

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, APRIL 7, 1920

VOL. XLVIII. NO. 14

D. C. McLeod | W.K. Bentley, K.C.

McLEOD & BENTLEY
Barristers, Attorneys and Solicitors

MONEY TO LOAN

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

As certain districts a homestead may secure an adjoining quarter-section as pre-emption. Price \$8.00 per acre. Dues—Reside six months in each of three years after assuming homestead. Must reside six months in each of three years, cultivate 50 acres or more. May obtain pre-emption patent as soon as homestead patent on certain conditions.

As soon as a homestead patent is obtained, if he cannot secure a pre-emption in certain districts. Price \$8.00 per acre. Must reside six months in each of three years, cultivate 50 acres and erect a house worth \$200.00.

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

W. W. COBY,
Deputy Minister of the Interior

Job Printing Done At The Herald

Minard's Liniment the Lumberman's friend.

McLean & McKinnon

Barristers, Attorneys-at-Law
CHARLOTTETOWN, P.E.I.

MONEY TO LOAN.

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 petitioners 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 petitioners for such Bill and printed copies thereof delivered to the members before the second reading if deemed necessary by the Committee.

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

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

H. E. DAWSON,
Clerk Legislative Assembly

On 279 Special Trains,
C. G. Railways

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

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

Since the war began in 1914 up to March 1st, when S.S. 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 was on Saturday No 1279. Each train averages about twelve cars with an average of 50 men to a car, which figures up a total of 757,400 men carried. Of course in addition to this thousands of soldiers have journeyed between Montreal and Halifax by regular trains during the past four years.

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

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

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

CANADIAN NATIONAL RAILWAYS Prince Edward Island.

Time Table in Effect March 31st, 1920

ATLANTIC STANDARD TIME					
Trains Outward, Road Down.			Trains Inward, Road Up		
P.M.	P.M.	A.M.	P.M.	P.M.	A.M.
2.45	12.40	6.25	6.35	10.40	12.40
3.59	2.14	7.21	5.37	9.03	11.24
4.45	3.05	7.55	5.00	8.05	10.38
6.10		8.45	4.10	6.40	

4.10		6.40	Dep. Borden	Arr. 6.10	8.45
5.00	3.05	8.05	Emerald Junction	4.40	8.10
5.34	3.53	8.42	Kensington	3.53	7.15
6.05	4.35	9.20	Arr. Summerside	Dep. 3.20	6.45

P.M.		12.00	Dep. Summerside	Arr.	P.M.	A.M.
6.20		1.36	Port Hill	4.40	11.53	7.58
7.23		3.10	O'Leary	10.34	7.02	
8.18		4.18	Alberton	9.18	6.13	
9.08		5.20	Arr. Tignish	Dep.	8.15	5.35
9.45					A.M.	A.M.

P.M.	Mon.				Mon.	
3.10	Wed.				Wed.	
4.30	Fri.				Fri.	
5.00	A.M.	Dep.	Charlottetown	Arr.	A.M.	
5.22			Mount Stewart	8.55	4.30	
6.30			Morell	8.22	3.85	
			St. Peters	8.00	3.00	
			Souris	Dep.	6.50	1.35

P.M.					A.M.
7.50			Arr. Elmira	Dep.	5.30

P.M.	Mon.				Mon.	
4.35	Wed.				Wed.	
5.27	Fri.				Fri.	
5.51	A.M.	Dep.	Mount Stewart	Arr.	A.M.	
6.25			Cardigan	7.48	2.48	
			Montague	7.23	2.10	
			Georgetown	Dep.	6.45	1.25

Daily	Sat.			Sat.	Daily
ex. Sat	Only			Only	ex. Sat.
3.30	P.M.	Dep.	Charlottetown	Arr.	10.23
5.15	P.M.		Vernon River	9.09	8.45
7.25	P.M.	Arr.	Murray Har.	Dep.	7.30
					6.45

Except as noted, all the above Trains run daily, Sunday excepted.

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Passenger Traffic Manager
Toronto, Ont.

W. T. HUGGAN

District Passenger Agent,
Charlottetown, P.E.I.

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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.

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

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MacLELLAN BROS.

At The Federal Capital

Proceedings of the House of Commons during the week ending March 20th, were not of a very extraordinary or exciting character. Scarcely any public matter of outstanding character was under discussion. Private members days were taken up with the discussion of various matters, of more or less importance, viewed from the local point of view of the different members who discussed them and who of course regarded them as of utmost possible importance to their respective constituencies. In many of these discussions on the resolutions of private members, a very large amount of valuable information was brought out during the debates, and important points might very well be appropriated in a general way in their bearings on matters of Dominion-wide extent.

The most important debate, from a national point of view, was that upon the approval of the peace treaty between the allied and associated countries and Bulgaria. The terms of this treaty are, generally speaking, about along the lines of those contained in the peace treaty with Germany which was discussed and approved and ratified during the autumn session of last year. In the discussion of the Bulgarian treaty, about the same arguments were employed as those used when the first peace treaty was under discussion in the House. The treaty was presented to the House by the President of the Privy Council, Hon. N. W. Rowell, who made a speech of considerable length in moving the adoption of the treaty and developed the constitutional aspects of the case in an admirable manner, bringing out all the points relative to the position of Canada, as one of the self-governing nations of the British Commonwealth. The position of Canada as a nation standing side by side with the United Kingdom and the other self-governing Dominions of the Empire was elaborated and placed in the most satisfactory light that the citizens of Canada might desire as in the former debate, when in the first peace treaty there was some discussion and some exception taken to the contention of the Government relative to Canada's status. The leader of the opposition was not critical in his remarks on Canada's national status, but he was disposed to give a great amount of credit for the advancement and development of the national idea for Canada to Sir Wilfrid Laurier and others as well as to Sir Robert Borden. Apart from that he expressed himself as quite pleased with the advanced position that Canada had taken, and hoped it would be maintained, and still greater advancement made.

The discussion was continued on the Government side by Right Hon. Mr. Doherty, Minister of Justice, who made a most important contribution to the constitutional side of the question. No one could do this better than the Minister of Justice. In the first place, because he is thoroughly versed in all the constitutional aspects of the case, is a profound constitutional lawyer, and in addition, was a member of the peace conference, and one of the signers on behalf of Canada of the first peace treaty. The Minister of Justice expressed no desire to detract from any of those Canadian statesmen who had done anything towards advancing Canada's national status prior to the

time the matter was taken up by Sir Robert Borden. He was quite prepared to give to them every credit that was their due, but he went on to show that in the later stages, from 1916 to the present time, Sir Robert Borden had performed most wonderful work on behalf of Canada in this connection. His onerous and successful labor at the peace conference and his success in his fight for Canada's equal representation at the conference were all reviewed. In most sarcastic terms he demolished the flippant attitude assumed towards this question by Hon. Mr. Fielding and some other members of the opposition, who considered it their duty to do what they could to injure the prestige of Canada in her advanced position among the self-governing nations of the British Empire. The winding up of the debate by Hon. Mr. Rowell was illuminating, and admirable in every way, and left nothing to be desired so far as the exposition of Canada's place in the peace treaty and among the self-governing nations of the Empire are concerned. The motion passed without a division.

Apart from the discussions in the House of Commons, a most important feature of the week's proceedings was the presentation to the House of the estimates of expenditure for the fiscal year ending March 31st, 1921. The estimates show that the total expenditure on consolidated account would amount to 377 millions, consolidated revenue. This, along with capital and demobilization account, make a total expenditure for the year of \$537,149,428.09. The expenditure on consolidated revenue of ordinary account, it is expected, will leave a deficit on the year's transaction of about 70 millions. The deficit on the year's work may be made up by money secured from additional taxation, or from the money secured by a loan issue. This, of course, will not be known until the finance minister makes his budget speech. These are certainly very large figures; but it must be remembered that the war has generated us with a huge debt, which it is our duty to meet in accordance with the means available from the resources of Canada. All this can be accomplished, and will be accomplished by care and prudent management of public affairs. It is better not to say anything more about the figures of our debt and expenditure and the possible means to be employed for meeting these until the whole question is submitted to Parliament, when the finance minister makes his financial statement. The expenditures for Public Works all over the Dominion were pared down as closely as possible, and in the matter of new works nothing has been put in the estimates except in cases where absolute necessity existed. In this connection, it may be stated that the amount in the estimates for public works in Prince Edward Island, in connection with harbors and rivers, amounts to \$105,000.00. Of this amount \$75,800.00 goes to King's County. Most of the items for this county, which had been desired in the way of repairs, have been provided for in the estimates, notwithstanding the vigorous paring down exercised by the finance minister. Amounts particularly relative to this expenditure may be given in future correspondence.

It is not expected that very long debates may take place in the House of Commons before the Easter recess, with one or two possible exceptions. The estimates of 20 millions for the Government Canadian Merchant Marine will probably be discussed during the week ending March 27th, and possibly also the Franchise Bill may be up for second reading during the same week. It is possible that a good deal of discussion will take place on both these questions, especially of the Franchise Bill, as it is well known no Dominion Franchise Bill was ever introduced into Parliament that had not had a rough passage before reaching its completion. The present bill, on the

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Keep the Bowels Regular and Prevent Constipation.

When the bowels cease to work properly all the organs of the body become deranged, therefore a free motion of the bowels every day should be the rule of every one who aspires to perfect health.

Keep the bowels regular and you will have no constipation, no bilious or sick headaches, no painful internal bleeding or protruding piles, etc.

Milburn's Laxa-Liver Pills will regulate the bowels so that you will have a free and easy motion every day. They do not grip, weaken, or sicken, nor do they leave any bad after-effects.

Mrs. I. F. Boudier, North West Cove, N.S. writes: "I suffered with sick headaches and constipation for over a year. I used Milburn's Laxa-Liver Pills and am completely cured now. I recommend your medicine to all."

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face of it, seems most reasonable and moderate, and does not appear to afford any very great grounds for radical exception; but one never knows what turn a debate on a question of this kind may take, and it is surprising sometimes the length to which these discussions go, and the virus that may be injected into them as they proceed. However, it is unnecessary to anticipate any extraordinary scenes in connection with these matters; the only thing is to wait until the time arrives for grappling with these subjects, and then we shall see what we shall see.

The weather latterly has taken a very considerable turn for the better. The sun has come out very strong, the snow has disappeared wonderfully rapidly, and the evidences at present are favorable to the advent of spring, although changes are so sudden that we may have still a considerable touch of winter more than once yet before we can say we have landed into summer weather. The young hickories of spring are with us, and they may be seen and heard at every turn in the city at the present time. The ice is fast disintegrating on the Rideau, and on the great lawn in front of Parliament Hill the snow has almost entirely disappeared, and the evidences of the green grass are becoming apparent. Should the present conditions continue, it will only be a short time until we will have summer conditions, as far as the weather is concerned.

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At the first sign of it. Its healing qualities are amazing. **THE OLD RELIABLE**
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"Now, Ratus," said the Captain, "don't you want to make your will before you go over?"
"Will nuthin', sah! De only will I's worryin' about is, will I come back?"

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 Price 25 cents a box.

Can Eat Anything Now.
How Many Dyspeptics Can Say This?

The sufferer from dyspepsia and indigestion who has to pick and choose his food, is the most miserable of all men. Even the little he does eat causes such misery, and is digested so imperfectly that it does him little good.

At The Federal Capital

Wednesday, April 7, 1920
Subscription—\$1.00 a year
TO THE UNITED STATES \$1.50
PUBLISHED EVERY WEDNESDAY
BY THE HERALD PUBLISHING
COMPANY, LIMITED
AT 81 QUEEN STREET
CHARLOTTETOWN, P. E. ISLAND

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At The Federal Capital

The outstanding questions of importance that came up for consideration in the House of Commons during the week ending March 27th, were the Canadian Government Merchant Marine and the new Dominion Franchise Act. The question of the Canadian Merchant Marine was introduced in the House of Commons on Tuesday the 23rd, on the motion to go into committee of supplies to appropriate \$20,000,000 for the completion of the contracts entered into by the Government, through the Minister of Marine, on their programme of shipbuilding. Presenting the question to the House, the Minister of Marine was able to show that the Government had been most successful in carrying out their plans in this connection. The decision of the Government to build a merchant marine fleet to connect with the National Railway System of Canada, so as to carry on our export and import trade, was arrived at during the year 1918, before the close of the war. As all understand, it was very difficult to secure ships of any kind to carry on the business of the country. The absolute need of ships to do Canada's business so impressed the Government that they decided there was no other alternative than to build ships of their own. This was a very serious undertaking from many points of view. In the first place, the Government of Canada had not been previously engaged in the building of steel ships, and the greatest possible consideration was necessary in order that the venture might prove a success.

One of the greatest difficulties at the beginning of the enterprise was the procuring of steel plates. There was no such plates made in Canada, and the Minister of Marine was obliged to arrange for the supplying of them with concerns in the United States. This did not turn out to be at all satisfactory. In the first place, the plates cost a great deal more than it seemed they could be provided had we ourselves the facilities for so doing, and moreover the building operations of the ships were held up by long delays in receiving supplies of plates sufficient to carry on the work. This was a most serious handicap, and the Minister, with the concurrence of the Government, determined that a new departure should be taken. The consequence was that he was able to arrange for a steel plate mill at Sydney, C. B., from which an abundant supply of excellent plates were secured, at a cost very much less than he had been paying for the same materials in the United States. This phase of the enterprise is excellent in every possible sense, and now, at this stage of the proceedings, the Minister could at any time sell his plate mill at a profit of a million dollars. More than that, just recently a request came from the mother country for the supply of 200,000 tons of steel plates for ships built in Great Britain. This contract the mill was obliged to refuse in consequence of the multiplicity of orders already on hand. The Minister was able to show the House that the enterprise of steel shipbuilding by the Government for the establishing of a

Canadian merchant marine was successful beyond the most sanguine expectations. The number of large ocean-going steel steamships to be completed under the present programme is 24, and of this 19 are already on the seas carrying freight to all portions of the globe.

It certainly is something that we may well be proud of, from a national point of view, that these ships connecting with the terminals of our national railways on the Atlantic and Pacific cover the seven seas, and that wherever seen their identity as Canadian ships is at once determined, as every one of them has the word "Canadian" as the first in her title. Thus, for instance, "Canadian Voyager" is emblazoned in large letters on one of their ships, and "Canadian" on another, and so on, so that every one of them has the word "Canadian" in its title, and in the different parts of the world they fly the white Canadian ensign with the beaver depicted in one corner. It will thus be seen that these ships are from every point of view distinctly Canadian, and convey to whoever sees them the idea that here is represented the ideals and progressiveness of the great Canadian nation. These are things that certainly should be most satisfactory to all patriotic Canadians. Perhaps the most pleasing feature of the whole of the Minister's presentation was the fact that up to the 31st December, 1919, the 19 ships of the Canadian Merchant Marine that had been operating, although some of them were afloat less than a year, had not only paid their way, but had left a handsome surplus over and above all expenses. The sum of \$1,400,000 was left after meeting all ordinary expenses to be applied in the first place to pay 5 1/2 per cent interest on their cost, an equal amount for depreciation, and nearly \$500,000 more put to rest account. Surely this is a most satisfactory showing, and one would think that under all these circumstances there would not be a murmur of dissent in the House of Commons regarding the providing of the money to complete the programme. Not so, however; a few members of the opposition, themselves interested in shipping, allowed their selfish motives to predominate over any feeling of pride or patriotism in the success of a Canadian National Mercantile and Marine. It is unnecessary to discuss the attitude assumed by these gentlemen. It was so supremely selfish and contemptible that it was not worthy of notice. The appropriation passed and the Government will now be able to finish up this programme of building their great Merchant Marine Fleet.

As stated in the beginning, the second important question presented to the House during the week ending March 27th was the new Dominion Franchise Bill. This, as all readily understand, was looked forward to with a very great amount of interest, and all manner of conjectures were indulged in as to what manner of Act it should be, but after the bill was presented to the House and received its first reading, it seemed from a casual perusal to be most comprehensive and reasonable in almost every respect. The second reading of the bill was an event of the greatest possible interest and aroused the greatest enthusiasm in the House of Commons. The motion for the second reading was made by the Minister in charge of the bill, the Hon. Hugh Guthrie, Solicitor General, and his speech on the occasion was one of the most splendid deliverances that the House of Commons has heard for many a day. Mr. Guthrie had many advantages

in his favor. He is a man of great stature, splendid personal appearance, with a strong resonant voice, which was easily heard in every portion of the chamber. His vocabulary is abundant and polished, and his delivery is free and unhesitating. It was indeed an occasion long to be remembered, and his speech made a deep impression on the House. It was listened to with perfect attention, everyone anxious to catch every syllable that fell from his lips. Mr. Guthrie has been a good while in Parliament and was formerly a Liberal. He was one of those who joined Sir Robert Borden in 1917 to carry on the great work that then confronted the nation, and his review of the question of Dominion Franchise, from the days of Confederation was interesting in the highest degree. He passed in review the first Franchise Legislation introduced in the House of Commons immediately after Confederation, then the different Acts that were formed from time to time, 1885, 1898 and 1908. The discussions and the attitude assumed by the respective parties in Parliament on these different occasions were graphically described and were of the most intense interest. He referred to the intellectual giants of the days past from 1885 when the fight was between Sir John A. Macdonald, then Prime Minister, and Mr. Edward Blake, leader of the Opposition. The Hon. Minister, passing down along from one franchise bill to another, unfolded to the House in a most interesting manner the changes of attitude that had been assumed, particularly by the Liberal party, who were and are the advocates of the Provincial Franchise for Dominion purposes, according as the Provincial Governments were Liberal or Conservative. When all, or nearly all, the Provincial Governments were Liberal, the Federal Liberal Governments found no difficulty at all in advocating Provincial Lists for Dominion Elections, but after three or four Provinces of Canada had elected Conservative Provincial Legislatures, a very great change came over the spirit of the draughts of the Liberal stalwarts. They had recourse to all manner of subtleties to prevent the Conservative Governments of the Provinces from employing their lists for Dominion election purposes, while at the same time hypocritically making a pretence of constantly adhering to their principle of Provincial Lists. This phase of the Minister's presentation was beyond description, not only highly interesting, but extremely amusing. He himself had participated in these political tricks, as a supporter of the Liberal Government in the House of Commons; therefore he spoke with all possible knowledge and authority on these fine points in political legerdemain.

SPEECH

On the Resolution in favor of standardization and grading of Canada's Butter and Cheese for export, moved in the House of Commons on Monday, March 22nd, by Mr. John W. Edwards, member for Frontenac, Ont.

(Hansard, March 22, 1920.)
Mr. JAMES McISAAC (King's, P.E.I.): I did not intend to participate in the discussion of this important question, but the admirable manner in which the motion has been presented by the hon. member for Frontenac (Mr. Edwards) has aroused in me, as I am sure it must have aroused in others, a very great interest in the subject. The hon. member has given to the House an amount of statistical information so extensive and valuable that it seems to me that it is of the greatest importance that it should be placed on the record of the proceedings. I was also impelled to rise to my feet in consideration of the statement which the hon. member made in the course of his remarks that the province from which I come—Prince Edward Island—was a very close second to the great province of Ontario in the perfection of cheese manufacture. It was a matter of gratification and pride to me to hear the hon. member say that the cheese of Prince Edward Island graded ninety per cent or a little over, and I take this opportunity of expressing my thanks to that hon. gentleman and, at the same time, of putting on the record of this Parliament an expression of great gratification at the fact that the smallest province of Confederation stands next to the greatest province, or at least one of the greatest provinces, in the matter of cheese-making. However, in regard to the hon. member's references to oleomargarine, I do not think I can agree with him. I do not know that I have ever tasted oleomargarine, or at least, if I have, I must have done so unwittingly. It is said that this substance can be made to look so much like butter and by means of flavoring to taste so much like it that it is sometimes difficult to discover the difference. I do not know much about its manufacture, but I would say that when the prices of all commodities are so exceedingly high, it would be hardly fair to prevent the poorer classes of people who might not be able to supply themselves with butter, from obtaining a substitute which is reputed to be perfectly good. I am informed that, properly manufactured, there is nothing deleterious or injurious in the elements that enter into oleomargarine, and for that reason I think that, for the time being at least, those who cannot afford butter might be permitted to buy this substitute. As has been remarked, it would scarcely have any material effect upon the price of butter in the market, especially at the present time, and it has been shown that even formerly, when it was probably manufactured to a greater degree than it is now and prices were not so high, it was not known materially to affect the price of butter in the open market. I was very much pleased with the statement of the Minister of Agriculture (Mr. Tolmie) that it was the intention of the Government to take proper steps in the matter of inspection, and in every other

way to guard the purity and good condition of our butter and cheese intended for export, not only at the port of shipment but in transit, so that these products would be carefully looked after until by the officers and employees of the department they were absolutely on the market. That seems to me to give us a safe guarantee that this matter will be zealously looked after. As the Minister remarked it will take some little to bring this system to the greatest degree of perfection, but it is certain that everything that can possibly be done to safeguard the interests of our butter and cheese producers will be done. Before I take my seat I desire to say one word more. The debate was undoubtedly on a high level and was mollerate in every way, and free from anything partisan, until the hon. member for Chateaugay-Huntingdon (Mr. Robb) rose to speak. I regret to say, however, that he was unable to let the occasion pass without introducing a partisan spirit. He threw the virus of party bias into the debate in order, I presume, to have a crack at the Government. It seemed to me that his endeavor to connect the present subject with the Wheat Board and milling and other things was very far-fetched, and the hon. gentleman must have had considerable difficulty in bringing his remarks on those matters to bear upon the subject under discussion. I would not be so ungenerous as to suggest that there might be some thing other than the public good, perhaps a mere personal motive, that impelled the hon. member to wander so far afield, but I do think he could with great propriety have confined his remarks more strictly to the question before the House. In conclusion, Mr. Speaker, let me once again express my gratification at the statement which fell from the lips of the hon. member for Frontenac, that the province from which I have the honor to come has taken such a high place in the cheese manufacturing of Canada.

After a speech by the Leader of the Opposition and two or more brief discussions the motion carried for the second reading, and the House went into committee on the Bill. Some progress in the committee stage was made on the Bill on Thursday, and it now stands over for further consideration until after the Easter holidays. Altogether the week in Parliament was in many ways memorable and will have a large place in the history of Canadian Parliamentary proceedings.

IN CHANCERY
Before the Vice-Chancellor.
No. C. 1400.
Hugh McIsaac, Jr., Complainant
AND
Margaret E. McKinnon } Defendants
Mary McIsaac & others }
Pursuant to a Decreeal Order made in the above cause on the 17th day of March, A. D. 1920, by His Honour the Vice-Chancellor, I will sell up and sell by Public Auction on the premises, on Tuesday, the 4th day of May, A. D. 1920, at 12 o'clock noon, All that tract of land situate at Goose River, Township Number Forty-two in King's County, bounded as follows:—Commencing on the shore of the Gulf of St. Lawrence at the Northwest angle of land formerly in possession of Michael McDonald, now in possession of Eneasa McDonald, and running thence South three degrees and forty-five minutes East one hundred chains, thence South eighty-six degrees and fifteen minutes West five chains, thence North three degrees and forty-five minutes West one hundred chains to the shore of the Gulf of St. Lawrence, and thence Eastwardly along said shore five chains to the place of commencement, containing Fifty acres of land, a little more or less. The lands will be sold free from incumbrances. The Sale will be confirmed by the Court of Chancery without expense to the purchaser.

CONDITIONS AT SALE.
And I do hereby give Public Notice to all creditors of the late Hugh McIsaac, Senior, or parties claiming any interest in the Estate to come in before me, at the "Bayview" Hotel, St. Peters, on the said Tuesday, the 4th day of May, A. D. 1920, at the hour of five o'clock, a. m., and prove their claims, otherwise to be excluded from any benefit of the said Order, and be barred from and against any claim against the Estate in the administration thereof.
Dated this 7th day of April, A. D. 1920.
A. B. WARBURTON,
Master in Chancery.
A. F. McQUAID, Esq.,
Solicitor.
April 7, 1920—4i
D. C. McLeod | W.K. Bentley, K.C.

McLEOD & BENTLEY
Barristers, Attorneys and Solicitors
MONEY TO LOAN
Offices—Bank of Nova Scotia Chambers.

say to guard the purity and good condition of our butter and cheese intended for export, not only at the port of shipment but in transit, so that these products would be carefully looked after until by the officers and employees of the department they were absolutely on the market. That seems to me to give us a safe guarantee that this matter will be zealously looked after. As the Minister remarked it will take some little to bring this system to the greatest degree of perfection, but it is certain that everything that can possibly be done to safeguard the interests of our butter and cheese producers will be done. Before I take my seat I desire to say one word more. The debate was undoubtedly on a high level and was mollerate in every way, and free from anything partisan, until the hon. member for Chateaugay-Huntingdon (Mr. Robb) rose to speak. I regret to say, however, that he was unable to let the occasion pass without introducing a partisan spirit. He threw the virus of party bias into the debate in order, I presume, to have a crack at the Government. It seemed to me that his endeavor to connect the present subject with the Wheat Board and milling and other things was very far-fetched, and the hon. gentleman must have had considerable difficulty in bringing his remarks on those matters to bear upon the subject under discussion. I would not be so ungenerous as to suggest that there might be some thing other than the public good, perhaps a mere personal motive, that impelled the hon. member to wander so far afield, but I do think he could with great propriety have confined his remarks more strictly to the question before the House. In conclusion, Mr. Speaker, let me once again express my gratification at the statement which fell from the lips of the hon. member for Frontenac, that the province from which I have the honor to come has taken such a high place in the cheese manufacturing of Canada.

Do not forget to file your Income Tax Return on or before the 30th of April, 1920.

Dominion of Canada
Department of Finance
ALL persons residing in Canada, employed in Canada, or carrying on business in Canada, are liable to a tax on income, as follows:—
1. Every unmarried person, or widow, or widower, without dependants as defined by the Act, who during the calendar year 1919 received or earned \$1,000 or more.
2. All other individuals who during the calendar year 1919 received or earned \$2,000 or more.
3. Every corporation and joint stock company whose profits exceeded \$2,000 during the fiscal year ended in 1919.

Forms to be used in filing returns on or before the 30th of April, 1920.
ALL INDIVIDUALS other than farmers and ranchers must use Form T 1.
FARMERS AND RANCHERS must use Form T 1A.
CORPORATIONS and joint stock companies must use Form T 2.
Penalty
Every person required to make a return, who fails to do so within the time limit, shall be subject to a penalty of Twenty-five per centum of the amount of the tax payable.
Any person, whether taxable, or otherwise, who fails to make a return or provide information duly required according to the provision of the Act, shall be liable on summary conviction to a penalty of \$100 for each day during which the default continues. Also any person making a false statement in any return or in any information required by the Minister, shall be liable, on summary conviction, to a penalty not exceeding \$10,000, or to six months' imprisonment or to both fine and imprisonment.
General Instructions.
Obtain Forms from the Inspectors or Assistant Inspectors of Taxation or from Postmasters.
Read carefully all instructions on Form before filling it in.
Prepay postage on letters and documents forwarded by mail to Inspectors of Taxation.
Make your returns promptly and avoid penalties.
Address INSPECTOR OF TAXATION, HALIFAX, N.S.
R. W. BREADNER, Commissioner of Taxation.

Boots By Mail
Sizes 2 1-2 & 3
\$1.98
Postage 10c. Extra
We have about seventy pairs, all high-grade Boots, suitable for women and girls with small feet
Sale Price \$1.98
Also a few Oxfords and Pumps. Sizes 2 1/2 and 3
\$1.98
Men's Rubbers, Sizes 9, 10, 11
75 Cents
Women's Rubbers. Sizes 2 1/2 to 7.
75 Cents
ALLEY & CO. Ltd
135 QUEEN ST., CHARLOTTETOWN.

Men Demand The Best Chewing Tobacco
THAT'S WHY THEY ALWAYS ASK FOR
HICKEY'S TWIST
The Tobacco That Never Disappoints Them
ALWAYS OF GOOD QUALITY
Hickey & Nicholson Tobacco Co., LIMITED
MANUFACTURERS. CHARLOTTETOWN.
Advertise in The Herald

J. D. STEWART
Barrister, Solicitor and Notary Public.
OFFICE:
NEWSON BLOCK
Charlottetown
Branch Office, Georgetown.
McLean & McKinnon
Barristers, Attorneys-at-Law
CHARLOTTETOWN, P.E.I.
MONEY TO LOAN.

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 proceeding 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 have been 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.

Local and Other Items

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

The Paris municipal council on March 31st, voted to float a loan of \$20,000,000 in Canada, repayable in ten years. The proceeds will be used to purchase merchandise in Canada.

Two men were killed when the Royal Palm, North bound on the southern railway, ran into an open switch near Adams Park, ten miles south of Macon, Georgia, a few days ago.

Very poor news has been received at St. John's, Nfld., from the sailing fleet. All the ships are clean; there are no indications of a paying voyage and the outlook is the worst for years.

The Soir of Brussels says it understands that negotiations are under way in England for a loan of five million pounds sterling the money to be used for the reconstruction of the devastated districts of Belgium.

Marking the completion of 135,200 deadweight tons of shipping, and the construction of their 15th vessel, Coughlan and Sons, of Vancouver, B. C., successfully launched the 8,800 ton steel steamer Bracholme a few days ago.

Wheat in store in all Canadian elevators totalled on March 26 32,275,877 bushels as compared with 31,637,964 bushels on March 19. Of oats there were 17,339,837 bushels in store in comparison with 17,466,796 bushels the week previous.

Nature is making good Great Britain's war losses to her population. Statistics in London on March 26 show births registered during last quarter of 1919 were 228,569 against 114,860 deaths. Births gained 48,202 over previous quarter and 61,794 over corresponding quarter in 1918.

Naples advices of March 30th, say: Great columns of smoke which issued from Mount Vesuvius today alarmed the population. The director of the Vesuvian observatory, however, said there was no cause for fear. He characterized the phenomenon as the usual spring manifestation of the volcano.

In St. Dunstan's Cathedral, Sunday morning, Pontifical High Mass was celebrated at 11 o'clock by His Lordship Bishop O'Leary. The sermon for the occasion was preached by Rev. James Murphy, of St. Dunstan's University. This was the first sermon preached by Rev. Father Murphy since his ordination and he made a favorable impression upon the large congregation.

What is declared to be a record for such accidents was reported at Ogden, Utah, a few days ago by the Union Pacific claim agent who said that a passenger train ran into a herd of cattle near Evanston, Wyoming, killing 31 animals and crippling 68. The loss he estimated at \$10,000. Eight dead cattle were piled on the pilot of the locomotive.

The Exchequer returns for the financial year just ended show revenue of 1,339,571,381 pounds sterling, an increase of 450,500,000 pounds over the preceding year. The expenditure was 1,665,772,928 pounds showing a decrease of 913,500,000 pounds. The year's expenditure therefore was more than 326,000,000 pounds in excess of the revenue.

Gold bullion valued at 2,000,000 pounds sterling, to be used in paying interest on Anglo-French bonds, due next October, arrived in New York on March 28, on the steamship "Laplant". The consignment, the first to be sent here from Great Britain for this purpose, it was said, was consigned to J.P. Morgan & Company. On the previous day the steamer Carmania sailed from Liverpool with a record shipment of gold, amounting to more than 16 tons.

Ships Collide

Prince Rupert, B. C., March 30.—The Prince John and Prince Albert collided off Dead Tree Point, Graham Island, at six o'clock this morning. The Prince John was beached, the passengers being taken off by the Prince Albert, which was able to navigate. Although full details of the collision are still lacking, Captain C. H. Nicholson, local manager, has been informed by wireless that the former vessel has been beached in four and a half fathoms, but in an exposed position. All passengers were safely transferred. The after part of the Prince John is now full of water. It is thought the collision occurred in a snowstorm.

Prince Rupert, B. C., April 1.—Passengers from the wrecked steamer Prince John were landed here today by the steamer Prince Albert, which collided with the Prince John off Queen Charlotte Island, near here, several days ago. Both boats belong to the Grand Trunk Pacific line. Officers of the steamers said the Albert's bow drove ten feet into the John near the engine room. When the prow embedded in the other steamer the Albert continued steaming towards shore, withdrawing after the passengers were transferred. Later the John was beached.

DIED

TOOMBS—In this city, April 7th, 1920, Harvey W. Toombs, aged 40 years.

DUNN—At Newton Cross, April 6th, Margaret Dunn, daughter of James Dunn, aged 22 years.

EAGAN—At North Wiltshire, on Tuesday, April 6, 1920, Mary Ellis, wife of Andrew Eagan, aged 24 years.

McLEOD—At Vancouver, British Columbia, on the 12th March, after a short illness, Mrs. S. McLeod, wife of Samuel McLeod, late of Bridgetown.

ESSERY—At Lynn, Mass., on March 26, 1920, Sophia Essery, daughter of the late Thomas Essery of this city.

McLEAN—At Canoe Cove, on March 30, Catherine McFadyen, aged 67 years, widow of the late Alexander McLean.

Canadian National Railways

Change in Time Table

Commencing Wednesday, 31st inst., two trains daily, Sunday excepted, will run each way between Summerside and Tignish. The tri-weekly trains will be withdrawn, and the trains to replace them will run daily, Sunday excepted, as follows:

Leave Tignish 8.15 a.m., arrive Summerside 1.35 p.m. Leave Summerside 12 noon, arrive Tignish 5.20 p.m. All other trains will run as at present.

See time table advertisement in today's paper. District Passenger Agent's Office, March 29th, 1920. March 31, 1920—3i

W. J. P. McMILLAN, M.D.

Physician and Surgeon. Office and Residence: 105 Kent Street. CHARLOTTETOWN - P.E.I.

LIME

We have on hand quantity of

St. John LIME!

In Barrels

Casks.

C. LYONS & Co.

Live Stock Breeders

List of Pure Bred Live Stock for Sale.

NAME	ADDRESS	BREED	AGE
Geo. Anenar	Montague	Ayrshire bull calves	(3 yrs, 8 mos)
Wm. Aitken	Lower Montague	Ayrshire Bulls	(3 yrs, 6 mos)
M. McManus	New Haven	Shorthorn Bull	(5 years)
W. F. Weeks	Fredericton	" "	(2 years)
David Reid	Victoria Cross	" "	(2 years)
Ramsay Auld	West Covehead	" calf	" "
Frank Halliday	Eldon	6 Yorkshire Pigs	(5 weeks)
Ramsay Auld	West Covehead	Yorkshire Hog	(2 years)
J.A.E. McDonald	Little Pond	Duror Jersey Boar	(2 years)

DEPARTMENT OF AGRICULTURE

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.

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.

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 TOP MARKET PRICE PAID

AND EQUIVALENT 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

6th & Chestnut St, St. Louis, Me, U.S.A.

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., 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 Montreal 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 7.25 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. 8, 1919



Department of Naval Service

Notice of Sale.

SEALED TENDERS addressed to the undersigned and endorsed on the envelope "Tender for Lobster Hatcheries," will be received up to noon on Tuesday, the 23rd day of September, 1919, for the purchase of the Government Lobster Hatcheries at—Ariehat, N.S.; Bay View, Pictou County, N.S.; Inverness, Margaree Harbor, N.S.; Isaac's Harbor, Guysborough County, N.S.; Little Bras d'Or, Alder Point, N.S.; Charlottetown, P.E.I.; Georgetown, P.E.I.; Buctouche, Buctouche Harbors, N.B.; Shebogue, Westmoreland County, N.B.; Port 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 storey 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 several 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 p.c.) 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. 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!! 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 March 31st, 1920

ATLANTIC STANDARD TIME			
Trains Outward, Read Down.		Trains Inward, Read Up	
P.M.	P.M.	P.M.	P.M.
2.45	12.40	6.35	10.40
3.59	2.14	5.37	9.03
4.45	3.05	5.00	8.05
6.10	8.45	4.10	6.40
4.10	6.40	6.10	8.45
5.00	3.05	8.10	10.40
5.34	3.53	3.53	7.15
6.05	4.35	3.20	6.45
6.10	8.45	6.10	8.45
6.20	12.00	6.10	8.45
7.23	1.36	6.10	8.45
8.18	3.10	6.10	8.45
9.08	4.18	6.10	8.45
9.45	5.20	6.10	8.45
3.10	7.00	6.10	8.45
4.30	8.55	6.10	8.45
5.00	9.32	6.10	8.45
5.22	10.02	6.10	8.45
6.30	11.35	6.10	8.45
7.50		6.10	8.45
6.10	8.45	6.10	8.45
6.20	12.00	6.10	8.45
7.23	1.36	6.10	8.45
8.18	3.10	6.10	8.45
9.08	4.18	6.10	8.45
9.45	5.20	6.10	8.45
3.10	7.00	6.10	8.45
4.30	8.55	6.10	8.45
5.00	9.32	6.10	8.45
5.22	10.02	6.10	8.45
6.30	11.35	6.10	8.45
7.50		6.10	8.45
6.10	8.45	6.10	8.45
6.20	12.00	6.10	8.45
7.23	1.36	6.10	8.45
8.18	3.10	6.10	8.45
9.08	4.18	6.10	8.45
9.45	5.20	6.10	8.45
3.10	7.00	6.10	8.45
4.30	8.55	6.10	8.45
5.00	9.32	6.10	8.45
5.22	10.02	6.10	8.45
6.30	11.35	6.10	8.45
7.50		6.10	8.45
6.10	8.45	6.10	8.45
6.20	12.00	6.10	8.45
7.23	1.36	6.10	8.45
8.18	3.10	6.10	8.45
9.08	4.18	6.10	8.45
9.45	5.20	6.10	8.45
3.10	7.00	6.10	8.45
4.30	8.55	6.10	8.45
5.00	9.32	6.10	8.45
5.22	10.02	6.10	8.45
6.30	11.35	6.10	8.45
7.50		6.10	8.45
6.10	8.45	6.10	8.45
6.20	12.00	6.10	8.45
7.23	1.36	6.10	8.45
8.18	3.10	6.10	8.45
9.08	4.18	6.10	8.45
9.45	5.20	6.10	8.45
3.10	7.00	6.10	8.45
4.30	8.55	6.10	8.45
5.00	9.32	6.10	8.45
5.22	10.02	6.10	8.45
6.30	11.35	6.10	8.45
7.50		6.10	8.45
6.10	8.45	6.10	8.45
6.20	12.00	6.10	8.45
7.23	1.36	6.10	8.45
8.18	3.10	6.10	8.45
9.08	4.18	6.10	8.45
9.45	5.20	6.10	8.45
3.10	7.00	6.10	8.45
4.30	8.55	6.10	8.45
5.00	9.32	6.10	8.45
5.22	10.02	6.10	8.45
6.30	1		

My Four Splendid Boys

Yes, I know there are stains on the carpet. The traces of small boys' boots, And I see your fair tapestry glowing.

And I know that my walls are disfigured With prints of small fingers and hands. And that your own household most truly In immaculate purity stands.

The Sentinel Pine

In the old room in the west gable a lad was packing his suitcase—a new suit-case, bright with brass trappings, bought for a first venturing into the world of strangers.

The door opened and a middle-aged woman entered, a plump motherly woman whose face bore lines of care and thought. She seated herself upon the bed beside the suit-case, picking up and refolding something that the boy had rampled.

"So you can't give up the trip, son," she began tentatively. It was a last attempt and, she almost knew, a futile one.

"Why, mother—" his voice boomed cheerily in the room, seeming to emphasize the hopelessness of his plan.

"Look at Jack Adams, and Joe Kipp," he reminded, bringing up again local men who had attained celebrity in far away places.

"You're not like them, Danny," she had arisen and stood with her hand upon his arm as her mother-instinct reached forward to draw him back from the dangers she foresaw.

He knew she was thinking of Abrose Copeland, his uncle, who had gone West and fallen in with a wild crowd. His life had been ended in a shooting affray in a gambling room.

A few years ago some machines were hardly thought of, nor was Scott's Emulsion in summer. Now Scott's Emulsion is as much a summer as a winter remedy.

Aching Joints

In the fingers, toes, arms, and other parts of the body, are joints that are attacked and swollen by rheumatism—the acid condition of the blood which affects the muscles also.

Food's Sarsaparilla

Remove the cause of rheumatism—no outward application can. Take it.

Following his thought. She had died his father over more than one critical epoch, holding him back to the saving practicality of common-place life.

"Well, there's one Copeland that can keep his head, you'll see," he assured her in the arrogance of youth.

"Best stay with those that will help you," his mother urged. He knew she was thinking of Muriel, he would have said.

He sat on the suit-case that he had closed and strapped: "I'll be coming back for some of my friends, don't forget he laughed.

The cry of a coyote awoke the hills to clamorous echoing din. Copeland stirred from his musing to find that stars had whitened the sky and the glow of his fire was hidden under a rim of ashes.

In his sleep a strange dream came to him. He thought he was lying at the foot of the hill where the pine was murmuring a message that was a message to him.

When he awoke the spell of the dream was still upon him. He cooked his breakfast mechanically and sat lost in thought.

He recalled superstitions common among miners he had known, and strange experiences that had been told around the camp fires.

Horton, who was credited with being a man of learning, had contended that minds of a certain type were able to work out in sleepy suggestions what the waking mind had received but could not grasp.

Standing at last beside the pine the man looked down a steep declivity that ended in a grass-grown level, heaped with broken rock and stones.

At the base of the cliff a little stream gushed from between the rocks. The prospector wondered if the stream was a continuation of the cascades up among the trees, and he began a careful descent.

Picking his way to the stream he found that it sprang from a fissure in the hill itself. He stooped over, scrutinizing it then he started back with a half-articulate cry:

"Gold!" He was holding a small nugget close to his view, and groping with trembling fingers at the rock-grotto from which the water issued.

"Gold!" he said again, huskily in incredulity. So he had found gold at last. He stood up holding the nuggets in his open hand—the dream of fabulous wealth enthralled him.

Advertisement for Scott's Emulsion, featuring an image of a man carrying a large fish on his back.

Obstinate Coughs

Obstinate Colds

The Kind That Stick, The Kind That Turn To BRONCHITIS,

The Kind That End In CONSUMPTION,

Become a Serious Matter IF NEGLECTED.

All obstinate coughs and colds yield quickly to the curative powers of

Dr. Wood's Norway Pine Syrup.

This old and well-known remedy has been on the market for the past 30 years.

You will find that a dose or two will stop the cough, soothe the throat and bronchial tubes, and if the cold has become settled on the lungs the healing properties of this famous cough syrup will soon bring complete and permanent relief.

These are many imitations of Dr. Wood's Norway Pine Syrup on the market. Get the original when you ask for it.

Put up in a yellow wrapper; 1 pipe trees the trade mark; price 25c. and 50c.

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

His very soul gloated on his riches. So dazed was he that his mind failed to grasp the significance of something that his eyes rested upon.

Then what at first seemed to be a large moss-covered boulder resolved itself into a hut—small, dilapidated, but a human habitation with the door ajar.

For a moment Copeland's heart stood still. The significance of it came to him. Someone else had prior claim—the gold was not his.

A chaos of thoughts hurried through his mind. He had obeyed a dream, he reasoned, he had been told that there was something for him here and he accepted the message; the find must be for him.

An evil mood came upon the man, a fierce hatred for anything that threatened his possession. Stealthily he approached the shack not knowing exactly what he intended to do.

He paused at the door and listened. There was no sound. Then he stepped swiftly in.

Copeland heard himself laugh aloud. So this was his rival! Just lay thick and unmarked upon everything. Through a small window the sunlight entered the room, throwing a broad, white shaft across the table, the door and the time-stained walls; the little particles in the dust shone with iridescent light, but the heap of bones lay untouched by the sunlight glory.

Something of pity stirred in Copeland's heart. The echoes of his laugh rang in his ears unpleasantly. He went over to the table and stood looking down at the figure. The arms were thrown out across the table, and under the bony fingers of one hand was a little heap of nuggets.

As he leaned closer Copeland accidentally pushed the table, jarring the skeleton. There was a rattle, and something fell to the floor. He recoiled for a moment then stooped and picked up a knife. The blade was rusted and discolored, almost to the handle.

To be Continued

An indignant citizen rang up one of the dailies regarding a newspaper report, which alleged his death from influenza in the following style:

"Look here," he said on the telephone, "do you know my death from flu has appeared in your paper?"

W. H. O. Wilkinson Streetford says: "It affords me much pleasure to say that I experienced great relief from Muscular Rheumatism by using two boxes of Milburn's Rheumatic Pills. Price 25 cents a box."

Mrs. Philip H. Ryan, Sand Point, N.S., writes: "I have been a great sufferer from nerve trouble. I was so weak and nervous I could not sleep at night, and my appetite was very poor. I could not walk across the floor without trembling all over. I had hot flushes and fainting spells. When I was on my second box of Milburn's Heart and Nerve Pills I began to feel better and kept on until I had used six boxes when I felt like a different person. I am never without them in the house and recommend them to all who suffer with their nerves."

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

Boots By Mail

Sizes 2 1/2 & 3

\$1.98

Postage 10c. Extra

We have about seventy pairs, all high-grade Boots, suitable for women and girls with small feet

Sale Price \$1.98

Also a few Oxfords and Pumps. Sizes 2 1/2 and 3

\$1.98

Men's Rubbers, Sizes 9, 10, 11

75 Cents

Women's Rubbers. Sizes 2 1/2 to 7

75 Cents

ALLEY & CO. Ltd

135 QUEEN ST., CHARLOTTETOWN.

Men Demand The Best Chewing Tobacco

THAT'S WHY THEY ALWAYS ASK FOR

HICKEY'S TWIST

The Tobacco That Never Disappoints Them

ALWAYS OF GOOD QUALITY

Hickey & Nicholson Tobacco Co. LIMITED

MANUFACTURERS. CHARLOTTETOWN.

CARTERS

Feed, Flour & Seed Store

QUEEN STREET

WE SELL FLOUR WE BUY 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

Bran, Middlings, Shorts

Cracked Oats, Oil Cake

Feed Flour, Oats

Bone Meal, Linseed Meal

Calf Meal, Chick Feed

Schumacker Feed, Hay

Crushed Oats, Straw

Rolled Oats, 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 3.30 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 10.40 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. 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

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.

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.

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 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

6th & Chestnut St, St. Louis, Mo, U.S.A.

J. D. STEWART W. J. P. McMILLAN, M.D. Barrister, Solicitor and Notary Public. Physician and Surgeon

OFFICE: NEWBORN BLOCK CHARLOTTETOWN Office and Residence: 105 Kent Street CHARLOTTETOWN - P.E.I.

Minard's Liniment will cure Sprains. Br. a h Office, Georgetown.

Advertise in The Herald

Unauthorized publication of this advertisement will not be paid for. Sep. 3, 1919.