

The Herald

WEDNESDAY, JUNE 29, 1921

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The Spirit of Conciliation

(Ottawa Journal)

The controversy between railway employees and the railway executives, before the National Railway Labor Board at Chicago, lasted for over three months.

There are always two sides to every dispute. In coming together and frankly discussing the matters in controversy the point of view with which each side starts out is often changed.

When the National Railway Labor Board had given its decision ordering a 12 per cent cut in railway wages, Mr. F. W. Sargent, general solicitor of the Chicago & North Western said:

The coal strike is turning England to a greater employment of oil as fuel for power. The statement is made by an American financier returning from London that twenty-five years' progress in the development of the use of oil has been made in the Old Country.

Big industries which were the subject of a couple of years ago of inquiries on the allegation of suspicion that they were making enormous and unjust profits are now in severe financial difficulties.

Irish Parliament Opened

For five hours Belfast was the capital of the British Empire and it rose fully to the occasion. King George, with Queen Mary, visited the capital to open the Ulster Parliament in state.

During the whole five hours that the King and Queen were in the city there wasn't an unpleasant incident. Loyalists crowded the streets to cheer the King and Queen and disloyalists, if any, kept away.

Belfast was awakened at 7 a. m. by the booming of guns as the royal yacht Victoria and Albert sailed to anchor in the lough, escorted by a great fleet of cruisers and destroyers.

At the steps of the hall there was a short halt while the King and Queen received an address of welcome from the corporation, headed by Lord Mayor Stuart Coates who later in the day was made a baronet.

Just before the King's arrival two trumpeters in gorgeous gold lace tunics took their position on each side of the throne.

Then with a fanfare of trumpets the doors were thrown open and the Ulster King-at-Arms, Chief Heraldic Officer of Ireland entered at the head of a procession.

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Big industries which were the subject of a couple of years ago of inquiries on the allegation of suspicion that they were making enormous and unjust profits are now in severe financial difficulties.

Canada's Efforts For Returned

Ottawa, June 22.—What Canada has done for her returned soldiers is graphically summarized in a report covering the activities of all departments dealing with returned men, which has been prepared and placed before Sir James Loughheed, Minister of the Interior, who has had charge of returned soldiers' affairs.

The summary shows that in the Department of Soldiers' Civil Re-Establishment, 108,161 men were trained; 50,521 vocationally trained, and 109,493 placed in employment up to December 31, 1920.

The Board of Pension Commissioners awarded to the same date 110,702 pensions, and the annual pensions in force were \$31,169,520.

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Dispenses Justice From The Roadside

St. John, N. B., June 25.—Dispensing justice on the roadside at one o'clock in the morning, near Norton, King's County Magistrate Herbert J. Anderson, of Renforth, imposed a fine of \$25 and costs on John T. Lorraine, of New Bedford, Mass., for furious driving and refusing to stop when ordered to do so by Constables.

Lorraine was driving with J. Morrell in a high powered runabout when first sighted by Robert Crawford, provincial traffic officer, near Renforth, early in the evening.

They were not arrested, however, until they reached Petit Codiac, in an adjacent county, fifty-nine miles from Renforth.

They wanted to be tried right away, but as their offences were committed in King's County they could not be tried in Petit Codiac.

The men then offered to pay the expenses of the traffic officer and magistrate if they would come up from Renforth to try them.

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Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 15th July, 1921, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Bonshaw Rural Mail Route No. 2, from the 1st October, 1921, next.

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 Bonshaw, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Charlottetown, May 28, 1921, June 1, 1921—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 LOAN.

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon on Friday, the 24th June, 1921, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Milton Station Rural Mail Route No. 1, from the Postmaster General's premises.

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 Milton Station, Wheatley River, and Oyster Bed Bridge, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Charlottetown, May 16, 1921, May 18, 1921—31

NEW Boots & Shoes AND New Prices Every Shoe in our store reduced down to to-day's price. Farmers and Working Men should look here for extra good values in Work Shoes. We have the Stock. ALLEY & CO. Ltd 85 QUEEN ST., CHARLOTTETOWN FASHIONABLE FOOTWEAR

Try Eureka Tea THE TEA that has pleased our Customers for Twenty Years. 60 Cents per Pound. Fleischman's Yeast We are Agents for the celebrated Fleischman's Yeast used by all First-class Bakers. Sold by all City Grocer R. F. MADDIGAN & CO. CHARLOTTETOWN Now the Prices you've been waiting for are here

January Carnival of Economy FOR OUR The old year took away, for ever, we hope, the old burden of war prices. For months conditions have been working toward the great climax that brought the remarkable merchandise that is here assembled for this our greatest January Carnival of Economy. The results came in two ways: 1st. The drastic lowering of prices on our own stocks, down to the new low basis; and often far below it—to double your interest in January buying in our store. 2nd. We have combed the markets—taking utmost advantage of the opportunities created by far sighted manufacturers who were ready to co-operate with us in presenting to you now the lowest prices that will be possible, for the next six months, at least. We can just see the delight of our Customers when they see the splendid assortment of goods, in every department of our store, and then realize that prices are away down to the bottom, where it is a pleasure to buy things. Many Manufacturers have ACCEPTED LARGE LOSSES. We shall forgo a large part of our profits on the new goods and accept large losses on our own mark-downs—to inaugurate this first New Year under the New Management and THE MOST STIRRING JANUARY PRICE-UPSET THAT THIS COMMUNITY HAS EVER KNOWN. No matter what you need or desire, now is the best time for months to come to buy it. Some of the reasons are told on this page; but scores of others are here that can get no mention today, even in this broad space. Sale for Ten (10) Days Only Discounts are 1-5, 1-4 and 1-3 We Will Sell All Our Goods at Replacement Prices Patons, Ltd January 5, 1921—4f

CANADIAN NATIONAL RAILWAYS

Change in Time—P. E. I. Division

Commencing Monday, June 27, 1921, the following changes will go into effect: No. 39 Train will leave Charlottetown for Borden at 6.45 a.m. instead of 7.00 a.m., making close connection at Sackville with Maritime for Truro, Halifax and intermediate Stations. This will enable passengers to reach Halifax at 5.05 p.m. instead of 8.00 p.m., as at present.

No. 40 Train will leave Borden at 8.40 p.m. and reach Charlottetown at 10.55 p.m. instead of 11.30, as at present. No. 11 Train will leave Borden at 6.50 a.m. connect with No. 39 at Emerald Junction and arrive at Summerside at 9.40 instead of 9.55, as at present.

No. 13 Train will connect with No. 40 at Emerald Junction, leave that Station at 9.25 p.m. and arrive at Summerside at 10.30 p.m. instead of 11.05 p.m., as at present. No. 14 Train will leave Summerside at 6.20 a.m. instead of 6.35 a.m., as at present; but the change will not effect present time East of Royal Junction. ALL OTHER TRAINS WILL RUN AS AT PRESENT. District Passenger Agent's Office, Charlottetown, P. E. Island, June 29, 1921—2f