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THIS IS PRINCE EDWARD ISLAND'S "GOOD ROADS WEEK"

PRINCE EDWARD ISLAND EXPECTS EVERY MAN TO DO HIS DUTY ON THE ROADS ALL ROADS TURNPIKED LAST YEAR SHOULD NOW BE DRAGGED

Last Week the Roads on the Experimental Farm and Those Adjoining it Were Dragged and Already They are in Good Shape. The Unpaved Streets in the City Were Also Dragged and What Threatened to be a Much Cut Up Street Has Now a Smooth Dry Surface. "When the Smiles of Spring Appear Drag the Roads."

DELEGATES OBTAIN P. E. I. R. CONCESSIONS

Representatives of City Council and Board of Trade Make Successful Visit to Moncton and Obtain Promises of Improved Railway and Steamer Facilities.

Mayor Brown, representing the citizens of Charlottetown and Mr. J. A. Messervy, representing the Charlottetown Board of Trade returned Saturday night from Moncton where they waited upon Mr. Gutelius in connection with the freight and passenger service between Charlottetown and Pictou, and the train service between Charlottetown and Murray Harbour and other matters of vital interest to this Province.

It had been currently reported that the steamer Stanley only would be running on the Pictou route this summer and as she has capacity for but six cars of freight, it would be out of the question to prevent freight congestion on the route with only a steamer of that size. On account of the large warehouse accommodation at Pictou and, because of the greater part of the freight for P. E. Island coming that way the matter was very urgently brought to the attention of Mr. Gutelius who agreed to keep the Car ferry steamer on the route, making daily return trips. It is probable that the Stanley will be taken off the route at an early date.

This action in having the "Prince Edward" maintained on this route will be a matter of much satisfaction to the public.

There is a strong feeling that on account of the splendid warehouse accommodation on the Steam Navigation Co.'s, wharf that this wharf should be utilized during the summer by the Government. Mr. Gutelius is now in communication with the Company in regard to this being done.

Another matter brought up and which is being considered is that of the officers and crew of the S. S. Northumberland who were engaged by the Government and were coaling the steamer preparatory to sailing to Summerside when they were superseded by Capt. Cameron and his men. The delegates hope that some satisfactory arrangement may be made in regard to the services of these men.

The delegates also made strong representations for a second train on the Murray Harbor branch and it is pleasing to report that such a train will be in operation during July, August and September and the delegates have reason to believe that it will be continued until December.

The general train service of P. E. Island was a matter of discussion and it was agreed to operate the summer time table as quickly as possible—or just as soon as the time-table is out of the printer's hands. The management are determined this year to bring all trains of the P. E. I. R., in on time and they are prepared to send out special freight trains to render assistance if necessary.

HON. JAMES A. MCNEILL GIVES REPORT OF WORK OF HIS DEPARTMENT

Hon. J. A. McNeill, speaking on the vote for Public Works said:—

In connection with this vote, I would like to say a few words especially as it chiefly concerns the work of my Department. As the Public Accounts show, the expenditure on public works has been unusually large during the last year. This was due to the exceptionally wet season at the beginning of the summer, after considerable road work had already been done. It made many of the roads in the low flat sections, as well as a large portion of the newly made road, almost impassable. It was absolutely necessary that these roads should be built up and drained to afford some degree of comfort and safety in travelling. Nearly all these roads are travelled by our mail couriers and it was indispensable that they be put in decent shape. Heretofore very little travelling was absolutely necessary when the condition of the roads was unfavorable. People went to the post office on foot or on horseback and the mails were received seldom more than two or three times a week. Now there is a daily mail in nearly every section of the country and many of the couriers have a long route to travel and it is compulsory that passable roads be maintained at every season of the year. This is a work that will have to be continued and is going to cost considerable money but every province in the Dominion is spending large sums in the improvement of its roads and public sentiment demands that we lag not behind in this important work. The building up of hollows and low places, and the cutting down of hills, or going round them is the first work in the making of permanent roads. It is a legitimate capital expenditure and is work for the carrying on of which I would strongly plead for the support of every member in this House. The honorable member from Tryon complained that he had not done sufficient work on Clark's Swamp, and many of the members felt that more work should have been done in their sections, but I assure them that I fully recognize their necessity and it was only because in other sections the work was more pressing and it was impossible to do it all that these could not be done. I have made it my business to see for myself as far as possible the conditions of the various roads and to consult with the engineers of my Department regarding the expenditure of public money on work which was most necessary.

As you know when we came into power the bridges of the Province were in a deplorable condition and a number had to be repaired in a temporary manner and many of these were requiring to be rebuilt last year. After the regular year's program was about completed, there came the storm and high tide at the last of September which caused such destruction. Honorable Members will recall this storm and the extraordinary height of the tide. In several instances boats were carried completely over bridges. At Darnley Bridge one boat was stopped only by its masts coming against the telephone wires which held it and prevented it from passing over. It is doubtful if ever before in our recollection had a summer tide attained this height of a single storm done so much damage to our bridges. This is the Patriot's own report on it at the time:—

PATRIOT, SEPT. 27TH, 1915.

"Sept. 27th owing to the storm the wires were down in some sections on the Mainland and consequently there are no news dispatches for us today. "The Island was visited by a heavy wind and rain storm Saturday evening. It continued all day yesterday and into this morning. Damaged trees and over-turned fences mark its path in the country. So far no marine disasters are reported. "The tide today was the highest for years. The streets along the water front were practically flooded and seaweed was thrown clean up to the side walks."

PATRIOT, SEPT. 28TH, 1915.

DAMAGE FROM THE STORM.
In the City and the Country.
"Some damage to fruit trees is reported in various sections of the country as a result of yesterday's storm and there are bushels of wind-fallen in Minard's Liniment cures Colds, etc."

IRISH REBELLION HAS BEEN CRUSHED

Rebels Ordered by Their Leaders to Surrender. 707 Prisoners Taken. Dublin Post Office Burned. Connolly, one of the Leaders, Reported Killed.

LONDON, April 30.—An official statement issued today from the Official Press Bureau regarding the situation in Ireland says the rebels are surrendering freely. The back of the rebellion has been broken. Another official statement issued tonight by the Official Press Bureau says messengers have been sent from the leader of the Dublin rebels to other rebels in Galway, Clare, Waterford, Louth and Dublin counties ordering them to surrender.

Incendiary fires were set and Sackville St. is already badly damaged. Cavalry, infantry and artillery have been sent to Enniscorthy where the rebels are still in control. A truce exists however while the rebel leader is on his way to Dublin to ascertain the truth of the reports that Dublin leaders have ordered a surrender.

Special to the Guardian.

LONDON, April 30.—Field Marshal Viscount French, Commander-in-Chief of the home forces reports that the general Post Office in Dublin which has been the principal stronghold of the Sinn Feiners has been burned down. Connolly, one of the leaders of the rebels is reported to have been killed. Many rebels have been made prisoners and the revolt is on the verge of collapse. In the rest of Ireland the situation is generally satisfactory.

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A GERMAN ATTACK UNDER COVER OF GAS

Repulsed with Heavy Loss to the Enemy. Artillery Engagements Along Whole Front.

Special to the Guardian.

LONDON, April 30.—In the British official communication on the campaign in France and Belgium it is stated that the Belgian front, under cover of gas and an artillery heavy bombardment the enemy made two small attacks opposite Hulloch but were driven back. Gas broke over the enemy trenches and the Germans were seen leaving the trenches and running to the rear on a front of 700 yards. It is believed the enemy suffered heavily from our artillery and his own gas.

(Special to the Guardian).
PARIS, April 30.—A French official communication reports the day was marked by artillery engagements in Belgium south of Bixschote and in Argonne and in the sector north of Laharzee.

The highest temperature recorded yesterday was 42 degrees above zero. At nine o'clock yesterday morning it registered 39 above; at nine last night 34 above. The coldest of the previous night was 34 degrees above.

The sun sets this evening at 7.08 and tomorrow at 7.10; it rises tomorrow morning at 5.44 and Wednesday at 4.42. The moon sets this evening at 6.47. The last quarter of the moon was on Monday, April 24th at 6.35 p. m. There will be a new moon on Thursday, May 2nd, at 1.59 p. m. The length of today will be fourteen hours and twenty-two minutes.

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