occasion he delivered a powerful speech

condemnatory of the Irish policy and pleading for better handling of the situation, lest the physical force party should gain farther on the constitutional party and undo all that had been done to bring about a peaceable settlement in Ireland. The effect of this motion, though defeated in the Commons, was to strengthen the hands of Mr. Redmond in Ireland with the result that his candidate in the last by-election was returned by an overwhelming majority.

Mr. Redmond's death will prove an almost irreparable loss to the Irish Parliamentary Party and will be a severe blow to the Government as well for it depended largely on Mr. Redmond because of the moderating and conciliatory influence he had in Irish politics.

Meeting of Ch'town Board of Trade

At a large and representative meeting of the Charlottetown Board of Trade held yesterday afternoon, the following resolution, was unanimously adopted on motion of Mr. E. H. Beer, seconded by Mr. E. T. Higgs. WHEREAS this Board made representations to the Government early in the year 1917 that the broadening of the gauge of the Prince Edward Island Railway was essential to the successful transportation of goods and products to and from this Province, and

WHEREAS the government, for reasons which they considered sufficient, did not deem it advisable to accede to the request of this Board and numerous other representations made from this Province in this respect, and

WHEREAS the result of the failure to provide the broad gauge for our Railway has been exemplified during the past fall and winter in as much as our transportation facilities have been times entirely inadequate and at no time within the last six months has the Department of Railways been able to clear up the congestion of freight, and

WHEREAS this Board believes that the Department of Railways now seems that the granting of our request last fall would have proved both feasible and economical, therefore

RESOLVED that the Board respectfully urge the Department of Railways to take up the matter of the broadening of the gauge of the Prince Edward Island Railway so that arrangements can be completed whereby the work shall be commenced at the earliest possible moment.

The motion was strongly supported by Messrs. N. Rattenbury, D. Nicholson, M. P., James McIsaac, M. P., John Sinclair, M. P., James Paton, M. L. A., George E. Hughes, M. L. A., W. F. Tidmarsh, A. A. Pomeroy, Isaac Carter, R. E. Mutch and others.

On motion it was decided to forward a copy of the resolution to the other Island Boards of Trade and also to the Boards in the neighboring provinces with a request that they unite with the Charlottetown Board in the advocacy of this necessary work.

The motion was strongly supported by the President of the Board of Trade, Mr. H. V. Buntain.

condemnatory of the Irish policy and pleading for better handling of the situation, lest the physical force party should gain farther on the constitutional party and undo all that had been done to bring about a peaceable settlement in Ireland. The effect of this motion, though defeated in the Commons, was to strengthen the hands of Mr. Redmond in Ireland with the result that his candidate in the last by-election was returned by an overwhelming majority.

Mr. Redmond's death will prove an almost irreparable loss to the Irish Parliamentary Party and will be a severe blow to the Government as well for it depended largely on Mr. Redmond because of the moderating and conciliatory influence he had in Irish politics.

France Acquires 200,000 Tons German Shipping

PARIS, March 6.—The Chamber of Deputies has approved of the acquisition of 200,000 tons of German shipping in Brazilian ports, contingent on the purchase also from Brazil of 2,000,000 francs of coffee and 100,000,000 francs (\$20,000,000) worth of other goods; also for a 5 per cent. commission to intermediaries.

Fifty thousand additional workers are to be put at the disposition of the French shipyards to speed up the lagging repairs and increase production. Entire credits voted exceed 7,000,000,000 francs; about \$140,000,000.

Two New Senators To Be Named

(Special to the Guardian)
OTTAWA, March 7.—Two new Ontario Senatorships, it is expected, will be appointed before the opening of Parliament to succeed the late Sir Mackenzie Bowell and Dr. Spruille Braden. It is anticipated that John Webster, ex-M. P. for Brookville, will be named to succeed the former, and Col. Mul. Holland, who retired in favor of Hon. N. W. Rowell, will succeed the latter. John Webster defeated Hon. G. P. Graham in Brookville in 1911 after a sensational election. Brookville was amalgamated with Leeds at last re-distribution and Mr. Webster retired in favor of Thomas White.

Minard's Liniment Cures Burns, Etc.

CONDENSED SPECIALS

HEAVY BROWN PAPER FOR sale, excellent for putting under oilcloth or carpets. Apply at The Guardian Office. 732-10-20Mtr.

WANTED A TEACHER FOR Marshfield school, supplement \$45. Apply to L. H. D. Foster, Marshfield. Mtr.

WANTED—A MALE GROCERY clerk, experienced preferred. Box 232. M3i.

I AM PAYING HIGHEST PRICES for muskrat skins. B. R. Holman, 156 Richmond Street, Charlottetown. 2674-2-21Mtr.

WANTED—TO RENT THREE UN-furnished rooms for family of two. Apply at this office. 2597-2-16Mtr.

FARADAY MACHINE TO LET BY week or month. Apply to 224 Euston street. 600-10-12Mtr.

WANTED—TEN EXPERIENCED cod fishermen accustomed to trawl and hand line fishing, to fish next Spring and Summer on the north shore of Prince Edward Island. Motor boats and full equipment provided. For further particulars apply to Portland Packing Co., Charlottetown, P. E. I. 2783-M101

Minard's Liniment Cures Dandruff.

MESSAGE OF SYMPATHY FROM SIR R. BORDEN ON REDMOND'S DEATH

(Special to the Guardian)
OTTAWA, March 7.—Sir Robert Borden has sent, through Sir Geo. Perley, Canadian high commissioner, a message of regret and sympathy to the immediate relatives of the late John Redmond.

HOW GERMANY KEEPS HER PROMISE WITH RUSSIA

(Special to the Guardian)
LONDON, March 7.—The Germans have captured Jamburg, east of Narva, while the Turci-German offensive is continuing beyond Trebizond, says a Russian official agency despatch here today. This action, adds the statement, is despite the official announcement by the German High command that hostilities against Russia have ceased.

RIOTING NOW IN CHRISTIANA

(Special to the Guardian)
LONDON, March 7.—Rioting today in Christiania in consequence of which many arrests were made, is reported in press despatches from Copenhagen, as forwarded by the Exchange Telegraph Company. Crowds stormed bakers' and butchers' shops, and there were demonstrations before the Parliament buildings.

Wanton Destruction By Germans

(Special to the Guardian)
HAVRE, Mar. 7.—Germans continue to dynamite the engines, machines and foundations in factories around Mons. They are carrying off the rails from street and local railway tracks and shipping them to Germany. Deportations of Belgians continue and have extended to children thirteen years of age.

Blondin and Sevigny Are Resigning

(Special to the Guardian)
OTTAWA, Mar. 7.—The resignation of Hon. Albert Sevigny and Hon. Pierre Blondin, will be in the hands of the government by the end of this week.

It is possible that the Department of Inland Revenue will be amalgamated with the department of Customs with Hon. Arthur Sifton as Minister. The department of Inland Revenue is not a heavy one, and since the introduction of prohibition the work has been increasing.

A successor to Hon. Mr. Blondin will not likely be named for the present and Hon. C. J. Doherty will continue to act as Postmaster General. Liberal unionists are boomer Mr. Fred Pardee as Postmaster General but it is doubtful whether he will get the appointment.

Hartley Dewar, Anti-Unionist Kicked Over Traces

TORONTO, Mar. 6.—Hartley Dewar kicked over the traces at this evening's session of the Legislature and came out against the bill for the extension of the life of the Legislature until one year after the troops came back from the war, on its coming up for its second reading. On the "aye" and "no" being called, his voice was raised in a single epithelial "no!" and when the Premier asked for a division, in order to put the House on record, every member, with the solitary exception of the member for South West Toronto, voted for the measure. Incidentally it was the only division of the session. The vote was 58 to 1.

Minard's Liniment for sale everywhere

THE WEATHER. TEMPERATURE. TIDE, MOON, ETC.

TODAY IS THE 1312TH DAY OF CANADA'S PARTICIPATION IN THE WAR.

TORONTO, Mar. 8.—Strong breezes to gales, occasional snow. The highest temperature recorded yesterday was 12 above. At 9 a. m. it was 10 above. At 9 p. m. it was 5 above. The lowest temperature was 4 above.

The tide will be high this afternoon at 3.09 and tomorrow at 4.11; it will be high tomorrow at 6.40 and Saturday at 7.50.

The sun sets this evening at 6.14 and tomorrow at 6.16; it rises tomorrow morning at 6.41 and Sunday at 6.40.

The moon rises tomorrow morning at 4.35.

The last quarter of the moon was on Tuesday, March 5th at 7.44 p. m. There will be a new moon on Tuesday, March 12th at 2.52 p. m.

The length of today will be eleven hours and thirty-two minutes.

IMPROVEMENTS PROMISED FOR ISLAND RAILWAY

Charlottetown Newspaper Men Visit Borden and Tormentine on Invitation of Railway Authorities.

Yesterday morning, on invitation of General Manager Hayes, Messrs. W. L. Cotton, of the Examiner, Reuben MacDonald of the Patriot and J. R. Barr of the Guardian, accompanied by Superintendent T. B. Grady, made the round trip to Tormentine on an "eye opening" expedition.

The train left the City at 6 o'clock and made a good run to the Island ferry terminus. Notwithstanding the recent rain and thaws, the cuttings at places reach a height of 18 to 20 ft., not only in one spot but stretching for miles. In the entire run from Charlottetown to Borden there were only three places where the road bed was clear to the ground, and these were on high wind-swept sections of track.

On the trip to Borden, Superintendent Grady explained the method of snow fighting and the "personal" history of every cutting and section of bad road.

This winter has been an unusually severe one on the railway, with storms of one kind and another, nearly every other day since Dec. 6th. Notwithstanding the fact that the power on the Island road is short—only 9 locomotives that are really in good working order—it is often necessary to run a "double header" to fight the drifts and packed snow—and all the time the extra engine is being used. Freight is accumulating at the various stations.

Men were busy all along the line clearing away the snow, in many cases the banks being high over their heads. The men are not paid an excessively high rate, so some consideration of the problem can be found in the fact that snow fighting cost the P.E.I.R. over \$20,000 for one month alone. Of course, this was the heaviest month.

Arriving at Borden it was most interesting to see the C.P.R., New York Central, G.T.R. cars and Chicago packing house cars, on Prince Edward Island—something that was never seen before this year.

There are three rail tracks on the car ferry and throughout the Borden yards and the transfer of freight from Island to standard cars and vice versa is one of the big jobs at Borden.

The car ferry left at 9.45 a. m. There was considerable open water near the Island shore but after the boat got out two miles or so she began to meet ice, heavy ice in some places 20 feet thick, but she cut through the heavy pack with wonderful force and made nothing of conditions that would have held up communication for days, several years ago.

Hampered by a strong wind and heavy ice, the ferry took 1 hour and 20 minutes to cover the 8-mile stretch but Captain Read has covered the distance in 47 minutes in summer and in 50 minutes quite recently.

On docking at Tormentine, at 11.05, the arranging of the track "carriage" was interesting to all, but soon the ferry rails and mainland rails were locked together and within 10 minutes of docking the Tormentine train with freight, mails and passengers was well on its way.

At Tormentine the C.G.R. officials boarded the Car Ferry on an inspecting trip to the Island terminals. The party consisted of:

Mr. C. A. Hayes, General Manager, Eastern Division, and Secretary.

Mr. L. S. Brown, General Superintendent and Secretary.

Mr. H. H. Melanson, General Traffic Passenger Agent.

Mr. Fred Condon, Divisional Engineer.

Mr. A. T. Wolland, General Freight Agent.

Mr. C. B. Trites, Secretary Provident Fund.

Mr. C. B. Fripp, M. E., Government Engineer.

Mr. Crilley, Expert Accountant.

The officials received the newspaper men in the Captain's cabin and explained the projected improvements to the Island system.

Among the booms that are certain for this year are:

Some preliminary work as soon as conditions permit, towards widening the gauge.

Four new locomotives to be ready by June and now being built by the Canadian Locomotive Co. These engines are "superheated"—the cylinders are kept surrounded by steam and are thus always hot, the steam does not condense to moisture and so the full value of the steam is secured with an economy of fuel. The engines will be somewhat the same type as the ones being used at present, except that they will have all improvements in every respect. The old engines cost, when bought, about \$10,000 each. The new ones are costing \$31,000.

There will never be a good road until proper drainage is secured so the Island road is to get two ditching machines, with dumping cars that are operated by compressed air. With this apparatus a continual speed of 2 miles per hour is possible, and the work of ditch digging and draining is performed perfectly.

Among the other new equipment will be two winged ploughs, for wide-ways the snow packed track, two new flangers, which will clear the rails better than the style used now, and 25 flat cars. Over 50 new box cars have already been sent over here.

The entire road bed from Tignish to

Souris will be properly ditched, the Borden Branch being put in good condition first, as it has the heavy part of the Island traffic.

New ties, new rails, etc., have been ordered and will be laid as soon as conditions allow with a view to standard gauge operation.

Owing to the cost of steel rails, the difficulty in getting ties, the highest question and the money situation caused by the war, Mr. Hayes would make no promise regarding an early or immediate adoption of the third rail or standard gauge road plan.

At present practically 11 per cent. of the Island road bed is laid with standard gauge ties and there will be an additional 7 per cent. by Spring.

Other improvements will be an automatic dump for coal transfer, replacing the present man and scoop shovel method, and making a saving of nearly half an hour on each job.

A restaurant, baggage room and improved freight shed will be started at Sackville and the probability is that a restaurant will shortly be in operation at the Emerald Junction.

Gravel for ballast will be brought from Algouance and the work of ballasting and re-building the roadbed will begin as soon as the frost is out of the ground. Work will start at Borden first and that branch will be rebuilt from end to end.

The plan of standardizing the road from Charlottetown and Summerside to Borden was proposed, as an initial move, but no definite promise was made by the management.

It is probable, though, that there will be an additional train service from east of Charlottetown and West of Summerside to Borden necessitating another afternoon trip for the ferry. Under the present schedule those leaving from Tignish or Souris must spend a night on the trains on the Province or start on their journey a day before they leave the Island.

After docking at Borden the entire party went on a tour of inspection through all the buildings and shops.

The old umbrella freight shed, 11 ft. wide, which was thought wide enough at first for all the freight that would be handled at Borden is now supplemented by a splendid shed 240 feet long and 18 feet wide, capable—and loaded up of handling 50 car-loads of freight a day.

An ice house has just been erected with a capacity of 500 tons, thus enabling any shipper to be well safeguarded in sending any perishable merchandise to the Mainland.

The engine house, water tower, tank pump and turn table are of approved model and in splendid working order.

There are about 50 men employed at the Borden terminus and for their accommodation the railway has bought the houses erected by and for the Rogers-Miller people.

These buildings include dormitories, bathroom with lavatories, showers, baths and toilets, dining kitchen and general stores. The cook house is a separate building. The food is of excellent quality and there is no "war allowance."

The station proper is well equipped the rest room having hardwood oiled floor, and there is generous accommodation for transient trade.

It is estimated that the work, labor and equipment employed in the transfer of freight at Borden amounts to \$60,000 a year. At 4 per cent. interest this represents a working capital of \$1,500,000 and that sum would surely go a long way towards paying for the extra rail from Borden to Charlottetown and Summerside.

The broadening of the gauge does not in any sense mean that the car shops will be taken from the City. There will always be repairs needed to the rolling stock and the increased traffic will most likely mean a larger and busier shop than now.

The Public Information Bureau will soon be in operation on the ground floor of the City Station presided over by an expert telegrapher who will be able to give instant and accurate information to the public on all matters of interest in connection with the railroad, movements of the ferry, trains, etc. This is a long needed convenience and one which takes a big strain from the nervous, temper and work of the railway telegraphers.

At the present rate of freight transfer and increased passenger accommodation, it is not mere conjecture to say that all that is needed is power and equipment to make the P.E.I.R. self-sustaining and one of the model railway systems of the continent.

The newspaper men are very grateful to Mr. Grady for courtesies extended. The general superintendent knows his business to the smallest detail—"carries his office in his hat"—and is always ready to use his broad shoulders to push ahead the work of the Island road.

COMING EVENTS, ANNOUNCEMENTS, MEETINGS, ETC.

Mr. J. A. Clark will address the farmers in Cornwall Hall, Friday evening 8th, 7.30, subject, "Seeds."

2884-3-20M3pd

Minard's Liniment Relieves Neuralgia