

The Herald

WEDNESDAY, SEPTEMBER 8, 1920

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AT 81 QUEEN STREET CHARLOTTETOWN, P. E. ISLAND

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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.

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.

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.

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.

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.

Senator Harding speaks for a political organization which has opposed the League of Nations from the offset. 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.

British Assets

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.

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.

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 southwest.

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.

Government Ocean Fleets.

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 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.

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 wise 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.

It would be difficult to run to its lair the pessimists 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.

Philadelphia, Pa., Sept. 3.—The steamer Alanthus carrying the rescued crew of the United States submarine S-5 and towing the disabled submarine, passed through the Delaware Breakwater at 10:12 a. m. today, standard time.

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.

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.

Waking Up

Those who deplore the inconveniences of the present age and talk of the disturbed state of Europe, attributing its upheaval to the present war might with profit read the pages of history and study conditions that existed as late as the early 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 quickening of the social conscience is greatly improved.

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."

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.

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Submarine Rescued

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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 waves, 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.

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.

Mail Contract

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, on the route, Breadalbane Rural Mail Route No. 1, from the Postmaster General's pleasure.

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, Breadalbane Rural Mail Route No. 1, from the Postmaster General's pleasure.

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.

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. 2, from the Postmaster General's pleasure.

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.

Mail Contract

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Mail Contract

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.

Mail Contract

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Sept. 28th to Oct. 2nd, 1920

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

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Job Printing Done At The Herald

Local and Other Items

Over \$4,000,000 of exports to the United States from Alberta is the total for the eight months ending August 31st. Over 450,000 bushels of wheat were sent over.

Honolulu advices of the 3rd inst. said: Japan has declared her intention of keeping troops at Vladivostok until security of life and property is guaranteed, according to Vladivostok reports to Tokio cabled to a Japanese language newspaper here.

Department of Commerce figures published in Washington on the 2nd September show exports from the United States to Canada during July totalled \$98,484,423, while imports from Canada were \$42,720,420. Exports to Great Britain were \$128,894,945, and imports \$46,523,655.

During a violent storm in Rome on the night of August 31st, an unusually heavy thunderbolt caused the ceiling of the Church of San Marcello, one of the most ancient churches in the city, to fall. The church dates from the fourth century. It was rebuilt in the year 1519 by Giacomo Sansovino, and was modernized in 1874. The ceilings of buildings in the lower part of Rome were flooded by the heavy rainfall.

An official communication from Simla, India, to London on the 3rd inst. announces virulent anti-British propaganda among the frontier tribes in the Manshara region, where an attempt has been made to organize a Provincial Government to supersede the British administration. The British Commissioner hurried from Peshawar and arrested the ringleaders. Armed crowds assembled and demanded the liberation of the men under arrest. Eventually they were persuaded to retire. Reinforcement troops have been sent into the district, as there have been attacks on British posts and unrest continues.

Westminster Gazette: Minsk, where the fateful armistice conference between the "Reds" and the Poles is sitting, figures in the tragic story of Napoleon's Moscow campaign. Napoleon's plan was to occupy Minsk and Smolensk, and to winter there, with the idea of advancing into the heart of Russia in the following season. But this was changed by the march from Vilna to Smolensk by the more northerly line through Vitepsk. The line of the disastrous retreat of the remains of Napoleon's fugitive and scattered forces passed, if not actually through Minsk, within twenty five miles of it. Minsk lies some fifty miles south-west of Borissov, about which the horrors of the retreat reached their climax in the crossing of the Beresina.

Comparative figures issued from the Department of Marine and Fisheries, Ottawa, show that the total value of the July catch of sea fish on both coasts of Canada was slightly less this year than last. At the points of landing the total value of the catch in July of the present year was \$4,374,650, as compared with \$4,399,818 in the same month a year ago. Though the weather was generally favorable, the catches of cod, haddock and pollock were considerably less than during July last year, and sardines in the Bay of Fundy were reported scarce. The decrease in the Atlantic catch for the month was nearly offset by the increased value of salmon and halibut on the Pacific coast. Increased values, however, do not represent increased catches.

Manitoba and the other Western Provinces are expected to have a yield of 250,000,000 bushels of wheat, according to railway officials who are making arrangements to use 30,000 cars to move the wheat and other grains. In Western Manitoba the harvesting has been delayed by rains, but with settled weather now in sight work will be in full swing again by the middle of next week. So far no serious sprouting has occurred in stocked fields. Fully seventy-five per cent of the grain crop of Northern Alberta has already been harvested, according to late estimates. Threshing will be general this week.

Local and Other Items

Mr. and Mrs. G. E. McRae, aged about 50, and their daughter, Mrs. J. B. of Edmonton, Alberta, were instantly killed at a grade crossing, three miles east of Butler, Indiana, on September 3rd, when their automobile was struck by the first section of the Twentieth Century Limited on the New York Central lines. The bodies were brought to Butler pending word from relatives in Edmonton.

For the first time in nearly six years a new North Atlantic record run was completed the other day when the C. P. O. S. liner Empress of France, from Liverpool, docked at Quebec shortly before noon. All previous records have been knocked into the proverbial socked hat by the big Empress liner, whose new record now stands at 5 days 18 hours against the six day 3 hour record of pre-war greyhounds.

The Canadian Mariner, the first ship to be constructed by the Halifax Shipyards, and the largest steamer built in Nova Scotia to date, was successfully launched at 11:30 last Saturday morning. Halifax turned out en masse to witness the christening of the eight thousand ton steamer, which was performed with the aid of a perfectly good bottle of champagne, by Mrs. R.M. Wolvin of Montreal, wife of the president of the British Empire Steel Corporation. Immediately after the launching the Mariner was taken to the finishing berth, where her machinery will be installed. She is expected to be ready for sea in five weeks.

Immigration Growing
Ottawa, Sept. 3.—Immigration to Canada is steadily increasing, both from overseas and from the United States. Approximate July figures, which were secured today, show a total of 12,178 persons entering Canada from ocean ports and 4,300 from the United States during July, 1920. Against this total of 16,478 for July, was a total of 11,077 for July, 1919. The increase is 5,401 for the month. The immigrants reaching Canada during July were chiefly British. The farming class led with almost thirty per cent of the total, and next came laborers and mechanics with about 25 per cent, for each class. This year's July figures compare well with arrivals in the corresponding month of previous years. In July, 1918, there were 31,658 immigrants at ocean ports and 9,402 from the United States; July, 1914, 8,830 at ocean ports, 6,644 United States; July, 1915, 1,052 at ocean ports, and 2,796 from the United States. Immigration officials here are of the opinion that the influx will continue for some time at the present rate. Information reaching Ottawa is to the effect that passengers on liners from British and other overseas ports are booked in some cases for months in advance of sailing dates.

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April 14, 1920—1y

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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)
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Legislative Assembly.
Prince Edward Island.
Rules Relating to Private Bills.
36 All petitions for Private Bills must be presented within fourteen days after the commencement of the session exclusive of adjournment.
37 No Private Bill shall be brought into the House, but upon a petition first presented, truly stating the case at the peril of the suitors for such Bill, and such petition must be signed by the said parties.
38 A committee shall be appointed at the commencement of every Session consisting of five members of whom three shall be a quorum, to be denominated The Private Bills Committee to whom shall be referred every Private Bill, and no proceedings after the first reading shall be had upon such Bill until such Committee has reported thereon to the House.
39 So soon as the Committee has reported any Bill, such Bill together with any amendments that may be suggested by the Committee, shall be printed at the expense of the parties who are suitors for such Bill and printed copies thereof delivered to the members before the second reading if deemed necessary by the Committee.
40 No Bill for the particular interest of any person or persons, Corporation or Corporations or body or bodies of people shall be read a second time until all fees to 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
Minard's Liniment Relieves Neuralgia.
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. Meganic 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.
Minard's Liniment relieves Neuralgia.

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
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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.
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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.
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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.

CANADIAN NATIONAL RAILWAYS
Prince Edward Island.

Time Table in Effect May 3rd, 1920
ATLANTIC STANDARD TIME
Trains Outward, Read Down. ATLANTIC STANDARD TIME. Trains Inward, Read Up.
P.M. P.M. P.M. A.M. P.M. P.M. P.M. P.M.
4.40 2.50 1.40 7.00 Dep. Charlottetown Arr. A.M. P.M. P.M.
6.20 4.01 2.58 7.52 Hunter River 9.20 11.11 5.47 10.20
7.10 4.55 3.35 8.25 Arr. Emerald Jet 8.10 12.25 5.10 9.50
6.05 4.45 9.10 Arr. Borden Dep. 7.10 4.10 9.00
P.M. P.M. A.M. P.M. P.M. P.M.
9.00 4.10 7.10 Dep. Borden Arr. A.M. P.M. P.M.
9.50 5.10 8.35 Emerald Junction 8.10 12.25 3.25
10.20 5.44 9.13 Arr. Kensington 7.35 11.51 2.40
10.50 6.15 9.55 Arr. Summerside Dep. 7.05 11.20 1.55 A.M.
P.M. A.M. P.M. P.M. P.M.
6.35 11.45 Dep. Summerside Arr. A.M. P.M.
7.38 1.36 Port Hill 10.15 12.25
8.33 3.10 O'Leary 7.21 10.25
9.23 4.20 Alberton 6.02 9.37
10.00 5.20 Arr. Tignish Dep. 5.00 9.00 A.M.
P.M. A.M. P.M. P.M. P.M.
3.10 6.35 Dep. Charlottetown Arr. A.M. P.M.
4.15 8.45 Mount Stewart 8.45 4.15
4.42 9.22 Morell 8.14 3.17
5.02 9.52 St. Peters 7.52 2.40
6.05 11.25 Arr. Souris Dep. 6.50 1.15
P.M. A.M. P.M. P.M. P.M.
7.30 Arr. Elmiras Dep. 5.30
P.M. A.M. P.M. P.M. P.M.
4.20 9.00 Dep. Mount Stewart Arr. A.M. P.M.
5.14 10.10 Cardigan 7.47 2.44
5.35 10.50 Montague 7.23 2.10
6.10 11.30 Arr. Georgetown Dep. 6.45 1.15
Sat. Only Daily ex. Sat. & Sun. Daily ex. Sat. & Sun. A.M. A.M.
P.M. P.M. Dep. Charlottetown Arr. 10.40 10.25
5.15 5.15 Vernon River 8.45 9.09
6.45 7.25 Arr. Murray Har. Dep. 6.45 7.30

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.

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