

Local and Other Items

The first snowfall of the season fell over St. John, N. B., at noon Monday, the storm lasting for more than an hour.

Two cans of fresh milk poured on the blaze probably saved the house of William McNamara of Redhead, N. B., on Friday last.

The steamer Celtic arrived at New York last Friday from Liverpool and Queenstown with 344 boxes of gold, valued at \$10,000,000 to \$12,000,000, consigned to the Federal Reserve Bank.

The New Brunswick Rolling Mills, Ltd., of St. John, have bought H. M. S. Niobe and two submarines, C. C. I. and C. C. 2 now at the Halifax dockyard. They will be brought to St. John and scrapped.

Prince Paul, younger brother of the late King Alexander, was proclaimed King of the Greeks Parliament last Thursday evening. Earlier in the session Admiral P. Condouriotis was elected regent. Prince Paul was born on December 1, 1901, and is not married. Since his father, former King Constantine, left Greece, Prince Paul has been with him in Switzerland.

CLERICAL CHANGES—Rev. D. J. G. McDonald has retired from active pastoral work. Rev. Pius McDonald has been transferred from St. Joseph's Parish, Morell, to succeed Rev. D. J. G. McDonald, retired. Rev. Joseph Rooney of St. Dunstan's University, succeeds Father Pius in Morell parish. Both Father Pius and Father Rooney were military chaplains overseas.

In the Presidential Election in the United States yesterday, Harding, Republican, was elected by a sweeping majority. His majorities break all records for Presidential elections in that country. He received 372 electoral votes, to 137 for Cox, Democrat, with 22 doubtful; and his majority of the popular vote is about 6,000,000 over the Democratic candidate. The new President will be inaugurated on March 4th next.

The monthly pension bill for Canadian soldiers is being reduced about four thousand a month on account of returned men with disabilities from 5 to 14 per cent, commencing their pensions and cashing in instead of drawing a small monthly allowance. Twenty thousand are taking advantage of the commutation privilege and 8,500 have done so already and been paid an average of \$430. The total amount paid is \$3,659,000, and when all are commuted it will be nine millions.

The steamship Rambler, plying between Key West and Havana, was reported drifting southwest of Santiago, Cuba, with 50 passengers aboard and no water in a wireless despatch received at New York on Friday night last by the Naval Commission Service. The message said that a Cuban gunboat sent to the rescue had returned and reported that no trace of the vessel could be found. The wireless despatch was sent from the station at Jamaica, West Indies, and was intercepted by the steamship City of Sherman, which relayed it to New York. The message said: "At 6.50 p. m. steamer Rambler reported drifting southwest of Santiago, Cuba, with 50 passengers and no water. Cuban gunboat sent to rescue returns, reporting no trace of Rambler."

DIED

MACDONALD.—At Little Sands P. E. I., on Oct. 24th, 1920, Catherine MacPherson, relict of the late Malcolm MacDonald, aged 86 years and five months.

LANE.—At East River, Oct. 25th, 1920, John C. Lane.

CORISH.—In this city on Oct. 30th, Mrs. William Corish, aged 49 years. She leaves to mourn besides a sorrowing husband, two brothers, Thomas in Port Hawkesbury, N. S. and Peter at home. R. I. P.

JONES.—At Mount Herbert, on Oct. 26th, Mrs. Robert Jones, aged 76 years.

McKENZIE.—At Montague, Oct. 26th, Margaret McKenzie in her 83rd year.

British Shipbuilding.

Great Britain continues to set a pace in ship construction with which other nations cannot begin to compete. The United States has an especial ambition to rival Britain in this respect, but while progress is being made, the British lead has lately increased. The latest figures issued by Lloyd's Register of Shipping show the United States to be further behind Britain than it was before the war.

During the war a wonderful effort was made in the United States. In June, 1914, the gross tonnage under construction in American yards was 148,000, and by March, 1919, it had risen to 4,186,000. Since then there has been a rapid decline, and last month the tonnage under construction in the United States was 1,723,000. Britain could not show such a large war gain, her construction work being so much greater before the war. British construction increased from 1,722,000 in June, 1914, to 2,255,000 in March, 1919, but whereas American construction has been falling off since the spring of last year British construction has been making greater gains than ever. On September 30 British tonnage building was 3,731,000. Thus, British yards are at present building nearly two million tons more than American yards.

Britain is building 912 steel vessels of a total of 3,715,000 gross tons, while the United States is building 280 of the same type with an aggregate gross tonnage of 1,785,000. Twenty five of the British ships are of 15,000 tons or more each, while sixty-four are to have a tonnage of 10,000 or upwards. In one particular the United States is leading—the construction of tank steamers. She is building 79 of these with a gross tonnage of 545,302, while Britain is building 32 of 232,758 gross tons. Other countries have three such ships of 18,000 tons under construction.

Priority Rule Suspended

Washington, Oct. 27.—Emergency orders for preference in car supply and priority in the movement of bituminous coal to Lake Erie ports, for trans-shipment to the north west states, were suspended indefinitely today by the Inter-State Commerce Commission.

Demand for coal at the lake ports for trans-shipment is now less than at any time since the orders were made on July 20, the Commission stated, with extensive accumulations of coal at these ports, and a large volume on route. Productions of coal and car supply have been considerably increased, the Commission added, and are now believed adequate to take care of the northwest states without the priority order.

In the central territory, however, the commission declared, there was a shortage of coal for domestic use for which transportation should be supplied before the cold weather sets in. The suspension of the northwest order should enable the mines and railroads to take care of the central territory promptly and fully, and will make more fluid the movement of traffic throughout this territory, and enhance the general car supply.

According to an official of the Board of Railway Commissioners for Canada last night no word has been received in Ottawa regarding the order issued by the Inter-State Commerce Commission at Washington. The coal supply will not be affected to any extent here, and the order applies chiefly to the Cleveland Pool, which handles sufficient cars to supply the north western states, and also Canada, with coal. The official stated that in view of the present fuel stocks, no shortage is expected to result from the Washington order, but should any be encountered sufficient coal could be obtained from Alberta.

The Inter-State Commerce Commission also issued an order last June setting aside cars sufficient to supply the immediate needs of the northwestern states and Canada. Coal prices are expected to remain unchanged here.

Minard's Limestone for Gavel in Cawa.

New Rail Service to the Pacific Coast

Canadian National Railways inaugurated Fast Daily Service Between Montreal and Vancouver—Luxurious Trains in Operation.

From all points in the Maritime Provinces there is the finest of through rail service to the Pacific Coast, via Canadian National Railways. All that travel comfort can suggest, convey or devise is here for the traveller. The most modern of steel equipment—first-class coaches, standard sleepers, tourist cars and luxurious compartment cars are on the through trains between Montreal and Vancouver. The excellence of the connecting train from Eastern points, the "Ocean Limited," is known to all travellers. The new service from coast to coast is the best that any railway offers anywhere.

The Ocean Limited leaving Halifax at 10 a. m. daily, arrives in Montreal at 9.20 a. m. the day following. Connection is made with the splendid train operating under Canadian National and Grand Trunk management, leaving Bonaventure station at 5.00 p. m. This train, with its equipment of compartment cars, standard sleepers, standard diner, tourist and colonist cars, arrives at Ottawa at 8.00 p. m. and leaving at 8.20 p. m., is at North Bay early the following morning. Port Arthur and Fort William are reached the morning of the day following and Winnipeg that evening. Leaving Winnipeg at 9.40 p. m., the journey to the coast is continued via Saskatoon, Edmonton, Jasper, Mount Robson and New Westminster and the train arrives at Vancouver at 9.00 a. m. the third day after leaving Winnipeg.

Leaving Halifax on Monday morning for instance the traveller arrives in Vancouver on Sunday morning, just six days and a night of travelling under the finest of travelling conditions.

Particulars of this new through service can be now supplied by all Canadian National Railway ticket agents. Rates can be quoted and reservations made. It is a new era in Transcontinental travel that is but the beginning of a greater railway development under the Canadian National system. Oct. 27, 1920. 31.

W. J. P. McMILLAN, M.D.

Physician and Surgeon
Office and Residence:
105 Kent Street
CHARLOTTETOWN - P. E. I.

McKinnon & McLean

Barristers, Attorneys-at-Law
CHARLOTTETOWN, P. E. I.

MONEY TO LOAN

Legislative Assembly.

Prince Edward Island.

Rules Relating to Private Bills.

36. All petitions for Private Bills must be presented within fourteen days after the commencement of the session exclusive of adjournment.

37. No Private Bill shall be brought into the House, but upon a petition first presented, truly stating the case at the peril of the suitors for such Bill, and such petition must be signed by the said parties.

38. A committee shall be appointed at the commencement of every Session consisting of five members of whom three shall be a quorum. It is denominated, The Private Bills Committee to whom shall be referred every Private Bill, and no proceedings after the first reading shall be had upon such Bill until such Committee has reported thereon to the House.

39. So soon as the Committee has reported any Bill, such Bill together with any amendments that may be suggested by the Committee, shall be printed at the expense of the parties who are suitors for such Bill and printed copies thereof delivered to the members before the second reading if deemed necessary by the Committee.

40. No Bill for the particular interest of any person or persons, Corporation or Corporations, or body or bodies of people shall be read a second time until all fees be paid for the same into the hands of the Clerk of the House.

41. No Bill having for its object the vesting in or conferring upon any person or persons, Municipality or Body corporate the title to any tract of land shall be read or read in the House unless at least four weeks notice containing a full description of the land in question has been published in the Royal Gazette and one other newspaper in this Province of the intention of such person or persons Municipality or body Corporate to apply for such Bill.

H. E. DAWSON,
Clerk Legislative Assembly

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For Farmers and men who work outdoors—are the best made in Canada.
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For further information address
J. E. H. HOWISON,
Grand Secretary,
Kingston, Ont.
April 14, 1920—1y

Announcement
For the information of our many patrons, in both town and country, we deem it necessary to announce that the Coal Business, successfully carried on in the past by the late Mr. Charles Lyons, will be continued by the Estate under the old firm name of C. Lyons & Co.
As we possess almost unlimited facilities for supplying the coal trade, and as we are desirous of extending our already large business, we respectfully invite the patronage of new customers; and if we succeed in this increasing our present connection, we guarantee that we shall be indefatigable in our endeavor to justify the confidence of our new friends.
We again thank our patrons for their past generous patronage, and respectfully solicit a renewal of their esteemed custom.
C. LYONS & CO.
Queen Street - Charlottetown, P. E. I.

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THE TOP MARKET PRICE PAID
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We are registered with and recognized by the United States War Trade Board and all of the Collectors for Customs under licence P. B. F. 30, and you can send your furs to us direct by our tag or any tag, changed to suit, to marked "Furs of Canadian Origin," and your furs will come right through.
FAIR GRADING
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THAT'S WHY THEY ALWAYS ASK FOR
HICKEY'S TWIST
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ALWAYS OF GOOD QUALITY
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CARTERS
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QUEEN STREET
WE SELL WE BUY:
FLOUR OATS
The Best Brands are: Black and White Oats
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Victory Barley, Buckwheat
Beaver Timothy Seed
Gold Medal Flax Seed
Queen City Early Potatoes
FEED HAY
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Cracked Oats, Oil Cake
Feed Flour, Oats
Bone Meal, Linseed Meal
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Schumacker Feed, Hay
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Rolled Oats, Cornmeal
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Poultry Supplies, &c. &c.
We want 50 Carloads of good BALED HAY.
Also BALED STRAW.
We want Fifty Thousand Bushels of OATS.
Write us for prices. State quantity for sale.

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We cater to the men's trade, and no other. If you were sick you wouldn't call to see a Tailor, or a Blacksmith, about the condition of your health. Of course not; you would call to see a Doctor.
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WELL, there's where we shine!!!
We study the business. We know what suits a young man
we know what suits a middle-aged man, and we know what suits the old gentleman—both in goods and in style. It does not make any difference whether you want your clothes Ready-to-Wear, or Made-to-Order. We are equally in a position to suit you. We do not let a suit or overcoat leave our establishment until it suits and fits the man who is buying. Our prices are always right when you take the quality into consideration.
Do not forget that we are sole agents for the famous W H Leishman & Co. Wholesale Custom Tailors. We have an elegant stock of Overcoats to show you at the present time.
Overcoats, Made-to-Order-from...\$30.00 to \$48.00
Overcoats, Ready-to-Wear.....\$15.00 to \$36.00
Success Is a Habit
Our habits make us. We are creatures of habit. Whether we are a success or a failure is a question of how we do things without thinking. To Save is the only way to success
Gloves
We have just the kind of Gloves you need, lined and unlined. Also Wool Gloves for this time of year. Suedes and Tans—both combination. Price.....\$1.00 to \$4.00

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Change of Time—P. E. I. Division

Commencing Monday, October 4th, 1920, Trains will run as follows:—

WEST.
Daily except Sunday, leave Charlottetown 6.25 a. m., arrive Borden 8.45 a. m., Summerside 9.20 a. m.; returning leave Borden 4.10 p. m., arrive Summerside 6.05 p. m., Charlottetown 6.35 p. m.

Daily except Sunday, leave Charlottetown 12.40 p. m., arrive Summerside 4.35 p. m.

Daily except Sunday, leave Charlottetown 2.40 p. m., arrive Borden 6.10 p. m., arrive Summerside 6.05 p. m., Tignish 9.45 p. m.

Daily except Sunday, leave Tignish 5.55 a. m., arrive Summerside 9.00 a. m., Charlottetown 12.40 p. m.

Daily except Sunday, leave Tignish 7.25 a. m., arrive Summerside 1.30 p. m., leave Borden 6.10 p. m., connecting at Emerald with train from Borden and arriving at Charlottetown 6.35 p. m.

Daily except Sunday, leave Summerside 6.45 a. m., arrive Charlottetown 10.40 a. m. Passengers for the Mainland by this train change cars at Emerald Junction, arrive Borden 8.45 a. m., EAST.

Daily except Sunday, leave Charlottetown 6.50 a. m., arrive Mt. Stewart 8.45 a. m., Georgetown 11.30 a. m., Souris 11.25 a. m.; returning leave Souris 1.15 p. m., Georgetown 1.00 p. m., Mt. Stewart 4.15 p. m., arrive Charlottetown 5.50 p. m.

Daily except Sunday, leave Elmira 5.35 a. m., Souris 6.55 a. m., Georgetown 6.45 a. m., Mt. Stewart 8.45 a. m., arrive Charlottetown 10.00 a. m.; returning leave Charlottetown 3.05 p. m., arrive Mt. Stewart 4.15 p. m., Georgetown 6.00 p. m., Souris 7.20 p. m.

SOUTH.
Daily except Saturday and Sunday, leave Murray Harbor 6.45 a. m., arrive Charlottetown 10.40 a. m., returning leave Charlottetown 3.30 p. m., arrive Murray Harbor 7.25 p. m.

Saturday only leave Murray Harbor 7.20 a. m., arrive Charlottetown 10.05 a. m.; returning leave Charlottetown 4.00 p. m., arrive Murray Harbor 6.45 p. m. DIST. PASSENGER AGENT'S OFFICE, Charlottetown, P. E. Island, Sept. 29, 1920.