

Local and Other Items

President Deschanel of France is obliged to resign on account of ill health. An election for a new President, by the Senate and Chamber of Deputies, is likely to be held some of these days.

As a result of charges effected in the organization of the Marconi Wireless Telegraph Company of Canada, Limited, that company will henceforth be entirely under Canadian control. The company now becomes affiliated with the General Electric Company of Canada, and Lieut.-Col. the Hon. Frederick Nicholls, Sir William Mackenzie and A. E. Dymont, all of whom are directors of the latter company, now have seats on the board of the Canadian Marconi Company.

Captain Dixon, who opposed Hon. Mr. McCurdy in Colchester, boasted on the day he was nominated by his party as an opposition candidate that he would win his election, and that the Agrarians would win at the next general election. That was considered a prophecy, and if the second part of it will turn out as disastrously as the past has done, the Agrarians are doomed to bitter disappointment. In matters of this kind it is always safer to prophesy after an event.

The Rev. Alexander McIntyre, of Grand River, who was recently ordained at his home there, was tendered a grand reception in Longfellow's Hall, Caledonian Building, Chester Street, Boston, given by the members of the Maple Leaf Club. After the evening's program, the Rev. Father was introduced by the ex-president, then presented with a purse of two hundred dollars. The Rev. Father then capably addressed the members in a very fitting and competent speech, dealing with the causes of the great unrest in the world at the present time.

A most terrific and deadly dynamite explosion occurred outside the banking premises of J. P. Morgan, Wall Street, New York, at noon on Thursday last. The explosion wrecked, not only the Morgan premises, but other financial houses in the vicinity, reducing some of the buildings to fragments. The loss of life was appalling, the number killed reaching 36 or more, and the injured upwards of 200. The material damage is placed at over \$2,500,000. The cause of the disaster is in doubt, but the strictest investigation is going on. No much doubt exists but that it was designedly perpetrated.

A very bad train wreck occurred on the C.N. Railway on Friday afternoon last, near Salisbury, N.B. The train was on its way from St. John to Halifax. It was a lengthy passenger express train, and was travelling at the ordinary rate of speed, when, through some unexplained defect, seven or eight cars became derailed and tumbled down an embankment, some thirty feet or so. Fortunately no one was killed nor any one seriously injured, although a number were pretty badly shaken up, and a fireman had some ribs broken. There were several passengers for the Island on the train; but, fortunately, all escaped serious injury.

The preliminary hearing of Theodore Scott, charged with causing fires at Port Hill, was held before Alexander Campbell, J.P., on Thursday last at Summerside. The accused was brought up on two counts; for having attempted to set fire to the cook-house, etc., owned by Thomas Linkletter at Port Hill, and (2) for having caused the fire which destroyed the barns of Colin Ramsay, Mr. B.W. Tanton represented the crown and Mr. Heath Strong the prisoner. Scott pleaded "not guilty" to both charges. The evidence of several witnesses was taken showing the extent of the damage caused by the fire. Evidence was taken that Scott at times labored under strange fits and hallucinations, and that while under these spells nothing was safe in his hands. Certain admissions of setting fires and threats of the accused came out in the evidence. Scott was committed for trial at the next session of the Supreme Court.

Oil Industry

The increasing number of vessels coming to Montreal which are using oil as fuel is drawing attention to this most important industry and its phenomenal growth in the city. Instead of the shipment in barrels, which was the usual method of transporting the liquid in former days, oil is now brought to the harbor in specially constructed tank steamers, which are unloaded at the dock and their contents transferred to the enormous tanks which are constructed along the river front. From there oil is distributed throughout the Province as it is required, in some cases sent to Ontario and to New Brunswick by rail, or more frequently by water.

The most serious problem, stated an official of the company, is that of obtaining enough tank ships to transport the enormously increasing supplies of oil which are required in our industries, not only here, but elsewhere, and two boats are now under construction in New York which will be used to bring the liquid to Montreal in summer and Halifax in the winter. This company secures most of its raw material from the Province of Tuxpan, Eastern Mexico. Here it is loaded four miles from the harbor on a floating pipe line placed on rafts, and is taken into the tank boats, which vary in capacity from 40,000 to 80,000 barrels.

It is stated that the troubles in Mexico have not affected the production of the oil wells, as they have been efficiently guarded at all times. Unlike petroleum from the Western States, which furnishes paraffin by-products, this Mexican crude oil has an asphalt basis. The Montreal plant is the only one in Canada to manufacture road material from oil, and the whole Dominion west of Winnipeg obtains asphalt, oil used for sprinkling roads and asphalt binders for the Montreal plant. Eight acres of the eighty-five occupied by the plant and storage tanks are used for its manufacture, and a new building is now being built and will shortly be ready for occupancy as an experimental station for testing asphalt and similar products. This laboratory, it is said, will, when completed, be one of the finest of its kind on the continent.

The present capacity of this plant, which is the only one of its kind in Canada, is about 125 tons a day, and it is expected nearly to double it when the present additions are completed, and the new stills are in operation. Besides the road material a black asphalt paint is also manufactured, used to cover metal work and prevent it from rusting.

An enormous growth is reported by all local firms dealing in petroleum, and one especially stated that its business had increased 150 per cent. in the last four years. During the war the port of Montreal handled thousands of tons of oil for the Admiralty, as less danger was anticipated from here than from American harbors. This formed a supply base from which the fuel was loaded, to be distributed later to submarines. Montreal plants have to have unusually large storage capacity, owing to the fact that the port is closed in the winter months—the capacity of one firm being a million and a half barrels. Besides being used for the manufacture of gasoline and as fuel for ships petroleum is being increasingly used in manufactures, and one of the local sugar refineries has erected a large tank in connection with its property and burns oil exclusively.

Official word has been received from the Archbishop of Halifax, announcing that Rt. Rev. P. A. Chaisson, D.D., has been appointed Bishop of Chatham in succession to the late Bishop Barry. Bishop L. J. O'Leary, who has been administrator of the diocese since the death of Bishop Barry, has been transferred to the See of Charlottetown, where he succeeds his brother, Bishop Henry J. O'Leary.


Rev. Thomas H. Trainor, formerly of this province, has received an appointment to the important parish of Sudbury, Ont. This parish is in the centre of the great nickel district, and is one of the most important railway points of Ontario. Rev. Father Trainor is a brother of our esteemed citizen, Mr. Peter Trainor, Eosion Street.



Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 8th of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Breadalbane 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 Breadalbane, Stanley Bridge and New London, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector,
Post Office Inspector's Office,
Ch'town, August 27, 1920.
Sept. 1, 1920—31



Mail Contract

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, 8th of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Ellerslie Station 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 Ellerslie Station, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector,
Post Office Inspector's Office,
Ch'town, August 27, 1920.
Sept. 1, 1920—31



Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 8th of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Kensington 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 Kensington and French River, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector,
Post Office Inspector's Office,
Ch'town, August 27, 1920.
Sept. 1, 1920—31



Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 8th of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Souris East Rural Mail Route No. 3, 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 Souris East, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector,
Post Office Inspector's Office,
Ch'town, 27th August, 1920
Sept. 1, 1920—31



Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 1st of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week each way, over Fredericton Station 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 Fredericton Station, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector,
Post Office Inspector's Office,
Ch'town, Aug. 19, 1920.
August 25, 1920—31

Men Demand The Best Chewing Tobacco

THAT'S WHY THEY ALWAYS ASK FOR



HICKEY'S TWIST

The Tobacco That Never Disappoints Them
ALWAYS OF GOOD QUALITY

Hickey & Nicholson Tobacco Co.

LIMITED

MANUFACTURERS. CHARLOTTETOWN



Catholic Mutual Benefit Association

OF CANADA

An Exclusively Catholic and Canadian, Fraternal Insurance Company for Men and Women

Incorporated by Act of Dominion Parliament.
Adequate Rates, Whole Life and Twenty and Thirty Years Assessment Policies.

Over Eight Million Dollars Paid to the Families of Deceased Members

For further information address

J. E. H. HOWISON,
Grand Secretary,
Kingston, Ont.

April 14, 1920—1y



Live Stock Breeders

List of Pure Bred Live Stock for Sale.

NAME	ADDRESS	BREED	AGE
Geo. Anenar	Montague	Ayrshire bull calves	(3 yrs, 8 mos)
Wm. Aitken	Lower Montague	Ayrshire Bulls	(3 yrs, 6 mos)
M. McManus	New Haven	Shorthorn Bull	(5 years)
W. F. Weeks	Fredericton	" "	(2 years)
David Reid	Victoria Cross	" "	(2 years)
Ramsay Auld	West Covehead	" " calf	" "
Frank Halliday	Eldon	6 Yorkshire Pigs	(5 weeks)
Ramsay Auld	West Covehead	Yorkshire Hog	(2 years)
J.A.E. McDonald	Little Pond	Duror Jersey Boar	(2 years)

DEPARTMENT OF AGRICULTURE

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 thus 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.

Furs. Furs. Furs

—SHIP TO US DIRECT—

THE TOP MARKET PRICE PAID

AND EQUITABLE GRADING MADE

—NO DELAYS AT ANY POINT—

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

The rules and ethics of the exchange do not permit us sending out alluring price lists, yet we give you an exact and expert grading and pay you at a rate of five to twenty five cents more on the dollar than the average advertising fur company, as we cut out all middleman's profit in dealing direct with you.

St. Louis Fur Exchange
6th & Chestnut St, St. Louis, Mo, U.S.A.

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. Price..... \$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.

CANADIAN NATIONAL RAILWAYS

Prince Edward Island.

Time Table in Effect May 3rd, 1920

Trains Outward, Read Down.				ATLANTIC STANDARD TIME				Trains Inward, Read Up			
P.M.	P.M.	P.M.	A.M.					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	
6.20	4.01	2.58	7.52		Hunter River		9.20	1.11	5.47	10.20	
7.10	4.55	3.35	8.25	Arr.	Emerald Jet		8.10	12.25	5.10	9.50	
	6.05	4.45	9.10	Arr.	Borden	Dep.	7.10		4.10	9.00	

P.M.	P.M.	A.M.						A.M.	P.M.	P.M.	P.M.
9.00	4.10	7.10	Dep.	Borden	Arr.	9.10	2.25	7.00	11.20		
9.50	5.10	8.35		Emerald Junction		8.10	12.25	5.10	9.50		
10.20	5.44	9.13	Arr.	Kensington		7.35	11.51	2.40			
10.50	6.15	9.55	Arr.	Summerside	Dep.	7.05	11.20	1.55			

P.M.	P.M.	A.M.						A.M.	P.M.	P.M.	P.M.
4.35	11.45		Dep.	Summerside	Arr.	10.15	12.25				
7.38	1.36			Port Hill		8.41	11.17				
8.33	3.10			O'Leary		7.21	10.25				
9.23	4.20		Arr.	Alberton		6.02	9.37				
10.00	5.20		Arr.	Tignish	Dep.	5.00	9.00				

P.M.	P.M.	A.M.						A.M.	P.M.	P.M.	P.M.
8.10	6.35		Dep.	Charlottetown	Arr.	10.00	5.56				
4.15	8.45			Mount Stewart		8.45	4.15				
4.42	9.22			Morell		8.14	3.17				
5.02	9.52		Arr.	St. Peters		7.52	2.40				
6.05	11.25		Arr.	Souris	Dep.	6.50	1.15				

P.M.	P.M.	A.M.						A.M.	P.M.	P.M.	P.M.
7.20			Arr.	Elmira	Dep.	5.30					

P.M.	P.M.	A.M.						A.M.	P.M.	P.M.	P.M.
4.20	9.00		Dep.	Mount Stewart	Arr.	8.45	4.00				
5.14	10.10			Cardigan		7.47	2.44				
5.35	10.50			Montague		7.23	2.10				
6.10	11.30		Arr.	Georgetown	Dep.	6.45	1.15				

Sat.	Daily	ex. Sat.	Sat.	Daily	ex. Sat.	Sat.	Daily	ex. Sat.	Sat.	Daily	ex. Sat.	Sat.
Only	Only	& Sun.	Only	Only	& Sun.	Only	Only	& Sun.	Only	Only	& Sun.	Only
P.M.	P.M.			P.M.	P.M.			P.M.	P.M.			P.M.
4.00	3.30			Dep.	Charlottetown	Arr.	10.40	10.23				
5.15	5.15				Vernon River		8.45	9.09				
6.45	7.25			Arr.	Murray Har.	Dep.	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.

ADVERTISE IN THE HERALD