

THE CENTRAL GUARDIAN

This column is reserved for news of local interest but advertising of a heavy nature may be inserted at a special word strictly payable in advance.

BOARD OF TRADE—Quarterly meeting tonight, 8 o'clock. L-1079

DON'T FORGET Bridge Party in Holy Name Hall, Wednesday evening at 8.15 in aid of St. Vincent's Orphanage. Lucky draw prize. L-1076-10-10-11.

A THANK OFFERING SERVICE will be held in New Glasgow United Church on Sunday, October 14th at 7.30 P. M. Music by Long River choir and an address by Mrs. H. J. Toombs of Kensington. L-1068-10-10-11.

CARD TOURNAMENT—The second game of the auction forty-five tournament played in the Holy Redeemer Hall last night was a great success with seven tables playing. The prize winners were as follows: Gentlemen's first, Mr. Griffin, second, Mr. Dickson, Ladies first, Mrs. Hugh Connor, second, Miss Hilda Duffy and the first out of the women was won by Mr. M. Griffin.

IMPORTANT TOPIC—At the quarterly meeting of the Charlottetown Board of Trade, which took place in the Board rooms this evening, an address will be given by Mr. H. K. S. Hemming on "The Economic Future of Prince Edward Island." At the conclusion of the address the meeting will be thrown open for general discussion. The subject, which is one of widespread interest, merits serious attention and it is hoped that a large audience will be on hand.

AUTO ACCIDENT—Miss Eileen Ryan and Miss Evelyn Connor, of Charlottetown, were admitted to the Colchester County Hospital Sunday afternoon following a collision at the corner of Prince and Willow streets. Both young ladies were quite severely hurt and Miss Connor received a bad cut near her eye. The car in which the two were riding was driven by Mr. Scully of Lourdes, Pictou County, and was in collision with a car from Ontario. The passengers in the Ontario car escaped injury—Truro Exchange. Miss Connor returned home Monday but Miss Ryan, who suffered a fractured collar bone, was forced to remain in New Glasgow, N. S., for a few days until she is able to travel.

Y. M. C. A. READING ROOM ALTERATIONS—Decorators are now at work in the Y. M. C. A. making improvements to the front room which will be fitted up as a first class reading room. The alterations to the reading room facilities of the Y. M. C. A. was one of the attractive features of the Association Building and when present plans have been consummated the reading room fittings and appointments will make first class provision for those interested in this type of Y. M. C. A. service. The entire project is being carried through by the Y's Men's Club of the Association and is one which this active service organization has been contemplating for some time. The color scheme and interesting effects of the room will be particularly adapted to the purpose for which the quarters are to be used and the aim is to have the improvements give an atmosphere of home-like warmth and comfort. A range of new books and papers to satisfy the diversity of interests will be kept on file and confidence is expressed that many boys and men of the city interested in good reading will find a real satisfaction in this particular phase of the Association's service.

PROBATE COURT—Judge Palmer of the Probate Court has handed down his judgment regarding the application to prove the will of Joseph Dwyer, of Maple Street, in Prince George, dated June 27, 1933, in solemn form. The issue resolved itself into the question whether at the time the will was made the testator had insane delusions affecting his mind in relation to his testamentary dispositions. It was remembered that the testator, Joseph Duffy, was taken to Falconwood and was found drowned near the Hospital some weeks after he had been put in confinement. The judge found that the delusions in regard to his family under which the testator was labouring had an influence on his testamentary disposition, and he therefore found the will to be invalid and declined to revoke the administration granted to the deceased's mother, Mary Duffy, and further decreed that both the residuary legatee and the next of kin would have their costs out of the estate. Morley M. Hill and Thane Campbell, K.C., for the next of kin, and W. E. Darby and Heath Strong, K.C., for the residuary legatee.

BIRTHS

MCLEOD—At South Granville, on Oct. 3, 1934, to Mr. and Mrs. John H. McLeod (nee Lillian Matheson), a daughter, Christie Joan.

PEAKE—Born at 334 Euston St., Oct. 8, 1934, to Mr. and Mrs. Cyril Peake, a daughter, Florence Catherine, weighing 10 3/4 pounds.

DEATHS

PETERS—At Rollo Bay Oct. 6, 1934, Margaret Deagle, beloved wife of the late John W. Peters, Age 69 years.

BILLINGSLEY—At the P. E. I. Hospital, on Tuesday, October 9, 1934, Belle Billingsley. Funeral notice later.

N. D. MacLean UNDERTAKER EMBALMER Charlottetown and North Westshore Phone 149

ALL WHO ARE INTERESTED in the economic future of the Province are invited to attend a meeting of the Board of Trade tonight at 8 o'clock. L-1082

BODIES OF ACCIDENT VICTIMS BROUGHT HERE—The bodies of Norman and Fannie Baird, victims of the automobile accident at Woodstock on Sunday, were brought to Charlottetown yesterday by motor hearse.

ORDERED TO LEAVE—An out-of-the-province man, who was arrested Saturday for begging, appeared before Stipendiary Magistrate MacKinnon yesterday. He was given a suspended sentence and ordered to leave the Province.

POLICE COURT—At the Police Court yesterday morning a woman charged with operating a motor vehicle while intoxicated was sentenced to twenty days in jail. Two men both charged with being drunk and incapable were each fined \$3 and costs or five days in jail, while a third who appeared on the same charge was remanded until Monday night. A young man charged with taking an automobile without the consent of the owner was given a suspended sentence for six months. He was ordered to report monthly. Another man for contempt of court was fined ten dollars or ten days in jail.

SCHOOL FIRE DRILL—Fire drill was held in the city schools yesterday morning in conjunction with Fire Prevention Week which commenced on Monday. The work of vacating the class rooms in each school was satisfactorily accomplished in less than two minutes. All the drills were carried out in the presence of Coun. B. Roy Holman, representing His Worship Mayor Kennedy, Mr. Angus McEschen, chief of the Fire Department, Charles A. Beer, provincial fire marshal, Joe Crabbe, assistant provincial fire marshal and Mr. Chas. M. Williams, president of the Fire Underwriters Association. The number of pupils who left their seats on the alarm being sounded was as follows: Prince Street School, 600; West Kent School over 500; Rochford Square School 597; Queen Square School 697 and Notre Dame Academy pupils of 200. In all the schools the pupils formed up quietly in banks and proceeded down stairs and out of the building in orderly manner. Teachers posted themselves at different points to direct their charges and prevent congestion or undue haste. The officials were loud in their praise not only of the manner in which the drills were performed but also the hearty co-operation received from all the teachers.

CATHOLIC POETRY SOCIETY—The second meeting of the Prince Edward Island Unit of the Catholic Poetry Society was held at the home of the organizer on the evening of October 7th, 1934. As this was the first regular meeting a program has been arranged which proved to be both instructive and enjoyable. Two members read their own poems, and two others gave selections from the poems of G. K. Chesterton, and Aldrich; the second reading a paper on her experience in the writing and reading of poetry. An informal discussion of the program followed, leading later to historical events in the Crusading days, and early English history. Although there has been an encouraging increase in membership since the Unit was organized, the meeting decided against the election of permanent officers, preferring to carry on the work by selecting a temporary chairman for each meeting; the organizer continuing as secretary. It was also decided to hold meetings twice a month when a member selected by the chairman would read a paper on any subject of literary interest. Members were asked to submit, anonymously, original work, either in prose or verse, to be read aloud by someone present and discussed later. It is gratifying to know that many of this Unit has been read with interest in other provinces of Canada, and the secretary has received applications for membership from some Maritime writers of poetry.

PERSONALS Mr. and Mrs. H. L. Outhouse, Halifax, are registered at the Canadian National. Mr. and Mrs. B. T. Woodie, Irvington on Hudson, N. Y., are staying at the Canadian National. Miss Lulu Toombs and Miss Jean Gill returned Monday from a three weeks motor trip to Boston and New York. The many friends of Miss Myrtle Nicholson of Orwell Cove are sorry to learn of her illness in the P. E. Island Hospital. Her friends hope for a speedy recovery. Chief Justice Matheson leaves for Ottawa on Saturday to attend a meeting of the Commission on Maritime Claims, of which he is a member. Mr. Steele MacKensie, Supervisor of Agencies for the Dominion Life Assurance Co., is on an official visit to the Charlottetown Branch. Mr. and Mrs. Claude Bearisto, and little daughter, Joan, returned to Belmont, Mass. after a very pleasant visit with Mr. Bearisto's mother, Mrs. Daniel Bearisto, Kensington.—Y

Messrs. Fred Power, Frank McKee, Angus Cameron and W. H. McLeod representing the Island Division, left yesterday morning for Moncton where they will attend a meeting of the C. N. R. Employment Relief Insurance Committee.

King Of Yugoslavia, French Foreign Minister Are Slain

(Continued from Page 1)

In a British school, claimed his entire attention. Queen Marie, widow of the slain King, was enroute by train from Belgrade, and was to have met Alexander at Marseilles. As her train crossed France the news was broken to her. She was stricken by shock, and became so ill a physician had to be called. Her special train was due here at dawn. Forty-six-year-old King Alexander was shot three times and slumped quickly to the floor of the automobile. Bullets struck his liver, his left shoulder and his left lung. He died within an hour after the first shots rang out.

Barthou was not in the left forearm and leg. The 72-year-old diplomat died within two hours of loss of blood. General Alfonso Joseph Georges of the French superior war council was shot in the abdomen and it was not believed he could survive. Policeman Shot A policeman named Gall, shot by Kalemien, died three hours later. The chauffeur of the King's car was wounded by a sabre cut when the assassin struck down the assassin. Coming as the second grave political assassination in France within two years, the tragedy stirred up great emotion in that country which had looked to the visit of the Yugoslavian monarch as a great political gesture destined to cement the peace of the Balkans.

Queen Marie, Alexander's consort, who, with him, had completed a successful goodwill mission to Bulgaria, escaped the catastrophe only because her poor health forbade her to travel by train to France. Instead of her warship as the King had come to Marseilles. She was informed of her husband's death at Strasbourg and a special train was placed at her disposal to take her to the dead monarch's side. In death, however, the King was without a woman's care for his blank eyes were closed by a Mme. Jounhaud, the wife of a city official. She performed this last tenderness as the King lay on a couch in the office of the Prefect of the city.

Wildest Confusion The assassinations threw this picturesque seaport into the wildest confusion, coming as they did with such brutal suddenness that the King was wounded within five minutes of the time his foot first trod French soil.

He had arrived in the harbor aboard the Yugoslavian cruiser Dabrovnik, escorted into French territorial waters by a whole fleet of the French Navy. Minister of the Navy Plet, standing on the deck of his ship, with French officials and with all the majesty and pomp of his high station, he took a motor launch to a special landing float, escorted on either side by two French submarines.

A few minutes after four p.m., amid the deafening cheers of a huge crowd shouting "Vive le Roi!" he went on land. M. Barthou greeted him and bade him welcome on behalf of the French nation. The King himself sat at the right of the Royal automobile; Barthou sat at his left; General Georges sat on the opposite seat. The King's car was the fifth in a procession. The four preceding cars were filled with police. They drove through a double lane of city police, while two squadrons of mounted republican guards, with their sabres drawn, trooped at either side of the procession.

Kalemien stood in the midst of the great crowd in the big square before the Stock Exchange. He wedged his way through the police line. The King's chauffeur saw him coming and hit him cry: "Vive le Roi!" The assassin jumped on the right hand running board. The chauffeur smashed him in the face with his fist, but Kalemien clung to his coat.

Kalemien jerked two pistols out of his pockets and fired point blank at the King, at Barthou, and at Georges.

At the same moment, Lieutenant Colonel Pliollet, riding alongside, whirled his horse in an attack and cut Kalemien twice with his sabre.

Rolled to Ground The assassin rolled to the ground, bleeding, as the crowd momentarily gazed on him. He lay on the pavement he fired several more shots which wounded spectators standing about.

Policemen took loose with their own guns as he lay there. He never had a chance to pull a bomb he carried out of his pocket.

Then, with cries of fury, the crowd rushed forward and sought to tear him apart. The police who had shot him rushed in and saved him from the fury of the mob. They carried him, bleeding and dying, to a nearby news stand. He died within two hours in a police station under questioning.

The chauffeur of the King, despite his wound, drove the car to the Prefecture. His Majesty, the wounded King, was carried in by gentle hands and put down on a divan. He was unconscious, however, conscious since the moment of the shooting. He never came to. He died there garbed in the full dress uniform of an Admiral. Across his chest was the ribbon of the Grand Cross of the French Legion of Honor. Around his makeshift death bed stood a cordon of French officials, some of them openly weeping. This is Colonel Pliollet's description of the assassination:

"The automobile of King Alexander, in which were the King, M. Barthou and General Georges, approached at the corner of Queen Elizabeth Street when I saw a man leave the crowd, pass by a policeman at the edge of the sidewalk, and start toward my horse.

"He forced my horse around and leaped on the running board of the automobile. I whirled my horse sharply but so quick was the man that I could not prevent him putting his arm over the door of the open car. He fired two or three times on the King.

"I lifted my sabre and with two slashes knocked down the man. The flashing light from the ground while the chauffeur started ahead. "The assassin, still on the ground, continued to fire, some bullets hitting policemen and women who were in the front row of spectators. Police rushed forward, surrounded the royal car to hold back the crowd which was filled with fury. "The assassin was lifted and the crowd surged forward and would have killed him if the police had not carried him to a news stand. "The scene in the streets was so terrible that the King's body lay in one of grief that the King, whom the French press called the "Knight King" and the "Soldier King" had been killed on French soil.

His Majesty was attended at his death by military surgeons and local doctors, who were hastily called, but they could only report his condition to be hopeless. Laid on Divan The King was laid out on a divan covered with green silk. His hands were joined across his chest while the French tricolor was draped across his legs. His face was calm and pale. Guarding him in the death watch were two French Gardes Mobiles with drawn sabres. The King's body lay on a couch in the office of the Prefect of the city.

On April 5, 1918, on receiving an important deputation of British sympathizers led by the Archbishop of Canterbury, the Lord Mayor, Lord Milner and Sir Edward Carson) he publicly identified the dynasty with the cause of unity in the final victory "our Yugoslav people united in a single state will have their part."

During the rest of the war he remained at Serbian headquarters and shared his army's victorious advance in October, 1918. On December 1st delegates of the Yugoslav National Council in Zagreb formally recognized him as regent in all the Yugoslav provinces of the former dual monarchy and he assumed the title of "Prince of the Serbs, Croats and Slovenes."

The attempt made upon his life on June 29, 1921, after he had taken the oath the previous day to the new Yugoslav constitution, was popularly known as the "Serbian Revolution." He thought the curfew should be eliminated before the pavement is laid. Coun. Turner expressed agreement with Coun. Rattray, as did also Coun. McDougall. The latter suggested that if the government's street road making works well this year, similar pavement could be laid on North River Road next spring.

The City Engineer indorsed Coun. Rattray's reasoning with regard to immediate paving when there was much digging required. Coun. Holman moved, seconded by Coun. VanDerstine, that the chairman of the Street Committee wait on owners of the property in question to discuss the matter of street paving. The City, he pointed out, is starting to build sidewalks and streets with the idea of giving employment. It is up to the Council to give as much employment as possible between now and the winter. Time is going by and only a certain number of men have been employed or can be employed under the present plan, whereby the City does its own street work. There have been bids from other contractors for the work, among them the Warren Paving Company, which has done satisfactory street work in other years. It might be worth considering having this Company finish the street work at an estimated cost of \$11,100. This would build an additional 5,500 yards of street, he pointed out and would give extra employment this fall. There was the danger if the work was left undone, of the time limit of the government grant expiring. The motion carried.

JEAN LOUIS BARTHOU Jean Louis Barthou, France's Foreign Minister and twice her premier, had been one of the leading stormy petrels of French politics since 1899. At the time of his death the treaty-collecting senior statesman was talked of as President Albert Lebrun's choice for the next premier should the government of Gaston Doumergue fall.

During his long political career Barthou held nearly every important office of the French government except that of president. And at 72, the age when most statesmen are content to look back on their achievements, Barthou sought only further worlds to conquer. The son of a hardware store proprietor of the tiny village of Oloron-Saint-Marie in the lower Pyrenees department, Barthou was a self-made man.

As France's elder statesman he was known as one of the most brilliant speakers in the republic and also as one of the nation's leading historians and literary critics. All Europe knew the dynamic diplomat. He was no stranger to King Alexander who died with him from the assassin's bullet in Marseilles. During his visits to Belgrade he talked often with the Yugoslav king and declared: King Barthou's father, a hard-working merchant, could not afford to send his ambitious young son to Paris

Returned Men!

Order your Divisional Beret and Unit Arm Band NOW for the Armistice Day Parade. See them in the windows of the TIP TOP STORE

King of Serbia, and of Zorka, third daughter of Prince Nicholas of Montenegro. He was educated in Leningrad, St. Petersburg. In 1906, nearly ten years after his father's election to the Serbian throne he came to reside permanently in Serbia.

Soon after his return, his elder brother, Prince George, was obliged to renounce the succession owing to his unbalanced temperament and various instances had occurred during the Bosnian crisis, and Alexander was there formally recognized as Crown Prince. On the outbreak of the Balkan War in 1912, he assumed nominal command of the army and won his spurs at the battle of Kumanovo, subsequently serving with distinction in the campaigns against Turkey and Bulgaria.

On June 24, 1914, King Peter, whose health had broken down, appointed him Prince Regent, and he was Commander-in-Chief when the World War broke out. He remained permanently at army headquarters and shared with his soldiers all the privations of the retreat through Albania. After the exiled Serbian government had established itself at Korfu, Prince Alexander and M. Pasic visited Paris and London, where the Prince received a warm ovation.

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Council Again Calls Tenders Re Street Work

(Continued from Page 1)

Committee reported a number of wooden sidewalks had been put down. Coun. MacDougall for the Public Property committee said Mr. Alfred Pickard desired to purchase or rent the building owned by the city at the foot of Lower Queen Street. The matter was referred to the committee and the finance chairman.

Coun. VanDerstine suggested the need of an automatic stoker in the market building. Coun. Turner approved. He believed the installation of such equipment would mean substantial economy in coal consumption. The Mayor instructed the Market Committee to obtain further information as to price, etc., for next meeting.

REVISED STREET PROGRAM

The following resolutions, moved by Coun. Reardon and seconded by Coun. Turner were passed without discussion: 1.—That the program of street work adopted by the council at an adjourned meeting on Sept. 21 is hereby rescinded and the following program be adopted in lieu thereof: That a four-inch asphaltic base with one inch asphalt top be placed on the following streets: North River Road from McMill Avenue to the city limits. McMill Avenue from Sanatorium to Spring Park Road; thence along Spring Park Road to connect with present permanent street near Boyles Bridge.

Sydney Street from Queen Street to Rochford Street. Congress Street from Brighton Road to Villa Street. Bayfield Street from Queen Street to Spring Park Road. 2.—That the City Engineer be given power to appoint his key men of City works, and if they are found not doing their work satisfactorily they should be dismissed. 3.—That storm sewers be placed on Upper Hillsboro Street from Euston Street for a distance of approximately 600 feet; also on McMill Avenue and Ambrose Street and North River Road as required by the City Engineer.

North River Road The Mayor referred to a dangerous curve on North River Road about which there had been complaint. The Engineer's examination showed the straightening of the curve would require going into private property to a width of 75 feet. Coun. Rattray stressed the possible risk of laying pavement this year on McMill Avenue when so much digging has to be done. It might be well to leave the paving until next year. He thought the curfew should be eliminated before the pavement is laid.

Coun. Turner expressed agreement with Coun. Rattray, as did also Coun. McDougall. The latter suggested that if the government's street road making works well this year, similar pavement could be laid on North River Road next spring.

The City Engineer indorsed Coun. Rattray's reasoning with regard to immediate paving when there was much digging required. Coun. Holman moved, seconded by Coun. VanDerstine, that the chairman of the Street Committee wait on owners of the property in question to discuss the matter of street paving. The City, he pointed out, is starting to build sidewalks and streets with the idea of giving employment. It is up to the Council to give as much employment as possible between now and the winter. Time is going by and only a certain number of men have been employed or can be employed under the present plan, whereby the City does its own street work. There have been bids from other contractors for the work, among them the Warren Paving Company, which has done satisfactory street work in other years. It might be worth considering having this Company finish the street work at an estimated cost of \$11,100. This would build an additional 5,500 yards of street, he pointed out and would give extra employment this fall. There was the danger if the work was left undone, of the time limit of the government grant expiring. The motion carried.

STREET WORK DISCUSSED

Coun. Holman asked and received permission to discuss the matter of street paving. The City, he pointed out, is starting to build sidewalks and streets with the idea of giving employment. It is up to the Council to give as much employment as possible between now and the winter. Time is going by and only a certain number of men have been employed or can be employed under the present plan, whereby the City does its own street work. There have been bids from other contractors for the work, among them the Warren Paving Company, which has done satisfactory street work in other years. It might be worth considering having this Company finish the street work at an estimated cost of \$11,100. This would build an additional 5,500 yards of street, he pointed out and would give extra employment this fall. There was the danger if the work was left undone, of the time limit of the government grant expiring. The motion carried.

Coun. Holman pointed out that both governments that are building roads at the present time are building them by contract. Coun. Reardon said the City Clerk's final statement would show that about \$12,000 was received by the city laborers for the work last year.

Coun. Hennessey said in the last contract called it was stipulated that the wages would be 35 cents an hour. He wished to know how much the sidewalks had cost and how much remained of the \$36,000 appropriation. He believed the money should be spent if possible before the snow comes. Could the Surveyor manage to get this work done in time? That was the question.

In reply to a question the Surveyor said the asphalt work had not been started yet. Coun. Blanchard asked how many men would be given employment if the work was given by tender. Coun. Holman: "I was told from 80 to 100 men."

Coun. Turner suggested proceeding as at present until the figures could be checked up. He could not understand why there was such an insistent demand to give the work to the Warren Paving Co. when there was a lower tender. Coun. Hennessey suggested the reason was the known reputation of the Warren Paving Company.

Coun. Rattray asked how many days of fine weather would be required to complete the work. The Surveyor said with fine weather the work might be finished in three or four weeks. Coun. Hennessey said he understood the intention was to give only the contract for the black base and have the City Engineer complete the other work.

Coun. VanDerstine believed the important thing was to push the work forward and give employment to many men as possible. Coun. Holman's motion to rescind the previous motion was then put, and carried on a standing vote.

City might then have to foot the whole cost of the unemployed work.

Coun. Rattray maintained the paving programme had been settled already and that it could not again be discussed without a motion to have the matter reopened.

Coun. Holman moved that the discussion on the question of street tenders be reopened. Coun. Reardon seconded Coun. Holman's motion, which was opposed by Coun. Rattray as being out of order.

Coun. Reardon said a statement had appeared in the press that only 20 percent of the money under contract went to the laborers. This he wished to deny. He quoted the following statement of money expended on pay roll and producing material for the work done in the City of Charlottetown this year:

Table with 2 columns: Item, Amount. Cash Pay Roll at Charlottetown \$9,238.90; Pay Roll at Grand Falls producing sand and gravel 2,599.65; Ray Roll producing sand at Belle River 928.30; Pay Roll producing muck sand 292.00; Total money spent \$13,048.75

In addition to the above Coun. Reardon continued, there was spent on labor and labor producing material for the sewer work done in the fall of 1933 the following:

Table with 2 columns: Item, Amount. Pay Roll in Charlottetown \$1,949.80; Labor producing gravel 337.00; Labor producing sand 234.00; Total money spent for labor for entire work \$15,568.55

Previous Motion Rescinded Coun. Holman moved and seconded by Coun. Turner, "that the motion of the Council to have the City Engineer do all street work under the unemployment relief program, be hereby rescinded."

Councilor Turner said there seemed to be a persistent campaign to hand the work over to the Warren Paving Co. On previous tender specified curb but said nothing about the gutter. The tender for the sidewalk of the Modern Paving Co. had been very much lower than that of the Warren Company, he said. The whole matter of street work tenders had been discussed by the Council and it was decided that more money would go to the laborers by having the city do the work. Otherwise it would be natural to expect that the lowest tender would be acceptable. While the present arrangement with the Warren Company had not been made, it would make the Council look very foolish if a change were made now.

Coun. McDougall pointed out that the Engineer has today seventy men at work. The material for the sidewalk has been ordered and is going ahead as decided. The figures cited by Coun. Reardon, he said had included wages paid to the Warren Company's own men. He referred to a riot staged by some intoxicated men on Labor day. He understood that the Warren Company had been hired again by the city, against which he strongly protested.

Coun. Rattray said he was satisfied with his own attitude, "notwithstanding the objection of all the big taxpayers. He had the approval of the Labor Union that the city was doing the right thing by doing the work itself. He had received the same advice from both governments. The Warren Company had not shown how they were going to give extra wages to the workers, and the work is the essential thing. He wanted to see the city's own officials carry out this work. "I cannot get over my skin what is at the back of this Warren Paving Company," he added, \$6,500 was all the market town laborers got from the Warren people, according to the figures of the City Clerk.

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Coun. VanDerstine believed the important thing was to push the work forward and give employment to many men as possible. Coun. Holman's motion to rescind the previous motion was then put, and carried on a standing vote.

The division was: Ayes: Couns. Holman, Hennessey, Reardon, Blanchard, VanDerstine, Nays: Couns. Rattray, Turner, McDougall

Question of Tenders Coun. Rattray said the next step must now be to call for tenders. Coun. Turner and Coun. Hennessey approved of this suggestion. Coun. Holman urged that the work should not be held up and that an arrangement could be made without involving the delay of calling for tenders.

There was further discussion by Couns. Turner, Hennessey, Reardon and Coun. Holman. Coun. Hennessey asked what would be done with the 76 men now employed by the City Surveyor.

After some further discussion Coun. Holman moved, seconded by Coun. Reardon: "That the City Engineer continue with the work of laying storm sewers." Carried without opposition.

Coun. Holman then moved, seconded by Coun. Reardon: "That if arrangements can be made with the Warren Paving Co. to lay the streets, curb and gutter, at the price of one dollar per square yard for streets, and curb and gutter at 85 cents, they to take over all material now on hand or ordered by the city for said street work at price paid or agreed upon by the city, said arrangements be made immediately, rate of wages to be 35 cents per hour. Such arrangements to extend only to such work as shall involve a total cost to and through the city of \$14,900."

Coun. Holman said the reason the Warren Company's name had been mentioned was because many citizens had commended them. The streets they had built were probably the best in the city and their figures on curb and gutter were \$200 below the next lowest tender. Coun. Turner disputed the latter statement.

Coun. Holman believed arrangements could be made immediately with the Warren Company and they would have from 60 to 75 additional men at work in a few days.

The following amendment to Coun. Holman's resolution was moved by Coun. Rattray, seconded by Coun. Hennessey: "That tenders be called to close at noon Friday, Oct. 12, for the surfacing of all plain curbs and gutters on all streets specified in the unemployment relief program on specifications amended to cover the existing circumstances as to materials purchased and on order, and as to work partially done, but including all restrictions as to wages and labor supply and trucking as in last specifications, all only on four-inch black base and one-inch surface type of street."

The amendment was carried on a standing vote. Couns. Rattray, Hennessey, Turner, McDougall and Blanchard supporting it. Coun. Rattray asked what the fee was for a Councilor's resignation. The Recorder said he understood it was \$16.00.

Coun. Rattray: "It's worth \$16.00 to be out of this." He intimated that he would seriously consider resigning during the next three days, and if he did, he would have something to say for publication. The meeting adjourned until Friday next at 8 p. m. when tenders will be considered.

FOOD INSPECTION To His Worship the Mayor and members of the City Council. I herewith submit my report of Food Inspection for the month of September, 1934: