

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MAY 5, 1920

VOL. XLVIII. NO. 18

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 11th of June, 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. 1, from the 1st October 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 Montague, and at the office of the Post Office Inspector.

JOHN F. WHEAT,
Post Office Inspector,
Post Office Inspector,
Charlottetown, April 28, 1920.
April 28, 1920—3i

Fire Insurance

Possibly from an over sight or want of thought you have put off insuring, or placing additional insurance to adequately protect yourself against loss by fire.

ACT NOW. CALL UP

DEBLOIS BROS.,

Water Street, Phone 251

LIME

We have on hand quantity of

St. John LIME!

In Barrels Casks.

C. LYONS & Co.

Canadian-West Land Regulations

The sole head of a family, or any male over 18 years old, who owns at the moment an amount of land in the present war and who has been continued to be a British subject or a subject of an allied or neutral country, may homestead a quarter section of available Dominion Land in Manitoba, Saskatchewan or Alberta.

in certain districts a homestead may be secured on adjoining quarter-sections on pre-emption. Price \$3.00 per acre. Duties—Reside six months in each of three years after earning homestead can claim and cultivate 50 extra acres. May obtain pre-emption patent as soon as homestead patent on certain conditions.

A settler after obtaining homestead patent, if he cannot secure a pre-emption, may face a purchased homestead in certain districts. Price \$3.00 per acre. Must reside six months in each of three years, cultivate 50 acres and erect a house worth \$200.00.

Holder of entries may count time of employment as farm laborer in Canada during 1917, as residence duties on certain conditions.

When Dominion Lands are advertised or posted for entry, returned soldiers who have served overseas and have been honorably discharged, receive one day priority in applying for entry at local Agent's Office (but not Sub-Agent). Discharge papers must be presented to Agent.

W. W. CORY,
Deputy Minister of the Interior
N. E.—Unauthorized publication of this advertisement will not be paid for.

J. D. STEWART

Barrister Solicitor and Notary Public.

OFFICE:
NEWSON BLOCK
Charlottetown

Branch Office, Georgetown.

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 or 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 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 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 757,400

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 Belgie was on Saturday No 1279. Each train averages about twelve cars with an average of 50 men to a car, which figures up a total of 757,400 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. Megantic with soldiers and dependants arrived Wednesday and S.S. Adriatic is due Sunday. The movement of returning men is to be kept up actively all summer.

The process of disembarkation at Halifax is being carried on without a hitch, and there is a fine system of co-operation between the Military and the Railway officials.

W. W. CORY,
Deputy Minister of the Interior
N. E.—Unauthorized publication of this advertisement will not be paid for.

CANADIAN NATIONAL RAILWAYS Prince Edward Island.

Time Table in Effect March 31st, 1920

Trains Outward, Read Down.				Trains Inward, Read Up			
P.M.	P.M.	A.M.		P.M.	P.M.	A.M.	
2.45	12.40	6.25	Dep. Charlottetown	Arr. 6.35	10.40	12.40	
3.59	2.14	7.21	Hunter River	5.37	9.03	11.24	
4.45	3.05	7.55	Arr. Emerald Jet	5.00	8.05	10.38	
6.10		8.45	Dep. Bordier	4.10	6.49		
	4.10	6.40	Dep. Bordier	Arr. 6.10	8.45		
	5.00	8.05	Emerald Junction	4.40	8.10	10.38	
	5.34	8.42	Kensington	3.53	7.15	10.03	
	6.05	9.20	Arr. Summersid.	Dep. 3.20	6.45	9.30	
	P.M.			P.M.	A.M.		
	6.20	12.00	Dep. Summersid.	Arr. 1.35	9.00		
	7.23	1.36	Port Hill	11.59	7.58		
	8.14	3.10	O'Leary	10.34	7.03		
	9.03	4.18	Alberton	9.18	6.13		
	9.45	5.20	Arr. Tignish	Dep. 8.15	5.35		
				A.M.	A.M.		
	P.M.			A.M.	P.M.		
	3.10	7.00	Dep. Charlottetown	Arr. 10.10	6.10		
	4.30	8.55	Mount Stewart	8.55	4.30		
	5.00	9.32	Morell	8.22	3.35		
	5.22	10.02	St. Peters	8.00	3.00		
	6.30	11.35	Arr. Souris	Dep. 6.50	1.35		
	P.M.			A.M.			
	7.50		Arr. Elmira	Dep. 5.30			
				Mon	Wed		
				Fri	Fri		
	P.M.	A.M.		A.M.	P.M.		
	4.35	8.10	Dep. Mornt Stewart	Arr. 8.50	4.10		
	5.27	10.20	Cardigan	7.48	2.48		
	5.51	11.00	Montague	7.23	2.16		
	6.25	11.40	Arr. Georgetown	Dep. 6.45	1.25		
	Daily	Sat.		Sat.	Daily		
	ex Sat.	Only		Only	ex Sat.		
	& Sun			& Sun			
	P.M.	P.M.		A.M.	A.M.		
	3.30	4.06	Dep. Charlottetown	Arr. 10.25	10.40		
	5.15	5.15	Vernon River	9.09	8.45		
	7.25	6.45	Arr. Murray Har.	Dep. 7.30	6.45		

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 Succeed 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.

At The Federal Capital

The week ending April 17th, was of considerable importance, so far as the proceedings of the House of Commons are concerned. It is true that no extraordinary excitement occurred during the course of the week, but it wound up at a very late hour on Friday night, or rather an early hour on Saturday morning in the most interesting bit of parliamentary discussion that has occurred for a long time. As Monday the 12th was private members' day, the proceedings generally were of a rather moderate character. Before the close of the day Government business was taken up; consideration of the Franchise Act in committee was resumed and considerable progress made. Consideration of the Franchise Act in committee was continued on Tuesday almost all day. Towards the middle of the afternoon a break was made in the proceedings, when a message came from the Senate, through the Usher of the Black Rod, that His Excellency the Administrator of the Government, requested the attendance of the members of the Commons in the Senate Chamber. The summons was obeyed in the usual way, and when the commons arrived in the Senate House the Speaker of the House of Commons presented a bill appropriating certain moneys for the public service of the country for the year ending March 31st, 1921. This was the bill covering the appropriation of one-sixth of the estimated expenditures which had been agreed to by the House of Commons some time previously. Sir Louis Davies, Administrator of the Government, in the absence of His Excellency the Governor General, duly assented to the bill just mentioned, and it thereupon became law. The ceremony was not very long, but the assent of the representative of His Majesty was required in order that the bill might become law. The commons then returned to the chamber and resumed consideration of the Franchise Bill. That was one of the incidents of the ordinary in the proceedings of that day.

Another question that elicited some clever debating was a bill presented by the Government to ratify the agreement acquiring the Grand Trunk Railway System. It is unnecessary to state at this stage the particulars regarding this matter. They must be fairly fresh in the minds of our readers. At the autumn session of 1919 a bill was passed by the Government acquiring the Grand Trunk Railway System, so as to incorporate it into the Canadian National Railways. Before the bill for election purposes, the clause bearing on this point forbids the appropriation of money for such purposes by any incorporated or unincorporated company. A good deal of discussion took place on this particular section, and our friends the Agrarian party, those who pretend to represent the agriculturists, and who make an extraordinary profession of election purity were quite willing to take a part in the discussion. But by the time the debate on this particular phase of the Franchise Act was concluded, it was pretty generally felt that the third party would have been extremely well advised had they remained silent while it was under discussion. The most prominent pretender of election purity in this connection was Mr. Gould, representing the district of Assiniboia, Saskatchewan. He undertook to lecture the House from the elevated plane upon which those who elected him to the Agrarian party generally stand, regarding the conduct of elections. The reason, according to his declaration, that they cut away from both the old parties was their conviction that the said parties were disposed to be corrupt regarding the conduct of elections, and the new party were going to establish a clean and exemplary record in this regard. Just at this stage Mr. Mowat, who represents a Toronto constituency, read from a Western paper an account of the financial transaction in connection with Mr. Gould's election. This statement showed that this purist had raised for his election fund a sum than \$6877.00, and it appears from the discussion of his report almost all of it in securing votes. Mr. Gould thought that the statement presented by certain employees of the Grand Trunk Railway System had gone

DO NOT DISMISS CONSTIPATION AS A TRIFLE. IT IS NOT.

Half the ills of life are caused by allowing the bowels to become constipated.

When the bowels become constipated the stomach gets out of order, the liver does not work properly, and then follows the violent sick and bilious headaches, sourness of the stomach, flatulence, heartburn, water brash, or the painful, irritating internal bleeding or prostrating piles.

Keep your bowels regular with Milburn's Lax-Liver Pills and you need never be constipated.

Mr. C. Henderson, Trail, B.C., writes: "I have been troubled with sick headaches and constipation most all my life. Have not now been troubled for a season. I have great faith in Milburn's Lax-Liver Pills since using them." Milburn's Lax-Liver Pills are 25¢ a box, and all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

on strike some ten or eleven years ago, and a good deal of negotiation took place before they were reinstated in their respective positions on the road. As a matter of fact, it appears that some of them were not reinstated at all. Another phase of this particular question is that they were contributing to a provident fund, which was intended to afford them a pension when the time came for them to retire from the road in consequence of the age limit. Now it appears that the greater number, if not all, of these strikers were refused the pension when they, from time to time, retired from the service as railway men, in consequence of their age. It so happened that Mr. McKenzie King was Minister of Labor at the time the strike occurred, and took considerable part in the negotiations for re-establishing the men in their former positions. Whatever success he may have met with it does not appear that anything tangible had been accomplished by way of ensuring the pension to those who had participated in the strike. That was in 1910, ten years ago. Now, then, at this particular stage of the debate on the bill to ratify the acquisition of the road by the Government, Mr. McKenzie King, when he is absolutely powerless to do anything, thought it might afford him an excellent opportunity of posing as the friend of the working man. Consequently he undertook to bring in an amendment to one of the clauses of the bill, setting forth that the Government should not allow the arbitrators to close their work until it had been decided to withhold from the Grand Trunk Company an amount of money sufficient to cover the pensions of those strikers referred to. The leader of the opposition was not satisfied with tabling his amendment, but spent two hours reading what purported to be a letter which he had written to his Prime Minister, Sir Wilfrid Laurier, who was absent from Ottawa at the time the strike occurred. It was the most inappropriate, tiresome and ridiculous performance that has come before Parliament in a very long time. The monotonous reading by the leader of the opposition of this letter setting forth his performances and all the little things in connection with his movements was nauseating. Someone said that it appeared very much like an installment of the political autobiography of the leader of the Opposition which he wished to have embalmed in Hansard.

PIMPLES and BOILS

For Nearly Two Years.

When pimples and boils appear on the face and body, it seems as if the skin is the seat of the trouble, but the real cause is in the blood.

Leishman's Ointment may allay the itching for a while, but seldom if ever cures. It has to get under the skin; get to the blood which is the cause of the trouble.

Blackhead Bitters goes direct to the root of the disease and restores healthy, normal action to the different organs, and cleanses the blood of all its impurities.

Dr. J. C. Goodwin, Cambridge, N.B., writes: "For nearly a year I suffered with pimples and boils on my face and neck, and nearly all of my body was covered with the pimples. I tried most everything, but got no relief. One day a friend advised me to try Blackhead Bitters, and after using three bottles the boils and pimples had all left my face and neck, and I feel that there is no sign of their return."

I can strongly recommend B.B.B. to anyone who is troubled with skin troubles.

Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.