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Whatever hopes might have been entertained that prorogation might take place by Thanksgiving day, were emphatically dissipated by Friday, the 10th instant, when notice of several items of important parliamentary business were tabled by the government; and now it is not at all improbable that the end of the session may not be reached before the 25th. During the week ending the 11th, no great volume of public business passed through the House of Commons, although, from day to day, matters of one kind or another in themselves quite important moved from stage to stage. The report of the special parliamentary committee in connection with the Civil Service Classification Amendment Act, was presented and the bill, including several amendments of more or less importance suggested by the Committee, passed through its final parliamentary stages. The special committee of members of the Commons, having charge of the bill in connection with Soldiers Civil Re-establishment, have been working exceedingly hard for some weeks, and have not yet reported. The committee are now engaged in formulating their report, to be presented to the House. A tremendous volume of evidence was presented to the committee and the consideration and classifying of this involved a great amount of work. What recommendations or changes may be made in connection with this very important measure, of course, are not known until the committee report to the House. Another question that is quite interesting and important, too, was discussed at some considerable length, particularly by the Minister of Trade and Commerce, and some other members interested in the milling business of Canada. This is the matter of the sale, particularly for export, of Canada's surplus wheat crop for the present season. The Hon. Sir George Foster, Minister of Trade and Commerce, gave a lengthy and lucid explanation of the steps taken by the government to arrange and secure the minimum price which the producers would receive for their surplus wheat. In view of the dislocation of trade and difficulty of financing exports from Canada, all in consequence of the war, it required a great deal of care and attention upon the part of the Government, in order to ensure to Canada the best results in connection with her export trade. As the surplus wheat produced is a very important item of this trade, it was necessary that nothing should be done by which the producer would be at a disadvantage in this connection. After the exposition of the case by the Right Hon. the Minister of Trade and Commerce, every reasonable man should be satisfied that the necessary precautions have been taken.

ment receiver, there was some doubt as to the possession of the Government. Negotiations looking to this end have been going on between the government and the Grand Trunk Railway Company, for about a year and a half, and it appears, from information tabled in the House of Commons in connection with a bill introduced by the government, that this is a big project, and no doubt will be discussed at very considerable length before the legislation receives the assent of parliament. With the acquisition of the Grand Trunk Railway System, the Government will then have over 20,700 railway track-mileage. This is the greatest extent of nationally owned railway possessed by any country. The government are not entering upon this addition to their ownership of railways altogether as a matter of choice, but with a view of preventing great financial loss and in the hope of beneficial results in the future, from a consolidation of the different railway lines acquired from time to time. In the first place, it will be remembered that the Canadian Northern Railway was taken over and now forms a portion of the Canadian National Railway System. Then the Grand Trunk Pacific was placed in a receivership and operated by the government. These different moves by the government were most undoubtedly forced upon them in consequence of bad financing and an altogether too speculative manner of building and operating great lines of railway. Millions of money had been borrowed from the government for these different railway projects, and when the time came for paying the interest on these tremendous amounts, the railroads in question were unable to do so, and further, were apparently disposed to hold the government up in the hope of getting still larger subsidies. It was evident a halt must be called, and the result was the absorption by the government of all the roads mentioned, with the exception of the old Grand Trunk itself. Now it turns out that this road is unable to meet its obligations to the government for millions advanced, and the result is that the government takes over the road so as to avoid any further national calamity; not only that, but the taking over of the parent Grand Trunk line will complete the government system and will dispense with very large expenditures for terminal facilities in connection with the roads previously acquired. From the data presented to Parliament, it is evident that for a year and a half or more, the government and the Grand Trunk Company were unable to agree. The company stipulated certain amounts for which they would be willing to sell, while the Government, on the other hand, had made certain positive statements as to what they were willing to pay. It now appears that the government have won out, and have their idea of the bargain equaled by the company. It is not necessary to say anything further for the moment. After the bill has been brought into the House and the discussion has taken place, it will be in order to give some further data regarding this very important legislative measure. One thing must be kept in view, the idea of the national control of railways is not shared by all people in Canada. There is a big section of public opinion, for one reason or another, that does not take kindly to national ownership. It is suspected that this position is not in all cases from suspicion. There is, as all know, in this country a very powerful corporation known as the Canadian

Two Schooners Abandoned At Sea  
New York, Oct. 20.—Crews of two schooners, the Allee M. Moulson, of Newfoundland, and the General Knox, of New York, are being brought to New York on the steamship Toronto, of the Ellerman-Wilson line, according to a wireless received today from Captain H. W. Smith, of the steamer, by Sanderson & Sons, agents for the Toronto.  
The message said that both crews were picked up in mid-Atlantic after they had abandoned them and took to the small boats.  
The Allee M. Moulson is a British vessel of 197 tons and sailed from Lisbon July 29 for Newfoundland. The General Knox is an American ship of 1,587 tons built in 1881.

Returned Soldier Shot Dead in N.S.  
Springhill, N. S., Oct. 20.—Theodore McKay, a returned soldier, was shot dead; police officer Frederick Brine seriously injured, and Roy B. Ashton, returned soldier, held under arrest, is the summary of the fight and shooting spree in Springhill on Saturday night.  
The fight started when Roy Ashton, who had been ordered to leave his home by policeman Brine, instead of doing so, it is alleged, grappled with the officer, who told him he was then under arrest. Ashton continued the resistance, seeing McKay's approach and knowing that he could do nothing against two men, Brine drew a gun and fired a shot at the ground. It is alleged that the bullet inflicted a slight wound in McKay's leg. The shot failed to deter either McKay or Ashton and they got Brine down and commenced to punch and kick him. Brine again fired and the second shot hit McKay in the breast, causing death. Brine was then in a serious condition and was removed to the hospital and was in precarious state to give evidence before the coroner. His injuries are very serious and it is thought possible that he will not recover. Ashton was placed under arrest Sunday afternoon. The men were all over-looked in the war.

Two Killings in This Week  
Nashua, N.H., were killed on the 14th when their car was struck by a C. P. R. train near Loreto Que.  
By an overwhelming majority, the House on the 16th passed the bill extending for one year war-time immigration restrictions so as to keep out aliens and natives of enemy countries.  
Admiral Lord Jellicoe on his arrival at Servia Eyi Islands was met by a fleet of sailing canoes and welcomed by the native chiefs, in a speech he suggested that Serva would probably be the Pacific Naval base.  
The copy of the German peace treaty signed by King George after the ratification of the instrument by the British Parliament has been received in Paris, the Petit Parisien announced on the 15th.  
The Knights of Columbus held an important meeting Monday night at which matters pertaining to education at St. Dunstan's were thoroughly discussed. The speakers were Rev. G. J. McLellan, His Lordship Bishop O'Leary, Rev. Maurice McDonald, Messrs. D. O. M. Raddin, James Eden and others.  
Twenty-seven war vessels were lost by France during the period of hostilities. It showed by an order of the day issued in Paris by Georges Leygues, the Minister of Marine. Citing this number of war craft destroyed, included in the list are three battleships, the Danton, the Gaulois and the Suffren.  
The inhabitants of Cambrai have observed the anniversary of the deliverance of the town from German occupation as a holiday. The mayor in the course of an address, paid a warm tribute to the heroism of the Canadian troops. Lieut. Col. Clark extended thanks on behalf of the British Army.  
There was a small inside market in Charlottetown Tuesday. Up to sixty cents was asked for both butter and eggs. Hay sold at \$1.15, for straw 60 cents a hundred was asked. Bayers were paying 75c for potatoes and 85 cents for oats. Beef by the quarter sold at 16 cents, young pigs \$3.00 and up per pair.  
The remarkable ability of Canadian people to absorb Victory Loans is shown in the savings deposits. The figures for August are just out and they show that the people have in banks' savings accounts, \$1,195,632,000. This figure is an increase of almost two hundred millions since last August. April since last August Canadians have absorbed the big Victory Loan of 1918.  
Leon Bourgeois, former Minister of Foreign Affairs and French member of the League of Nations Commission of the Peace Conference, has been appointed as representative of France on the Council of the League of Nations. The decree naming M. Bourgeois of the office was signed by President Poincaré and M. Clemenceau this morning.  
Naval officers stationed at Newport, R. I., who were decorated by the British Government for their services in the war have been invited to go to Washington at the time of the visit of the Prince of Wales to the Capital. It is understood that they will receive their decorations from the Prince in person.  
Joseph Caillaux, former Premier of France, will be placed on trial before the high court on Thursday, October 23, according to La Journal. Ex-Premier Caillaux, charged with intriguing to bring about a premature and dishonorable peace with Germany has been in custody for a year and a half awaiting trial. Last month he was removed from prison to a hospital because of ill-health. On September 11, the committee of the high court rendered a decision after a prolonged inquiry that he must appear before the court to face the accusation against him.

Change of Time—P. E. I. Division  
Commencing Monday, October 6th, 1919, Trains will run as follows:—  
WEST:  
Daily except Sundays will leave Charlottetown 6:15 a.m., arrive Summerside 6:02 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 2:45 p.m., arrive Summerside 6:05 p.m., Pignish 9:45 p.m.  
Daily except Sunday, leave Pignish 5:35 a.m., arrive Summerside 9:00 a.m., Charlottetown 12:40 p.m.  
Daily except Sunday, leave Charlottetown 10:40 a.m., arrive Summerside 1:35 p.m., leave Summerside 3:20 p.m., arrive Bordon 6:10 p.m., connecting at Emerald with train from Bordon 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 Mainland by this train change cars at Emerald Junction, arrive at Bordon 8:45 a.m.  
EAST:  
Daily except Sunday, leave Charlottetown 6:50 a.m., arrive Mount 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 4:45 p.m., arrive Charlottetown 6:35 p.m.  
Daily except Sunday, leave Charlottetown 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 6:05 p.m., Elmira 7:20 p.m.  
SOUTH:  
Daily except Saturday and Sunday, leave Murray Harbor 6:45 a.m., arrive Charlottetown 10:45 a.m., returning leave Charlottetown 3:30 p.m., arrive Murray Harbor 7:35 p.m.  
Sunday 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.  
District Passenger Agent's Office, Charlottetown, P. E. Island, Oct. 8, 1919—2i

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Our new Stock is here, ready for your inspection. Many new lines this year, showing the styles that are worn in larger cities.  
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Gold Medal Flax Seed  
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Bran, Middlings, Shorts  
Cracked Oats, Oil Cake  
Feed Flour, Oats  
Bone Meal, Linseed Meal  
Calf Meal, Chick Feed  
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Rolled Oats, Cornmeal  
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