

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, SEPTEMBER 15, 1920

VOL. XLVIII. NO. 37



McKinnon & McLean
Barristers, Attorneys-at-Law
CHARLOTTETOWN, P.E.I.

MONEY TO LOAN
W. J. P. McMILLAN, M.D.
Physician and Surgeon

Office and Residence:
105 Kent Street
CHARLOTTETOWN, P.E.I.

Legislative Assembly.
Prince Edward Island.
Bills Relating to Private Bills.

All petitions for Private Bills must be presented within four 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 shall be taken thereon until such Committee has reported thereon to the House.

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

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

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

H. E. DAWSON,
Clerk Legislative Assembly

On 279 Special Trains.
C. G. Railways

Up to March 1st 1920, 767,400 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 departed 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 767,400 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. 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.

W. W. COBY,
Deputy Minister of the Interior

CANADIAN NATIONAL RAILWAYS Prince Edward Island.

Time Table in Effect May 3rd, 1920

Trains Outward, Read Down.				ATLANTIC STANDARD TIME				Trains Inward, Read Up			
P.M.	P.M.	P.M.	A.M.	Dep.	Charlottetown	Arr.	A.M.	P.M.	P.M.	P.M.	P.M.
4.40	2.50	1.44	7.00	Dep.	Charlottetown	Arr.	10.50	2.25	7.00	11.20	
6.20	4.01	2.58	7.52	Dep.	Hunter River	Arr.	9.20	1.11	5.47	10.20	
7.10	4.55	3.35	8.25	Dep.	Emerald Jet	Arr.	8.10	12.25	5.10	9.50	
	6.05	4.45	9.10	Dep.	Borden	Arr.	7.10		4.30	8.00	
	P.M.	P.M.	A.M.	Dep.	Borden	Arr.	A.M.	P.M.	P.M.	A.M.	
	9.00	4.10	7.10	Dep.	Borden	Arr.	9.10		4.45		
	9.50	5.10	8.35	Dep.	Emerald Junction	Arr.	8.10	12.25	3.25		
	10.20	5.44	9.13	Dep.	Kensington	Arr.	7.35	11.51	2.40		
	10.50	6.15	9.55	Dep.	Summerside	Arr.	7.05	11.20	1.55		
	P.M.	A.M.	A.M.	Dep.	Summerside	Arr.	A.M.	P.M.	P.M.	A.M.	
	6.35	11.45	11.45	Dep.	Summerside	Arr.	10.15	12.25			
	7.38	1.36		Dep.	Port Hill	Arr.	8.41	11.17			
	8.38	3.10		Dep.	O'Leary	Arr.	7.21	10.25			
	9.23	4.30		Dep.	Alberton	Arr.	6.02	9.27			
	10.00	5.20		Dep.	Tignish	Arr.	5.00	9.00			
	P.M.	A.M.	A.M.	Dep.	Charlottetown	Arr.	A.M.	P.M.	P.M.	A.M.	
	3.10	6.35		Dep.	Charlottetown	Arr.	10.00	5.56			
	4.15	8.45		Dep.	Mount Stewart	Arr.	8.45	4.15			
	4.42	9.22		Dep.	Morell	Arr.	8.14	3.17			
	5.02	9.52		Dep.	St. Peters	Arr.	7.52	2.40			
	6.05	11.25		Dep.	Souris	Arr.	6.50	1.15			
	P.M.	A.M.	A.M.	Dep.	Elmira	Arr.	P.M.	A.M.	A.M.	P.M.	
	7.20			Dep.	Elmira	Arr.	5.30				
	P.M.	A.M.	A.M.	Dep.	Mount Stewart	Arr.	A.M.	P.M.	P.M.	A.M.	
	4.20	9.00		Dep.	Mount Stewart	Arr.	8.45	4.00			
	5.14	10.10		Dep.	Cardigan	Arr.	7.47	2.44			
	5.35	10.50		Dep.	Montague	Arr.	7.23	2.10			
	6.10	11.30		Dep.	Georgetown	Arr.	6.45	1.15			
	Sat. Only	Daily ex. Sat. & Sun.	Daily ex. Sat. & Sun.	Dep.	Charlottetown	Arr.	A.M.	A.M.	A.M.	A.M.	
	P.M.	P.M.	P.M.	Dep.	Charlottetown	Arr.	10.40	10.25			
	4.00	3.30		Dep.	Vernon River	Arr.	8.45	9.09			
	5.15	5.15		Dep.	Murray Har.	Arr.	6.45	7.30			
	6.45	7.25									

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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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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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. Swedes and Tans—both combination.
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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.

Canada's Important Role

Canada's important function in foreign affairs is frankly stated by Sir Auckland Geddes, British Ambassador to the United States. He calls upon Canada to play a large part in the building of a "golden bridge of sympathy and understanding" between the British Empire and the United States. "On the basis of such a friendship the peace of Europe could be established," says the Ambassador. "I doubt if for many years it could exist in any other form."

It follows that the role this country is called upon to play is an essential one. Upon Canada's service to the cause of world peace the highest considerations depend. The opportunity and the responsibility are both impressive.

In this connection, it is most unfortunate that Canada should depend upon the United States for coal. Canada's fuel weakness is a fertile source of misunderstanding and trouble. It remains an invitation to the worst elements of American politics to involve Canada in their anti-British crusade and it causes our best friends across the border endless embarrassment. Industrial quarrels, now so prevalent, aggravate the condition.

Sir Auckland Geddes has devoted himself passionately to the cause of Anglo-American goodwill. For the tricks and arts of diplomacy he substitutes a frank and open appeal to the good sense of the people. His is a momentous duty, in which he has the sympathy of all Canadians. He deserves practical assistance as well. Whatever Canadians can do to silence the voices of mischief-makers should be done resolutely and without delay. And let us take steps to wipe out this lingering coal disgrace by developing the huge coal resources of our country to the end that the American people have in Canada a self-respecting, self-sustaining neighbor.—Montreal Star.

Blasting The War Memorial.

Senator Harding, Republican candidate for the United States Presidency, brands the League of Nations as a failure, and proposes in its place new world machinery revolving about The Hague tribunal. Failure of the League of Nations to act in Poland is offered as the Senator's reason for discharging the League.

Senator Harding speaks for a political organization which has opposed the League of Nations from the onset. As a member of the ring of United States Senators who held up the Peace Treaty, he had no use for the League of Nations in his politics long before Poland clashed with the Soviets.

What promise is there in The Hague Tribunal to make it more attractive than the League of Nations with its world-wide support? The Hague tribunal is made ridiculous in history by its failure to prevent the greatest of all wars; yet Mr. Harding sees no hope for a League of Nations, minus the richest nation of all, his own, because Poland at a time of international confusion attacked Russia.

The League of Nations was erected as a monument to the sacrifice of manhood and womanhood in defence of civilization; whatever be the inspiration for Senator Harding's plan, it cannot appeal to those outside the United States as other than a sorry and ephemeral makeshift, designed for electioneering purposes.

Victorious Poles

The victory won by the Poles against the forces of General Budenny will strike deeper at the Russian hopes of mastering Poland and of transforming it into a bridge to link the headwaters of Sovietism with the streams of German Communism than the triumphs won ten days ago, when Pilsudski forced the armies that were threatening the Capital to release their hold on the Warsaw-Danzig Railway and drove thousands helter-skelter across the East Prussian border.

The Polish armies seem to have been led with strategy and to have enticed their opponents into a trap from which withdrawal entailed most severe fighting and appalling losses, while the only alternative is surrender of large numbers. For some days past it has seemed as if the progress of this southern army led by General Budenny was drawing dangerously near to Lemberg, the old capital of Galicia. On the north the Bolsheviks occupied Sokal about sixty miles north of Lemberg, and pushed advanced patrols along the western bank of the Bug River. Moving forward also along the line of the Kovno-Lemberg Railway, they had crossed the Polish boundary at Brody, and last Tuesday were reported to have captured several villages. Brest-Litovsk was alternately held by the Poles and the Russians, and even when its capture was practically admitted by the Soviet Communiqué, the Bolsheviks had pushed beyond it and occupied Pincak, which is about twenty miles south-west of the great fortress.

The Poles concentrating on Zamosc, which lies about half way between Lublin and Lemberg, seem to have got behind their enemy, and, occupying several strategic points on the farther shore of the Bug and beyond, to have encircled the Twelfth Soviet Division and a great part of Budenny's army. Today thousands of men are caught between the jaws of the Polish army, and while many have already surrendered, unless some unforeseen accident occurs, the toll of booty and of men should be materially increased during the next twenty-four hours.

By their success the Poles have practically cleared the country between Brest-Litovsk and Brody, and for a time at least have removed all danger of an attack on Warsaw from the centre or from the south-west. It is likely that the Poles will continue their forward advance, so as to hold the railway line between Brest-Litovsk and Kovno. With this line in their hands and with the danger to Lemberg removed, the next theatre of action will be to the north-east of Warsaw, between Bialystok and Grodno, with the latter as their objective.

The Bolsheviks will make a determined effort to save the great fortress of Grodno. If they are defeated there Poland can well rest on her laurels, for she will go to the conference at Riga in a position to dictate terms to her enemy. The Poles have conducted a brilliant campaign. Of their valor and of their fighting qualities there was never any dispute. To these they have added a skill in the disposition of their troops and an ability to overcome disheartening difficulties that will win them the praise they have merited.

Those who deplore the inconveniences of the present age and talk of the distributed state of Europe, attributing to its upheaval their present woes, might with profit re-read the pages of history and study conditions that existed as late as the era following the Crimean War. Money today is vastly more abundant than it was sixty-five years ago. The provision made for the poor through the quickenings of the social conscience is greatly improved. The pages of history are filled with the sorrows of the people of France, both before the Revolution and after the Bourbon wars. Waterloo was a British victory, but prolonged impoverishment and suffering followed, when bread was dear and employment was scarce. Today we do not endure one-tenth part of the sufferings which our forefathers had to bear, and we grumble ten times more.

Waking Up

One of the distressing aspects of the post-war era is a depreciation of the value of work. We are anxious about "Labor." The more talk there is concerning organization of labor the less disposition there seems to be to get on with genuine work. The constant workers are the world's conquerors. Today there is a call for production, for some special effort to increase stocks of food, clothes and houses, and the effort must be vigorous and sustained. Indolence is the high road to misery.

Napoleon was by no means a model of manhood. Yet he was a great man, and he was dowered with a genius for grappling with difficulty and danger. He is recorded as saying that he was never himself until "the battle began to go against him." Then his powers awoke and he put on "terror and victory as a robe."

1 Pill a Laxative. 2 Pills a Cathartic. 3 Pills a Purgative.

This is the Way Milburn's Laxative Pills Work.
You won't have the old griping, nauseating, sickening, purgative pills once you try Laxative Pills. They do not knock out your system or deplete the vital organs. They work gently and effectively, without a gripe or pain. If you are troubled with constipation or indigestion, driven to distraction with sick headaches, if your tongue is coated, your breath bad, your complexion muddy, your eyes yellow, stir up your liver with a few doses of Milburn's Laxative Pills. Mrs. Roy Mackie, Oshawa, Ont., writes: "I desire to express my thanks for the relief I have had by using Milburn's Laxative Pills. I had been suffering for some time from constipation and headaches. I tried all sorts of cures which did me no good until I was advised to try your pills. I got great relief after taking only a few boxes."

Price 25c. a vial at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

special effort to increase stocks of food, clothes and houses, and the effort must be vigorous and sustained. Indolence is the high road to misery.

So when the pessimists talk of the blue ruin and of the social revolution that is to overturn the British Empire Britain needs not. But the moment that they translate their threats and warnings into action then she stiffens her sinews and "summons up her blood."

The miners of England, by little more than the required majority have voted in favor of a strike. The newspapers are full of the possible results of such a strike. Some predict revolution and the establishment of a Soviet Government. They overlook one fact. The general public is beginning to wake up.

It would be difficult to run to its hair the pessimism that is voiced today in hotel and railway train. That it prevails none who have ears to hear will dispute; that it is founded on reasonable grounds few will contend. Wheat the staple product of the country, is now selling at nearly two and a half dollars a bushel, as compared with the seventy-five cents a bushel that was the "big price" before the war, and no western farmer will seriously maintain that the cost of farm labor and of the implements of agriculture have advanced in proportion to this charge.

J. D. STEWART

Barrister, Solicitor and Notary Public.

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Charlottetown
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D. C. McLeod | W. K. Bentley, M.C.
McLEOD & BENTLEY
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Minard's Liniment relieves Neuralgia.

Minard's Liniment relieves Neuralgia.

STRONG BACK

THAT IS WHAT DOAN'S KIDNEY PILLS WILL GIVE YOU.

Mrs. H. Eards, Cornwall, Ont., writes: "Both my husband and myself were bothered with bad pains in our backs. A friend advised us to get Doan's Kidney Pills, which we did, and before we had finished the box we were both better, and have not had an attack since."

Doan's Kidney Pills are 50c. a box at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

Mail Contract

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, 24th September, 1920, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week, on the route, Kensington Rural Mail Route, No. 3, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of tenders may be obtained at the Post Office of Kensington, Margate, and New London, and at the office of the Post Office Inspector, JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Charlottetown, 12th August, 1920, August 18, 1920—31

C. N. R. Time Changes Effective June 27th

Do not effect service on Prince Edward Island Railway. Connections are unchanged. Changes of time on Canadian National lines effective June 27 do not affect the service between Prince Edward Island and the Mainland to any great extent, inasmuch as the time of arrival and departure of trains is unchanged.

Passengers leaving on the morning train at 7.00 a. m. will connect at Tormentine with No. 39 train carrying parlor cafe car. No. 30 is due in Moncton at 1.35 p. m., and connection is made with No. 1 Ocean Limited for Quebec and Montreal, and with No. 18 express for St. John and Boston. The cafe parlor car on No. 39 is carried to St. John on No. 18.

Passengers by the train leaving at 1.40 p. m. connect at Sackville with No. 3 Maritime Express for Quebec and Montreal, and with No. 9 and No. 10, the night trains between St. John and Halifax.

Train leaving Sackville at 1.15 p. m. connects with first trip of steamer from Tormentine to Borden.

No. 40 train leaving Moncton at 4.30 p. m. carrying cafe parlor car meets with steamer leaving Tormentine for Borden at 7.20 p. m. Boston passengers and passengers on No. 2 Ocean Limited connect with No. 40 train at Moncton. The cafe parlor is carried through from St. John to Tormentine.—June 23.

Canadian-West Land Regulations

The sole head of a family of 15 years of age or over, who was at the commencement of the present war 21 years of age or over, and who has since continued to be a British subject or 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-Agency 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.

A settler after obtaining homestead patent, if he cannot secure a pre-emption, may take a purchased homestead in certain districts. Price \$3.00 per acre. Most reside six months in each of three years, cultivate 50 acres and erect a house worth \$300.00.

Holders of entries may count time of employment as farm laborers in Canada during 1917, as residence duties under certain conditions.

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

W. W. COBY,
Deputy Minister of the Interior

Job Printing Done at The Herald

The Herald

WEDNESDAY, SEPT. 15, 1920.

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AT 81 QUEEN STREET

CHARLOTTETOWN, P. E. ISLAND

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In discussions of our tariff laws many very foolish contentions are advanced by opponents of the Federal Government. The tariff is too important a question to be dealt with in the inconsequent, untenable fashion so frequently indulged in by the opponents of the Government, with no other view than the hope of making a little political capital. The essential features of the tariff should be the production of revenue and the protection and expansion of home industry. That the present, unrevived, Canadian tariff is successful in this respect there is abundant evidence. Pages could be filled with testimony to prove this point. But, for the present, it will suffice to quote some statements from American writers on the matter.

A Mr. Sclater, an eminent American authority on tariff matters, recently contributed to the public press an article in which he says, among other things, that during the year 1919 more than two hundred American manufacturers erected or leased manufacturing buildings in Canada. These new industries supplemented a large number of American plants previously established in the Dominion. In the course of his article he says:

"These manufacturers established themselves in Canada, first, to escape the Canadian tariff, and, secondly, to take advantage of the preferential treatment given by other parts of the British Empire on goods originating within the boundaries of the British Commonwealth. Today the American manufacturer who has any large volume of business in Canada, must establish himself in Canada to hold that business. The instinct of financial preservation is forcing Canada to do her utmost to curtail purchases in the United States, and to make within her own borders those things which her people need. In this way only can she hope to rehabilitate her credit in the United States and to reduce the volume of the war debt."

The language here quoted conveys some idea of how disastrous to this country would be a lowering of the tariff barriers between us and the Republic to the South of us. Long lists are available, on the best of authority, of the multiplicity of articles manufactured in Canada by American firms.

Mr. F. W. Field, Trade Commissioner, of Toronto, shows that a revision in April, 1919, of data relative to American industrial concerns operating in Canada, proved there were 388 manufacturing works in this country, which are connected with similar industries in the United States. The total investment was estimated at \$264,939,592. The new American industries which located in Canada in 1920, bring the total of such concerns to well over 500, and the aggregate capital up to \$340,000,000.

Surely it must require considerable temerity to assert that a tariff system which produces such substantial results is bad for Canada. The amount of employment afforded to Canadian workmen by these new enterprises is enormous, and it is steadily increasing. The benefits of one eye are thus demonstrated without resort to academic theory. "The tariff is

forcing foreign capital to invest in Canada by hundreds of millions of dollars, and is causing the diffusion of hundreds of millions annually in wages among Canadian workmen."

Turning a Sharp Corner

Certain American politicians are using the failure of the League of Nations to prevent the war between Poland and Soviet Russia's evidence that the League has broken down. With the League as a primary issue in the Presidential election, campaign, those who oppose the entrance of the United States into it pile this latest argument on top of the others.

Up to this time, the favorite anti-League argument has been a conception of a powerful super-government, by entering which the United States would sacrifice its autonomy and become a pawn for use in European intrigues. American boys were shown done to death on a thousand imaginary battlefields. The employment of the draft in the great war has been recalled, by inference if not by actual words to make this dream picture vivid.

And now the Russo-Polish incident shows the League up as futile. This terrible monster which was to gobble up the American eagle without salt has shown no power. What has drawn its claws?

The truth is that the League of Nations cannot function in practical affairs without a reasonable degree of unanimity. On the Polish question, as Mr. Lloyd George has said, this unanimity did not exist.

The idea back of the League is to serve notice upon warlike nations that the majority opinion of humanity bars their way to conquest. Without a clear understanding of the view taken by humanity as a whole, no action can follow on the part of the League.

Any attempt to make the League of Nations the scapegoat for present failures in international politics is unworthy of enlightened statesmanship. The anti-League politicians of the United States would have been equally vociferous in criticism had the League shown power in the Russo-Polish warfare. That would have fitted in perfectly with their line of argument. How can responsible men, with the lessons of the world war fresh in their minds, strive thus to confound humanity's most ambitious effort to make war less easy for blood-thirsty powers to contemplate?—Montreal Star.

London Daily Mail: With independence and the true Polish frontier assured, it would be madness for Poland to enter into the gamble of a fresh aggressive campaign. If she does so, and the position changes again—as it very well may—Poland's claim to Allied sympathy will fail to zero. As things stand she has the Allies at her back so far as securing the fundamentals of her free national existence. The British Premier's advice that, assuming Russia's terms are made in good faith, Poland should accept them, stand as the considered declaration of British policy, no matter whether the Red armies are five miles or fifty miles from Warsaw.

Talk about those subjects you have had long in your mind, and listen to what others say about subjects you have studied but recently. Knowledge and timber shouldn't be used till they are seasoned.—Oliver Wendell Holmes.

If any man is able to convince me of error in thought or deed, I will gladly change. For I seek after truth, by which man was never yet deceived.—Marcus Aurelius.

New ideas, however ardently preached, will dissolve no society which was not already in a state of profound disorganization.—Lord Morley.

Pushing Parviz!

Great Britain has always been fortunate in some of her enemies. Congressman Fred A. Britten of Illinois, who charged that the British paid \$87,000 to one of the American party campaign funds, and now has to admit that he has no evidence to prove it, is a good man to have on the opposing side.

The barefaced lying of Mr. Britten may have some temporary influence along the line he desires. Thousands of Americans will hear of the accusation and will not hear of the exposure, just as Britten calculated. In the long run, however, a cause that depends upon falsehood weakens. The better elements are repelled by men of the Britten type. The things public liars advocate sink to the level of their own characters.

If a cause is worth while, its advocates live up to the inspiration inherent in it. The man who stoops to deliberate falsehood to advance his cause dishonors the thing he advocates as well as himself. He proclaims the hollowness of his own belief in it. He signals to the great influential majority of people to keep away.

It was worth a good deal to the British Empire to have that wartime hymn "Hymn of Hate" sung by Germans. It is a great British asset in the United States that the outstanding champion of the anti-British forces there is Mr. Hearst.

Welcome to your chosen camp, Mr. Fred A. Britten! You have proved your right to be on the anti-British side. You are among friends. So long as you find plenty of congenial company in the opposition camp there will be less danger of serious misunderstanding between the English-speaking nations.

Canada's Great Ships

New, great passenger fleets on the Atlantic and Pacific, operating in connection with the Canadian National Railway System, are planned by the Government. Recently negotiations were carried on for the purchase of four boats, but these fell through. The intention, however, is to go ahead with the plan on the Atlantic to watch the situation from the Government viewpoint, is more favorable than on the Pacific. The Canadian Line has an arrangement with the Canadian Northern, while the White Star Dominion Line has operated similarly in connection with the Grand Trunk. On the Pacific, however, there are no Government-owned passenger liners, and though definite steps have not yet been taken, the plan is to supply this deficiency, and, if necessary, to augment the passenger boats on the Atlantic as well.

Passenger accommodation is also being provided on certain of the Government-owned freighters. The ships will be of about 15,000 tons. Government-owned tonnage now totals 300,000.

The Government Railways at the present time are being administered under the Canadian Northern charter under the name of Canadian National, but all the lines will be placed formally under the incorporated Canadian Railway Company when the Grand Trunk arbitration is completed. The arbitrators, Sir Walter Casals, Sir Thomas White and Hon. W. H. Taft, were all in Ottawa attending the Bar Association, and had a preliminary conference to determine the date of opening the arbitration. The organization of the directors will not take place till the arbitration is over, for will the Government, which has the decision, determine till then where the head offices will be located.

All records for oats yields in Middlesex county, Ont., were smashed on August 25th, when at the threshing at the farm of Kenneth Ross on the second concession of East Williams, the crop averaged 75 bushels to the acre. The grain is a splendid sample in every respect. With the exception of barley, crops in general in this section are among the best ever known, and the farmers expect one of the most prosperous seasons in their history.

Precious Marching

Tom Crean, the silent soldier, arm in arm with Dr. Michael Clark his first lieutenant, followed by hundreds of honest farmers carrying banners bearing the following legends: "Free Trade will make you rich!" "Protection fosters Trusts, Combines and Gentlemen's Agreements!" "Protection is the chief corrupting influence of our National Life."

LIBERAL SECTION
Hon. W. L. M. King, leader, carrying a banner with the legend: "Grandfather, John D. and Victory. D. D. McKenzie. 'Not a very high protectionist!'"
Hon. W. S. Fielding, wearing red hat band with motto: "Our platform may be accepted with Reservations."

Fred Pardee, Dr. Henri Beland; Hon. G. P. Graham, Francis McCrae, with banner: "Trust us; we are for Protection!"
A. R. McMaster and I. E. Dedlow, under the banner: "Down with Protection and up with Free Trade."
Laurier Liberals with streamer: "Conscription was a crime."

LABOR SECTION
Rev. William Ivens, F. J. Dixon, Ald Heaps, and other temporary guests of Stony Mountain Hostelery with a throng of patriots, 200 strong.

MISCELLANEOUS GROUPS
J. Harry Flynn, with banner: "\$2,000 or bust."
Communists
Bolsheviks
Jimmie Simpson
MHD Socialists
Wild Socialists
Slackers

What an inspiring spectacle such a procession would present! The picture is not overdrawn. The Regime of the enemies of the Government, which is to play up the fortunes of the national Liberal Party in that part of the Dominion, in Ontario the Globe and other papers find their own leader a pretty strong dose to ask the people to take. They are giving the Farmers' Party full support, while practically ignoring their own chief. In Quebec, Liberalism is to be extolled, in the Maritime Provinces and Farmers are to work together as far as possible. Mr. King has not succeeded in getting the Farmers to get out of his way in North York, but he is still hopeful and loses no opportunity of reminding them that there is no difference between them and himself.

On the other hand Mr. Meighen stands foursquare on a good, sound Canadian platform. He appeals to all the forces of reason and stability. He frankly is for the protection of Canadian industry, for a policy that will keep Canadian workmen employed. Wherever he has spoken he has told the same story. The platform he stands on is not quite as broad as the platform that the erstwhile Liberal papers of the West have builded for all and sundry of the heterogeneous crews who have been invited to join in the defeat of the Government; but it is broad enough to accommodate every anti-revolutionist who thinks Canada a good place to live in, despite the presence of many undesirable, every progressive who has contributed to Canada's wonderful industrial expansion, and indeed, every rural citizen who refuses to be misled by the Farmers' Party political slogans and legends.

Dangerous Socialism

Following upon the revelations of the secret negotiations between the Russian Soviet Government and George Lansbury, editor of the Daily Herald, published in London Aug. 12, there is special significance in the announcement, carried by the cables early this week, that the British Miners' Federation, under the leadership of Robert Smillie, is balloting for a general strike. It is significant because Smillie is one of the wild men of British Socialism against whom there has been directed a strong suspicion of active complicity with Trotsky and Lenin. Last autumn Mr. Lloyd George hinted at some such connection, when, speaking in the House of Commons, he declared that there were "sinister influences behind" the railway strike. At that time the British Premier's statement was "more or less rejected as a figure of reprobate rhetoric, but more recent events, and particularly the exposure of Lansbury, a friend and co-worker of Smillie's, have produced a more serious concern."

Thus the Duke of Northumberland, in the Morning Post openly makes the charge and produces data in support of it, that Smillie and his friends are co-operating with the Bolsheviks for a Bolshevik revolution in England.

Nor are the statements which he makes the mere expressions of an alarmist or timid mind. The Duke of Northumberland will be remembered by students of British politics for his duel with Mr. Smillie and Mr. Sidney Webb before the Sankey Coal Commission last year. In the House of Lords, the Duke, continuing his battle against the radicals, accused Smillie of being a dangerous member of society who was conspiring against the state. Smillie retorted that this language was libellous, and that if the Duke would repeat it publicly, unprotected by privilege, he (Smillie) would take appropriate action. Thus challenged, the Duke repeated the charge word for word in public, under no conditions of privilege, and he, moreover, published it in the National Review. Mr. Smillie, however, took no action in the courts; a backdown which carried its own significance, and which profoundly affected his prestige among numerous working men who had hitherto been hesitating whether or not to follow his leadership.

Now the Duke of Northumberland has pursued the whole matter a good deal further. He boldly asserts that Smillie and his friends are in communication with and acting for the Russian Soviet leader and goes on to state that the British organizations which have accepted Lenin's Third International are—1. The British Socialist Party (especially the tendency represented by McLean); 2. The Socialist Labor Party; 3. The English branch of the Independent Workers of the World; 4. The Independent Workers of Great Britain; 5. The Revolutionary elements of the Irish Labor Organizations.

In accepting the principles of the Third International the organizations mentioned by the Duke are working for the Proletariat, that is to say for an oligarchy disguised as Communism. That means the abolition of existing institutions and, necessarily, the disintegration of the British Empire.

"The intrigues of Russian Soviet Government," writes the Duke, "have been mainly directed towards securing control over the Sinn Féin movement in Ireland and over the triple Alliance of Miners, Railwaymen and Transport workers;" and he goes on to declare that the Miners' Executive, upon which Smillie is the dominant power, is "simply an international revolutionary agency whose principal aim is the destruction of the British Empire as the first step toward the worldwide Dictatorship of the Proletariat."

A Perilous Rescue

Philadelphia, Sept. 3.—Radio messages flashed from the army transport General Goethals to the Philadelphia Navy Yard via Cape May told of the rescue early today of the six officers and crew of twenty-four of the submarine S-5, after they had spent nearly two days locked in the disabled vessel beneath the Atlantic ocean, 55 miles south of Cape Henlopen. It was after three o'clock this morning when Lieut. Commander C. M. Cooke, who exercised his prerogative of being the last man to leave his vessel, was taken aboard the steamship Alanthus. Nine hours had elapsed since the plight of the undersea boat had been made public through a wireless call picked up by an amateur operator in Farmington, Conn. It was a small buoy, a development of the Great War, together with the vigilant eye of a lookout on the bridge of the transport General Goethals, that gave the thirty men on the submerged submarine S-5 their chance for life.

This small buoy, with a bell and buzzer device that can be operated when the boat is submerged, is part of the equipment of all submarines. It was cast loose when the S-5 went down. The lookout on the General Goethals saw it, being attracted by its bell as well as the fact that it was not noted on the chart. A small boat with an officer in command, was lowered from the transport to investigate. When the buoy was reached the buzzer device could be heard. The officer cut into the connection and quickly there came this message: "The submarine S-5 has been submerged for 35 hours. Air is running short. Machinery is damaged. Send for help." This plea was sent broadcast by the wireless of the General Goethals. Among those who responded was the steamer Alanthus which with the army transport stood by the submerged vessel and managed to attach grappling hooks to its stern. Holding the submarine in a vertical position a hole was bored through her plates and air pumped through to the suffering crew who had almost given up all hope of rescue.

In the meantime the call for help had been picked up by the navy wireless stations and by command of Secretary Daniels' messengers were rushed to the rescue from Philadelphia, Newport News and New York. Before all these vessels had had time to reach the scene, however, word was flashed that all the crew had been taken aboard the steamer Alanthus. The wireless did not tell how the rescue had been

effected or what vessel beside the Alanthus and General Goethals, if any, had assisted. It merely told that all were safe aboard the Alanthus. None had been injured, although all had suffered for lack of air. It was one o'clock when the first man was taken off the submarine and more than two hours later before Lieut. Commander Cooke left his vessel.

Washington, Sept. 3.—An amateur wireless operator sitting at his instrument at Farmington, Conn., hundreds of miles from the scene of the trouble, picked up the message from the air and made it public. The information was confirmed later from Philadelphia, which reported that air was being pumped to the men aboard the submarine by two steamships. During most of the afternoon the two ships rolled idly in the wave, unable to help, waiting for the navy to send ships having the gear necessary to cut through the steel hull of the submarine and release the imprisoned members of the crew. Shortly before dusk the telephone operator who had been sitting all day with his ear to the slender wire that connected the men under the water with the vessel above it, received this message from the commander of the submarine: "We must have more air." There was no other message for some time. Officers of the two ships, realizing that something must be done quickly to save the lives of the submerged men immediately, had apparatus rigged up which was lowered into the sea and connected with the submarine. Through this the vessels pumped air into the undersea craft. It is presumed that the machinery for changing the air in the submarine was damaged in the accident that caused her to submerge, as under ordinary circumstances, if the machinery is working properly, a vessel of the type of the S-5 can stay under water for several days without injury to her crew, other than inconvenience.

Patons, Ltd

THE NEW SEASON IS HERE!

Life is made up of glorious changes. The whole world loves to LOOK FORWARD, in happy anticipation of the NEW. We greet the Summer with eager welcome; then, no less eagerly, we greet the cooling Autumn and the bracing Winter. Its enjoyment calls for new Apparel—new comforts and beauties for the Home. We've spent busy months finding and gathering all these wanted things—the best obtainable at cash fair price. These are show days, when group by group we display what we have bought for you. Proud days for us—interesting days for you. Some things are more plentiful than they have been, and more moderate in price. Some are scarcer, and early selections will prevent disappointments. Come when you can.

Every Woman Will Enjoy PATONS

Display of Women's Suits
So many original ideas have been evolved this season. The lines are so soft and graceful—sleeves and collars show so many new effects. Some of the suits are so dressy—charming in so many quite new effects. Perhaps you'll decide in a moment that you simply must have a certain suit. But you'll be quite as welcome if you simply come to see and go home to think about it quietly and take your time to decide what you like best. But bear in mind that the early showing always contains many charming models that will not be obtainable later on.

Patons, Ltd

September 15, 1920—14
Sept. 28th to Oct. 2nd, 1920

P. E. Island EXHIBITION!

..... AT
CHARLOTTETOWN

Open To All Canada
Over \$12,000 In Prizes

Largest List of Horses Ever Seen on Any Island Track
5--Days Horse Racing--5
TWELVE CLASSES

SPECIAL ATTRACTIONS

DARE DEVIL D'LORNA Sensational High Mast Gymnast.
The Flying Keelers, Sensational and Intrepid Trapeze Performance, and other Attractions.

The Raes, Aerial Revolving Ladder Act.
Los Platas, Acrobatic Contortionists.
The Fastest Horses in Canada and the Eastern States are coming.

The largest attendance in the history of Prince Edward Island Exhibitions is anticipated. Make your arrangements early.
For all information write the Secretary.

John J. Davies, President.
C. R. Smallwood, Sec'y.-Treasurer.
September 8, 1920—31

A REMARKABLE Good Value In \$1.25 SILK STOCKINGS

Will you, when down town today, drop in to see this really excellent line of Women's Stockings? They are high boot model with lisle top. They are shown in sand, tan, white, black, brown, blue and grey. They are wonders for the money

\$1.25

MOORE & McLEOD, Ltd
119-121 Queen St. Charlotte town
August 25, 1920.



Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 8th of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Breadalbane Rural Mail Route No. 1, from the Postmaster General's pleasure.

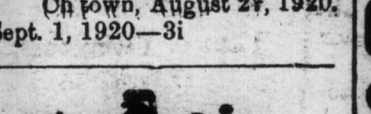
Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Breadalbane, Stanley Bridge and New London, and at the office of the Post Office Inspector, JOHN F. WHEAR, Post Office Inspector, Office, Ch' town, August 27, 1920, Sept. 1, 1920—31



Mail Contract

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, 8th of October 1920, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week, on the route, Ellerslie Station Rural Mail Route No. 1, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Ellerslie Station, and at the office of the Post Office Inspector, JOHN F. WHEAR, Post Office Inspector, Office, Ch' town, August 27, 1920, Sept. 1, 1920—31



Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 8th of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route Kensington Rural Mail Route, No. 2, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Kensington and French River, and at the office of the Post Office Inspector, JOHN F. WHEAR, Post Office Inspector, Office, Ch' town, August 27, 1920, Sept. 1, 1920—31

Local and Other Items

Thanksgiving Day this year will be on Monday, the eighteenth of October, according to present plans, as intimated from Ottawa.

This for those faithfully waiting. In London there is a woman 96 years old, and since she was 80 she has had six proposals of marriage.

The Prince of Wales, on board the British cruiser Renown, arrived at Panama Monday from Honolulu, whence he sailed Sept. 2 on his voyage home to England from Australia.

John L. Stansell, a cattleman and farmer of Bayham township, was selected on Saturday to lead the National Liberal-Conservative forces in East Elgin by election to fill the vacancy caused by the death of David Marshall, M.P.

An earthquake shock lasting 30 seconds was felt at Riverside, California, on Saturday last. It was of sufficient violence to awaken sleepers, and many persons fled into the open until the tremors subsided. No damage was reported.

"It is all in a fisherman's life," said Fred Wilson, of Wakefield, Mass., at Halifax last Sunday night regarding the five days he spent on the Atlantic in a dory during which time he drifted or rowed about seventy miles. He was picked up by life saving crews off Sable Island. Mr. Wilson spent over five days in an open boat without food and when picked up was exhausted.

Reports from St. Catherine's, Ont., under date of the 13th inst., contains this information: The worst wind and hail storm which has ever visited the Niagara Fruit Belt swept over a portion of it on Saturday afternoon and caused a total loss to some fruit growers. Destruction took place in the narrow area about half a mile in width and about five miles in length, west of Port Weller, along the south shore of Lake Ontario.

Baroness Macdonald, widow of the late Sir John A. Macdonald, who died in London last week, was created a baroness in her own right on the death of her distinguished husband, in recognition of his public services. She was born in 1836, the daughter of the Hon. T. J. Bernard, P.C., of Jamaica, B. W. I., and married the Hon. Sir John Alexander Macdonald, premier of Canada, in 1867. The family home was at Earncliffe, near Ottawa.

An extensive daily coast to coast air mail service was begun on the 14th when planes left five cities for points across the continent. One plane leaves each morning from New York with mail to San Francisco, one from San Francisco for New York, one from Cheyenne, Wyoming for San Francisco; one from Salt Lake City to San Francisco, one from Chicago to San Francisco every day except on Sunday. One from Chicago to New York every day except on Monday.

After being firmly embedded in the clay bank of the St. Lawrence River channel near Contrecoeur, twenty-five miles below Montreal, for nearly forty hours, the C. P. O. S. liner *Montana* was released Monday by the strenuous efforts of the wrecking Lord Strathcona, assisted by a group of tugs of the St. Lawrence MacNaughton line. She was able to proceed to Montreal under her own steam, and within three hours was berthed at the Vickers dock, where she will be overhauled for repairs.

On Sunday afternoon last the annual commemorative mortuary services for the departed members of St. Dunstan's congregation were held in the cemetery on St. Peter's Road. The exercises commenced by a short Requiem service in the Cathedral, his Grace Archbishop O'Leary officiating. A procession was then formed and, headed by the League of the Cross Band, proceeded to the cemetery. Here the Litany for the dead was chanted by the choir and appropriate prayers were offered. Rev. Maurice McDonald officiating. An excellent sermon in circumstances was preached by his Grace the Archbishop.

Local and Other Items

Charles Laurent, French Ambassador to Germany, was handed a check for 100,000 francs on the 17th by the German Government, according to advices from Berlin. The sum represented the indemnity due France from Germany because of the recent attack on the French Consulate in Breslau.

Henry Sullivan abandoned his attempt to swim the English Channel at 1.15 o'clock, p.m. on the 9th. He was within two miles of the French coast. He had then been about 18 hours in the water. He made a plucky fight, but stomach trouble, which he first felt about 2 o'clock in the morning, continued at intervals, until he found it impossible to continue the journey.

More than one hundred towns and villages were destroyed or badly damaged in the district north of Florence, Italy, which was shaken by the earthquake on Tuesday morning of last week, according to latest reports received here. Although the number of victims is not yet known, Italian officials have announced that over 100,000 persons are homeless.

Mr. Colin Ramsay of Port Hill suffered a severe loss Saturday night when his barn and all his outbuildings with their contents were burned to the ground. The loss is estimated at \$6000 with only about \$400 insurance. Practically the whole seasons crop was in the buildings besides machinery, carriages, etc. Mr. Ramsay was at Summerside when the fire occurred but the neighbors gave what assistance they could. A man named Theodore Scott who, it is said, had made threats, was arrested Monday evening on suspicion of having set the fire and lodged in the Prince County jail.

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SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 8th of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Souris East Rural Mail Route, No. 3, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Souris East, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, 27th August, 1920, Sept. 1, 1920—31

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 1st of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week each way, over Fredericton Station Rural Mail Route No. 2, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Fredericton Station, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, Aug. 19, 1920, August 25, 1920—31

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 1st of October, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week each way, over O'Leary Station Rural Mail Route No. 2, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of O'Leary Station, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, Aug. 19, 1920, August 25, 1920—31

FOOTWEAR

For Fall and Winter

Our Fall Stock is here and ready for your inspection

Amherst Shoes
For Farmers and men who work outdoors—are the best made in Canada.

Special Lines
FARMERS' PLOUGH BOOTS...\$3.50
Also many Special Lines in Women's and Children's

PRICES
Our Prices are Right. We buy direct from the Factory in large quantities, thus getting the Best Prices.
Come here and get our prices before buying.

ALLEY & CO. Ltd
135 QUEEN ST., CHARLOTTETOWN
FASHIONABLE FOOTWEAR

Try Eureka Tea

THE TEA that has pleased our Customers for Twenty Years. 80 Cents per Pound.

Fleischman's Yeast

We are Agents for the celebrated Fleischman's Yeast Used by all First-class Bakers. Sold by all City Grocers

R. F. MADDIGAN & CO.
CHARLOTTETOWN

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 WE BUY:
FLOUR OATS

The Best Brands are:—
Robin Hood
Victory
Beaver
Gold Medal
Queen City
Island Wheat
Barley, Buckwheat
Timothy Seed
Flax Seed
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.

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 27th September, 1920, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week, on the route, Kensington Rural Mail Route, No. 3, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Kensington, Margate, and New London, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch'town, 12th August, 1920, August 18, 1920—31

W. J. P. McMILLAN, M.D.
Physician and Surgeon
Office and Residence:
105 Kent Street
CHARLOTTETOWN - P.E.I.

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.

LIME

We have on hand quantity of

St. John LIME

C. LYONS & Co

Farm Laborers For The West

Canadian National Railways will give Reduced Fares and Special Train Service on August 6th and 13th.

Harvesters are urgently needed in the West to garner in the wheat yield of Canada. Estimates are that over 300,000,000 bushels of wheat stand ready for reaping. This in addition to other grains.

The call of the West is for 30,000 Farm Laborers to harvest immense grain crop. Canada's prosperity depends on the response.

The Canadian National Railways are prepared for the transport of Harvesters from all parts of the system. From Maritime Province points special arrangements have been made. Reduced fares to Winnipeg are to be granted on August 6th and 13th, and special trains will run via Quebec Bridge, and from Quebec to Winnipeg via the Transcontinental Line as the best and quickest route from Maritime Province points. The trains will carry the best type of new colonial cars, and special arrangements will be made for the supply of box lunches en route. Special provision will be made for women accompanying the party or desiring to take advantage of the excursion rates.

The fare from Charlottetown to Winnipeg is \$24.85, plus half a cent per mile to points West of Winnipeg. The return fare is half a cent per mile from all points West of Winnipeg to Charlottetown. Full information will be supplied by all Ticket Agents of the Canadian National Railways. July 28, 1920.

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 May 3rd, 1920

ATLANTIC STANDARD TIME				Trains Inward, Read Up			
P.M.	P.M.	P.M.	A.M.	Dep.	Arr.	A.M.	P.M.
4.40	2.50	1.40	7.00	Dep. Charlottetown	Arr. 10.50	2.25	7.00
6.20	4.01	2.58	7.52	Dep. Hunter River	Arr. 9.20	1.11	5.47
7.10	4.55	3.35	8.25	Dep. Emerald Jet	Arr. 8.10	12.25	5.10
	6.05	4.45	9.10	Dep. Borden	Arr. 7.10	4.10	9.00

P.M.	P.M.	A.M.	Dep.	Arr.	A.M.	P.M.
9.00	4.10	7.10	Dep. Borden	Arr. 9.10	4.45	4.45
9.50	5.10	8.35	Dep. Emerald Junction	Arr. 8.10	12.25	3.25
10.20	5.44	9.13	Dep. Kensington	Arr. 7.35	11.51	2.40
10.50	6.15	9.55	Dep. Summerside	Arr. 7.05	11.20	1.55

P.M.	A.M.	Dep.	Arr.	A.M.	P.M.
6.35	11.45	Dep. Summerside	Arr. 10.15	12.25	12.25
7.38	1.36	Dep. Port Hill	Arr. 8.41	11.17	11.17
8.33	3.10	Dep. O'Leary	Arr. 7.21	10.25	10.25
9.23	4.20	Dep. Alberton	Arr. 6.02	9.37	9.37
10.00	5.20	Dep. Tignish	Arr. 5.00	9.00	9.00

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

H. H. MELANSON Passenger Traffic Manager, Toronto, Ont.
W. T. HUGGAN District Passenger Agent, Charlottetown, P.E.I.

ADVERTISE IN THE HERALD

Small Beginnings

A traveler through a dusty road strewed acorns on the loam; And one took root and sprouted up, and grew into a tree.

His Homecoming

By Florence Gilmore In the Rosary. Concluded. The clock had just chimed half past two, when she suddenly remembered that she had left her purse on the dresser, and went up to get it.

Pains in the Back

As you know, if a person has a sudden pain in the back, it is usually a warning of some important healthy action of these organs. They are commonly attended by loss of energy, lack of courage, and sometimes by gloomy foreboding and despondency.

Hood's Sarsaparilla

Turns kidney and liver troubles, cures the back, and builds up the whole system. beat furiously, but whether for joy or dread or embarrassment she could not have told.

Louis loosened his arms at last. "And this is Edith," mother, he said proudly; and Edith came close to the couch.

Mrs. Beauregard looked up fearfully to see, bending over her, a slender girl, with a sweet, rosy, womanly face, a girl in a simple dark blue suit and a sailor hat.

Mrs. Beauregard held out her arms and the girl nestled in them so gratefully that instantly she remembered that Louis had told her Edith's own mother was dead.

How it came about Mrs. Beauregard never could remember distinctly, but soon Louis was placing a table beside her couch and drawing two chairs to the other side of it, and Edith and he were running up and down stairs, carrying cups and saucers and plates, tea and marmalade and toast and fruit; and when all was ready they ate their supper together, there in her room, as cozily and merrily as possible.

"This is such a lovely old house," Edith said, as they sipped their tea. "Louis told me long ago about the rosewood furniture, and the old portraits, and the French china. And—he told me how dear and sweet you are, mother—but he didn't tell me half."

Mrs. Beauregard smiled tremulously and brushed away a few unwelcome tears. She had never been so happy. "They're not ashamed of me!" she thought exultingly; and while Louis told Edith about a prank of his boyhood she said to herself, "Tomorrow morning I'll tell Susan to put all the portraits in their old places in the parlor. I wonder—I wonder to whom I shall give those uncomfortable shoes and that hat, and that suit, for he's not ashamed of me; he never will be! And I was afraid—so much afraid—"

Who's Who in Potatoes I sent an invitation to some thirty young people, asking them to meet at my home on a certain evening if they wished to know "Why." Their curiosity aroused they all came! I had the room decorated with question marks, and a simple lunch ready. At table I announced my plan: that we organize ourselves into a club for the study of the common things around us. I told them I had always wanted to know the "Whys and Wherefores" of the things we used every day, and suggested we find out together, having some good fun along with our study. Their response was enthusiastic. And when (to test out the "study" part of my plan) I picked up the saltcellar, then the pepper, then some glass, and asked questions about them, no one knew anything.

We named ourselves the "Want To Know Club." As our badge, we adopted the question mark. I

Flying Machines A few years ago flying machines were hardly thought of, now we have Scott's Emulsion

Scott's Emulsion is as much a summer as a winter remedy. Science did it. All Diseases

Minard's Liniment relieves Neuralgia.

Minard's Liniment Relieves Neuralgia.

DIARRHOEA

TURNED TO DYSENTERY Lost 29 Pounds.

Dysentery is one of the worst forms of bowel complaint. The pains in the bowels are intense, the discharges occur with great rapidity, and are very often accompanied by blood. It does not need to persist for any length of time until the whole system is weakened and debilitated, and hardly any other disease so quickly undermines the strength and brings about a condition of prostration and utter collapse that often terminates fatally.

To check the unnatural discharge, without bringing on constipation, there is only one remedy to use, and this is Dr. Fowler's Extract of Wild Strawberry.

Mr. G. W. McVagh, Master, Sask. writes:—"About eight years ago I had a severe attack of diarrhoea, which turned to dysentery before I got better. I might say I was sick for three weeks. I weighed 154 lbs. when I took sick, and weighed 125 lbs. when I got it stopped. I think I had tried every medicine that was on the market and did not find relief until I tried Dr. Fowler's Extract of Wild Strawberry, and one bottle relieved me. I think there is nothing like it for diarrhoea or dysentery. I always keep some on hand as a possum does not know when he will need it."

"Dr. Fowler's" has been on the market for the past 75 years. Don't experiment with some non-nutritive non-operative compounds. They may be dangerous to your health.

Price 50c a bottle. Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

was elected president, and at once arranged where we should meet next time. For our first subject I selected "Potatoes," giving out thirty topics on the potato, each member to study up and give us a little talk on his particular item. We also planned the supper for our potato meeting. It was to consist of nothing but potatoes, so we had to think hard.

We decided to have them fried, baked, scalloped, made into cake, and used in so many different ways that, besides having fun over it, many of us learned how to use the common potato. Each member was to bring one potato item for the menu.

That potato evening was a great success. Clever decorations and placards (with jingles) stuck in potatoes, showed originality and imagination. We gave our little talks while at the table, each one rising. It was all good fun and very informal. I started the ball rolling by giving a history of the potato bug, passing around some colored engravings. Then we had the origin of the potato, which brought in quite a bit of history; then the countries where grown; the various kinds of potato; the keeping qualities; the cultivation and handling of the various kinds, and the transportation problem. The remarks made by a young fellow about seventeen on the transportation of potatoes were wonderful.

This is to certify that I have used MINARD'S LINIMENT in my family for years, and consider it the best liniment on the market. I have found it excellent for horse balm.

(Signed) W. S. PINEO. Woodlands, Middleton, N.S.

Hearing a crash of glassware one morning, Mrs. Blank called to her maid in the adjoining room: "Nurah, what on earth are you doing?"

"I'm doing nothin', mum," replied Nurah; "it's done."

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.

Customer: "But, bless my soul, what is the meaning of this—spoons, five shillings; sugar tongs, half-a-crown?"

Waiter: "Yes, sir; those are the things the lady has in her bag."

Greatly Troubled With Weak Heart. Through one case or another a large majority of the people are troubled more or less, with some form of heart trouble.

Mrs. James Blair, Maynooth, Ont., writes, under date of January 2nd, 1920: "I feel it my duty to let you know how much benefit I have received through using your Milburn's Heart and Nerve Pills. I was greatly troubled with a weak heart, and I doctored with three different doctors, but as soon as I stopped their medicine I was as bad as ever. I purchased four boxes of your pills last spring, and I had not taken two of them before I began to feel better, and after using the four I have not been troubled since."

On the first sign of any weakness of the heart, Milburn's Heart and Nerve Pills should be taken so as to regulate and stimulate it, and this being done the whole system will be restored to a normal, healthy condition.

Price 50c a box at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

FOOTWEAR

For Fall and Winter

Our Fall Stock is here and ready for your inspection

Amherst Shoes For Farmers and men who work outdoors—are the best made in Canada.

Special Lines FARMERS' PLOUGH BOOTS....\$3.50 Also many Special Lines in Women's and Children's

PRICES Our Prices are Right. We buy direct from the Factory in large quantities, thus getting the Best Prices. Come here and get our prices before buying.

ALLEY & CO. Ltd 135 QUEEN ST., CHARLOTTETOWN FASHIONABLE FOOTWEAR

Try Eureka Tea THE TEA that has pleased our Customers for Twenty Years. 60 Cents per Pound.

Fleischman's Yeast We are Agents for the celebrated Fleischman's Yeast Used by all First-class Bakers. Sold by all City Grocers.

R. F. MADDIGAN & CO. CHARLOTTETOWN

CARTERS Feed, Flour & Seed Store QUEEN STREET

WE SELL FLOUR WE BUY: OATS

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

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

WE SELL FEED WE BUY: 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.

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

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

Canadian National Railways Boston, Quebec, Montreal, and All Western Points

"THE NATIONAL WAY." DOUBLE DAILY SERVICE between Prince Edward Island and the Mainland. Trains leaving Charlottetown at 7:00 a. m. and 1:40 p. m. connect with steamer leaving Borden at 9:30 a. m. and 5:05 p. m.

By morning train connection is made at Moncton with No. 13 train carrying through sleeper for Boston, via St. John, and with No. 1 Ocean Limited for Quebec and Montreal.

By afternoon train connection is made at Sackville with No. 3 Maritime Express for Quebec and Montreal. Connections at Quebec with Transcontinental Train for Winnipeg.

For further information apply to W. K. ROGERS, City Ticket Agent. W. T. HUGGAN, District Pass. Agent

See that all Tickets read via Canadian National Railways June 29, 1920.

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

Department of Militia and Defence

Notice to Ex-members of the Canadian Expeditionary Force

Notice is hereby given to all concerned that ex-members of the Canadian Expeditionary Force who are entitled to and who require post-discharge dental treatment must submit their applications to the District Dental Officer at the Headquarters of the District in which they reside on or before 1st September, 1920. Applications for dental treatment received after 1st of September, 1920, will not be considered.

(Sgt.) EUGENE FISET, Major General, Deputy Minister Militia and Defence, Ottawa, August 3, 1920, August 11, 1920.

Farm Laborers For The West Canadian National Railways will give Reduced Fares and Special Train Service on August 6th and 10th.

Harvesters are urgently needed in the West to garner in the wheat yield of Canada. Estimates are that over 800,000 bushels of wheat stand ready for reaping. This in addition to other grains.

The call of the West is for 30,000 Farm Laborers to harvest immense grain crops. Canada's prosperity depends on the response.

The Canadian National Railways are prepared for the transport of Harvesters from all parts of the system. From Maritime Province points special arrangements have been made. Reduced fares to Winnipeg are to be granted on August 6th and 10th, and special trains will run via Quebec Bridge, and from Quebec to Winnipeg via the Transcontinental Line as the best and quickest route from Maritime Province points. The trains will carry the best type of new tourist cars, and special arrangements will be made for the supply of box lunches on route. Special provision will be made for women accompanying the party or desiring to take advantage of the excursion rates.

The fare from Charlottetown to Winnipeg is \$24.85, plus half a cent per mile to points West of Winnipeg. The return fare is half a cent per mile from all points West of Winnipeg to Winnipeg, and \$28.00 from Winnipeg to Charlottetown.

Verification certificates will be furnished by Ticket Agents when tickets are purchased, enabling the holder to secure return ticket at reduced fare.

Full information will be supplied by all Ticket Agents of the Canadian National Railways. July 28, 1920.

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

Catholic Mutual Benefit Association OF CANADA

An Exclusively Catholic and Canadian Fraternal Insurance Company for Men and Women Incorporated by Act of Dominion Parliament. Adequate Rates, Whole Life and Twenty and Thirty Years Assessment Policies. Over Eight Million Dollars Paid to the Families of Deceased Members

For further information address J. E. H. HOWISON, Grand Secretary, Kingston, Ont.

April 14, 1920—1y

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. McMannus 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 (3 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.

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, 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.