

FRIDAY

IN WINTER QUARTERS.—The ferryboat Hillsborough was hauled up at the Marine wharf dock yesterday afternoon for the winter. The various Government dredges have also been hauled up into the same winter quarters.

HELPING THE G. W. V. A.—The Ladies Aid of the G. W. V. A. got busy during Christmas week and sent out Christmas parcels to each child now in the orphanages, whose soldier father was overseas in the war.

A MEETING OF ALL MEMBERS OF THE 2ND-98TH SIEGE BATTERY OF THE WAR VETERANS.—A meeting of the 2nd-98th Siege Battery of the War Veterans was held at the Great War Veterans' Room on Friday evening, January 2nd at 8 p. m. to make arrangements for the annual reunion and banquet. Every member is cordially invited. J. P. Hooper, Major.

FRACTURED A RIB.—Mr. George Bishop, an old and respected resident of Summerside had the misfortune to slip and fall on the icy sidewalk on Wednesday last, the result being the fracture of a rib. His head is at present confined to the house.

HAPPY NEW YEAR.—This New Year's morning, at the Y. M. C. A. Charlottetown beginning at nine, a prayer and consecration service will be held for men who are willing to hand themselves over for Christian service individually or collectively. All men cordially invited to be present for an hour.

COVE HEAD.—The Presbyterians and Methodists of Cove Head will meet for united services each evening next week, in the Methodist Church. The meetings will commence on Monday, Jan. 5th at 7:30 p. m. and will be conducted by Revs. T. A. Wilson and F. H. Littlejohn. All are cordially invited to attend these services.

POLICE RECORDS OF 1919.—The police court records for 1919 show the following: Cases of drunkenness: 80 convictions, 40 dismissals; total 120, as compared with 23 convictions and 5 dismissals in 1918. Disorderly on street 10 convictions, 15 dismissals. Insulting and abusive language, four convictions, six dismissals. Violation of traffic by-laws, 7 dismissals. Violation of milk by-laws, 3 dismissals. Assault and battery 10 convictions, 4 dismissals. Larceny 6 convictions, Breach of Motor Vehicle Act 14 convictions, 11 dismissals. Malignant injury to property, 4 convictions 3 dismissals. Receiving stolen goods, 2 convictions, 1 dismissal. Breach of Inland Revenue Act, 4 convictions. Breach of Game laws, 1 conviction. Breach of Game laws, 1 conviction. Vagrancy, 4 convictions. Operating a gaming machine 1 conviction. Breach of the Prohibition Act, convictions 41, dismissals 16, as compared with 21 convictions and 21 dismissals in 1918.

A largely attended meeting of the Charlottetown Board of Trade was held yesterday morning, under the presidency of Mr. R. E. Mutch, to consider the proposal to take the Car ferry to come off her route and send her to the relief of the C. M. D. steam Canadian Spinner which has got caught in the ice in the St. Lawrence, near Anne de Montpelier. It was ascertained that the crew were not in danger and that the vessel had plenty of food and coal on board.

After considerable discussion in which the unanimous opinion was expressed that it would be an outrage to take the Car ferry steamer off the route at this season, endangering our whole winter commerce and practically putting the province out of business, the following resolution, moved by Mr. E. H. Beer and seconded by Mr. A. A. Pomeroy, was unanimously agreed to, and copies ordered to be telegraphed to the Prime Minister, Minister of Railways, Ottawa, Mr. B. H. Hannan, M. C. M., Toronto, and Mr. L. S. Brown, Moncton:

RESOLUTION

"Inhabitants of P. E. I. are in consternation at suggestion to take Car ferry steamer from service to relieve Spinner. Under favorable conditions and no accident this would take at least seven days. The whole Province must suffer during the additional time it will require to relieve the further freight congestion which must accrue. Should accident happen Car ferry or she be hemmed in by ice this province would be absolutely without any means of communication. The large quantities of eggs, potatoes, live stock, dressed meats and other perishable freight delayed would positively put Prince Edward Island out of business, to say nothing of passengers and mail services which would be interrupted indefinitely, and possibly all winter. This Province is also dependent upon the Car ferry for its coal supply. This Board and Province protest against the removal of the Car ferry now or at any further time where any possibility of delay to our service is involved. Should lives of crew of Spinner be in danger suggest you order ice boats from Cape Tormentine by rail to nearest port to Spinner. If it is a question of abandoning the steamer Spinner or this Province we insist we should be considered first."

It was ascertained that owing to contrary winds the Car ferry steamer could not go out that day, and every endeavor was made to get the authorities to countermand the order at once. Premier Bell, who was present by invitation, said the Government was meeting in the forenoon and it would send a telegram enjoining the stand taken by the board.

A telephone communication from Summerside indicated that the Board there was likewise in action.

The shippers also joined in sending a strongly worded protest, and threatening to hold the Government responsible for any loss sustained by the proposed interruption or delay of the service.

His Worship Mayor Wright telegraphed as follows:— D. B. Hannan, Chairman National Railways, Toronto. The City Council and Citizens of Charlottetown join with the Provincial Government and Board of Trade in protesting against taking the Car Ferry Prince Edward off her present route to relieve steamer Spinner and are forced to believe that somebody in your Department has either blundered or is absolutely ignorant of conditions otherwise such an order would never have been issued.

G. D. WRIGHT, Mayor of Charlottetown.

The following telegram was forwarded yesterday to Ottawa by Mr. D. Nicholson, M. P.

Hon. J. D. Reid, Minister Railways. Reported here Car ferry steamer ordered to Gulf St. Lawrence to relieve steamer Spinner. At present there are large quantities of freight coming and going in fact congestion.

I protest against leaving the Province any length of time without transportation, mails and passengers also freight. (Sgd.) D. NICHOLSON.

Summerside Board of Trade took immediate action in writing the authorities on the subject. In addition to the telegram sent by the President, Mr. Selley Hannan along the lines of the Charlottetown ones, Mr. Creel McArthur, chairman of the Railway Committee of the Board, wired to the member for the county as follows: Hon. W. L. Mackenzie King.

"Some ice-bound vessel in St. Lawrence excused for department ordering Car ferry from Province and substituting Scotia which is not an ice-breaker and is wholly unfit and inadequate for Car ferry this season of the year. Prevalent winter winds, heavy east storms, would invite wreck great damage or indefinite imprisonment in ice to Car ferry. Board of Trade and whole Province protest against this hazardous expedition which cannot possibly come off owing to inconvenience, disrupting regular service, coal shortage, fresh fish shipments, and likely total isolation from mainland for several weeks. Exert full influence to have order rescinded and possible great disaster averted."

Telegrams were also sent by Mr. Nicholson, M. P., Mr. Sinclair, M. P. and Mr. McIsaac, M. P. Mr. J. Stanley Wedlock who also wired his protest to the President of the National Railways Board, received the following reply: J. Stanley Wedlock, Charlottetown. Message received. Quite realize the serious situation for Prince Edward Island if Car Ferry is withdrawn from service for several days. There is no alternative but to save life and the Car Ferry is the only boat available. It will not however, be used other than as a last resort and with the positive assurance of the Captain that the service can be performed without jeopardy to the boat. We are looking into the matter of using ice boats.

In response to the protests forwarded yesterday to the Prime Minister and the various Authorities Superintendent Grady night received orders to continue the Car ferry on her present route until further orders, also to have the ice boats at the capes put in readiness, with provisions and crews, to be despatched when ordered. This order is being carried out today and the boats will probably be ready by this evening. Meanwhile the Car ferry is coaled and provisioned, ready to go if needed, but contending for her regular services on the Capes route.

The year now drawing to a close has been on the whole a very good one in the building trade in Charlottetown as notwithstanding the unprecedented advance in the cost of building materials, wages and living expenses, a surprisingly large number of houses were erected.

Important civic work undertaken during the year was the laying of bituminous or asphalt paved streets. Instead of letting out a large contract to have this work done it was deemed wiser to secure a plant to make our own paving material and have it for years to come. Unfortunately there was a good deal of delay in the shipment of certain portions of the equipment which interfered to a great extent with the carrying out of the work proposed. However a splendid strip of street has been laid on Water Street from Weymouth almost to Great George and on Grafton from Edward Street almost to Weymouth and on Queen from Easton to Kent. Haviland Street and a portion of the western extremity of Water Street a solid concrete foundation has been laid which will receive its covering of asphalt early next season when the rest of the proposed programme and additional streets will be attended to. If the work is carried out next year with speed proportionate to that which marked the winding up days of this season citizens may count on a wonderful large area of new smooth street surface.

Another important branch of construction work carried out by the city was the laying of storm sewers on Kent, Rochford, Water, Pownall, Prince, Hillsboro and Grafton Streets. Both of these undertakings kept a large number of men employed at good wages. The year saw the successful completion of the interior of the magnificent new St. Dunstan's Cathedral, the contractor for the

interior of which was Mr. Nocenti of the firm of M. Nocenti of New York and Chicago and the architect, Mr. J. M. Hunter of the British Royal Architect Society, and partner with Mr. C. B. Chappell of this city in the firm of C. B. Chappell and Hunter.

This splendid structure was erected at a cost of about \$300,000 and it is safe to say could not be duplicated today for half a million dollars.

This Cathedral though not by any means the largest, is one of the finest in Canada and indeed has few if any equals on the continent of North America. The edifice which is in Gothic style is 271 feet in length and 120 feet in length at the transepts. The nave is 200 feet in length by 90 in width and the front is 108 feet wide including the towers. The design of the interior is of Gothic of the later 15th century type, flanked on the East front by two towers rising to a height of 200 feet. Over the ceiling of the transepts and the nave rises a third spire to the height of 140 feet or 60 feet above the main roof. The whole building is absolutely fire resisting. The exterior walls are faced on the inside by a second brick wall, tied securely to the outer stone wall, the frame of the building is of structural steel encased in concrete. The columns from the basement of the chancel are 70 feet in length, upper structure of Miramichi freestone. The building is the only fire-resisting church in Eastern Canada and the largest cathedral in the Maritime Provinces. The interior affords to the spectator a scene of architectural beauty. The pleasing lines of the vaulted roof replete with delicate and intricate ornaments blending with the varied colored marble of the dado. The Sanctuary railing, the altars, stalls and ornaments present a scene unique in the architectural beauties of this continent.

The new residence building Dalton Hall, at St. Dunstan's University was completed this summer and opened at the same time as the buildings of other Universities throughout the high place. The work was done by day labor with Mr. H. Corcoran as foreman. Plans by C. B. Chappell and Hunter. This building is in the neighborhood of \$40,000.

Other important work put through this year in Charlottetown was the new warehouse for Messrs Bruce Stewart & Co., 80 feet long by 60 feet wide of frame construction. Messrs H. & S. Lowe, contractors. Plans by C. B. Chappell and Hunter.

The same firm was awarded a contract to E. E. Parkman & Son for a new machine shop of concrete and brick construction, 114 feet long by 60 ft. wide with wing 28x15 feet. Two storeys fitted with steel sashes throughout. Chappell & Hunter architects.

Charlottetown's first modern apartment house was built by Mr. E. E. Parkman this year when he re-modelled the former Grace Church transforming it into a three story building 38x30 feet at a cost of about \$12,000.

Other important work included the remodelling of store formerly occupied by Stanley Bros. for a drug store, tea rooms and "rest room" for Reddin Bros. General contractors, McDougall & McAulay. Plans for lower floor by Jones Bros., Toronto.

Remodelling lower floor of building on Richmond Street, as a branch for Provincial Bank of Canada. Plans by Messrs Chappell & Hunter. Gen. Contractor Charles Heil.

Completion of Convalescent Home on Government grounds. Contractor E. E. Parkman & Son. New metallic covered warehouse on Grafton Street for the Rogers Hardware Co., Ltd., Builder Mr. Alex McDonald. Garage on Pownall Street for Mr. Thomas Campbell planned and built by owner. Additions to St. Paul's Church. Architects, James Harris. Country Club, Brighton, Gen. contractors, Messrs H. & S. Lowe. Plans by E. S. Blanchard, architect. Double residence for Mr. J. H. McGuigan, 2 1/2 storeys 40x44 feet Weymouth Street. Gen. contractors McDougall, Barrett & McAulay. Residence for Mr. H. McDougall. C. Cook, Villa Street, Brighton, 2 storeys, 24x30 frame cons. Gen. contractors, Leo Doyle, Plans, Chappell & Hunter. Residence for Mr. J. H. Howatt, Annapolis Street, Brighton, 2 1/2 storeys. Plans by Mr. A. H. McDougall. Contractors, McDougall, Barrett & McAulay. 2 1/2 storey residence for Mr. R. W. McEwen, Victory Avenue. Plans by Mr. A. H. McDougall. Builders McDougall, Barrett & McAulay. 2 1/2 storey house on Pleasant Street for Mr. Wm. Teed Jr. Plans by Mr. E. M. Barrett. General Contractors, McDougall, Barrett & McAulay. Bangalow for Mr. Ernest W. Beer, Edward Street. Plans by Mr. A. H. McDougall. Gen. contractors McDougall, Barrett & McAulay. Residence for Mr. J. J. Duffy, Edward Street. Plans by Mr. Michael Walsh, builder of same. Residence for Mr. George Hooper, Edward Street from plans by Mr. John Squarebriggs, builder. Residence for Mr. George Ritchie, Elm Avenue, planned and built by Messrs H. & S. Lowe. Residence on Upper Hillsboro Street for Mr. P. J. Prosser. Planned and built by McDougall. Residence for Mrs. McDonald, Upper Hillsboro Street. Builder Mr. Alex McDonald. Residence for Mr. B. F. Van Idertine on Longworth Avenue. Builder Mr. Murdoch McLean. Two residences on Longworth Avenue built and planned by Mr. Murdoch McLean, one of which has been sold to Mr. E. W. Taylor. The other is not yet quite completed. Residence on Dorchester Street for Mr. John Webster of Carvell Bros. Remodelling of the Ings residence at the Esplanade as a Naval

Training Institute. Plans by Mr. James Harris. Contractors Messrs H. & S. Lowe. Remodelling of store formerly occupied by Reddin Bros., as a dry goods store for Mr. G. L. Prowse. Contractors McDougall, Barrett & McAulay.

Remodelling residence of Mr. W. S. Louison, Brighton. This house has been greatly improved in appearance by the addition of a capacious verandah with large square pillars supported. The work was planned by Mr. Louison and the work carried out under the foremanship of Mr. Shepherd.

Remodelling interior of building on Lower Queen Street for Harris-Abbott Co. Contractor Mr. Leo Doyle. Addition at rear of McKinnon Drug Co. for use by McKinnon & Prowse in automobile business. E. E. Parkman, builder. Addition to Eureka Garage building of Kennedy & Webster.

There was also a large amount of work in remodelling, more especially in heating and plumbing, which kept the firms of Bruce Stewart & Co., Stanley Shaw & Pearson & Curtis & Maraschian, James McCaehern and P. H. Trainor busy throughout the season. Some of these firms completed large contracts, which had been carried over from the previous year. The painters as a matter of course were kept busy and Messrs Waller & Doyle, J. Austin Trainor, P. McElroy & Son, George Prowse, J. M. McBride and others all report a very satisfactory year. There were thirty-one alarms for fires set during the year just closed, as compared with forty-four in 1918. The only really bad fire was that which occurred at R. E. Farquharson's Stables when sixteen horses were destroyed with the loss of the premises a much more serious state of things might have occurred. Following is the list:— Jan. 25.—Alarm at 1:25 a. m. for fire at Railway paintshops; consider able damage. Jan. 26.—Alarm at 8:25 p. m. fire at League of Cross rooms. Slight damage. Feb. 2.—Alarm at 1:30 p. m. for fire at Miss McKinnon's Corner Euston and School Streets. Damage slight. March 20.—Alarm 3 a. m. for fire at John Walker's, Gaytown. Damage slight. April 5.—Alarm 3:45 p. m. for fire at L. A. Hynes' residence, Passmore Street. Considerable damage. May 10.—Alarm 11 a. m. fire at Wm. Acorn's residence, Oriole Street. Slight damage. May 10.—Alarm 6:40 a. m. fire at Connolly building, Sydney St. West. Damage slight. June 3.—Alarm 2:45 p. m. Residence Peter Benoit, Queen Street. Slight damage. June 6.—Alarm 11:40 a. m. Rogers Hardware Co., store. No damage. June 6.—Alarm 2:15 p. m. Albert Cannon's residence, St. Avaris. Considerable damage. June 6.—4 p. m. M. P. Hogan's warehouse on wharf. Slight damage. June 15.—Alarm 11:40 a. m. Fire at Alfred Egan's, King St. Slight damage. June 16.—Alarm 9:05 p. m. John Ryan's residence, Rochford Street. No damage. July 5.—Alarm 10:50 a. m. Martin O'Brien's, Spring Park Road. No damage. August 9.—Alarm at 8:45 a. m. Peter Trainor's residence, Rochford Street. Slight damage. August 19.—Alarm 4:15 p. m. Grand Stand Exhibition grounds. Slight damage. August 20.—Alarm 9 p. m. Provincial building. No damage. August 22.—Alarm 8:10 p. m. Barn and house owned by James Walker, East Royalty. Total loss. Light case of fire. October 31.—Alarm 11:05 a. m. Chimney fire at Bayfield Street West. No damage. September 28.—Alarm 3:30 p. m. Fire at S. A. McDonald's dry goods store. Slight damage. October 4.—Alarm 6:45 p. m. Fire on motor boat at Pickett's wharf. Boat considerably damaged. October 15.—Alarm 8 a. m. Joseph McAleer's residence, Spring Park Road. Slight damage. October 21.—Alarm 7:30 p. m. Mrs. S. McDonald's Fitzroy Street. Slight damage. October 21.—Alarm 8 p. m. Fire on motor boat owned by Wallace McDonald, Pownall wharf. Boat badly gutted. November 9.—Alarm 3:40 a. m. Fire at R. E. Farquharson's livery and boarding stables, King Street. Building total loss and 16 horses smothered. November 13.—Alarm 6:15 p. m. P. T. Murphy's residence, Victoria Avenue. No damage. November 13.—Alarm at 9:30 p. m. T. L. Smith's store and residence Cumberland Street. No damage. November 28.—Alarm 7:50 a. m. Fire at DeBlois Bros. Lower Queen Street. Slight damage. December 23.—Alarm at 2 p. m. Barn corner Queen and Passmore Streets. No damage. December 29.—Alarm 1:20 p. m. James McBride's residence, Spring Street. Damage slight.

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salles will take place January 6 at the Qual Dorsey, Baron Von Lersner head of the German delegation and Paul Dutasta, Secretary of the Peace Conference, tonight settled all points in connection with the signature of the treaty relating to naval material which it is expected will be solved shortly.

The Germans will sign the protocol and at the same time the Allies will hand a letter to them agreeing to reduce their demands to 400,000 tons if the total available tonnage has been over estimated or Germany is gravely menaced economically. In any case after their signature the Allies will get 424,000 tons of material and the balance, based on the report of experts who are now checking up at Danzig, Hamburg, and Bremen.

The British Prime Minister Lloyd George will be present at the ceremony which will be carried out without any display. Diplomatic relations with Germany will be resumed the following day when the French Charge D'Affairs will go Berlin and French consuls will remain at their posts.

Allied troops will proceed January 12 to the territories which must be evacuated by the German or where plebiscites are to be held. It is estimated that 100 trains will be needed for this purpose.

Complications Coming Up PARIS, Dec. 31.—Although the Supreme Council today fixed Jan. 6th as the date for signing the peace and exchanging ratifications of the German peace treaty, complications are developing which is thought by some persons council circles, may again cause the postponement of the ceremony of putting the treaty into effect.

The fact that there are 800 German troops in Upper Silesia where a plebiscite is to be held, was brought to the attention of the council, which unanimously read the opinion that Germany should be informed that the treaty had better be withdrawn.

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