

The Herald

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Please Send in Your
Subscription Money.

An Astounding
Expansion.

Reference was made recently
to the remarkable expansion of
British overseas trade last year,
which exceeded that of the year
before by two thousand three
hundred million dollars. Figures
for January just arrived show a
continuation of the growth at an
even more extraordinary rate.
British exports for January were
\$290,000,000 more than for Janu-
ary, 1919; and British imports
for January were \$240,000,000
higher, a total gain of \$50,000,000
for one month over the
corresponding month a year pre-
viously. The overseas trade for
the month amounted to £106,000,000
of exports and £183,000,000
of imports a total of £289,000,000
equivalent at par of ex-
change to \$1,400,000,000. If
this rate of trade be kept up
during the balance of the present
year, the total of British overseas
business for 1920 will be fifty
per cent. greater than last year,
and double that of 1918. This
would be one of the most as-
tounding achievements in the
trade history of the world. For
the British overseas trade of
1918 was the largest on record
up to that time. The statistics
of January illustrate the pertinency
of the following fine editorial
utterance in the leading American
financial paper, the Wall Street
Journal:—
"A number of people have
been expatiating on the great
benefits to be derived by this
country from selling the British
Empire short.
" But those who wish the wreck
of the British Empire, regardless
of its consequences to the world
and, not least, to ourselves, have
been trading on their own bear
talk. They have all the cheap
politics of a presidential year to
play with, a president searching
frantically for a popular scape-
goat for his own mistakes and a
congress ready enough to play
fast and loose with principle to
get votes. But if they have
ventured into the speculative
market, betting upon British
bankruptcy and the evil wish
which is father to their thought,
they will lose their bets.
" Foreign exchange, where they
are likely to burn their fingers,
is governed by something more
than the mere balances of trade
between two given countries. The
fundamental financial condition
of the country most affected is
the final test. Stealing is weak
because it is protecting its poor
relations—the franc, lire, even
marks—by helping France, Italy
and Germany to get on their feet
again, while we are only talking.
Sterling is sold not on its merits
but to protect other exchange
now becoming unsealable. In the
immensely growing British ex-
ports, with the concentration of
imports upon what can be manu-
factured or remanufactured at a
profit, is the answer to those who
cannot forgive homogeneous Eng-
land for standing up under a test
which, despite our immense wealth,
might, extended over four years
of war, have disintegrated our
heterogeneous population.
" Every good American will
welcome the demonstrated solvency
of the British Empire. The other
kind of American is welcome to
burn his fingers and begin to do so."

Buying Less In U. S.

Any considerable curtailment
of Canadian purchase of American
goods will have a remedial effect
on the exchange situation. Per-
haps a good many people are
already, without urging, dropping
American goods because of the
extra charges being made for
them. But such a remedy will
also affect Canadian manufactur-
ers. It will increase the demand
for their products. The exchange
has been acting as an additional
protective agency for Canadian
manufacturers ever since the rate
began to go up. In this situation,
Canadian manufacturers might
seek to benefit not alone from
increased business but also by
advancing their prices taking ad-
vantage of the position of the
Canadian consumer. This is
something to be guarded against.
The Board of Commerce should
be able to protect the Canadian
people from any tendency toward
profiteering through the substitu-
tion of Canadian goods for
American goods, either forced or
voluntary. Intimidation has been
given that the Board of Com-
merce is watching the situation,
and it is gratifying that so far
no cases of profiteering have been
observed.

Fighting Anarchy

"We must fight anarchy with
abundance," was the arresting
statement with which Premier
Lloyd George closed his speech
in the House of Commons on
Tuesday night, and his sparing
use of epigrams and catch phrases
in general lends additional em-
phases to the words.
Anarchy and revolution are
the outward expression of unrest
and discontent, and there is no
sure means of fostering unrest
than by illness and half-hearted-
ness in the store, the factory and
the workshop. To fill each hour
of the working day with sixty
minutes worth of duty done
means greater production and
greater industrial stability which
will have its reflection in greater
individual and communal pros-
perity and a larger self-content.
Anarchy must be fought with
abundance.

Anarchy which stalks through
Russia, and from time to time
throws its sinister shadow in
Europe and America, comes often
in insidious disguise. Plausible
theories that would lead to the
destruction of existing social and
industrial systems are shrouded
in rosy promises and visions
when they seek to gain entrance,
as the Wolf sought admission
into Red Riding Hood's cabin.
We must look for the claws
beneath the disguise, and fight the
spectre of anarchy before it has
time to gather strength. We
must bring to bear every weapon
in our armory, and we must
battle with the same determina-
tion, the same courage and the
same persistence, with which we
fought off and defeated the Hun.
We must fight anarchy with
abundance.

Anarchy is the product of
ignorance and prejudice. It is
the creed of might against right
of force against reason, and to
know the real basis of the struggle
is our assurance of victory. An-
archy, like disease, thrives in dark
corners and grows dank like a
weed in the shadows into which
truth and light cannot penetrate.
Knowledge and a proper under-
standing of the causes that foment
anarchy are its deadliest
enemy, and knowledge in fullest
measure will stem the tide.
Anarchy must be fought with
abundance.—Montreal Star.

No Mean City

According to newly compiled
civic statistics, Montreal today is
shown to be an imposing city
from every point of view. It is
over fifty miles square, twelve
miles long and seven miles wide.

Local and Other Items

Subscribers Admonished.
As we have not of late
made any specific refer-
ence to the payment of
Subscriptions, we should
be exceedingly pleased if
our friends would give this
matter practical consider-
ation at this particular
season.

An earthquake was recorded at
the Seismic Observatory of St.
Boniface College, near Winnipeg,
on the 10th. The undulations
lasted from 4.18 until 5.30 p.m.
and were estimated to be distant
about 3,500 miles.

A dollar spent in Canada for
goods made in Canada helps
everybody concerned. In the
long run it will also be good
for the countries from which Canada
imports certain necessary com-
modities.

Although the Argentine Con-
gress has adjourned until March
10 without passing the adminis-
tration-measures for the relief of
Austria, it is announced that the
Buenos Aires Chamber of Com-
merce has purchased 100 tons of
foodstuffs to that end.

British exports of manufactured
articles increased in January 100
per cent. over the corresponding
month of 1919. Imports also
increased, largely in food prod-
ucts and essential raw material,
but the balance of trade is now
substantially on the side of John
Bull. In good time this will cor-
rect the adverse exchange.

Passing of St. Joseph

Among the many curious stories
that passed over the telegraph
wires recently, none left a deeper
impression among the older news-
paper men of Eastern Canada
than that which told of the wreck-
ing of the "dream city" of St.
Joseph, on Lake Huron, a few
miles north of Sarnia.

Some thirty years ago, Narcisse
Cantin, a young French-Canadian,
conceived the idea of building at
St. Joseph, a city with a harbor
through which the trade of
French-speaking Canada could
penetrate into the regions of the
west beyond the Great Lakes.
With the enthusiasm of one in-
spired by an ideal, supported by
personal magnetism and rare
gifts of persuasion, the promoter
succeeded in convincing many
Montreal business men that his
scheme was practicable. The
Government was persuaded to
build at St. Joseph a wharf, while
those backing the project erected
an hotel—and a unique hotel it
was—consisting of about 200
rooms, in which there never was
a guest. The bar was 100 feet
long, but not one solitary drinker
ever placed his elbows on its
polished hardwood surface.

One hundred houses were erect-
ed, but the only inhabitants they
ever had were swallows, bats, pro-
wls that hooted at the moon in
the silence of the night. Birds
built their nests under the eaves
and in the rafters, twittering noisily
with the first grey light of dawn,
but no human voice ever echoed
through the corridors except that
of some visitor whose morbidity
led him to commiserate
with himself in mysterious sur-
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an uncanny place.

As the chill autumn gales swept
over lake and landscape, no light
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window in the St. Joseph Hotel.
The houses loomed indistinctly
and gloomily in the shadows of
darkness, and, when the moon
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with faint phosphorescence sug-
gesting supernatural presences.

At last a war hit the world
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ed. Prices soared to unheard-of
figures. Lumber increased in
value to such an extent that
builders cast eyes at mouldering
St. Joseph. Wreckers were en-
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borhood was alive with the sound
of axe and hammer and crashing
timber. Soon their work will be
finished, the last load of material
will ramble along the country
road to a distant railway siding,
and the workmen will fold their
tents. Thus endeth the "dream
city."—Exchange.

The delivery of the steamships
War Vixen and War Magic to the
Imperial authorities at Halifax
last month marks the termina-
tion of the Imperial Govern-
ment's shipbuilding program
to Canada, under which 88 ves-
sels were constructed with a total
dead-weight tonnage of 349,163.
Of these vessels 42 were of steel,
with a tonnage of 206,653 dead-
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ships with a total tonnage of
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Big Shoe Sale!
Forty Lines of Boots
and Shoes
FOR MEN, WOMEN AND CHILDREN
February Shoe Sale
WOMEN'S BOOTS—Gun Metal, Calfskin, Good-
year Welted, Neolin Soles. Sizes 2 1/2 to 7.
Sale Price \$3.95
WOMEN'S BUTTON BOOTS—Sizes 2 1/2, 3, 3 1/2
Sale Price \$1.98
Men's 2 Buckle Overshoes
\$2.95
Men's Rubbers, Sizes 9, 10, 11
95 Cents
DON'T MISS THIS SALE
ALLEY & CO. Ltd
135 QUEEN ST., CHARLOTTETOWN.

CHEW
HICKEY
Black Twist Tobacco
BECAUSE IT IS THE BEST
Insist on Getting Hickeys
Hickey & Nicholson Tobacco Co.
LIMITED

CARTERS
Feed, Flour & Seed Store
QUEEN STREET
WE SELL WE BUY:
FLOUR OATS
The Best Brands are:— Black and White Oats
Robin Hood Island Wheat
Victory Barley, Buckwheat
Beaver Timothy Seed
Gold Medal Flax Seed
Queen City Early Potatoes
FEED HAY
Branch, 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, Cornmeal
Oat Flour, Cracked Corn
Poultry Supplies, &c. &c.
We want 50 Carloads of good
BALED HAY.
Also BALED STRAW
We want Fifty Thousand
Bushels of OATS.
Write us for prices. State
quantity for sale.

Carter & Co., Ltd
WHOLESALE RETAIL
HERRING. HERRING
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 Boaking Station.
If Herring are not satisfactory return at once
and your money will be refunded. Address
R. F. MADDIGAN
CHARLOTTETOWN

Common Sense

A strike of 300,000 railway
men—maintenance of way em-
ployees and shopmen—is ordered
in the United States with a
week's notice. The Government
Director-General of Railways calls
attention to a promise of the
men's organization that no strike
should be ordered with less than
thirty days' notice to the govern-
ment administration. No denial
of this is made by the executive
of the railway men. The fact
must apparently be accepted that
the men have the Prussian feeling
about "a strap of paper." They
break their faith because it suits
them. This renders the chance
of success of a strike little prob-
able if it comes. And strikes
have not been successful of late,
and broken faith is a bad handi-
cap to begin on. The great rail-
way strike in England failed.
The great steel strike in the
United States failed. So did the
big strike of soft-coal miners.
The general strike in the west of
Canada called in connection with
the Winnipeg strike failed, as
well as the Winnipeg strike. In
Ottawa we had the failure of the
street railway strike. The chief
reason for failure of all these
strikes was the antagonism of
public opinion; and public opinion
is peculiarly forcible against a
strike when a strike is called in
violation of union faith. In no
case that we remember for years
past has any strike succeeded in
obtaining what is originally de-
manded, or more than the men
could have obtained by negotia-
tion or arbitration. The only
result has been profitless loss to
everybody—loss to the men, loss
to employers, loss to the public,
increase in the cost of living.
Under the circumstances, one
would imagine that common sense
would prevent strikes. As regards
railways in the United States in
particular, all of which are under
government operation at present,
they have lost five hundred mil-
lion dollars in operation in the
past year, while hold backing im-
provement and equipment, on
which another five hundred hun-
dred millions should have been
spent. No argument exists that
private capital is making any
profit at the expense of workers,
but very much the contrary. The
men who propose to strike are
breaking faith to attack not
capital but the public.

British exports of manufactured
articles increased in January 100
per cent. over the corresponding
month of 1919. Imports also
increased, largely in food prod-
ucts and essential raw material,
but the balance of trade is now
substantially on the side of John
Bull. In good time this will cor-
rect the adverse exchange.

Although the Argentine Con-
gress has adjourned until March
10 without passing the adminis-
tration-measures for the relief of
Austria, it is announced that the
Buenos Aires Chamber of Com-
merce has purchased 100 tons of
foodstuffs to that end.

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Passing of St. Joseph

Among the many curious stories
that passed over the telegraph
wires recently, none left a deeper
impression among the older news-
paper men of Eastern Canada
than that which told of the wreck-
ing of the "dream city" of St.
Joseph, on Lake Huron, a few
miles north of Sarnia.

Some thirty years ago, Narcisse
Cantin, a young French-Canadian,
conceived the idea of building at
St. Joseph, a city with a harbor
through which the trade of
French-speaking Canada could
penetrate into the regions of the
west beyond the Great Lakes.
With the enthusiasm of one in-
spired by an ideal, supported by
personal magnetism and rare
gifts of persuasion, the promoter
succeeded in convincing many
Montreal business men that his
scheme was practicable. The
Government was persuaded to
build at St. Joseph a wharf, while
those backing the project erected
an hotel—and a unique hotel it
was—consisting of about 200
rooms, in which there never was
a guest. The bar was 100 feet
long, but not one solitary drinker
ever placed his elbows on its
polished hardwood surface.

One hundred houses were erect-
ed, but the only inhabitants they
ever had were swallows, bats, pro-
wls that hooted at the moon in
the silence of the night. Birds
built their nests under the eaves
and in the rafters, twittering noisily
with the first grey light of dawn,
but no human voice ever echoed
through the corridors except that
of some visitor whose morbidity
led him to commiserate
with himself in mysterious sur-
roundings. And here indeed, was
an uncanny place.

As the chill autumn gales swept
over lake and landscape, no light
of warmth shone from a single
window in the St. Joseph Hotel.
The houses loomed indistinctly
and gloomily in the shadows of
darkness, and, when the moon
was shining, the place glowed
with faint phosphorescence sug-
gesting supernatural presences.

At last a war hit the world
and curious consequences follow-
ed. Prices soared to unheard-of
figures. Lumber increased in
value to such an extent that
builders cast eyes at mouldering
St. Joseph. Wreckers were en-
gaged, and once more the neigh-
borhood was alive with the sound
of axe and hammer and crashing
timber. Soon their work will be
finished, the last load of material
will ramble along the country
road to a distant railway siding,
and the workmen will fold their
tents. Thus endeth the "dream
city."—Exchange.

The delivery of the steamships
War Vixen and War Magic to the
Imperial authorities at Halifax
last month marks the termina-
tion of the Imperial Govern-
ment's shipbuilding program
to Canada, under which 88 ves-
sels were constructed with a total
dead-weight tonnage of 349,163.
Of these vessels 42 were of steel,
with a tonnage of 206,653 dead-
weight, and 46 were wooden
ships with a total tonnage of
142,600 dead-weight.

Common Sense

Local and Other Items

In the civic elections in Charlottetown on Wednesday last, Mr. Daniel J. Riley was elected Mayor.

After a lapse of nine years, a new legislature has been elected in Jamaica. While the colored people are in the majority nearly half the legislature elected are white.

The council of the League of Nations is considering the appointment of eleven jurists of international reputation to compose a committee for an international court of justice, it was learned authoritatively in London recently.

Particularly hearty cheers were given in the British House of Commons on the 13th when Austen Chamberlain, Chancellor of the Exchequer, intimated that the Canadian Government desired to make a contribution toward the relief of Central Europe.

Grand Duke of Hesse and eight other Germans named in allied list of war guilty, have arrived in Holland to seek political refuge, it was reported from the Hague. Several Generals are included in the German party, it was said.

About three p. m. on Thursday of last week a gang of men went out to do some work on the Coffey Dam at Akitibi Falls and Paper Mills at Iroquois Falls, Ont., when in some way they accidentally blew out the gate heads of what is known as the Stone Sluice, carrying five men down to death and ruining the Coffey Dam. No damage was done to the mill but the plant will be shut down until a new coffer dam is built.

According to recent London advices there is a strong possibility that Mr. Lloyd George will visit Canada and the United States within the next few months. The Premier's friends are all urging upon him the need for a long holiday, while the diplomatic effect of a visit to the United States by the British Premier would undoubtedly be unmeasured good. It is understood that the proposal is under serious consideration.

Mr. William McKinnon, brother of his Honor Lieutenant Governor McKinnon, and Mr. Donald McKinnon, K. C., Barrister of this city, died at Montague last week after a few days illness, of pneumonia. Deceased had returned from the United States some months ago, where he had resided for several years. He was forty-seven years of age and the picture of health. Three brothers, besides those already named, and three sisters, are left to mourn. To all these the sympathy of the community is extended.

New York intelligence of the 11th says—The difficulty that the city has had in obtaining snow shovellers was given a new explanation today when numerous signs were stuck in the snow banks throughout the city carrying such subscriptions as "No beer, no work," and "Let the prohibitionists shove the snow." A snow melting machine which threw streams of burning oil and which was said to have been used with success on Canadian railways was tried on the snow barriers today, but proved a failure. Firemen condemned the apparatus on the ground of the danger of the burning oil flowing into the sewers or being scattered by a strong wind.

The Canadian Parliament last year provided credits of \$100,000,000 to enable the financing of purchases in Canada by Greece, France, Roumania and Belgium. These credits expired at the end of the year and they will be renewed, if at all, only under special circumstances. To each country mentioned, \$25,000,000 was applied, Belgium taking \$20,000,000 and Greece considerable of its part, but France and Belgium very little. To what degree these credits may be extended now is problematical, but it is increasingly evident that Canadian manufacturers will have to rely in future, very largely upon their own resources unless the case for assistance be peculiarly strong. A Canadian credit corporation has been mooted and is under consideration.

Local and Other Items

In consequence of the very bad condition of the roads, the attendance at the market yesterday was small and prices were scarcely changed from last quotation.

This being Ash Wednesday the blessing and distribution of Ashes took place in St. Dunstan's Cathedral, commencing at 9 o'clock. His Lordship, the Bishop, officiated at the blessing of the Ashes. After the distribution, Solemn Mass was celebrated by Rev. Maurice McDonald, assisted by Rev. James McGuigan and Rev. Father Butler, as deacon and sub-deacon respectively.

The Lenten Pastoral of His Lordship, Bishop O'Leary, read in the Cathedral and in the parish churches throughout the diocese on Sunday last, is an erudite and a comprehensive exhortation of Christian principles, and demonstrates in unmistakable language the manner of life Catholics should pursue, during the holy season of Lent, and at all times.

A wireless from Cape Ray, N.L., reports a barrier of Arctic ice stretching across Cabot Strait from the colony to Cape Breton. The floes are in great sheets and impenetrable to the staunchest ice breaker. The fields are stationary and a series of gales from the north west must be experienced before there will be any loosening of the ice. Giant bergs drifting down along the east coast of the Colony are anchored on the Grand Banks.

The power and efficiency of the Car Ferry, as an ice-breaker, have been well tested in the very difficult conditions with which she is confronted these days. She left Borden at 2.45 Monday morning and arrived at Tormentine 12.35 a. m. Tuesday. She left Tormentine at 6.25 a. m. the same day and after a hard all-day battle with extremely heavy, packed ice, she succeeded in reaching Borden at 8.30 Tuesday evening. She leaves Borden at 6 o'clock this morning before the departure of the train from Charlottetown. A great number of passengers are stalled at Tormentine, they having arrived too late to connect with the steamer. The mail train arrived in Charlottetown last night at 11.20.

DIED

JARDINE—At Orwell, on Friday, Feb. 6th, Samuel Jardine, aged 79 years.

ROGERS—At her residence, Fairholm, in this city, Feb. 13th, inst., Mary Louise Treugman, widow of the late Benjamin Rogers, Esq., in the 73rd year of her age.

NEWBERRY—In this city, on the 14th inst., Mrs. Arthur Newberry, aged 56 years. Deceased was a daughter of the late James Malcolm of Boston, and came here about 30 years ago. She enjoyed good health up to five or six years ago; but latterly she had been an invalid. She leaves to mourn her husband and three daughters, Marion, Mrs. George Delois, Adele and Florence, besides a large circle of friends.

DELANEY—At French River, on Feb. 7th, Alice, infant daughter of Mr. and Mrs. Wm. Delaney, aged two months and four days.

KIGGINS—In this city, Feb. 16, Mary Margaret Kiggins, aged six years and five months.

MURCHISON—At the residence of her son-in-law, Mr. J. E. Lantz, Upper Prince Street, on Monday, Feb. 16, 1920, Ann Cameron, relict of the late Capt. Jas. Murchison, of Point Prim, in her 94th year.

VESSEY—At Regina, General Hospital, Regina, Sask., on Feb. 13, 1920, Frederick Alton Vessey, aged 17 years and 6 months, formerly of Bonshaw, P. E. Island.

FLOOD—At the City Hospital, on Feb. 16, Michael Flood, aged 80 years. R. I. P.

A SENSIBLE MERCHANT

Milburn's Sterling Headache Powders give women prompt relief from monthly pains, and have no bad after effects whatsoever. Be sure you get Milburn's Price 25 cents shoe.

Live Stock Breeders

List of Pure Bred Live Stock for Sale.

Table with columns: NAME, ADDRESS, BREED, AGE. Lists various breeds like Ayshire bull calves, Shorthorn Bull, etc.

DEPARTMENT OF AGRICULTURE

Furs, Furs, Furs

SHIP TO US DIRECT—THE FOP MARKET PRICE PAID AND EQUITABLE GRADING MADE—NO DELAYS AT ANY POINT.

We are registered and recognized by the United States War Trade Board and all of the Collectors for Customs under licence P. B. F. 30, and you can send your furs to us direct by our tag or any tag, changed to suit, marked "Furs of Canadian Origin," and your furs will come right through.

FAIR GRADING

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

St. Louis Fur Exchange

7th & Chestnut, 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 announce that the Coal Business, successfully carried on in the past by the late Mr. Charles Lyons, will be continued by the Estate, under the old firm name of C. Lyons & Co.

By maintaining a high standard of service and by courteous and honest treatment of the public, this firm has, for a period of more than a quarter of a century, enjoyed a large and ever-increasing patronage, and in announcing our intention of "carrying 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 desirous of extending our already large business, we respectfully invite the patronage of new customers; and if we succeed in thus increasing our present connection, we guarantee that we shall be indefatigable in our endeavor to justify the confidence of our new friends.

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

C. LYONS & CO.

Queen Street Charlottetown, P. E. I. March 19 1919

Canadian National Railways

OPERATING ONE HOUR EARLIER

Important Daylight Saving Change of Time 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 advanced one hour. To prevent serious confusion and inconvenience to the public the attention of all concerned is directed to the following conditions resulting from the important change of time:

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 trains continue to leave Railway Stations on present schedule, such schedule will be operated one hour ahead of present local time. Therefore any municipality where local time is not changed to correspond with the new Railway time, passengers must reach Railway Station ONE HOUR EARLIER than shown in current folders and public time posters.

Where municipal time is changed to correspond with the new Railway time, passengers will not experience difficulty growing out of the change. April 3, 1919

CANADIAN NATIONAL RAILWAYS

Change of Time--P. E. I. Division

Commencing Monday, October 6th, 1919, Trains will run as follows:--

WEST: Daily except Sunday, will leave Charlottetown 6.25 a. m., arrive Borden 8.45 a. m., Summerside 9.20 a. m., returning leave Borden 4.10 p. m., arrive Summerside 6.05 p. m., Charlottetown 6.35 p. m. Daily except Sunday, leave Charlottetown 2.45 p. m., arrive Summerside 6.05 p. m., Tignish 9.45 p. m. Daily except Sunday, leave Tignish 5.35 a. m., arrive Summerside 8.00 a. m., Charlottetown 12.40 p. m. Daily except Sunday, leave Tignish 8.15 a. m., arrive Summerside 1.35 p. m., leave 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 Charlottetown 6.50 a. m., arrive Mont Stewart 8.45 a. m., Georgetown 11.30 a. m., Souris 1.15 p. m., Georgetown 1.00 p. m., Mt. Stewart 4.15 p. m., arrive Charlottetown 5.15 p. m. Daily except Sunday, leave Elmira 5.35 a. m., Souris 6.55 a. m., Georgetown 6.45 a. m., Mt. Stewart 8.45 a. m., arrive Charlottetown 10.00 a. m.; returning leave Charlottetown 3.05 p. m., arrive Mt. Stewart 4.15 p. m., Georgetown 6.00 p. m., Souris 6.05 p. m., Elmira 7.20 p. m.

SOUTH: Daily except Saturday and Sunday, leave Murray Harbor 6.45 a. m., arrive Charlottetown 10.40 a. m.; returning leave Charlottetown 3.30 p. m., arrive Murray Harbor 7.25 p. m. Saturday ONLY—Leave Murray Harbor 7.20 a. m., arrive Charlottetown 10.05 a. m.; returning leave Charlottetown 4.00 p. m., arrive Murray Harbor 6.45 p. m. District Passenger Agent's Office, Charlottetown, P. E. Island, Oct. 5, 1919

Department of Naval Service

Notice of Sale

SEALED TENDERS addressed to the undersigned and endorsed on the envelope "Tender for Lyster Hatchery" will be received up to noon on Tuesday, the 23rd day of September, 1919, for the purchase of the Government Lyster Hatchery at—Aricat, N.S. Bay View, Pictou County, N.S. Inverness, Margaree Harbor, N.S. Isaacs Harbor, Guysborough County, N.S.; Little Bras d'Or, Alder Point, N.S.; Charlottetown, P. E. I.; Buctouche, Buctouche Habes, N. B.; Shegogue, Westmorland County, N. B.; Fort Daniel, Que. Alternative tenders will be considered for:—

- (a) The whole of each including the land, building or buildings and plant on the premises. (b) The land only. (c) The building or buildings only. (d) The plant only, wholly, or in part.

All of the buildings are single story and constructed of wood throughout, and are capable of being readily removed intact. The plant in each case consists mainly of a boiler and a Duplex steam pump.

The general properties are open at all times to inspection, upon application to the caretaker, who may be located readily in the immediate vicinity. Each tender must be accompanied by a certified cheque, made payable to the Department of the Naval Service at Ottawa for a sum equivalent to ten per cent (10 per cent) of the full amount of the tender. In case of failure to complete the purchase within the time specified, the cheques of the successful tenderer become forfeit; all others will be returned 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.

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!! If We study the business! We know what suits a young man

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

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

Overcoats, Made-to-Order from... \$30.00 to \$48.00 Overcoats, Ready-to-Wear... \$15.00 to \$36.00

Success Is a Habit

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

Gloves

We have just the kind of Gloves you need, lined and unlined. Also Wool Gloves for this time of year. Suedes and Tans—both combination. Price... \$1.00 to \$2.00

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 January 19th, 1920

Table with columns: Trains Outward, Read Down, ATLANTIC STANDARD TIME, Trains Inward, Read Up. Includes times for various stations like Charlottetown, Borden, Summerside, etc.

Except as noted, all the above Trains run daily, Sunday excepted. H. H. MELANSON, Passenger Traffic Manager, Toronto, Ont. W. T. HUGGAN, District Passenger Agent, Charlottetown, P. E. I.

ADVERTISE IN THE HERALD

Discovery of Niagara Falls

Louis Hennepin, a Franciscan priest, left Quebec late in October, 1678, with two companions, in a small bark canoe. He arrived in Kingston.

He joined La Salle, came west in a ten-ton boat and was frozen in ice off Toronto.

Dec. 5th of the same year, they broke the ice from their little ship and crossed Lake Ontario. La Salle went up Eastern side, Father Hennepin climbed Western side, discovered Falls on December 6th, 1678, camping same night at Chippawa.

Chippawa, vol 5. —T. J. F. "French in Canada."

"FATHER LOUIS HENNEPIN" (1878).

From sturdy walls of the Re-collet.

Through cold October's sleat, He left Quebec in his capote gray. Straight west through street of great Champlain.

South he passed down Ship Workers' Lane, Coarse, peaked hood aslant to the rain, And sandals on his feet.

On his back an altar in miniature, High carven in relief, St. Francis' cord held strong and secure.

A merciful way his cord he had tied, Sparing a man who had shamefully died.

Blest Mary's Son who was crucified, Each pierced hand to a thief. His boat was bark from a magic tree,

A wondrous birchen prison, Two voyagers, the priest made three; Its sides were scored, its ribs were spliced,

"Twas pitiful small, but yet sufficed To carry three and the Spirit of Christ— Him who had truly risen.

South-west sailed wedges of flying geese, He followed a course they held, He struck his camp where the St. Maurice

Came rushing to meet St. Lawrence's tides, From southern slopes down high divides,

A gloom from the Lonely Laurentides, And pine tree sentinelled.

He climbed Leachine, south-westward steered, To stem a rushing shoal, A flying man, green-white which veered

Where oared isles of misty glades Broke wild and watery enfilades, To foam spun feathery white cascades,

Nor stayed its eastward roll, Came Mannan's steeds in fearful surge, Down Sault's great rock-walled bed,

Swift running under a savage edurge, Fiercely on age-long eastern quest, Flanks a foam, high roaring abreast,

Long ere he gained their topmost crest, His paddle stained with red! West by south up Rapide du Plat,

His paddle ever played, Through land of the savage Iroquois, At vigil of Souls, on a ghostly sea, Telling his beads in an ecstasy,

He made his fort on the Otaguqui, High-hearted—unafraid Skirting Frontenac's northern side,

Ever a west he sailed! Crossing in blessed advent tide, He landed on great Niagara's shore,

South he turned to a sullen roar, His Crucifix on his heart he bore, Never his spirit failed.

"Glory to God whose hand did forge This wondrous watery road, On ragged rim of a fearful gorge, South he toiled through brambles and moss,

Passed rapids raging, like souls a toss, He blessed himself with the sign of the Cross,

At the cliff where the cataract flowed! Good Francis' cord was quick untied,

Small waxon covers afloat, He said the Mass of the sanctified, South he turned through a wintry haze,

All Stuffed Up

That's the condition of many sufferers from catarrh, especially in the morning, great difficulty is experienced in clearing the head and throat.

No wonder catarrh causes headache, causes the taste, small and hearing, softens the breath, deranges the stomach and affects the appetite.

To cure catarrh, treatment must be constitutional—alterative and tonic. It was in 1874 for four months with catarrh of the head and throat. Had a bad cough and raised blood. I had become discouraged when my husband bought a bottle of Hood's Sarsaparilla and persuaded me to try it. I advise all to take it. It has cured and built me up. Mrs. Rosa Ross, West Lincoln, N. S.

Hood's Sarsaparilla Cures catarrh—it soothes and strengthens the mucous membrane and builds up the whole system.

His eyes were glowing, his heart ablaze, By Chippawa's flow, with a song of praise,

He pitched his camp for night, Of Humble Server of God's good laws,

Your saga will ever be sung, Round snowy camps of the Kanadas;

High, "golden lettered," your name shall glow, On beautiful curve of her magic bow,

High arching Niagara's mighty flow, Old—but forever young.

—Tom. J. Flynn. Nov. 8th, 1919, Niagara Falls, N. Y.

The Fishermans' Story (By Dawn Gray, in Ave Maria.)

"Ah, oui, Mademoiselle! all is very beautiful this morning." The old Breton fisherman looked up from his net-mending, and nodded his picturesque coiffed head approvingly toward the sea curled at his feet—a calm sleeping liveness, caressed by sun beams.

"Moi, I love the sea in all her moods, and she has as many as a woman. She is grand—ah, grand in a storm!" His bright blue eyes kindled. "It is only the thought of our boats at the mercy of the waves that makes the hearts of those on shore beat faster. Mais, que voulez-vous? The good Lord Jesus, while He dwelt on earth, chose poor fishermen like ourselves for His companions. He knows the dangers of our life, and He is always on watch la nuit!"

"He is always on watch la nuit!"—contentedly the the brown, sinewy hands resumed their shuttle-like activity.

"But there are many wrecks upon this coast, are there not?" said the traveller. "They told me at the inn the bay has won its name—La Baie des Trespasses—from the number of dead cast."

"Ah, but it was thus named before we had our lighthouse—before we had our lighthouse!" interrupted the fisherman quickly. "When it is too dark to know whether the eyes are closed or open, and a tempest is driving your bark straight against those knife-like rocks yonder, what could you expect but wrecks? Since the pharos has been built, there have not been over a score of wrecks in a year. But in those dark days, the good God did not forget us. One night he sent the light by a miracle."

"A miracle!" exclaimed Mademoiselle. "In the world where I dwell, they declare, alas! that the age of miracles is long since past."

"Here among us, miracles happen constantly," replied the Breton, proudly. "I will tell you the story, if you wish. It is over sixty years ago now—ma foi! but Time travels with all sails set, and is never becalmed. There were just ourselves here; no Casino—no, no Casino, nor any of those new affairs that have followed in the track of strangers—voyageurs. And Ramin lived over yonder, below the Falaise. As a young man, he had served on ships of the King—a helmsman; but when I first remember him, he was old, poor body! leaning on a staff, and all his people gone home before him—

all except one granddaughter, a Christmas child—Noella. Ah! but she had the beauty of many maidens in one, as welcome to meet as a favouring breeze; good, pure from the soul outward. And from a baby one could see the grace of Heaven growing within

her like a flower in a vase. While others of her age would be playing together, she stole away to sit at the foot of Calvary.

"Mademoiselle has visited our Calvary on the cliff? Only the crucifix is not the same now; the new one is of bronze, that first one—there are the relics still in Our Lady's chapel—it was carved in wood. On one side, a figure of the Blessed Mother, in all her sorrow, and St. John upholding her—every one as large as life and beautifully painted in most lifelike colours. Whenever the rain had faded them, Monsieur le Cure saw that they were restored. Indeed, they were so well painted that little Noella, the first time she had been carried there by her grandfather, believed the great crimson wound in Our Lord's side was freshly bleeding; and she knew no peace until Ramin, holding her up at arms length, permitted her to stroke the wound with the corner of her little white apron—To make well the hurt of the dear Lord Jesus! And Monsieur le Cure has wiped his eyes when Ramin told him, saying: 'Ah! how few of us grown men have done all we could to wipe the blood and pain from the real wounds suffered for our sakes!' And the next Sunday, relating it in his sermon, he wished that the tender, playing child of this new child Veronica might beat in the breast of all mankind. Moi, I was only a lad then, but I have his very words, thanks to the good memory my father left me!"

"And all at once Noella was a woman. It is strange how fast they grow, these children—boys and girls both. I can never be used to it. My Angele, one morning she was lying here in my rough arms like a pearl in a shell; the next, as it seemed, she was a bride—a mother. So, too, my Paul, his little brown head just in reach of my hand, like a case to lean on, and asking a thousand questions about the boats and the sea. Before I could answer half of them, he was gone to try his own sail; to steer through the tempests; and I left alone, looking after him into space. Mais, of course, it was the will of the good God or it would not be."

To be Continued

A SENSIBLE MERCHANT

Milburn's Sterling Headache Powders give women prompt relief from monthly pains, and have no bad after effects what ever. Be sure you get Milburn's like 25 cents a box.

THE AFTER EFFECTS OF THE "FLU"

Has Left Many Weak Hearts.

This terrible scourge has left in its train weak hearts, shattered nerves, and a general run-down condition of the system.

Thousands of people, throughout Canada, are now needing the timely use of Milburn's Heart and Nerve Pills to counteract the effects of this trouble which a short time ago swept our country.

Mrs. C. G. Palmer, Koppel, Sask., writes: "I wish to inform you of the great good Milburn's Heart and Nerve Pills did for me. After a bad attack of the 'Spanish Influenza,' my heart and nerves were left in a very bad condition. I got two boxes of your pills and I must say they are the best I ever used, and I have taken a great many different kinds, I will always keep Heart and Nerve Pills in the house."

Milburn's Heart and Nerve Pills are 50c a box. For sale by all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

Scott's Emulsion

in spring and summer, it's the natural time to store up health and vitality for the year.

Small waxon covers afloat, He said the Mass of the sanctified, South he turned through a wintry haze,

Do Not Neglect The Bad Cold OF TO-DAY IT MAY BE SERIOUS TO-MORROW

May Develop into Bronchitis, Pneumonia and perhaps Consumption.

Miss Mary Prouse, R.R. No. 1, Colarade, Ont., writes: "I had the influenza in November last, and it left me with a terrible cough. I did not attend to it until it got so severe people warned me it was time to see about it. I went to the doctor and got some medicine. He told me it was a bad attack of bronchitis. I could not sleep, and would have to sit up nearly all night, it was so difficult for me to get my breath. The doctor's medicine did not seem to be helping me the least bit.

One of our neighbors came in one day, and told me about Dr. Wood's Norway Pine Syrup. I tried it and took two bottles. No person could believe how it helped me. I have recommended it to different people since, for I believe I have reasons for doing so.

Dr. Wood's Norway Pine Syrup has been on the market for over 30 years, and stands out by itself as a remedy for all coughs and colds.

Be sure and get the real "Dr. Wood's" when you ask for it. 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.

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Big Shoe Sale!

Forty Lines of Boots and Shoes FOR MEN, WOMEN AND CHILDREN

February Shoe Sale

WOMEN'S BOOTS—Gun Metal, Calfskin, Good-year Welton, Neolin Soles. Sizes 2 1/2 to 7. Sale Price \$3.95

WOMEN'S BUTTON BOOTS—Sizes 2 1/2, 3, 3 1/2 Sale Price \$1.98

Men's 2 Buckle Overshoes \$2.95

Men's Rubbers, Sizes 9, 10, 11 95 Cents

DON'T MISS THIS SALE

ALLEY & CO. Ltd

135 QUEEN ST., CHARLOTTETOWN.

CHEW

HICKEY

Black Twist Tobacco

BECAUSE IT IS THE BEST

Insist on Getting Hickeys

Hickey & Nichol on Tobacco Co. LIMITED

CARTERS

Feed, Flour & Seed Store

QUEEN STREET

WE SELL WE BUY:

FLLOUR OATS

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

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

FEED HAY

Bran, Middlings, Shorts, Cracked Oats, Oil Cake, Feed Flour, Oats, Bone Meal, Linsseed Meal, Calf Meal, Chick Feed, Schumacker Feed, Hay, Crushed Oats, Straw, Rolled Oats, Cornmeal, Oat Flour, Cracked Corn, Poultry Supplies, &c. &c.

WE WANT 50 Carloads of good BALED HAY.

Also BALED STRAW

We want Fifty Thousand [Bushels of OATS. Write us for prices. State quantity for sale.

Carter & Co., Ltd

WHOLESALE RETAIL

HERRING, HERRING

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

R. F. MADDIGAN

CHARLOTTETOWN

CANADIAN NATIONAL RAILWAYS

Change of Time—P. E. I. Division

Commencing Monday, October 6th, 1919, Trains will run as follows:—

WEST:

Daily except Sunday, will leave Charlottetown 6.25 a.m., arrive Borden 8.45 a.m., Summerside 9.20 a.m., returning leave Borden 4.10 p.m., arrive Summerside 6.05 p.m., Charlottetown 6.35 p.m.

Daily except Sunday, leave Charlottetown 12.40 p.m., arrive Summerside 4.35 p.m.

Daily except Sunday, leave Charlottetown 2.45 p.m., arrive Summerside 6.05 p.m., Tignish 9.45 p.m.

Daily except Sunday, leave Tignish 5.35 a.m., arrive Summerside 9.00 a.m., Charlottetown 12.40 p.m.

Daily except Sunday, leave Tignish 8.15 a.m., arrive Summerside 1.35 p.m., leave Summerside 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 Charlottetown 6.50 a.m., arrive Mount Stewart 8.45 a.m., Georgetown 11.30 a.m., Souris 11.25 a.m., returning leave Souris 1.15 p.m., Georgetown 1.00 p.m., Mt. Stewart 4.15 p.m., arrive Charlottetown 5.15 p.m.

Daily except Sunday, leave Elmira 5.35 a.m., Souris 6.55 a.m., Georgetown 6.45 a.m., Mt. Stewart 8.45 a.m., arrive Charlottetown 10.00 a.m., returning leave Charlottetown 3.05 p.m., arrive Mt. Stewart 4.15 p.m., Georgetown 6.00 p.m., Souris 6.05 p.m., Elmira 7.20 p.m.

SOUTH:

Daily except Saturday and Sunday, leave Murray Harbor 6.45 a.m., arrive Charlottetown 10.40 a.m., returning leave Charlottetown 3.30 p.m., arrive Murray Harbor 7.25 p.m.

Saturday ONLY—Leave Murray Harbor 7.20 a.m., arrive Charlottetown 10.05 a.m., returning leave Charlottetown 4.00 p.m., arrive Murray Harbor 6.55 p.m.

District Passenger Agent's Office, Charlottetown, P.E. Island, Oct. 8, 1919.

Live Stock Breeders

List of Pure Bred Live Stock for Sale.

Table with columns: NAME, ADDRESS, BREED, AGE. Lists various breeds like Ayrshire bull calves, Yorkshire Pigs, etc.

DEPARTMENT OF AGRICULTURE

Furs, Furs, Furs

SHIP TO US DIRECT—THE TOP MARKET PRICE PAID AND EQUITABLE GRADING MADE—NO DELAYS AT ANY POINT—We are registered with and recognized by the United States War Trade Board and all of the Collectors for Customs under licence P. B. F. 30, and you can send your furs to us direct by our tag or any tag, changed to suit, is marked "Furs of Canadian Origin," and your furs will come right through.

FAIR GRADING

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

St. Louis Fur Exchange

7th & Chestnut, 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 announce that the Coal Business, successfully carried on in the past by the late Mr. Charles Lyons, will be continued by the Estate, under the old firm name of C. Lyons & Co.

By maintaining a high standard of service and by courteous and honest treatment of the public, this firm has, for a period of more than a quarter of a century, enjoyed a large and ever-increasing patronage; and in announcing our intention of "carrying 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 desirous of extending our already large business, we respectfully invite the patronage of new customers; and if we succeed in thus increasing our present connection, we guarantee that we shall be indefatigable in our endeavor to justify the confidence of our new friends.

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

C. LYONS & CO.

Queen Street Charlottetown, P. E. I. March 19 1919

Canadian National Railways

OPERATING ONE HOUR EARLIER

Important Daylight Saving Change of Time 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 advanced one hour. To prevent serious confusion and inconvenience to the public the attention of all concerned is directed to the following conditions resulting from the important change of time:

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 trains continue to leave Railway Stations on present schedule, such schedule will be operated one hour ahead of present local time. Therefore any municipality where local time is not changed to correspond with the new Railway time, passengers must reach Railway Station ONE HOUR EARLIER than shown in current folders and public time posters.

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

Each tender must be accompanied by a certified cheque, made payable to the Department of the Naval Service at Ottawa for a sum equivalent to ten per cent (10 per cent) of the full amount of the tender. In case of failure to complete the purchase within the time specified, the cheques of the successful tenderer becomes forfeit; all others will be returned 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. 8, 1919