

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN PRINCE EDWARD ISLAND, WEDNESDAY, JULY 9, 1919

VOL. XLVII, No. 28

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

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The sole heir of a family, 22 years old, who was at the time of his death, the possessor of a large tract of land in the Province of Ontario, who has since continued to be a British subject or a subject of an allied or neutral country, has homesteaded a quarter section of available Dominion Land in Manitoba, Saskatchewan or Alberta.

Up to March 1st 1919, 757,400 Troops have travelled over Government Railways.

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

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

The first train which carried troops over the Government Railways the year the war was declared was numbered one and all special troop trains to and from Halifax since that time have been numbered consecutively.

The last train from the Belgic on Saturday was No. 1279. Each train averages about twenty cars with an average of 50 men to a car, which figures up a total of 757,400 men carried. Of course in addition to this thousands of soldiers have journeyed between Montreal and Halifax by regular trains during the past four years.

The movement of troops back to Canada is now approaching its greatest activity. Last Sunday 5000 arrived at Halifax by the transports Lapland and Belgic, and fifteen special trains were despatched westward inside of fourteen hours.

S. S. Magantic with soldiers and dependents arrived Wednesday and S.S. Adriatic is due Sunday. The movement of returning men is to be kept up actively all summer.

Legislative Assembly.

Prince Edward Island.

Rules Relating to Private Bills.

36 All petitions for Private Bills must be presented within fourteen days after the commencement of the session exclusive of adjournment.

37 No Private Bill shall be brought into the House, but upon a petition first presented, truly stating the case at the peril of the suitors for such Bill, and such petition must be signed by the said parties.

38 A committee shall be appointed at the commencement of every Session consisting of five members of whom three shall be a quorum, to be denominated The Private Bills Committee to whom shall be referred every Private Bill, and no proceedings after the first reading shall be had upon such Bill until such Committee has reported thereon to the House.

39 So soon as the Committee has reported any Bill, such Bill together with any amendments that may be suggested by the Committee, shall be printed at the expense of the parties who are suitors for such Bill and printed copies thereof delivered to the members before the second reading if deemed necessary by the Committee.

40 No Bill for the particular interest of any person or persons, Corporation or Corporations or body or bodies of people shall be read a second time until all fees be paid for the same into the hands of the Clerk of the House.

41 No Bill having for its object the vesting in or conferring upon any person or persons, Municipality or Body corporate the title to any tract of land shall be received or read in the House unless at least four weeks notice containing a full description of the land in question has been published in the Royal Gazette and one other newspaper in this Province of the intention of such person or persons, Municipality or body Corporate to apply for such Bill.

H. E. DAWSON,

Clerk Legislative Assembly

On 27th Special Trains.

C. G. Railways

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

McLean & McKinnon

Barristers, Attorneys-at-Law

CHARLOTTETOWN, P.E.I.

CANADIAN NATIONAL RAILWAYS

Prince Edward Island.

Time Table in Effect June 2nd, 1919.

ATLANTIC STANDARD TIME							
Trains Outward, Read Down.			Trains Inward, Read Up.				
P.M.	P.M.	A.M.	A.M.	P.M.	P.M.		
4.30	3.30	12.50	6.15	10.35	1.40	7.05	11.20
6.30	4.30	2.37	7.11	9.00	12.42	5.37	10.20
7.10	5.05	2.55	7.45	7.55	12.15	5.05	9.50
	6.30	4.05	8.30	Dep. 6.45		4.15	8.00
ATLANTIC STANDARD TIME							
P.M.	P.M.	A.M.	A.M.	P.M.	P.M.		
9.00	4.15	6.40	10.00	8.35	4.00		
10.00	5.15	8.00	8.00	12.10	2.55		
10.30	5.40	8.40	7.15	11.45	2.15		
11.00	6.05	9.20	Dep. 6.45	11.30	1.30		
ATLANTIC STANDARD TIME							
P.M.	A.M.	A.M.	P.M.				
4.30	11.05	10.30	12.35				
7.28	12.51	8.56	11.39				
8.17	2.32	7.36	10.50				
8.58	3.31	6.17	10.04				
9.35	4.30	5.15	9.30				
ATLANTIC STANDARD TIME							
P.M.	A.M.	A.M.	P.M.				
3.05	6.50	10.00	5.50				
4.15	8.45	3.45	4.15				
4.42	9.22	8.17	3.17				
5.02	9.52	7.55	2.40				
6.05	11.35	Dep. 6.55	1.15				
ATLANTIC STANDARD TIME							
P.M.	A.M.	A.M.	P.M.				
7.20		10.00	5.35				
ATLANTIC STANDARD TIME							
P.M.	A.M.	A.M.	P.M.				
4.15	9.00	8.45	3.55				
5.04	10.10	7.47	2.39				
5.35	10.50	7.23	2.15				
6.00	11.30	Dep. 6.45	1.90				
ATLANTIC STANDARD TIME							
Sat. Only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Sat. Only				
P.M.	P.M.	A.M.	A.M.				
4.00	8.10	10.40	10.05				
5.15	9.15	Dep. 6.55	8.55				
6.45	7.25	Dep. 6.45	7.20				

H. H. MELANSON,

Passenger Traffic Manager

Toronto, Ont.

W. T. HUGGAN

District Passenger Agent,

Charlottetown, P.E.I.

Look! Read! Realize!

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

If you wanted a Suit or an Overcoat (would you go to see a Doctor, or a Shoemaker? Not at all. You would go to see a First Class Tailor.

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

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

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

Overcoats, Made-to-Order-from... \$30.00 to \$48.00

Overcoats, Ready-to-Wear..... \$15.00 to \$36.00

Success Is a Habit

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

Prices..... \$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 \$1.50 to \$4.50

MacLELLAN BROS.

Dominion Parliament

The most important event, by long odds in the parliamentary programme of the week ending June 21st, was the budget debate, especially the conclusion thereof and the line up of members on the division. The debate was continued in a lively and persistent manner during Monday, Tuesday and Wednesday.

Morning sittings of the House of Commons commenced on Tuesday, and in that way additional time was afforded for discussion.

There were numerous speakers on the list, some of whom dropped out towards the last rather than unduly prolong the debate. It was decided on Wednesday that, if possible, the vote would be taken before the House would rise that night. A most admirable contribution to the debate was an exhaustive speech by Sir Thomas White, Minister of Finance, on Tuesday afternoon.

The amendment moved by Mr. MacMaster afforded the Finance Minister an opportunity of speaking at this stage, otherwise his speech on the motion to go into the committee of supply would have precluded him from further discussion. On this occasion he went very thoroughly into numerous phases of public policy and fiscal arrangements and discussed financial questions, most ably from very many points of view.

His speech certainly was highly instructive and was cordially received by the House.

During Wednesday afternoon and evening a large number of speakers participated. With automatic regularity they rose one after another, and continued the discussion, each one according to his own peculiar point of view. Going on towards midnight on Wednesday the members crowded into the House expecting the division to be taken at almost any moment.

The galleries, too, were crowded and interest was at high tension, but the debate went on and on and on; the hands of the clock moved around to midnight, passed along to one in the morning, and still kept moving further round and round until two was reached, and yet the current of debate flowed on. Finally, about 2.30 Thursday morning the speaking ceased, and Mr. Speaker rose and read the resolution and the amendment thereto, and asked for the yeas and nays. These were given with equal force on either side, but that was not sufficient to decide the question.

Then Mr. Speaker issued the order: "Call in members." Needless to say, the division had been looked forward to with a great deal of interest, especially for the reason that a number of western members, who, up to that time, were denominated unionists and had supported the government in all questions of public policy. On the tariff, however, it was known that a number of them would vote against the administration. They are, or pretend to be at least, free traders or low tariff men.

Of course they are urged in this direction by their constituents. There was much speculation as to what would be the number of bolters, it being variously estimated at from ten to fifteen. Before the division was called all of them had expressed themselves, and most of them indicated how they intended to vote; although a few of them left this in doubt after they had made their remarks.

Finally, after the members had stepped into the House, the

ARE YOUR BOWELS

Constipated?

If So, Watch Your Health.

Unless one has a free action of the bowels, at least once a day, constipation is sure to ensue and it is one of the ills that causes more ill-health than any other trouble of the human system.

Keep your bowels regular by using Milburn's Lax-Liver Pills and you won't be troubled with your stomach, you will have no sick or bilious headaches, no jaundice, piles, heartburn, water brash, catarrh of the stomach, floating specks before the eyes, and everything will not turn black and make you feel as if you were going to faint.

Mr. Ernest Hunt, Morrisburg, Ont., writes: "Having been troubled for years with constipation and trying everything I have tried, I have found relief only by using Milburn's Lax-Liver Pills. I used four boxes and am completely cured. I can gladly recommend them to every one who suffers from constipation."

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may be taken for granted, are desirous of prologation. When that will eventuate no one at this stage can risk any reasonable conjecture. All that remains is to work consistently and diligently on the matters that come up from day to day. If a few valuable members could only be chloroformed, the end would come within a reasonable time; but as in all great assemblies there are differences, some work and quietly attend to their parliamentary duties; others work and talk; too, when occasion requires, but always in moderation and reason and according to their rights, right to the question under consideration. Then there are those who talk, whether they think or not sometimes admits of a considerable doubt.

Whether or not they really believe they are discussing the questions reasonably or foolishly is some thing that certainly arouses grave doubt, but in any case they talk, and these are the members who prolong the session. However, it is hoped that under all the circumstances we may look forward for the end of the session within a reasonable time.

Why Latin is Used To Name Species

As to why naturalists use Latin names, take one of our common birds, perhaps one known as the flicker. I have heard it said that this bird has about forty names in as many different parts of the country, says Scout Naturalist Bigelow in Boy's Life, the Boy Scouts Magazine for March.

Fishermen use the larva of the Corydalis for bait, and when you see some of the nick-names given in a book of entomology as in actual use, you can readily see that if one is going to speak with any sort of precision it is better to use Corydalis than any of the nick-names such as cobsons, drawlers, amly, conipition bugs, clipper, water grampus, goggle gog, bogart, crock, hell devils, flip-flaps, alligators, Ho Jack, snake doctor, dragon and hell driver, as given in Edward's "The Insect Book." Latin names are used because all naturalists in all countries of the world are supposed to be familiar with Latin. Among naturalists Latin is the universal language.

HAD BOILS

AN Over-Back, Legs and Body For 19 Months.

Dr. G. F. Burdette, 125 Cass St., Toronto, Ont., writes: "I am writing these few lines to let you know how wonderful is the effect of Burdock Blood Purifiers. For thirty-nine months, I had boils all over my body, legs and body, in fact I was simply covered with them. I tried several different remedies, and while in France had medicine sent from England, but all to no avail."

On reaching Canada, July 12th, 1918, I was told to try your B. B. B. and on taking the bottles I had not even a scar left."

The only way to get rid of boils, pimples and all skin blemishes and themselves, so that they will never return to bother you again, is to have the blood thoroughly cleansed of all of its impurities, and there is no remedy on the market, so far as equal Burdock Blood Purifiers.

This old and reliable preparation has been on the market for the past 40 years. Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

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MINARD'S LINIMENT USED BY PHYSICIANS

The Herald

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SUBSCRIPTION—\$1.00 A YEAR.
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At The Federal Capital

The event of greatest interest, so far as the union government and parliament are concerned, took place on Thursday, June 26, when a most important and very largely attended caucus of the members of parliament, in the Senate and House of Commons, in sympathy with the government, assembled in the great railway committee room in the House of Commons. This was the first occasion on which the Prime Minister, Sir Robert Borden, had an opportunity of meeting the supporters of the government during the present session, as he was absent until very recently, and since his return had been extremely busy with important matters of state. He was accorded a grand ovation when he entered the hall. He delivered a very important address to those assembled, and briefly reviewed what had taken place since the formation of the union government in 1917. He then said the time had now arrived to take another step: either the government and the party must now consolidate themselves on the lines they have been pursuing, or break up and revert again to former party allegiances. So far as he himself was concerned, he candidly told those assembled into his confidence and declared that he would be very much pleased to be relieved of the responsibility of leading the government. He would be willing to retire from the government or, if they preferred, he would be quite satisfied to retire from the premiership and serve in any other capacity. The idea of Sir Robert retiring from the premiership, or in any other way disassociating himself from the leadership of the government, met with absolute and positive disapprobation by the immense audience in attendance. It was at once proposed that the union party continue and that Sir Robert Borden, the Prime Minister, be here and now given full authority to organize and consolidate the government and do what to him seems most advantageous for the good of the country. It is proper here to state, that Sir Robert Borden in his statement made the emphatic declaration that what he was concerned about was not party names or party affiliations, but the best interests of Canada. The wishes of the members of the caucus were at once put into concrete form by a resolution embodying the propositions we have just above alluded to, and submitted to the meeting. There was a most spontaneous and enthusiastic adoption of this resolution. The members of the caucus rose to their feet in a body, and placed their seal of approbation upon the proposition that the Prime Minister should, according to his pleasure and as opportunity would afford him, proceed to the organization and consolidation of the unionist government and party. It was not decided what the name should be, that too, was left to the Prime Minister, but it is almost certain that so far as the government supporters in parliament are concerned the old name—conservative—will disappear, and it is very likely the government supporters in future will be known as unionists, as

they are at the present time. Addresses warmly and strongly supporting what had been done were delivered by Hon. Mr. Ballantyne, Hon. Mr. Rowell and some others. It should be said that the resolution was not quite unanimously adopted. There were about four, of those who had opposed the government tariff policy, who did not rise when the vote was taken. They were all; so the resolution was carried practically unanimously. Thus it will be seen that what was foreshadowed in this correspondence a week ago, namely, the organization and consolidation of the unionist party, has now taken practical shape, and in a brief space will be accomplished fact.

During the week ending Saturday the 28th, some matters of very considerable importance to Prince Edward Island, as well as to other parts of Canada, were discussed in the House of Commons, and the attitude assumed towards these questions by one of the representatives from Prince Edward Island is briefly presented below.

TECHNICAL EDUCATION.

(Hansard June 20, 1919)
Mr. McIsaac: If I apprehend the matter correctly the same principle is involved in this legislation as was embodied in the law by which special grants are made by the Dominion Government for the purpose of promoting agriculture in the several provinces, and also in the Bill still before the House providing for Dominion assistance towards the construction of highways. Under the present Bill the provinces will contribute money equally with the Dominion, and that before any agreement can be entered into between the Federal and provincial authorities. It may be said, why not give this money as an additional subsidy to the provinces and not have any limitations such as are here provided. As I understand the proposition it is experimental in this way: the grant is limited to a period of ten years in the first place, doubtless with the idea of seeing how the matter will work out. At the end of that time it may be possible to provide new conditions and new arrangements, but in the meantime it does seem reasonable that while the federal and provincial authorities are equally to make grants there should be an agreement entered into as to what the nature of the technical education "should" be. The hon. gentleman (Mr. Bureau) does not seem to entertain any distrust of the Provincial Governments; he is fully convinced they will carry out their part of the agreement, he is willing to trust them through thick and thin. Why should he not have equal confidence in the Federal Government or in the federal minister who will be empowered to enter into this arrangement? His confidence seems to be a little one-sided. The spirit of generosity and confidence which he expresses ought to be extended to the Dominion Government as well. Of course, if a Provincial Government is unwilling to enter into an agreement with the Federal Government, I suppose there is no obligation on their part to accept the money; they can appropriate money from their own revenues for the purpose if they choose. In any case the arrangement is only tentative, as I understand, and would apply only to a period of ten years in order that it shall be seen how the arrangement will work out. That is the way the situation presents itself to me. To my mind, the proposed legislation does not offer any insuperable difficulty. As to the suggestion of the hon. gentleman (Mr. Fielding) that the governor in Council might be a court of last

appeal, so to speak, in case any disputes should arise between the Federal Government and any Provincial Government, that might be well. The proposition in its present form does not seem to me to afford any reason for objecting to an agreement with any Provincial Government, or any one really desirous that the experiment of introducing and advancing technical education in his province should be tried.

(Hansard June 23)

Mr. McIsaac: I think it will readily be appreciated by hon. gentlemen that if this grant were apportioned strictly on a per capita basis the provinces with a small population would be handicapped and subjected to injustice. Under the Agricultural Instruction Act there was a flat rate in the first place, and afterwards the balance of the money was distributed on a per capita basis. The larger provinces do not suffer to any extent by having this flat rate granted in the beginning, because the amount thus paid out is only a small proportion of the entire grant, and with their large populations they are at an advantage in any event. But the smaller provinces which small populations suffer a great disadvantage if the grant is apportioned on a purely per capita basis, for they would receive a very small percentage of it by reason of the meagreness of their populations. I sincerely trust that the minister will see his way clear to adopt the same method in distributing this grant as was followed in the case of the agricultural grant. My own province is the smallest in the Dominion, with a small population, but according to area, I am pleased to say, it is the most thickly populated of all the provinces. Besides its smallness it has this further handicap: There are provinces that "hid" a small territory but were enabled to enlarge them from the lands that lay around, but in our case unfortunately, we cannot hope for any addition of that kind because we are an island. Therefore, I hope the minister will so arrange it that a portion of the grant will in the first place be given equally to all provinces, after which the balance can be distributed according to population. That will be an advantage to the smaller provinces while it cannot prejudice the case of the larger provinces, because those with a population of a million or two or more, will be in an advantageous position in any case.

HIGHWAYS IMPROVEMENT GRANT.

(Hansard June 23, 1919)

Mr. McIsaac: It is quite plain that this is not an undertaking on the part of the Federal Government to build roads in the provinces; it is a contribution from the Federal Treasury to assist the Provincial Governments in the building and improvement of highways. Of whatever amount may be spent, the treasury of each province will be obliged to furnish sixty per cent and the Federal Government will aid them to the extent of providing the remaining forty per cent of the cost. It has been hinted that the intention is to build a great trunk highway across the continent for automobile traffic, and so on. Well, if that were true—but it is not—certainly my province could not participate, because there would be a missing link in the highway leading to the fact that there is quite a stretch of water between Prince Edward Island and the mainland of Canada. So that, so far as our province is concerned, such a proposal would have no effect. An hon. Member: How about a tunnel? Mr. McIsaac: Well, a tunnel is not a highway. Mr. Bureau: You have a ferry. Mr. McIsaac: We have a ferry, but even with the ferry we could not have a continuous highway from ocean to ocean. An hon. Member: You could use aeroplanes. Mr. McIsaac: Well, that would not be a highway either, that would be flying in the air. The Government of the province from which I come are satisfied to enter into an arrangement with the Federal Government under which, as is provided in this proposition, they shall receive forty per cent of the money that they spent upon their highways and upon the improvement of their roads. They wish to improve the trunk roads leading to important centres; they desire to build or improve roads connecting the villages and towns, so that the farmers may have the advantage of good roads over which to haul their products. Certainly this is a proper and laudable arrangement in a matter of road-making. I am quite prepared to support this resolution, in order that the province from which I come may have the benefit of obtaining, from the Federal Government, that percentage of the expenditure upon roads which the Government are prepared to assume.

R. 34 Arrives Safe

Minola, N.Y., July 7.—Britain's Super Dirigible, R. 34, the first lighter than air machine to cross the Atlantic Ocean, anchored here at the Roosevelt Flying Field, at 8.54 a.m. yesterday (1.54 p.m. Greenwich meridian) after an aerial voyage of 108 hours and 12 minutes which covered 3,130 knots or approximately 3,600 land miles. When the Super Zeppelin arrived here she had enough petrol left to keep her flying for ninety minutes longer. Her crew almost sleepless for four hours and a half days, weary almost to the point of exhaustion, but happy at the ending of their Epoch making trip.

in connection with the work of technical education the grant should not exceed \$10,000. Hence this amendment.

Mr. McIsaac: Mr. Chairman, when this Bill was last before Committee, on behalf of the province of Prince Edward Island, which has a small population, I advocated the distribution of the grant on the plan that the hon. minister has now adopted. My only regret, of course, is that the amount apportioned, in the first place, is not larger, because, by reason of our small population, even with this grant we shall not have very much. However, I am thankful that he has adopted the principle and has, to some extent at least, met the wishes of those who represent the provinces with small populations. This assistance will enable them to make a beginning at least.

Local and Other Items

Mr. James McIsaac, M. P., has returned from Ottawa.

The London Board of Trade announced that the evidence given secretly at the inquiry into the sinking of the Lusitania will be published.

The supplementary estimates, tabled in the House of Commons on Thursday, contain an appropriation of \$27,000 for a boat harbor at North Lake, King's County, P. E. I.

It is reported from Ottawa that Hon. A. K. McLean, acting Minister of Trade and Commerce, leaves for England shortly on business connected with Canada's trade overseas.

Forest fires are raging in the vicinity of Calgary, and doing much damage. Armies of men are out trying to check the onward march of the conflagration; but despite every effort the fire fiend is sweeping onward.

Statistics show that Japan in 1916 exported tea to Canada to the extent of yen 2,865,157, as compared with yen 1,967,931 in 1917. Japan sent over yen 19,000,000 worth of tea to the United States, but Canada was her second best customer.

Of 50,000 Jews serving in the British army during the recent war, five were awarded the coveted Victoria Cross for distinguished bravery in action, 100 the Distinguished Conduct Medal, and 250 the Military Medal, in addition to many decorations won by Jewish officers.

Mrs. W. H. Scott has received word by telegram from the C. P. R. Co. at Vancouver, that the body of her brother, Mr. James Flanagan, who was drowned when the S.S. Sophia sank en route from the Yukon to Vancouver, has just been recovered and is being forwarded here by express.

The annual retreat of the Catholic clergy of this diocese began last evening at St. Dunstan's University. About forty-five priests are in attendance. The preacher for the retreat is Rev. Father Lyons, S. J., President of the Boston Jesuit College. The retreat will last one week.

Near St. Stephen, New Brunswick, on Tuesday morning, 8th inst., a C. P. R. train crashed into an automobile, demolishing it. The occupant of the auto, William Stearin, was thrown from the car, sustaining two broken legs and other injuries. He was taken to a hospital in a most serious condition.

Dominion of Canada

Province of Prince Edward Island

In the Probate Court, 10th George V., A. D. 1919. In Re Estate of Vincent McLellan, late of Cable Head, in King's County, in the said Province, deceased, testate.

By the Honourable His Honour Eneas A. Macdonald, Surrogate Judge of Probate, &c., &c. To the Sheriff of the County of King's County, or any Constable or literate person within said County. GREETING:

WHEREAS upon reading the petition on file of Roderick J. Macdonald, of Saint Peter's Bay, in King's County, Physician, the Executor of the last will and testament of the above named deceased, praying that a citation may be issued for the purpose hereafter set forth; You are therefore hereby required to cite all persons interested in the said Estate to be and appear before me at a Probate Court to be held in the Court House in Charlottetown in Queen's County, in the said Province, on Saturday, the Twelfth day of July next, coming at the hour of eleven o'clock, forenoon of the same day, to show cause, if any they can, why the Accounts of the said Estate should not be passed and the Estate closed, as prayed for in said petition, and on motion of Arthur F. McQuaid, Esq., Proctor for said Petitioner. And I do hereby order that a true copy hereof be forthwith published in some newspaper published in Charlottetown, for at least four consecutive weeks from the date hereof, and that a true copy hereof be forthwith posted in the following public places respectively, namely, on the front of the County Court House at Saint Peter's Bay; in front of the Store of Leacock Anderson at Saint Peter's Bay, and in front of Lewis' Mill on Portage Road, Lot 41, so that all persons interested in the said Estate as aforesaid may have due notice thereof.

Given under my Hand and the Seal of the said Court [L.S.] this Sixth day of June, A. D. 1919, and in the Tenth year of His Majesty's reign. (Sgd.)

CANADIAN NATIONAL RAILWAYS

Change of Time—P. E. I. District

Commencing Monday, June 2, 1919, trains will run as follows: WEST—Daily, except Sunday, leave Charlottetown 6.15 a.m.; arrive Borden 8.35 a.m.; returning leave Borden 9.00 p.m.; arrive Summerside 11.00 p.m. Charlottetown 11.20 p.m. Daily, except Sunday, leave Charlottetown 12.50 p.m.; arrive Borden 4.00 p.m.; returning leave Borden 4.15 p.m.; arrive Charlottetown 7.05 p.m. Daily, except Sunday, leave Charlottetown 3.30 p.m.; arrive Emerald Junction 5.05, connect with train from Borden, arrive Summerside 6.05 p.m., Tignish 8.35 p.m. Daily, except Sunday, leave Charlottetown 4.30 p.m.; arrive Emerald Junction 7.10 p.m.; leave Emerald Junction 10.00 p.m., on arrival of train from Borden; arrive Summerside 11.00 p.m. Daily, except Sunday, leave Tignish 5.15 a.m.; arrive Summerside 10.30 a.m.; leave Summerside 11.30 a.m.; arrive Charlottetown 1.40 p.m. Daily, except Sunday, leave Tignish 9.30 a.m.; arrive Summerside 12.35 p.m.; leave Summerside 1.30 p.m.; arrive Emerald Junction 2.55 p.m.; Borden 4.00 p.m., connecting with second trip of C.P.R. Ferry for Mainland points. Daily, except Sunday, leave Summerside 6.45 a.m.; arrive Emerald Junction 7.45 a.m.; connect with train for Borden and arrive Charlottetown 10.35 a.m. Daily, except Sunday, leave Borden 6.40 a.m.; arrive Emerald 7.40 a.m.; Summerside 9.20 a.m.; Tignish 4.30 p.m. Daily, except Sunday, leave Borden 4.15 p.m.; arrive Summerside 6.05 p.m.; Tignish 9.35 p.m.

EAST—Daily, except Sunday leave Charlottown 6.30 a.m.; arrive Mt. 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 4.50 p.m. Daily, except Sunday, leave Elmira 5.53 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 p.m.; Souris 6.05 p.m.; Elmira 7.20 p.m.

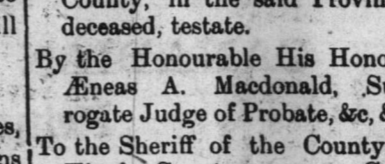
SOUTH Saturday only leave Murray Harbour 7.30 a.m.; arrive Charlottown 10.05 a.m.; returning leave Charlottetown 4.00 p.m.; arrive Murray Harbour 6.45 p.m. Charlottetown, P. E. I. May 28, 1919.

By the dirigible which arrived at New York the other day King George sent the following message to Canada's Governor General: "I take this opportunity of sending by the first British airship (R. 34) to cross the Atlantic a message of good wishes to the people of Canada from the 'Old Country.'" (Signed) GEORGE R. I.

The total French losses in killed and missing on land and sea, as officially established up to the day of the armistice, amounted to 1,366,335. The losses of the French army were 1,089,700 killed and 265,800 missing or 1,355,500 of the total mobilized force of 3,410,000. The losses of the navy totalled 30,735, of which 5,521 were killed and 5,214 are missing. The losses in the navy were 3.3 per cent of the complement.

Footwear

FOR SPRING and SUMMER



Our new Stock is here, ready for your inspection. Many new lines this year, showing the styles that are worn in larger cities.

WOMEN'S BROWN BOOTS, high tops with leather or rubber soles. \$5.95 and up. BLACK HIGH TOP BOOTS, same as above, made on high or low heels. \$4.95 and up. GREY KID BOOTS, newest styles. \$7.25

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 Canada.

We Prepay all Mail Orders

—TRY US—

ALLEY & CO. Ltd

135 QUEEN STREET.

Paris Green

Berger's Pure Paris Green (tins)

Binder Twine

Green Sheaf and Silver Leaf Brands, the Best Binder Twines made

Strawberry Boxes

Regulation Size well made

Sprayers

For Fruit Trees, Potatoes, &c. The Best Makes

Our prices for above are the lowest possible. Let us supply your wants.

Carter & Co., Ltd

CHARLOTTETOWN

HERRING, HERRING

We have some good Herring in stock, by Pail, Dozen and Half Barrel.

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

R. F. MADDIGAN

CHARLOTTETOWN

Live Stock Breeders

List of Pure Brad Live Stock for Sale.

Table with columns: NAME, ADDRESS, BREED, AGE. Lists various livestock including Yorkshire Bulls, Shorthorn Bulls, and Yorkshire Pigs.

DEPARTMENT OF AGRICULTURE

Local and Other Items

For the third time this week all record high prices were broken in the hog market. New top figures are \$22.25 a hundred weight, a jump of 15 cents since yesterday.

It is reported in a despatch from Paris that Germany has indicated a desire to begin her compliance with the terms of the peace treaty regarding reparations. Her request for oral conferences of German economic experts with allied experts has been granted by the Allies.

Ottawa, July 7—Bills claimed by the train crews and passengers to have been loosened by means of the deliberate removal of bolts, spikes and nuts from the fish plates—a crime which is blamed on two Austrians discharged from employment—caused the wreck of the first section of the Eastbound Imperial Limited at No. 20, C.P.R., near Stonecliffe, between Massey and Adelaide, at one o'clock Sunday morning. The Austrians were taken into custody.

The road machine in charge of Mr. Connolly has been doing good work during the past few days in scraping and grading some of the streets at Brighton. Part of Greenfield Avenue has been greatly improved and good work is being done on the upper part of Ambrose Street. Quite a number of the adjoining streets which have become over-run with weeds and tall grass are in immediate need of the same treatment and it is hoped that they will not be any longer neglected.

Many friends will learn with regret of the death at Vernon Bridge of Mr. Daniel F. McDonald in the 87th year of his age. Mr. McDonald was senior partner of the firm of D. & W. McDonald and was attending to business as usual until Thursday evening when he was seized with a sudden attack of meningitis and passed away on Saturday afternoon. There are left to mourn a widow, two sons, Vernon in Regina, Louis in England, and two daughters, Agnes and Marie in Swift Current, Sask.

The French government, having offered only \$300,000,000 for army equipment in France costing \$1,500,000,000, the war Department at Washington has ordered a sales organization for disposal of the property to be formed in France. Director of Sales here, told a special House Committee investigating war department expenditures abroad Mr. Hare, said special industrial experts will sail for Europe on Saturday to begin their work abroad. Sales offices and organizations will be organized and maintained in various places throughout Europe, the director said, and much of the material may be returned to the United States. "If France will not pay a fair figure," the director added "we will take the stuff out of the country and sell elsewhere."

The fourth military special from the Olympic at Halifax was derailed at about 1.30, Tuesday morning at Atkinson. Sliding about four miles east of Thompson Station, some 43 miles west of Truro. It was the special containing the New Brunswick team and comprised eight cars and a caboose. The engine, one baggage and two passenger cars remained on the track, breaking away from the others. Three cars left the rails and toppled over the embankment. Two cars and the caboose were left on the rails but did not topple over. The trucks were torn off the caboose, and the caboose was held up by a telegraph post. The road bed was badly torn up for about three hundred yards. The train was running 35 miles an hour when the cars rolled over. The kite fell on the soldiers and the men and kites were all mixed up. The men escaped through some of the open windows. Shortly afterwards they built fires alongside the track and kept themselves warm until help came. Eight New Brunswick men were hurt.

DIED
MCKINNON—At the P. E. Island Hospital, July 4th Mrs. Georgina D. McKinnon, widow of the late Alexander McKinnon, New Dominion.

MACPHERSON—At Boston, Mass July 4th Angus MacPherson of Glen William, P. E. I.

WADMAN—At Crapaud on Friday morning July 4th, O. B. Wadman in the 88th year of his age.

LORD—At Cape Traverse, June 19th, Robert F. Lord aged 71 years.

MCCOY—At Riverdale June 23rd E. McCoy aged 33 years leaving a mother, widow and four children.

WEBSTER—his late residence 151 Rochester Street, city, on Tuesday July 8th, Charles Webster, aged 62.

McINNIS—At the Court House, Charlottetown on July 8th, Annie aged 33 years, daughter of Mr. Joseph Melnis, R. I. P.

MINARD'S LINIMENT CURES COLDS, ETC.

Important Legislation Last Session

Ottawa July 8—The past session ended yesterday afternoon, has seen much important legislation enacted.

In all, 181 bills were introduced during the session, and of this number approximately 150, including the private bills, became law. No small number of the measures enacted was a direct heritage of the war, now happily ended. These were designed to meet obligations incurred by Canada in the performance of her part in the conflict, to minimize industrial dislocation during the period of readjustment, to remove causes of unrest among the people, and to deal with those who seek to convert that unrest into a weapon for the overthrow of constitutional government in the Dominion.

High Praise For Canada

Toronto, July 8—High praise for the work being done by the department of Soldiers Civil Re-establishment in this country is moved by Neil Taylor, managing director of H. R. Marsden, Ltd. Leeds England, deputy director of the North of England Branch of the British Ministry of Labor, who is making a tour of Canada for the purpose of investigating the work of the Canadian government, putting ex-members of the Canadian forces in touch with opportunities for employment on their discharge. He describes the result obtained as marvelous and speaks highly of the organization which has been effected to carry on the work. The step taken by the Canadian government in establishing a civilian department to administer benefits on behalf of ex-members of the forces, he declared to be in the right direction, and one which should serve as a lead to other Allied countries.

Captain Fryatt's Body Brought to England

London July 3—The body of Captain Charles Fryatt, executed in 1916 by the Germans for attempting to ram a submarine, was brought to Dover today aboard a British destroyer escorted by vessels of the Dover patrol.

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Connolly Estate Scholarships

Applications will be received by the undersigned until June 14th, 1919, from all students desirous of competing in a written examination for one of the Connolly Estate Scholarships offered annually by the Trustees Estate of Owen Connolly. This examination, to be held in the latter part of July in Charlottetown and Summerside, will be open to all deserving students of Irish descent, who upon investigation shall have been found eligible to compete, in accordance with the provisions of the Will of the late Owen Connolly. Each applicant must state his name in full, age, names of both parents, Post Office addresses, and the nature and extent of his studies during the past year.

MATTHIAS J. SMITH, Secretary Trustees Estate of Owen Connolly. Iona, P. E. I., May 24, 1919.

LIME

We have on hand quantity of

St. John LIME!

In Barrels

Casks.

C. LYONS & Co

Fire Insurance

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

ACT NOW. CALL UP

DEBLOIS BROS.,

Water Street, Phone 251



Canadian-West

Land Regulations

The sole agent of a family, crazy male over 10 years old, who was at the command of the present war and who has since continued to be a British subject on a subject of an allied or neutral country, may homestead a quarter section of available Dominion Land in Manitoba, Saskatchewan or Alberta applicant must appear in person at Dominion Lands Agency or Sub-Agent for District. Entry by proxy may be made on certain conditions. Duties—Six months residence upon and cultivation of land in each of three years in certain districts a homesteader may secure an adjoining quarter-section as pre-emption. Price \$30.00 per acre. Residence six months in each of three years, cultivate 50 acres and erect a house worth \$500.00. May obtain pre-emption patent as soon as homestead patent on certain conditions. A settler after obtaining homestead patent, if he cannot secure a pre-emption, may take a purchased homestead in certain districts. Price \$30.00 per acre. Must reside six months in each of three years, cultivate 50 acres and erect a house worth \$500.00. Holders of entries may count time of employment as farm laborers in Canada during 1917, as residence duties under certain conditions. When Dominion Lands are advertised or posted for entry, returned settlers who have served overseas and have been honorably discharged, receive one day priority in applying for entry at local Agent's Office (not Sub-Agent). Discharge papers must be presented to Agent.

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

J. D. STEWART

Barrister, Solicitor and Notary Public.

OFFICE: NEWBORN BLOCK

Charlottetown

Branch Office, Georgetown.

Minard's Liniment

Is a great preventative, being one of the oldest remedies used. Minard's Liniment has cured thousands of cases of Grippe, Bronchitis, Sore Throat, Asthma and similar diseases. It is an Enemy to Germs. Thousands of bottles being used every day. For sale by all druggists and general dealers.

MINARD'S LINIMENT CO, Ltd

Yarmouth, N. S.

Job Printing Done at

The Herald

Your Soldier Boy Wants HICKEY'S TWIST

No matter where he is, or what other tobacco he can get, the Island soldier who chews 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 HICKEY'S TWIST—and the loath took along 20,000 figs with them.

Send your soldier boy a pound of HICKEY'S with the next parcel.

Hickey & Nicholson, Ltd

CHARLOTTETOWN

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 2, 1919

Furs, Furs, Furs

SHIP TO US DIRECT—THE BEST MARKET PRICE PAID AND EQUIPABLE 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 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—31

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

Look! Read! Realize!

We cater to the men's trade, and no other. If you were sick you wouldn't call to see a Tailor, or a Blacksmith, about the condition of your health. Of course not; you would call to see a Doctor!

If you wanted a Suit or an Overcoat (would you go to see a Doctor, or a Shoemaker? Not at all. You would go to see a First Class Tailor.

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

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

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

Overcoats, Made-to-Order—from... \$30.00 to \$48.00

Overcoats, Ready-to-Wear..... \$15.00 to \$36.00

Success Is a Habit

Our habits make us. We are creatures of habit. Whether we are a success or a failure is a question of how we do things without thinking. To 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 \$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 June 2nd, 1919

Trains Outward, Read Down. ATLANTIC STANDARD TIME. Trains Inward, Read Up

Table with columns for P.M., P.M., P.M., A.M., Dep. Charlottetown, Arr. 10.35, 1.40, 7.05, 11.20, Hunter River, 9.00, 12.42, 5.47, 10.20, Arr. Emerald Jct., 7.40, 12.10, 5.05, 9.50, Arr. Borden, Dep. 6.40, 4.15, 9.00

Table with columns for P.M., P.M., A.M., Dep. Borden, Arr. 8.35, 4.00, Emerald Junction, 8.00, 12.19, 2.55, Arr. Kensington, 7.15, 11.45, 2.15, Arr. Summerside, Dep. 6.45, 11.30, 1.30, A.M., P.M.

Table with columns for P.M., A.M., Dep. Summerside, Arr. 10.30, 12.35, Port Hill, 8.56, 11.39, O'Leary, 7.36, 10.50, Alberton, 6.17, 10.04, Arr. Tignish, Dep. 5.15, 9.80, A.M.

Table with columns for P.M., A.M., Dep. Charlottetown, Arr. 10.00, 5.50, Mount Stewart, 8.45, 4.15, Morell, 8.17, 3.17, St. Peters, 7.55, 2.40, Souris, Dep. 6.55, 1.15

Table with columns for P.M., A.M., Arr. Elnora, Dep. 5.35

Table with columns for P.M., A.M., Dep. Mount Stewart, Arr. 8.45, 3.55, Cardigan, 7.47, 2.39, Monague, 7.23, 2.10, Georgetown, Dep. 6.45, 1.00

Table with columns for Sat. Only, Daily ex. Sat. & Sun., P.M., P.M., Dep. Charlottetown, Arr. 10.40, 10.05, Vernon River, Dep. 8.45, 8.51, Murray Har., Dep. 6.45, 7.20

H. H. MELANSON, Passenger Traffic Manager Toronto, Ont.

W. T. HUGGAN, District Passenger Agent, Charlottetown, P.E.I.

ADVERTISE IN THE

HERALD

