

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, JULY 7, 1920

VOL. XLVIII. NO. 27

C. N. R. Time Changes Effective June 27th

Do not effect service on Prince Edward Island Railway. Connections are unchanged.

Changes of time on Canadian National lines effective June 27 do not affect the service between Prince Edward Island and the Mainland to any great extent, inasmuch as the time of arrival and departure of trains is unchanged.

Passengers leaving on the morning train at 7:00 a. m. will connect at Tormentine with No. 39 train carrying parlor car. No. 30 is due in Moncton at 1:35 p. m., and connection is made with No. 1 Ocean Limited for Quebec and Montreal, and with No. 13 express for St. John and Boston. The safe parlor car on No. 39 is carried to St. John on No. 13.

Passengers by the train leaving at 1:40 p. m. connect at Sackville with No. 3 Maritime Express for Quebec and Montreal and with No. 9 and No. 10, the night trains between St. John and Halifax.

Train leaving Sackville at 1:15 p. m. connects with first trip of steamer from Tormentine to Borden.

No. 40 train leaving Moncton at 4:30 p. m. carrying cafe parlor car meets with steamer leaving Tormentine for Borden at 7:20 p. m. Boston passengers and passengers on No. 2 Ocean Limited connect with No. 40 train at Moncton. The cafe parlor is carried through from St. John to Tormentine—June 28 31

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 30th of July, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route Montague Rural Mail Route, No. 4, from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Montague and St. Mary's Road, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector's Office,
Ch'town, June 19, 1920.
June 28, 1920—31

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 23rd of July, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route Richmond Rural Mail Route, No. 2, from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Richmond, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector's Office,
Ch'town, 11th June, 1920.
June 16, 1920—31

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 23rd of July, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route Alberton Rural Mail Route, No. 1, from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Alberton, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector's Office,
Ch'town, 11th June, 1920.
June 16, 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, to be 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 it 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 received 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

On 279 Special Trains.

C. G. Railways

Up to March 1st 787,400 Troops have travelled over Government Railways.

Thousands arrive each week at Halifax and are sent forward to Dispersal Areas.

Since the war began in 1914 up to March 1st, when S.S. Belgie disembarked her returned soldier passengers at Halifax 757,400 troops have been carried on special trains over the Canadian Government Railways.

The first train which carried troops over the Government Railways the year the war was declared was numbered one and all special troop trains to and from Halifax since that time have been numbered consecutively. The last train from the Belgie was on Saturday No. 1278. Each train averages about twelve cars with an average of 50 men to a car, which figures up a total of 787,400 men carried. Of course in addition to this thousands of soldiers have journeyed between Montreal and Halifax by regular trains during the past four years.

The movement of troops back to Canada is now approaching its greatest activity. Last Sunday 5000 arrived at Halifax by the transports Lapland and Belgie and fifteen special trains were despatched westward inside of fourteen hours.

S. S. Magnan with soldiers and dependants arrived Wednesday and S. S. Adriatic due Sunday. The movement of returning men is to be kept up actively all summer.

CANADIAN NATIONAL RAILWAYS Prince Edward Island.

Time Table in Effect May 3rd, 1920

ATLANTIC STANDARD TIME

Trains Outward, Read Down. Trains Inward, Read Up

P.M.	P.M.	P.M.	A.M.	Dep.	Charlottetown	Arr.	A.M.	P.M.	P.M.	P.M.
4.40	2.50	1.40	7.00	Dep.	Charlottetown	Arr.	10.50	2.25	7.00	11.20
5.20	4.01	2.58	7.52	Dep.	Hunter River	Arr.	9.20	1.11	5.47	10.20
7.10	4.55	3.35	8.25	Dep.	Entrald Jet	Arr.	8.10	12.25	5.10	9.50
	6.05	4.45	9.10	Dep.	Borden	Arr.	7.10		4.10	9.00

P.M.	P.M.	A.M.	Dep. <th>Borden <th>Arr. <th>A.M.</th> <th>P.M.</th> <th>P.M.</th> </th></th>	Borden <th>Arr. <th>A.M.</th> <th>P.M.</th> <th>P.M.</th> </th>	Arr. <th>A.M.</th> <th>P.M.</th> <th>P.M.</th>	A.M.	P.M.	P.M.
9.60	4.10	7.10	Dep.	Borden	Arr.	9.10	12.25	3.45
9.50	5.10	8.35	Dep.	Emerald Junction	Arr.	8.10	12.25	3.25
10.20	5.44	9.18	Dep.	Emerald Junction	Arr.	7.35	11.51	2.40
10.50	6.15	9.55	Dep.	Summerside	Arr.	7.05	11.20	1.55

P.M.	A.M.	Dep. <th>Summerside <th>Arr. <th>A.M.</th> <th>P.M.</th> </th></th>	Summerside <th>Arr. <th>A.M.</th> <th>P.M.</th> </th>	Arr. <th>A.M.</th> <th>P.M.</th>	A.M.	P.M.
6.35	11.45	Dep.	Summerside	Arr.	10.15	12.25
7.38	1.36	Dep.	Port Hill	Arr.	8.41	11.17
8.33	3.10	Dep.	O'Leary	Arr.	7.21	10.25
9.23	4.20	Dep.	Alberton	Arr.	6.02	9.37
10.00	5.20	Dep.	Tignish	Arr.	5.00	9.00

P.M.	A.M.	Dep. <th>Charlottetown <th>Arr. <th>A.M.</th> <th>P.M.</th> </th></th>	Charlottetown <th>Arr. <th>A.M.</th> <th>P.M.</th> </th>	Arr. <th>A.M.</th> <th>P.M.</th>	A.M.	P.M.
3.10	6.35	Dep.	Charlottetown	Arr.	10.00	5.50
4.15	8.45	Dep.	Mount Stewart	Arr.	8.45	4.15
4.42	9.22	Dep.	Cardigan	Arr.	7.47	2.44
5.02	9.52	Dep.	Montague	Arr.	7.23	2.10
6.05	11.25	Dep.	Georgetown	Arr.	6.45	1.15

P.M.	A.M.	Dep. <th>Charlottetown <th>Arr. <th>A.M.</th> <th>P.M.</th> </th></th>	Charlottetown <th>Arr. <th>A.M.</th> <th>P.M.</th> </th>	Arr. <th>A.M.</th> <th>P.M.</th>	A.M.	P.M.
4.00	3.30	Dep.	Charlottetown	Arr.	10.40	10.35
5.15	5.15	Dep.	Vernon River	Arr.	8.45	9.09
6.45	7.25	Dep.	Murray Har.	Arr.	6.45	7.30

Except as noted, all the above Trains run daily, Sunday excepted.

H. H. MELANSON, Passenger Traffic Manager, Toronto, Ont.
W. T. HUGGAN, District Passenger Agent, Charlottetown, P.E.I.

Look! Read! Realize.

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

If you wanted a Suit or an Overcoat would you go to see a Doctor, or a Shoemaker? Not at all. You would go to see a First Class Tailor.

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. Prices... \$1.00 to \$4.00

Underwear

Come and get your Underwear before it is all sold. We have all kinds—two-piece and light and heavy weight. Prices per suit \$1.90 to \$5.50

MacLELLAN BROS.

A Highland Sisk-Call

He is known as the "Wee Man" at home, across the Border and in Canada. Though born in the Hebrides and heir to a venturesome Viking soul, in features he shows none of the Viking characteristics. Half a century ago he came from Paris, trained in the great seminary of St. Sulpice—a compact, miniature, spruce young priest, scarcely two inches above five feet. He was destined for the "Western District" of Scotland, and was sent to that part of it which now forms the diocese of Argyll and the Isles. His mission was to a land of high hills and a race of giants. Even now, though he has outlived the common span of life, and has been beaten on by storms of fifty winters in those wild uplands, he will walk in blustering rain or snow in mid-winter to his little church, a mile and a half away. He succeeded a long lived predecessor, and between them they have reached across a century and more in Lochaber. He has lived for his people and gone before them an example in all things. None of them but was baptized by his predecessor. Father Forbes, or by the Canon, and though he is not slow to admonish and rebuke according to the Apostle's precept, each year but strengthened the attachment that binds priest to people and people to priest. There will be a big void to fill when the "Wee Man" goes.

The West Highland Line runs through some eight miles of the moor of Rannoch. It is without question one of the bleakest and most savage landscapes in Europe. If you watch you can see the train from end to end swinging up and down over the immense bog. Underneath are supposed to be buried the 60,000 Roman soldiers whom Tacitus mentions as having perished in Caledonia in a winter storm. It is not an unheard of thing to have a train blocked there in the snow for twenty-four hours. The line rises to a height of 1,800 feet. An ideal spot for a sick call in February!

It came to the "Wee Man" one day, when the snow was three feet deep, and it had been freezing for six weeks. And it can freeze there. I have seen the thermometer mark 52 degrees of frost. In those days there was no railway through the moor of Rannoch. It was then constructed. An engine took the priest up eight or nine miles. A little boat, carrying materials for the line, conveyed him six more miles through deep mysterious Loch Treig, which has a daily tide and never freezes, though a thousand feet above sea level. When he landed at the upper end the snow in places was ten or twelve feet deep. Six miles yet divided him from the hallowed hills, snow and ice! At first progress was possible—a rough path having been cleared by the railway workers for three miles to a point where they had sheds and rude shelters for their stores. On leaving these buildings, with a guide, the priest had still three good miles to go. The snow towered in piles on all sides. At places it was frozen over the beds of mountain streams. The situation was extremely dangerous. There was no path of any kind. At any moment he might have been buried twelve or twenty feet deep in snow, or fallen into a concealed water gully or ravine. To make things worse, a thick freezing fog began to ooze up and round them. They could not see more than a few yards in front. The guide was an experienced hillsman, and a fervent Catholic. His own mother was dying—waiting for the priest. But he could not go forward. It was useless to try. In front there was a dangerous loch to negotiate.

The well-known hills were no guide. There was nothing for it but to turn back. Reluctantly they retraced their steps towards the shelters. That night they passed there, on the hilltop, and next day, at the first glimmering of light, started out on their sacred errand.

With infinite labor the "Wee Man"—fired, but not beaten—reached his destination. But before reaching it he had to take off his boots and walk in his stockings on a steep sheet of ice; and after that, when he had reached the level, he walked three more miles on ice—now with his boots on—over Loch Ossian, unknowingly coming near treacherous springs but half covered up. That night he rested in the house of his dying parishioner. Next day, Saturday, the third morning, he set out for home in a blizzard. He reached his little cottage a few minutes before midnight, so worn out that he had hardly sat down when he fell fast asleep at the table where his supper was laid. When he woke up, at three o'clock on Sunday morning, the meal was untasted. He had not taken a morsel of food for twenty-four hours when he began Mass at 11:30 a. m. on Sunday. It is not related that his sermon that day was shorter or less direct and topical than on other occasions.

Head Ached So Bad

HAD TO GO TO BED.

When the liver becomes sluggish and inactive it does not manufacture enough bile to thoroughly act on the bowels and carry off the waste matter from the system, hence the bowels become clogged up, the bile gets into the blood, congestion sets in and is followed by sick and bilious headaches, water brash, heartburn, floating specks before the eyes, and painful internal bleeding or protruding piles.

Milburn's Lax-Liver Pills regulate the flow of bile so that it acts properly on the bowels, and stirs the sluggish liver into activity.

Mrs. E. Bainbridge, Amherst, N.B., writes:—I take pleasure in writing you of the good I received by using Milburn's Lax-Liver Pills for headache. I was so bad I had to go to bed, and could not get up. I had a very bad cold, and my stomach was so full of gas that I was unable to eat. I had a very bad headache, and I was so tired that I could not get up. I had a very bad cold, and my stomach was so full of gas that I was unable to eat. I had a very bad headache, and I was so tired that I could not get up.

Milburn's Lax-Liver Pills are 25c a vial at all dealers, or mailed direct on receipt of price, by The T. Milburn Co., Limited, Toronto, Ont.

Speak Evil of No Man

To absolve oneself of the sin of detraction on the ground that nothing but the truth was spoken is one way of getting around a difficulty that is no way at all. Some excuses are better than none, others are not. It is precisely the truth of such talk that makes it detraction; if it were true, it would not be detraction but calumny—another and a very different fault.

It would be well for such people to reflect for a moment and ask themselves if their own character would stand the strain of having their secret sins and failings subjected to public criticism and censure, their private shortcomings heralded from every housetop. Would they, or would they not, consider themselves injured by such revelation? Then it would be in order for them to use the same rule and measure in dealing with others.

He who does moral evil offends in the sight of God and forfeits God's esteem and friendship. But it does not follow that he should forfeit the esteem of his fellow men. The latter evil is nothing compared with the first; but it is a great misfortune nevertheless. If a man's private iniquity is something that concerns himself and his God, to the exclusion of all others, then whosoever presumes to judge and condemn him trespasses on forbidden ground, and is open to judgment and condemnation himself before his Maker.

All do not live in stone mansions. If there is a mote in thy neighbor's eye, perhaps there is a very large piece of timber in your own. Great zeal in belaboring thy neighbor for his faults will not lessen your own, nor make you appear an angel of light before God when you are something very different. If you employed this same zeal towards yourself you would obtain more consoling results, for charity begins at home. One learns more examining one's own conscience than dissecting and flaying others alive.

Head Ached So Bad

HAD TO GO TO BED.

When the liver becomes sluggish and inactive it does not manufacture enough bile to thoroughly act on the bowels and carry off the waste matter from the system, hence the bowels become clogged up, the bile gets into the blood, congestion sets in and is followed by sick and bilious headaches, water brash, heartburn, floating specks before the eyes, and painful internal bleeding or protruding piles.

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San Eat Anything Now.

How Many Dyspeptics Can Say This?

The sufferer from dyspepsia and indigestion who has to pick and choose his food, is the most miserable of all mankind. Even the little he does eat causes such torture, and is digested so imperfectly that it does him little good.

What dyspeptics need is not dieting or artificial digestants, but something that will put the stomach right so it will manufacture its own digestive ferments. For over 40 years Burdock Blood Bitters has been restoring stomachs to a normal, healthy condition so that the food no longer causes distress, but is thoroughly digested and assimilated, and the dyspeptic can eat what he pleases without any suffering.

Mr. F. Dalton, Collingwood, Ont., writes:—I was troubled with dyspepsia and was induced to try Burdock Blood Bitters. I took three bottles and am cured entirely; my stomach is free of all pain; I can eat anything I wish, and do not feel any bad effects.

B.B.B. is manufactured only by The T. Milburn Co., Limited, Toronto, Ont.