

We eater to the men's trade, and no other. If you were sick you wouldn't call to see a Tailor, of a Blacksmith about the condition of your health. Of course not; you would call to see a Doctor If you wanted a Suit of an Overcoat would you go to see a

Doctor of a Shoemaker? Not at all . You would go to be a Pirst Tailor.

WELL, there's where we shine !!!

We study the business. We know what sure a young. Class Tailor.

we knowwhat suits a middle-aged man, and we know what suits the old gentlemen both in goods and in style. It does not make any difference whether you want your clothes Ready to Wear, or Mada-to-Order. We are equally in a position to suit you. We do not let a suit of overcoat leave our establishment until it suits and fits the mar who is buying. Our prices are always right when your take the quality into consideration,

Do not forget that we are sole agents for the langue. W. E. Leishman & Co. Wholesale Custom Tailors. We have an elegant stock of Overcoats to show you at the present true.

Overcoats, Made-to-Order-from ... \$30.00 to \$38.00 Overcoats, Ready-to-Wear ..... \$15.00 to \$36.00

Success Is a Habit

Our habits make in a We are creatures of habit. Whathan we are a success of failure is a question of how we do things without thinking. To Save is the only way to

### Gloves

We have just the kind of Gloves you need, fined and unlined. Also Wool Gloves for this time of year. Suedes (and) Tans-both combination. .....\$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 October 6th, 1919

Carlins Outward, Read Down.					
P.M.   P.M.   A.M.		+ :	ANT ANUNCO CONTANTO LOS		
P.M.   P.M.   A.M.   2.45   12.40   6.25   Dep. Charlottetown   Arr.   6.35   12.40   10.40	Frains Outward, Read	Down.	AVLANTIC STANDARD		ard Road Un
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Except as noted, all the above Trains run daily, Sunday excepted.

. H. H. MELANSON, Passenger Traffic Manager W.A. HUGGAN District Passenger Agent,
Charlottetown, P.E.I We have on hand

qui Hilly d

n Barrela Casks.

fire insurable

Lossith from an over stad or want of though von have pur off insuring, or plucing addi tional insurance to ade qualely protect yourse gainst loss by firois

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J. D. STRWART

Barrister, Solicitor and

Notary Public.

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Charlottetown

Branch Office, Georgetwor.



Land Regulations

Canadian-West

The soie bear of a family, cally make over 18 years oid, who was at the ecui bos new tressag ert lo p. reine ral country, may be mestead a quarte. Manitube, Sackatchewan or Aibertu Dominion Lands Agency or Sub-Agenc. for District. Entry by proxy may le made on certain conditions \_ Dutiesix months residence upon and cultiva-

hree years after earning homestead as homestead patent on certain con

patent, if he cannot sacure a pre-emplop, may take a purchased bemestead 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 \$300 00. Holders of entries may count time of mployment ra farm labourera in Can ids during 1917, as residence duties

When Deminion Lands are adv. sed or posted for entry, returned so'elva one day priority in applying f r ntry at local Azent's Office (but not Sub-Agency). Discharge papers must be presented to Agent.

Caputy Ministeref the Interior

Job Printing Done The Herald

MINARD'S LINIMENT USED BY PHYSICIANS.

ills must be plusented within way still continues in the House en ment fail to implement the

upon any person or persons. Mur.icipality or Body corporate the title to any tract of land shall be received or read in the notice containing a full descrip Gazette and one other newspape in this Province of the inter of such person or persons Muni cipality or body Corporate apply for such Bill.

H. E. DAWSON,

Clerk Legislative Assembly On 279 Special Trains,

Up to March 1st 757,40 froops have travelled over Gov

ernment Railways.

C. G. Railways

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

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

The first train which carried tively. The last- train from the Belgic on Saturday was No 1279. Each train averages abou twelve cars with an average of 50

transports Lapland and Belgic, ment proposition must appeal to and fifteen special trains were all reasonable men as the best despatched westward inside of

S. S. Megantic with soldiers and dependents arrived Weanes day and S.S. Adriatic is due Sunday. The movement of return-

at Halifax is being carried on able obstacles in the way of com-

McLean & McKinnon

CHARLOTTETOWN, P.E.I.

Legislative Assembly. At The Pederal Capital disp Premiter and the control of the Prince Edward Island.

The debate on the second read who would be the only people to CONSTIPATION

Rules Relating to Private Bills in of the Coverament Bill to assume control of the Grand AS A TRIFLE. IT IS \$31.

36 All petitions for Private acquire the Grand Trunk Rail Trun

reported from committee on diision on the evening of Octomiltee, excellent contributions to the debate, on the government side, were made by Hon Mr.

rom committee on division or the 16th, and the motion made for the second reading. So much

had been said on both sides of the House, to tell the truth, and the locum tenens is a question to o much opposition had been manifested by the opponents of the Government during the committee stage, it was thought that the debate on second reading could scarcely be of any great ength, but the contrary is the fact. The opposition are bound o hold up the bill as long as the possibly can, and speeches of al possible kinds are made, from the opposition side, some of them indicating slight reference to the changes were made in the bill question under discussion, but a great number of them relating to almost every subject under the sun except the one before the night; the government are giving them all the tether they want, men to a car, which figures up a allowing them to run on and talk in the House of Commons on the total of 767,400 men carried. Of themselves out if possible. One 21st, when the Hon. Sir Henry ands of soldiers have journeyed bill should not be brought in by regular trains during the past when the session was expected to

to Canada is now approaching its day to day, and seem to manifest greatest activity. Last Sunday no desire whatever to bring the He was introduced to Mr. Speak 5000 arrived at Halifax by the session to a close. The governno other solution would be in the interests of the country; but ing men is to be kept up actively while the opposition are seething and foaming, obstructing and The process of disembarkation placing all manner of unreason

without a hitch, and there is a pleting the discussion, they have tine system of co-operation be- absolutely and utterly failed to

tween the Military and the Rail ndicate any alternative that through all its stages in the would seem a reasonable solution House of Commons the bill will of the difficulty intended to be go to the Senate, of course and

come. It is plain that their it is intimated that considerable Barristers, Attorneys-at-Law whole policy is to obstruct. It The opposition in the Senate no

Bills must be presented within fourteen days after the comme sement of the season explained of Commons. The opposition are proposed bargain with that Commons are proposed by the subject of the proposed bargain with that Commons are proposed by the subject of the proposed bargain with that Commons are proposed by the subject of the p

pointed 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.

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 to the House.

The Private Bills Committee to whom shall be referred every Pills are 25c. This is a single defers of partial and the place of the p

in most sorry plight. It is it. House unless at least four weeks ber 16th. During the discuss soul and want of ordinary know abla majority and shall become ment, could ever have held a seat on the bench. Probably, by the time this communication reache-Meighen, Sir Thomas White, Mr the Herald, Mr. McKenzie shall Rowell and other members of the have been deposed from the sent which he has so wretchedly and incompetently filled, as the new The resolution was reported leader of the liberal party, Mr. McKenzie King, recently elected, shall be in his place in pir-

> be decided by actual experience Lobster packers in Prince El ward Island, as well as other provinces, will be pleased know that the bill relative to th coming of fish, etc., his passe through its stages in the House of Commons. The old standard still retained. There was bu when before the house, and night have been made in cans hip and control, shall compete

of their complaints is that the Drayton, Minister of Finance amidst loud applause from the government side of the House er by Sir George Foster, Acting Prime Minister, and Hon. Mr. Reid, Minister of Railways. Sir Henry, no doubt, will prove valuable acquisition to the inquestion as it exists at the pre tellectual and oratorical strengtl sent day. As a matter of fact, of the House, At present he is strennously engaged in advancing the Victory Loan of 1919, and is not likely to participate to any extent in the proceedings of parliament for the present

After the Grand Trunk Rail is not unlikely that they are, it doubt is inspired by the same not assisted, at least encouraged motives that have backed it is by the authorities of the Cana the Commons. Montreal is one

of the members present. It was lieuding the nature and magnitude and Tranks headquarters are taken and the suggested and the expense of the parties who are suffered copies thereof delivered to the members of the apposition of th of the members, present. It was liending the nature, and magnithis railway. Of course the erest of any person or persons, the discussion was kept up, the pacity and absolute vanity and combined points of view it is Corporation or Corporations or opposition showing their deter-body or bodies of people shall be opposition showing their deteread a second time until all fees mined desire to prevent the legist in this debate, above all and selfishness, should resist as pa paid for t same into the lation from making any progress, others that he has participated in far as they are able the confir-41 No Bi. naving for its so far as they were concerned since assuming the position of nation of any railway legisla-After discussing the resolution acting leader of the liberal party, tion that might militate against manifesting such shallowness of the House, with a very respection of the resolution in com ledge, apparently of the most the law of the land. Thus shall elementary business of parlia the government to some extent ederal treasury of millions and eader will be an improvement en apon the government, and nothing emained but to take them over or lose the millions that had

been put into them. The govern. nent's proposition now is the mly reasonable and sensible one, o join up the different branches of vhat should be the Transcons inental Line and consolidate hem into what will really be a ine from ocean to ocean, tapping s far as possible all the pronces of Canada. Although it a serious undertaking for the noment, all patriotic Canadians ave reason to have faith in the ransaction, and to look forward o the years to come, when this great line, under public ownerjuite successfully with the Canadian Pacific Railway in carrying on the great and increasing business of Canada from

American investors are subcribing to Canada's Victory Loan. They know a good thing.

Victory Bonds are not only bisolutely safe but they are exendingly profitable.

IMPLES and BOILS

For Nearly Two Years.

SUBSCRIPTION -\$1.00 A YIAR.

PUBLISHED TARRY WEDNESDAY BY THE HERALD POBLICANA

Description of the principal business of the Subscription of the approbation of the Treaty of Truck Railway which because the special session of parliament was the approbation of the Treaty of Peace, but the speech from the Subscription are the speech from the speech from the Subscription are the speech from the Subscription are the speech from the speech The Ifbuse of Commons dur ing the week ending Octobe ermuent's bill for the taking business would come before parway System of Canada, Nor curious sfact that, during the had not declared themselves pre: stagnant piece of property of no whise discussion on the resolution pared to accept the government's cern and up to the last, two war opposition were absolutely and proposition were absolutely and proposition were absolutely and proposition to the declared themselves present value. It is a going continuation of the Grand Trunk Railwa, the debate. He endeavored to western line connecting at Winnipe distort sertain arguments, that and extending through the western proposition were absolutely and proposition to the debate of the debate o jection to the course pursued by the government. As stated, more many millions of money belongmany millions of money belong.

ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which willing to negotiate, but the ing to the people of Canada which will be in the ing to the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be incompanied by the people of Canada which will be had gone into the Grand Trunk company expressed their opinion united lines, constituting the harped and harped and reiterated of the Government, Sir Wilfrid Laure lier, that gentleman certainly painted lines, constituting the harped and harpe Rullway and its subsidiary comthat they could not accept the great national rallway system, the desire that this matter should a most roseate picture of the wonder will increase its productive capanot be discussed, and that we ful things that were to come about a a result of this new undertaking, and the desire that this matter should a most roseate picture of the wonder will increase its productive capanot be discussed, and that we ful things that were to come about a great national rallway system, will increase its productive capanot be discussed. Pacific Company and the Na- gard them as sufficiently ad- sity, and especially that it will tional Transcontinental Company, vantageous to themselves, but greatly reduce its fixed expendimight not be absolutely lost, the government did not recede Hitherto it has been explained, from their position, after th over and over again, that the al negotiations had gone on for all most interminable tangle into this time. Finally, all at once which the railway business of the Grand Trunk Company de-Canada had come, was due al- clared that they would accept the most entirely to the colossal government's view of the matter; blunder made by the Laurier and were prepared to negotiate. Bolute foolishness. It would nearly midnight; when it came to Further on he says: government in 1908, when it In this connection, let it be said be a very had blow, a distinct a conclusion, and a division was unconscionable that the Grand Trunk were

Utopian scheme of building a brought to this position in conrailway across Canada from sequence of the urgency of their ocean to ocean. It is unnecess- financial obligations. They were lation in consequence of financial one reason and another had gone contract to the Grand Trunk Pacific arry at this moment to again go unable to proceed without re bankruptcy. Not only would it into particulars of this disas- ceiving money from some source. repeat once more that the Do, from the government, or by the minion of Canada, in consequence government's consent and guaranof this erazy undertaking, was tee; because they were already so the Grand Trunk line. It may ment to the motion for the sec- should committed to the Grand Trunk deeply obligated to the govern- here be said that it is well oud reading. As has already Pacific project to the extent of ment for financial aid, both as grounded and also generally be been stated sometime, perhaps ton, that portion of the line from Wir nipeg to Moneton to be known as the \$145,000,000,000 and that the to themselves and to the Grand National Transcontinental, which Trunk Pacific. It was a mere Sir Wilfrid Laurier and his accident that they had reached a finance minister, Mr Fielding, decision to agree with the gov- Pacific Railway Company. All when the House is practically in er section. The National Transcomment tinental line, having been built by the had repeated, over and over ernment, while parliament was know what a mighty corporation disorder, waiting for the members Government, was intended to be of again, would cost Canada only in session, but when brought to that is, and what a great work it to come in from the lobbies. It crated by the company after a fe years, and a nominal rent was to be \$13,000,000, absorbed no less this point, delay could not be is doing, but it may be inciden- should have been mentioned be- paid. than \$170,000,000 of the peo- considered, because it was necessple's money, and that At was an ary to continue the operations ef project when the government slowe could enable them to do not for the hundreds of millions were obliged to operate it after that. Therefore, the government of the money of the people of having built it. All these facts, ment-took advantage of the sit. Canada granted to it by the leader, although he had only been beginning. It will be interesting the project when the poor, about 18 to 000,000; and, further that the country of the expense of the leader. He never operated the road, the Government that. Therefore, the government of the money of the people of he sit. Canada granted to it by the leader, although he had only been beginning. It will be interesting the project when the poor, about 18 the country of the expense of the leader, although he had only been beginning. It will be interesting the project when the poor, about 18 the country of the expense of the leader. He never operated the road, the Government that the road, the Government that the road, the Government that the road that the road that the road the road that the road that the road that the road the road that the having built it. All these facts, and many more, showing up the folly of this crazy railway project were reiterated over and delay as possible. It surely must

ter another, on the opposition ing wings of the National Trans- sition. The discussion on the continental System, the Cana- motion was resumed after the dian Northern and the Interco-usual routine, and the new leader A brief consideration of cach colonial Railway. These are jumped into the fray about five of these arguments, if arguments now great wings of the Cana- o'clock p. m. There were great dian National System of Rail expectations and great applicate to the proposition side; and all MR. JAMES McISAAC, (Kings, P secure financial aid to carry an its ways, and they are separate from our the opposition side; and all MR. JAMES McISAAC, (Kings, P secure financial aid to carry an its one another, divided, as it were, members on the government stde, a few words on this question which is one another, divided, as it were, members on the government stde, of paramount importance to the peo millions of money, till at last the Gov ess of the ground assumed by in the middle. The Grand who had never heard, and many of paramount importance to the pec

throne which was read by His
Excellency the Governor General
at the opening of the session,
specifically declared that other
business would come before parlament during the session.
Even if this were not in the
specch, it is simply childish to
put forward the statement that
the Grand Trank proposition
grand proposition
parliament, at least during the
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parliament, at least during the believe that I shall believe the the subject was simply
parliament. His contain
parliament, at least during the believe that II shall believe the the subject could not be legitimately dealt policy, but would be laying the been worn threadbare by the op- Trunk Railway Company and are put foundation for disastrous results position members during the with at the present session of in the future. Developing this whole of the discuss parliament. It certainly would point further, this is to be said: that time. These are the points not come before this session of taking over the Grand-Trunk to which we have just alluded parliament if the Grand Trunk System is not assuming a dead above. The new leader added to give the House a resume of the et it be said in this connection, prise was meeting with disap friends behind him, to the utter Canada, a trade that was looked after

as it has afreedy been such that pointment and in many cases the negotiations looking towards listisfer it paid the annual in the possible acquisition of the true transfer that the possible acquisition of the true transfer that the present that ment and the company for at penditure, that is to say, what he negative the company for at east a year and a half. The ever may be the shortage on the government had stated the con- surplus earnings of the road to moment. As already stated, he the idea of building eastward as well ditions on which they would be meet its fixed charges. Then had only been in the house, at from this committing themselves ure in the matter of terminals

and managing staffs.

The third untenable ground of chagrin to the leader of the 30th July 1903 is thus recorded in Hansard: ssumed by the opposition was opposition before the division on that the Grand Trunk should be illowed to go into liquidation, it our own price. Surely this is of the evening sitting, up to very black e.e. to Canada's credit in called. The number of memhe estimation of the world, that bers in attendance was not very On the same date at page 7695 me of its great railway lines large. It was not very much was allowed to go into liqui over 150, as a good many, for The cash subsidy which is promi seriously injure Canada's credit, ment, to characterize it by no principal force in the Cuadian pending, after a long debate, tally said that it would not be so fore that the Minister of Railpowerful and so capable of con- ways, in replying to the leader folly of this crazy railway project were reiterated over and over again, in the debate by those supporting the government answer to all reasonable men regarding that point. Then, to other hand the members of the opposition consumed hours and hours of time in discussing the project, but never for a moment advancing any alternative or real tangible argument against the government's course. They dealt in precilities are after any bhligations of the government's course. They dealt in precilities are after any bhligations of the government of the government of the debate, and had expressed a very strong wish to "go home." This was repeated over and over the debate, and had expressed a very strong wish to "go home." This was repeated over and over the Government of Canada. Were the Government of Canada were the Government of Canada were the Government of Canada not to take over the Government of Canada not to take over the Government side. This fact was not less sight of by those members on the government's course. They dealt in precilities are after any bhligations of the government. Farenthetically, I may sa that another road was subsidized by the continuent ally view with a jealous eye the to government of Canada. Were the Government of Canada not to take over the Government of Canada not to take over the Government side. This fact was not less sight of by those members on the government is any business for it to do. The second point is the financial proposition and its leader to music, and they lustily sany in the tornal and what assistance the tomber ally view with a jealous eye the transfer to the debate, and had expressed a very strong wish to "go home."

This debate, and had expressed a very strong wish to "go home."

This debate, and had expressed a very strong wish to "go home."

This debate, and had expressed a very strong wish to "go home."

This debate, and had expressed a very strong wish to "go home."

This debate, and had expressed a very strong wish to "go home."

The debate, and had expressed a very dealt in puerilities one after an bbligations of the government. understand that, as a rule, peo-

say was, that the present session of parliament had been called for mits the financial obligations of a special purpose and that this legislation should not come up legislation should not come up Secondly, that the financial position of Canada at the present session of the second position of Canada at the present session of the second discussion of the House of Composition of Canada at the present session of the second discussion of the House of Composition of Canada at the present session of the second discussion of the House of Composition of Canada at the present session of the House of Composition of Canada at the present session of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the second discussion of the House of Composition to the crand Trunk Pacific of the secon Thirdly, that, if the Grand dize for the future the transportation and general trade promotes it aid in order to enable it to have the government now lend to continue business, it would be the first security for a few mill-but er to allow it to go into ions additional of public expensi-

wallway Legislation

James McIsaac, M. R., Delivers Important Speech, Which

by negative the position his fol hereive scheme than they at first control and instead of simply but lowers had resumed up to that ing a branch westward to the Pacif

the motion was concluded, as will the be shown in a moment. The de- that line of railway from Moneton the Pacific Coan will be in the neigh bate went on through the hours formood of \$12,000,000 or \$13,000,00

but it would dislocate public harsher term, had been intro- | That certainly looked exceedingly inding its business so success of the opposition, made very con- Drayton-Valority report, about \$16 music, and they lustily sang in ram understand that, as a rule, peo-ple are not in a position to buy discomfitted them. The company were not long the refrain being "I want Grand Trank Company were not long the refrain being the company were not long the refrain being the refrain b of the party. All they could say was, that the present session of parliament had been called for mits the financial obligations of the government of parliament had been called for mits the financial obligations of the government of the party. All they could say was a tremendous uproar, the financial obligations of the government of the party. All they could say who seriously considers the situation of public affairs, but adopted a position to buy juck knives or the government for assistance.

There is no one in parliament, great railway systems just as they might buy juck knives or and the new leader looked expending the three company were not in a position to buy great railway systems just as they might buy juck knives or and the new leader looked expending the three leaders.

There is no one in parliament, great railway systems just as they might buy juck knives or and the new leader looked expending the three leaders.

There is no one in parliament, great railway systems just as they might buy juck knives or and the new leader looked expending the three leaders are the said again and again, until to use them.

ot object to the award of the arbitra

918; reference to which will be found a Hansard of May 15, 1918, page 1996, he right hon, the Prime Minister (Si

ne Opposition had stated, through neir leader, they should be satisfied he arbitrators should fix. They were illing to go as high as \$30,000,000 hile here we find that one-third othat amount, or \$10,000,000, is the mount awarded by the arbitration. anadian National railway system. Wo ler what has happened to the

hey would be obliged to cease oper ting that railway. We all know that happened. The Government ook immediate action and placed the trand Trunk Locific in the hands of n Northern railways, which encounted these financial difficulties, wer then Canada could sustain any suclethora of railway mileage. How ha thappened that we have come to the tage that the Grand Trunk Railwa

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Our new Stock is here, ready lines this year, showing the

BLACK HIGH TOP BOOTS, same as above made on hig or low heels.....\$4.95 and ur

GREY KID BOOTS, newest styles ..... \$7.25

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This year we have many special lines in Brown

Browns \$6.50, 7.00, 9.50 | Blacks \$3.75 to \$8.50 Misses', Boys' AND CHILDREN'S SHOES-We sel the Amherst, Crosby and Classic Lines-the best in

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135 QUEEN STREET.

cobert Borden), discussing the question and alluding to the matter of the rrangement with the Canadian Northein, stated that:

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FLOUR

The Best Brands are :-Robin Hood Victory Beaver Gold Medal Queen City

FEED

Cracked Oats, Oil Cake Feed Flour, Oats Bone Meal, Linseed Meal Calf Meal, Chick Feed Schumacker Feed, Hay Crushed Oats, Straw Rolled Oats, Cornmeai Oat Flour, Cracked Corn Poultry Supplies, &c., &c. OATS

WE BUY:

Black and White Oats Island Wheat Barley, Buckwheat Timothy Seed Flax Seed Early Potatoes

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We want 50 Carloads of good BALED HAY. Also BALED STRAW We want Fifty Thousand Bushels of OATS. Write us for prices. State

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We have some gool Herring in stock, by Pail, Dozen and Half Pairel. If you desire a Half Barrel mail us \$6.25 and add Fifty Cents extra for freight if you do not receive your freight at a Booking Station. If Herring are not satisfactory return at once and your money will be refunded. Address

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# Your Soldier Boy Wants

No matter where he is, or what other tobacco he can et, the Island soldier who chews tobacco is never satisfied with anything but HICKEY'S TWIST.

In hundreds of letters from the boys in Flan lers, France England and the training comps, they ask for HICKFY'S I WIST-and the 105th took along 20,000 figs with them Send your soldier boy a pound of HICKET'S with the

Hickey & Nicholson, Ltd CHARLOTTETOWN

hext parcel.

Now, Mr. Speaker, the terms of the agreement have been before the House and are familiar to hon, members. But our friends of the Opposition do not seem to be satisfied with those terms over it found itself in this position: With two outstanding wings, as a vers, of a great rallway aystem no a system, but two portions of a system divided in the centre by the

Grand Trunk railway should be acquired on the most advantageous an reasonable forms to link up the tw outstanding wings, so that we woul-have a great transcentinental system And let if be remembered that thi course, too, was forced upon the Gov ernment in consequence of the Gran. Trunk railway being unable to mee course which the Government ha \$200,000 ransom, led to the pursued under the circumstances

Why does the Government do this Decause, in the first place, it was forced to it; and, in the second place, it order that the railways which have been already forced upon them ma be made of the greatest use to the people of this country—that we ma have a great co-ordinated transconting ental system stretching from ocean to ocean, and so be in a position, unde public ownership, to compete with the great transcontinental railway operat ed by the Canadian Pacific Railway a truly marvellous institution. Bu a truly marvellous institution. But appears to me there is no reason why in due time the Government of Canada may not be able to compete on equal terms with, and operate it transportation business just as successfully as the great Canadian Pacific Politics. Company, Ven. Mr. Speak cessfully as the great Canadian Paci fic Railway Company. Yes, Mr. Speak er, there is no reason at all why ou Government cannot do that success fully profitably, for I am confiden that the system will pay for all the expenditure that may be made upon it and still show a surplus. This desiable state of things may not come about today or tomorrow, it will take some time, but ultimately it is my conviction, Sir, that our national rail ways will be operated on a paying bas is. Therefore, not only is this a good business proposition, but it is a patriotic proposition.

patriotic proposition.

I would like to refer briefly to some of the objections that have been raised to this proposition. To tell the truth, Sir, it appears to me that those objections are most frivolous. I denot think one real, valid and substantial objection has been presented during the course of the debate. It is said that the legislation was sprungupon Parliament. But surely no hor member would deny that he had some knowledge that these negotiation were proceeding. The proposition was brought to Parliament at the earlies possible moment, that is, when the agreement had been reached. There it is said that there is no time in the dying days of the session for a prodying days of the session for a proper discussion of this proposal. But Mr. Speaker, there is no limit to the session. It does not appear to me session. It does not appear to me that it can be said that the session may not continue and every member of the House have every opportunit of discussing this question from every angle and point of view if he is so disposed. Therefore there is no thing in that objection.

thing in that objection.

I do not see my friend the hon member for Antigonish and Guysbo. ough (Mr. Sinclair) in his seat. regret his absence, for in his attact on this measure he said, among other things, that he feared what the award of the arbitrators might be regarding the value of the common stoel of the Grand Trunk railway, and that he had great fears that a fictitious value, a value altogether errone ous and beyond reason, would be given to that stock. And as evidence on his sincerity he made the statemen that when the Canadian Norther Tailway was acquired the arbitrators of that day valued the stock to be taken over by the Government at \$10,000,000, which he thought was in the highest degree extravagant. But, Sir in the session of 1917 his then leader the late right hon. Sir Wilfrid Laurier, stated when the matter was un der discussion that if that stock wen as high in value as \$30,000,000 he

der discussion that if that stock wen as high in value as \$30,000,000 he would find no fault with the valuation Apparently my hon, friend (Mr. Sir clair) did not then disagree with his leader; but subsequently when that very stock was acquired for the people of Canada for \$10,000,000 he holds up his hands in holy horror.

With him it makes all the difference in the world whose ox is gored. It mattered not how great the extravagance might be so long as it was committed by his leader, but when a genuine busiress proposition was proposed from this side of the House to. said, it is not critical. With proper forty per cent. Seth Hart, of management, good judgment and good government Canada will be able to government Canada will be able to wenter of the propeller.

had been asked by the Opposition, remember very well that not only during the present session but last session, hone gentlemen opposits inquired whether any progress had been made in the Government negotiations with the Grand Trunk, or whether or not the Government had any announcement to make with regard to the project. Any hon, gentlemen of the project any hone gentlemen who was present on those occasions cannot fall to have a distinct recollection that the total me to time the Government negotiations and the first of the country something because, is I juilly leave the government gentlement and the country something because, is I juilly leave the government gentlement and the country something because, is I juilly leave the government gentlement and the country something because, is I juilly leave the government gentlement and the government gentlement ge arbitrated common stock. You nust not forget that the Grand Trunk

that had already been placed before the Grand Trunk directors. Then the day arrived when the directors of the Grand Trunk accepted the Government's terms slightly shanged in on respect or the other, but not on that account any the less advantageous to the country. Then the Government takes it over not engrafts it on our national system of railways. Until the last two ears, when owing to the war very ew railways were able to show a surplus, the Grand Trunk were able to show a surplus of the short the Government system of railways. ar astray in assuming that the sur-lus earnings over the cost of opera-ion of the G and Trunk railway will to a long way towards meeting the ure stock.
For the resons which I have en

In a deluge of rain the Prince d Wales on Reiday mades a tour transfer a harbors playing the former store of a soldier some mount ial at Victoria Pier enfonte

Statements of a private detective that he had discovered a errest at Toledo! Ohio, of four

Approximate cost of the recent ailway strike to the British Treasury, was £10,000,000 Sterlng, according to an announcenent made by the Chancellor of the Exchequer in the House of Commons. The Chancellor added hat the publicity campaign igainst the strike cost the Govrnment more than £32,000

Herbert H. Asquith, former Premier, in the course of a speech at Aberystwith, Wales, leclared the country was not pankrupt. On the contrary, he aid, there was an abundant evitence of wealth, even a superfluity. Mr. Asquith advcested new taxation immediately in orler to meet the situation, and suggested an inquiry into the axability of wealth

In the British House of Comnons Mr. Bonar Law, replying to Mr. Josiah Wedgewood, Liberal, in regard to statements by W M. Bulitt, former member of the American peace mission, on his rip to Russia said Prime Miniser Lloyd George had not personilly read the British report but that it had been examined for nim. The Prime Minister, he mid, adhered to his statement that Mr. Bullitt's report was a tissue of fulsehood.

British commercial travellers and the representatives of business houses are to be permitted passage aboard every British warship leaving the country for abroad. This, according to Sir Hamar Greenwood, under secretrary for home affairs, who made the announcement before the association of British chambers of commerce, is a move unique to the history of the empire Walter Hume Long, first lord of

forty per cent. /Seth Hart, of public time ventor of the propeller.

MINARD'S LINIMENT USED th BY PHYSICIANS.

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THE TOP MARKET PRICE PAID AND EQUITABLE GRADING MADE

-No DEEAYS AT ANY POINTyery disadvantageous to Canada. Let us see what the meaning of the whole bisiness is 1.8s 1 have already stated hore than once during the course of her paid dut of the Treasury is a generous attempt to enable the Canada to stand behind the lovernment and carry through, this egislation. I am affirmly convinced that it will be of the greatest posting to continue in operation. But when the time came that the Cotern ment was obliged to take those roads over it found itself in this position.

Local and Other Items - 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

to me, Mr. Speaker, that no reason to me, Mr. Speaker, that no reason of Henry Ford, and hold him for St. Louis Fur Exchanges 7th & Ches nut, St. Louis, M., U.S.A.

March 12, 1919

Announcement

For the information of our many patrons, in both town and country, we deem it necessary to announce that the Coal Business, successfully car ried on in the past by the Itae Mr. Charles Lyons, will be continued by the Estate, under the old firm name of C. Lyons & Co.

By maintaining a high standard of service and by courteons and honest treatment of the public, this firm has, for aperiod of more than a quarter of a century, enjoyed a large and ever-increasing pa. tronage; and in announcing our intention of "earrying on," we desire, most earnestly, to give expression to our appreciation thereof. We are deeply grateful to the firm's many patrons for their constant manifestation of confidence in it in the past, and we assure them that if they favor us with a similar evidence of their good-will in future there shall be no economy of effort on our part to make our intercourse both pleasant and

profitable to them. As we possess almost unlimited facilities for supplying the coal trade, and as we are desrious of extending our already large business, we respect fully invite the patronag of new custmers; and if we succeed in thus increasing our present con-nection, we guaranteethat we shall be indefatig-able in our endeavor to justify the confidence of

We again thank our patrons for their past generous patronage, and respectfully solicit a renewal of their esteemed custom.

C. LYONS & CO

Charlottetown, P.E.I.

Canadian National Railwaysphildent must appear in person at Dominion Lands Agency or Sub-Agency for District Entry by proxy may be made on certain conditions Dutles-

Important Daylight Saving Change of Tim at 2 a.m. Sunday, March 30, 1919

All clocks and watches used in operation of Canadian National Railway will at 2 a. m. Sunday, March 30th, be iadvanced one hour. To prevent serious confusion and its convenience to the public the attention of all concerned is directed to the following conditions resulting from the incertain districts. Price \$8.00 per incertain districts. mportant change of time :

ble airplane propeller means, acgenine business proposition was proposed from this side of the House to acquiring the stock at one-third of the price he was willing to sanction, he thought that was something terrible. The objection has been made that the finances of the country at the present time do not warrant us in under taking any very large expenditure. We all realize that the country's expenditure is very great, and that out financial position may even be considered serious, but, as the ex-Minister of Finance (Sir Thomas White) has said, it is not critical. With proper forty per cent. /Scth Hart, of

Where municipal time is changed to correspond with the new Railway time, passengers will not experience difficulty growing out of the change.

April 2, 1919

SEALED TENDERS admissed to the Postmaster General, will be received at Ottawa until noon on Friday, 5th December, 1919, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route Mosel, Rural Mail Route No. 1, front the 1st

lorall, and at the office of the JOHN F. WHEAR.

Post Office Inspector.
Post Office Inspector's Office,
Ch'town, Oct. 23, 1919.

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Tossibly from an over sight or want of thought vou have put off insuring, or placing addi tional insurance to adequalely protect yourse against less by firois

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J. D. STEWART

Barrister, Solicitor and Notary Public.

OFFICE : NEWSON BLOCK Charlottetown

Branch Office, Georgetwon.

Canadian-West

Land Regulations

The ole hear of a family, Chay male over 18 years old, who was at the com.

ense uent of the present war and who has since continued to be a Britisl author or a subject of an allied or nenral country, may he mestes d a quarter section of available Dominion Land in Manisoba, Saskatchewan or Alberta his mouths residence upon and cultiva may secure an adjoining quarter-section as pre-emption. Price \$3.00 per serchree years after earning homestead conent and cultivate 50 extra acres. May obtain pre-emption patent as soon

sere. Must reside six months in each

ob-Agency). Discharge papers mine be presented to Agent.

W. W CORY. le aty Ministerof the Interio N. B - Unauthorised publication of his advertisement will not be paid to CINILI Y YY Files Edward Island

Time Table in Effect October 6th, 1919 TO THE STATE OF 246 1940 025 Hunter River 5,87 11.24 9997 Arr. Emerald Pet ... 500 10.38 750 Arr. Borden . Dep. 4.10 A.M. 6.10 8.45 A.M. P.M. A.M. P.M. 6.50 2.05 Dep. Charlottetown Arr. 10.00 15.50 18.45 4.15 Mount Stewart 8.45 4.15 8.77 3.17 9.52 5.02 St. Peters 7.55 2.40 11.25 x 6.05 Arr. South Dep. 6.55 1.15 And I want to be a produced and the second and the second and The second of th P.M. A.M. Dep. 4.35 9.00 4.13 Dep. Mount Stewart Arr. 8.45 3.55
10.16 5.04 Cardigan. 7.47 2.39
10.50 Montague # 17.47 2.10 bank The PM 11.30 - COO ANY CHOUNTS OF THE PARTY OF THE Sat. Daily Daily Sat.
Only ex. Sat.
& Sun.

Sat. Only P.M. P.M. A.M. A.M. A.M. 4.00 3.30 Dep. Charlottetown Arr. 10.40 10.05 Vernon River 0.45 7.25 Arr. Murray Har.

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

DEBLOIS BROS. LOOK! Read! Palize.

We eater 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

WELL, there's where we shine !!! We study the business. We know what suits a young man

we knowwhat 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 Madeto-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 mar 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 Hi 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

Gloves

We have just the kind of Gloves you need, fined and funlined. Also Wool Gloves for this time of year. Suedes [and] Tans-both combination. Priec ...... \$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.

ADVERTISE IN HERA

Date Sweet Land, the town To heav'n I sing, and hither bring An off ring unto Thee! No diadems of dazzling gems, Nor highly burnished gold Of costliness, do I possess; These lifeless are, and cold. For Love's sake this off'ring

take-My grateful life, made swet My prayer and praise thro' painfilled days-

I lay it at Phy feet ! a Thou art my Way! from day by day Thy face is imaged clear

Within my heart, whose Light dared asked no news. Thou art; Thus, Lord, I have no fear.

Thou hast been all to me By Thy wise Hand my years were planned For good, I plainly see.

strife My hand Thou didst firm

And so Thou are dear Mered your own. Heart Of all my songs the best; Each note, each cord, is Thine, To touch and make souls blest.

Thy glory shines on me in lines Of pentecostal fire; By Thy sweet Grace, my heart dinary gallantry. The fighting

My heart's Heart calls to me. High, Triune Power! Crownbless-this hour, I consecrate to Thee!

### Ruggles

By Gabriel Francis, Powers, in Ave Maria.) Cencluded

After that he came home more rarely. He was up to his eyes and ears in work; and when h did come home, this tall, handsome, finely-drillled tellow was full of a new knowledge which diverged farther and farther from the poor things we had possessed in common. I would scarcely dare even to call by their proper names the technical branche that were routine to him, but, though the terms were strange he used them in a modestly frank way, as though unconscious of, or condoning, our ignorance. And if we grew very sure Ruggles was going to be uncommonly strong on his own ground, we were still more sure he was an unusually nice boy. Of this and other fact, leaking out later made us still more certain. I was that all through his Sandhurst years he had not only said his Rosary every day, bu insisted upon saving it on hi knees. Ruggles is not being held up as a pattern of every virtue, but what manhood and what knighthood were in him it s just to say.

He was at Sandhurst stil when the war in south Africa broke out; and our thoughts travelled England-ward frequent ly as, in slow success quick succession, from the fron came the terrible stories of disaster: battles, ambushes, sickness loss of life, and chiefly the ap palling and most honourable lists of death swelled with the name of British officers. England was being drained; but, gallantly answering every call, men and funds were forthcoming.

It was no surprise that the Sandhurst men ready for "exams' got their commissions and were sent off post haste; but the bread and-jam clique went "wild-crazy" the day Ruggles' class was called out. They had a year's work before them yet, but it was no no time to stop and think of it Officers were badly needed; and post-haste, as the others had gone before them, the second batch went out. Ruggles embarked with "his regiment"—it in spring and summer; it's had actually come to that he had a regiment; and the name of made our hearts beat fast for because the regime MINARD'S LINIMENT CUKE COLDS, ETC.

LOVOE LA SULLI S WITH S - -

lood's Sarsaparilla tres kidney and liver troubles, re-ives the back, and builds up the hole system.

vears a rather singular uniform and carries colours' riddled at Waterloo. One of us, however, neeting Ruggles' mother in the street, with a face of dumb agony,

What kept us in touch with him was the splendid work done Thou art my Truth From early in those days by newspaper correspondents of all nationalities. Pen and camera kept before the world at large those graphic graphic episodes, seized upon the very plastic of life, at stations on board transports, and in the Thou art my life? Thro' stormiest Transvaal proper. How many of those snapshots presenting ambulance and Red Cross scares must have bred heartaches! And mad'st more strong Thy There was always the possibility that this huddled heap still for-That shines, by Grace, the ever, or that hap his of a form ipon a stretcher inight be one of

> In the course of time ever, a great joy e this means. A present paper cers of a certain regiment in connection with this I ne in the text: "The So-and-So's in par-

ticular behaved with extraorlasted ten hours, during which To lift me higher and higher! time the Brithish troops had Blest Three in One! The hymn food nor water," etc. etc., What electrified us was that in the back now, bareheaded, in nndress uniform, like the rest of his mouth), was Ruggles our a dry throat, then stopped. Ruggles! It seemed too good to be true. For a little while we and he was not changed one

whit, from the familiar twist of into a hoarse whisper. hafr between temple and midfor-head to the unconcern of the half-smiling lips upon the briar; made another attempt. "My unonly the young, young face was fortunate client -. But it connected with loose khaki; and was no good. beyond the sturdy British figures the broad, irregular markings of the veldt penciled the distance.

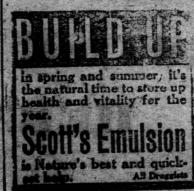
Our joy did not last long. Digby Jones was killed about this time, and the Romans, who had never known him, drew together and spoke of it in hushed voices. Loss of life, they said, was a terrible thing, whether among Boer or English; but what choked them was the holoeaust that went up, with every one of those English School-boys

form, a target to the enemy's "Especially," added one of the group, "when you stop to think Rauskin's thought of what sacri fice and toil go to the making of me perfect human life."

"Yes," pursued somebody elses ust imagine now if Ruggles,' after all these years of labour, ed in some ha-penny skirmish!" killed," protested the senior,

stardidly. "No? You'll breastplate him, Is

At which one of the junior Ittered cynically: "Armour him!" Whereupon the senior, not being patient of youth, stalked out of the room and picked up his 25 cents a box. Three of us were left in the wiglight, lolling on the lounge; and, as the study grew dark, the lose human companionship and erfect sympathy induced us drst to confess and then to talk each other out of, our very positive fear. It was all fine enough to keep up appearances, but we know as well as the Buck a certain line proporting that "bodies are not rocks nor blbed with steel." Then, again



the heart, in its incredible be-

liefs and unbeliefs, argued out

### Parsition Lourd hould Rever Be Regiected.

istent cough that sticks to you in spite everything you have done to get rid. The longer the cough sticks, the n

serious menace at becomes to your health.

It is a very easy matter to get rid of the cold at the outset by using Dr. Wood's

Norway Pine Syrup. In nearly every case it will allay the

nation, soothe the irritation, heal the diseased unicous lining of the lungs and bronchial tubes, and thus rid the ystem of stl=the bad effects of the Dr. Wood's Norway Pine Syrup has

been universally used for the past 30 years, and so great has been its success, it is only natural that a great nany imitations have been placed on Don't accept any of these, so-called

Pine Syrups. Get the original "Dr. Put up in a yellow wrapper; 3 pine trees the trade mark; price 25c. and 50c. Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

once more, through the eternal infantileness of its sylogizing, that nothing could or would happen to Ruggles, just because-There was a pull at the door-

bell, and the senior stumbled in He had not been gone thirty

Then one of us said, soberly: 'Hang it all! D'you suppose

I'd invent it for fun? I just met his sister down the street. He rose to address the twelve

his client. "My unfortunate client," he them (and with a pipe stuck in began, in a quaking voice, and

Fumbling about his papers he began again. "My unfortunate had got him back amongst us client .... 'Again his throat dried up, and his voice trailed off

Desparingly mopping his forehead with a handkerchief, he

The judge, smiling down at him in a kindly way, said: "You may proceed with your statement, Mr Blank, The court, so far, is in entire agreenent with you.

A druggist can obtain an imi ation of MINARD'S LINI-MENT from a Toronto house at very low price, and have it abeled his own product.

This greasy imitation is oorest one we have yet seen of standing forth in his untried unihe many that every Tom, Dick nd Harry has tried to intro-

Ask for MINARD'S and you vill get it.

A SENSIBLE MERCHAN'I

Milburn's Sterling Headache lowders give women prompt restudy and effort, should get kill- lief from monthly pains, and have no bad after effets what "Ruggles isn't going to get laver. Be sure you get Milburn's Price 25 cents abox

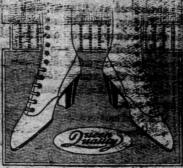
> W H. O. Wilkinson Streetford says:-"It affords me much pleasure to say that I experienced great relief from Muscular Rheumatism by using two boxes of Milburn's Rheumatic Pill Price

Minard's Liniment the Lumerman's friend.

Fainting, Dizzy Spells Weakness and Shortness of Breath.

Those feelings of faintness, those dizzy pella and "all gone" sinking sensations thich come on from time to time injuste a weakened condition of the heart and disordered state of the nerves. Milburn's Heart and Nerve Pills have no equal for strengthening the heart and nvigorating the nerves.

Mrs. C. A. S. Drake, Paris, Ont., writes:—"I have used on towards the second box of Milburn's Heart and Nerve Pills and and they have done me good. I had those fainting, disay



eather or rubber soles. BLACK HIGH TOP BOOTS, same as above made on hig or low heels......\$4.95 and up

MEN'S BOOTS

This year we have many special lines in Brown and Blacks.

Browns - \$6.50, 7.00, 9.50 | Blacks - \$3.75 to \$8.50 MISSES', BOYS' AND CHILDREN'S SHOES-We sell the Amherst, Crosby and Classic Lines-the best in

Mail Orders

## the successful tenderer become Feed, Flour & Seed Store forfeit; all others will be returned promptly.

QUEEN STREET WE SELL

FLOUR

The Best Brands are:-Robin Hood Victory

Beaver Gold Medal Queen City

FEED

Bran, Middlings, Shorts Cracked Oats, Oil Cake Feed Flour, Oats Bone Meal, Linseed Meal Calf Meal, Chick Feed Schumacker Feed, Hay Crushed Oats, Straw Rolled Oats, Cornmeai Oat Flour, Cracked Corn Poultry Supplies, &c., &c. WE BUY:

OATS Black and White Oats Island Wheat Barley, Buckwheat Timothy Seed Flax Seed Early Potatoes

HAY

-BALED HAY. Also BALED STRAW We want Fifty Thousand Bushels of OATS. Write lus for prices. State

WHOLESALE.

quantity for sale.

*vammunnumus* v We have some good Herring in stock, by

Pail, Dozen and Half Barrel . . . . If you desire a Half Barrel mail us \$6.25 and add Fifty Cents extra for freight if you do not receive your freight at a Booking Station. If Herring are not satisfactory return at once and your money will be refunded. Address

MADDIGAN

CHARLOTTETOWN

# Your Soldier Boy Wants

No matter where he is, or what other tobacco he can et, the Island soldier who shews tobacco is never satisfied with anything but HICKEY'S TWIST.

In hundreds of letters from the boys in Flanders, France England and the training camps, they ask for HICKFY'S TWIST-and the routh took along 20,000 figs with them Send your-soldier boy a pound of HICKEY'S with the

Hickey & Nicholson, Ltd

CHARLOTTETOWN

Notice of Sale

BOOTS, high tops with

\$5.95 and up

GREY KID BOOTS, newest styles ...... \$7.25

day & September, 1919, fer the ster Hatchericat: Arichat, N.S.

saacs Harbor, Guysborough Coun y, N.S., Little Bras d'Or, Alde Point, N.S.; Charlottetown, P.E.I.; Georgetown, P. E. I.; Buctouche Buctouche Harbos, N. B.; She ogue, Westmoreland County N. B., Port Daniel, Que.

dered for :-(a) The whole of each including the land, building or buildi and plant on the premises.

(b) The land only. (c) The building or buildings

(d) The plant only, wholly, or

All of the buildings are single

The several properties are ope

of the Naval Service at Ottawa of the tender. In case of failure direct with you. to complete the purchase within the time specified the cheques of

turned promptly. The right is reserved to reject

any or all tenders. G. J. DESBARATS, Deputy Minister of Naval Service. Department of the Naval Service. Ottawa, Ont., Aug. 20, 1919. Unauthorized publication of this advertisement will not be paid for. Sept. 3, 1919-3i

...CANADIAN NATIONAL RAILWAYS

We want 50 Carloads of good Change of Time--P. E. I. Division

Commencing Monday, October

6th, 1919, Trains will run as WEST: Daily except Sunday, will leave Charlottetown 6. 25 a.m., arrive

Borden 8 45 a. m., Sammerside 9.20 a in., returning leave Borden m., Charlottetown 6.35 p.m. Daily except Sunday, leave Charlottejown 12.40 p.m., arrive Summerside 4.35 p.m Daily except Sunday; leave Charlottetown 2.45 p. m., arrive Summerside 605 p. m., Tignish

Daily except Sunday, leave Figurish 5.35 a. m., arrive Sumerside 9.00 a.m., Charlottetown Daily except Sunday, leave

Tignish 8.15 a. m., arrive Summerside 1.35 r.m., leave Summer sipe 3.20 p.m., arrive Borden 6,10 p.m. connecting at Emerald with train from Borden 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 Borden 8.45 a.m.

EAST:

Daily except Sunday, leave Mount Stewert 8.45 a.m., Georgetown 11.30 a. m., Souris 11.25 a.m.; returning leave Souris 1.15 Important Daylight Saving Change of Tim o. m., Georgetown 1.00 p. m., Mt Stewart 4.15 p. m., arrive Char-

ottetown 5.15 p.m.

Daily except Sunday, leave Elmira 5.35 a.m., Souris 6.55 a. m., Mt. Stewart 4.15 p. in., George-town 6.00 p.m., Souris 6.05 p. in., Elmira 7.20 p. m.-

Daily except Saturday and unday, leave Murray Harbor

ray Harbor 7.20 a. m., arrive public time posters. District Passenger Agent's Office, difficulty growing out of the change, Charlottetown, P.E. Island. Oct. 8, 1919-27

Victoria Cross View, Pietou County, N. S. Inverness, Margaree Harbor, N.S. West Covehed Frank Halliday J.A.E.McDonald Little Pond

DEPARTMENT OF AGRICULTURE Alternative tenders willcon- be

Furs. Furs. Furs

-Ship to Us Direct TOP MARKET PRICE PAID

and expert grading and pay you at a rate of five to twentyfor a sum equivalent to ten per five cents more on the dollar than the average advertising cent (10 p.c.) of the full amount fur company, as we cut out all middleman's profit in dealing

St. Louis Fur Exchange

7th & Ches nut, St. Louis, Mo, U.S.A.

March 12, 1919

.. Announcement ..

For the information of our many patrons, in both town and country, we deem it necessary to anfounce that the Coal Business, successfully car fied on in the past by the Itae Mr. Charles Lyons, will be continued by the Estate, under the old firm name of C. Lyons & Co.

By maintaining a high standard of service and by courteous and honest treatment of the public, this firm has, for aperiod of more than a quarter of a century, enjoyed a large and ever-increasing pa. tronage; and in announcing our intention of "earrying on," we desire, most earnestly, to give expression to our appreciation thereof. We are deeply grateful to the firm's many patrons for their constant manifestation of confidence in it in the past, and we assure them that if they favor us with a similar evidence of their good-will in future there shall be no economy of effort on our part to make our intercourse both pleasant and

profitable to them. As we possess almost unlimited facilities for supplying the coal trade, and as we are desrious of extending our already large business, we respect fully invite the patronag of new custmers; and if we succeed in thus increasing our present connection, we guaranteethat we shall be indefatigable in our endeavor to justify he confidence of

our new friends. We again thank our patrons for their past generous patronage, and respectfully solicit a renewal

C. LYONS & CO. Queen Street

Charlottetown, P.E.I. .. Canadian National Railways-

OPERATING ONE HOUR EARLIER

at 2 a.m. Sunday, March 30, 1919 All clocks and watches used in operation of Canadian eorgetown 6.45 a.m., Mt. Stew- National Railway will at 2 a.m. Sunday, March 30th, be Georgetown 6.45 a.m., arrive Charlotteiadvanced one hour. To prevent serious confusion and iia
town 10.00 a.m., returning leave
Charlottetown 3.05 p. m., arrive directed to the following conditions resulting from the

If cities, towns, villages and other municipal bodies do not change their local time to correspond with the new Railway time, all concerned should keep in mind that while Daily except Saturday and Sunday, leave Murray Harbor 6.45 a. m., arrive Charlottetown 10.40 a.m.; returning leave Charlottetown 10.40 a.m., arrive Murray Harbor 7.25 p.m.

Saturday ONLY—Leave Mur-Leave Murray Harbor 7.25 p.m.

Saturday ONLY—Leave Murray Holders and Saturday ONLY—Leave Murray Harbor 7.25 p.m.

Saturday ONLY—Leave Murray Harbor 10.40 a.m.; returning leave Charlottetown 10.40 a.m.; returnin

ing leave Charlottetown 4.00 p.m. Where municipal time is changed to correspond with arrive Murray Harbor 6.45 p.m. the new Railway time, passengers will not experience

April 2, 1919