

The Herald

WEDNESDAY, DECEMBER 10, 1919

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Great Britain Misinterpreted.

An American visitor to Canada declares that at the Paris Conference which framed the constitution of the League of Nations, Great Britain "pulled the wool over the eyes" of the United States. He insists that the whole object of British policy was to involve the United States in the quarrels of Europe. For this reason, he suggests, the League of Nations was devised and to this end President Wilson was made the tool of British diplomats.

It is curious how wide spread this impression is in the neighboring country. The old anti-British factions, united with the pro German elements, are busily engaged in propagating the idea and in reviving all the suspicion and distrust of the British Empire which it was hoped the war would forever destroy. It is pathetic to reflect that the facts so absolutely disprove the notion which has been made to prevail among so many Americans.

The cry for a League of Nations came chiefly from the United States. The chief missionary and advocate of the League was President Wilson. He was supported by the bulk of the American press and a great multitude of American idealists. The proposal was not regarded too favorably, in France nor was there any such enthusiasm in Great Britain for a League of Nations as seemed to prevail in America. But British statesmen were led to believe that in his appeal for the League President Wilson expressed the overwhelming sentiment of his country, and that any peace settlement which did not set up a League of Nations would not be accepted by the American people.

It was even represented that unless the League were created the United States would be betrayed and would have spent its blood and treasure in Europe in vain. Great Britain, therefore, put pressure upon France to accept proposals objectionable to that country partly because of her own desire to have an International Peace Tribunal established and partly because it was believed that there would be a revolt of opinion in America if the President's demand for a League of Nations was not conceded. Great Britain did not mislead the United States. President Wilson unintentionally misled Great Britain. The British people are now amazed to find that in accepting a policy for which there was alleged to be almost a universal demand among Americans they actually did something which Congress at Washington refuses to sanction.

For what has happened Mr. Wilson himself may not be altogether without responsibility. It is said that he has been very arbitrary, very absolute, very uncompromising. The leaders among American public men in drawing the country into the war were Colonel Roosevelt, Mr. Root and Mr. Taft. But in contrast with the policy of other countries the Republican leaders were excluded from all responsibility for the actual conduct of the war and no Republican leader was associated with Mr. Wilson at Paris. By his extreme exclusiveness, and what Republicans regard as his extreme arrogance, Mr. Wilson

created something like hatred for himself among his opponents and there is no doubt that to an unfortunate extent the Republicans in Congress have rejected the Peace Treaty chiefly to punish the President. Unhappily, in taking this course they have created the gravest complications for all nations and perhaps done something unconsciously to misinterpret the British Empire to the United States and revive suspicions and prejudices which should have died long ago.

The American Senate has always been a difficult instrument of international negotiation. Whatever we may think of secret diplomacy, it is doubtful if the open diplomacy of Congress represents a method which the world could safely adopt. But much as they may regret the action of Congress, the British people will continue to be grateful for President Wilson's action during the war and for his endeavor at Paris to discover a tribunal which would keep the world's peace in future. So they will continue to have faith that sooner or later they will be understood at Washington. The notion that Great Britain is seeking to use the American nation for its own selfish purposes rests only upon the unfriendly imagination of those who trade in international jealousies for domestic ends and do not desire friendly co-operation between the British Empire and the United States for even the highest objects.—Montreal Star.

An Object Lesson

(London Times)

The tribute paid to Mr. Lloyd Harris for his remarkable work as Chairman of the Canadian Trade Mission in London served the double purpose of praising high achievement and of directing attention to an example set by the Dominion from which the Motherland should profit. Mr. Lloyd Harris has been an ambassador for Canada's commerce not only in London, but also in many European countries. He has personally surveyed trade conditions and opportunities in lands now happily released from the scourge of war and potentially free for economic development. He has carried the Canadian trade banner and hoisted it in places where hitherto Canada has been but a name. If his success in this respect has been notable, his missionary preaching of the gospel of Empire in the Mother Country has been no less important. His stay among us has been beneficial, and he takes with him to Canada our esteem and good will. Indeed, his work points a moral for the British Government. His functions have been similar to those of the Department of Overseas Trade, which inter-departmental friction has hampered to the point of paralysis. The results of his labors are precisely the results that the Department of Overseas Trade should achieve. The Government would do well to study the methods of the Canadian Mission, and even better to call some of these great business men of the Dominions, with their virility, energy, and enterprise, to assist in a consultative capacity, in the vitally important task of developing British trade in fields where they themselves have prospered.

Royalty Well Pleased

The Right Hon. Sir Robert L. Borden on November 25, sent to His Majesty the King, Buckingham Palace, London, the following cable: "At the conclusion of the visit of His Royal Highness the Prince of Wales to this Dominion may I be permitted to convey to Your Majesty and to the Queen my very warm congratulations upon its remarkable success, and especially upon the wonderful impression which the Prince has made upon all our people. His labors have been indefatigable and untiring, his tact and courtesy have been unerring, and his natural charm of manner has made an irresistible appeal to all our people, and has won for him a place in their hearts which will always endure. He has shown a thorough comprehension of the spirit and aspirations of the Canadian people, and there has been a universal appreciation of the excellent speeches which he has delivered in all our provinces from Atlantic to Pacific. The visit has had a distinctly steadying effect, and must serve to strengthen the ties which unite Canada to the rest of the Empire."

THE KING'S REPLY

Buckingham Palace, London, November 26, 1919. Sir Robert Borden, Ottawa: "The Queen and I have received with supreme gratification your kind message on the conclusion of our son's visit to Canada. We heartily thank you for the generous terms in which you speak of all that he has accomplished during the happy months spent by him in the Dominion, and we are proud that it is to his personality that you so largely attribute the success that has crowned his efforts. I earnestly believe that this renewed association between my family and the people of Canada will strengthen that unity of Empire upon which please God a great and glorious future may be assured."

The Salary Grab

The Montreal Herald, a leading Liberal paper, expresses astonishment that the Leader of the Opposition at Ottawa should have drawn down \$19,000 in salary and indemnity during the current year, a sum greater than that drawn by the Prime Minister. It points out that in the year 1914, when two sessions were held, Sir Wilfrid Laurier declined to accept a salary for the second ses-

sion, and as Sir Wilfrid drew up the Act providing for the payment of a salary to the leader of the Opposition, it may be presumed it was never the intention to pay two salaries in one year. The Liberal organ says Mr. Mackenzie was not really leader of the Opposition, as the caucus elected J. A. Robb chairman, and merely designated the member from Cape Breton as spokesman on the floor of the House. That, says the Herald, makes the case all the more conspicuous, and it would seem now "to be graceful on the part of Mr. Mackenzie to return that extra \$7,000."

Mr. Mackenzie may have decided that his distinguished services to the nation entitled him to his fine salary, or that his tenure of political life was likely to be so brief that he had better make hay while the sun was shining. In any case he has given the country abundant proof that he was not worthy to step into Laurier's shoes, as some pulpit partisans wanted him to do.

Sir Vincent Meredith, President of the Bank of Montreal, says there has been no reaction from the feverish activity and high prices brought about by the war. Nor does he see any signs of an immediate reaction. He thinks there will be a continued demand for our agricultural and manufacturing products for some time. The high cost of living he regards as partly a consequence of the large volume of currency in circulation, but thinks currency inflation is not an unmitigated evil, inasmuch as it serves to check imports and stimulate exports. To decrease inflation he says there must be an increase of gold reserves, and this cannot be accomplished speedily. To uphold Canada he says there is need of increased production and export, and more immigration, and in order to export this country must supply credit to overseas customers.

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Local and Other Items

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The broken hull of the schooner Minnie J. Dicks was found a few days ago on Victory Island, near St. Pierre, Miq., and it is feared the crew of six were lost. The schooner, it is believed, anchored in the roads at night, but was swept ashore when the anchor chains broke, during a storm of hurricane proportions. The vessel hailed from Sydney, C. B.

The information reaching the Department of Indian Affairs, Ottawa, from all parts of Canada in regard to the outlook for the winter is decidedly encouraging, according to Mr. Duncan Campbell Scott, Deputy Superintendent-General. Mr. Scott stated that there had been no reports of influenza thus far, and the Indians in all parts of the Dominion appeared to be well prepared for the winter.

The Aranmore Aground.

Captain T. G. Taylor, Agent of the Marine Department here received a telegram Saturday conveying the regrettable news that the crew of the Aranmore had been obliged to abandon the ship. The Aranmore it will be remembered left Charlottetown on Sunday, Nov. 30, with light house supplies and provisions for the light-keepers at various points in the Strait of Belle Isle. On Thursday last while proceeding along the Canadian Labrador Coast she struck on a reef on the east side of Coochee Bay described as "bearing north 45 degrees east magnetic from outer island, distance three miles." On Friday afternoon a moderate gale was blowing from the south and the ship was pounding heavily, so that the crew were obliged to abandon her and landed on a nearby island. The C. G. S. Montcalm which went to the Aranmore's assistance Saturday reported a gale blowing hard from the south and no chance of getting near the ship until the weather should moderate. The Aranmore was built in Dundee, Scotland, in 1890. She was a steamer of 1700 tons gross and 502 registered tonnage, 241 feet long, 35 feet beam and 15 feet deep. She was formerly for a considerable time engaged in service along that part of the coast where she came to grief. At one time she ran for a while in the Plant Line service between Boston, Halifax and Charlottetown. She was commanded by Captain McDonald and a considerable number of the crew are P. E. Islanders. It is to be hoped that the steamer may yet be saved.

A wire received by Capt. Taylor last Sunday stated that the Aranmore was in the same position still. No. 1 hold being flooded and that the provisions were being landed on Wolf Point. The Montcalm was expected to get close to the stranded ship by 10 a. m., the storm having subsided.

She was taken off by the G.C.S. Montcalm and towed to Wolf Bay. A telegram received by Captain Taylor of the Marine Department Tuesday morning stated that the Montcalm was assisting the crew of the Aranmore to lay the ship up at Wolf Bay for the winter, and that fine weather prevailed.

Eight thousand steel workers were thrown out of work at Gary Indiana a few days ago when the American Sheet and Tin Plate Company, the largest manufacturing concern of its kind in the world, was forced to close because of the coal shortage. All mills of the company were forced to be shut down completely, and reports reached here that the company's plants at Elwood, Ind. employing four thousand to five thousand persons, also had banked its fires.

Thirty boys, students at the Charney College, near Quebec, some days ago crashed through the ice on the Chaudiere river and were rescued with difficulty. One of the teachers, Bro. Leon, dived into the icy water and saved a lad named Turcotte, after breaking a hole through the ice he got the boy who was floating away. The accident was caused by the locks up the river being opened to let down a stream of surplus water which threatened to flood Beauce district. The boys, who were skating, did not know that the gates were open and when the ice suddenly lifted and left the backs of the river they were thrown into the water. Brother Leon is to be recommended for bravery to the Royal Humane Society.

Electrification of all the steam railways in southern Ontario and western Quebec is one of the developments heralded as the outcome of the project for deepening the St. Lawrence river to accommodate ocean navigation and incidentally harnessing the water power potentialities. It is estimated that more than four million horse power will be developed along the St. Lawrence and this, it is stated, may readily be utilized by the railroads and would obviate such conditions as obtain at present, when train services have to be curtailed owing to the American coal strike. The Hill lines are largely operated by electricity from much smaller power. An order-in-council approving the reference of the question to the international Waterways Commission is expected.

The C. M. B. A. Is Growing.

Financially Stronger in All Canada, With Good Prospects in View

(Montreal Herald, Nov. 15) In order that the friends of the C. M. B. A. of Canada may understand the present standing of the Association, it must be borne in mind that the original C. M. B. A. was founded in the United States of America, but that in the early '90's the vast majority of the Canadian members of the brotherhood separated from their American friends and formed what is known as the Grand Council of the C. M. B. A. of Canada, with head office in Canada, Canadian investments and a Canadian membership.

In 1915 the C. M. B. A. of Canada readjusted its affairs, but owing to the heavy death roll through the old age of a great many of its members, the ravages of the war, and the ravages of the influenza, it became necessary to make a second readjustment at the convention of August, 1919. Dr. Frank Sanderson, of Toronto, and Dr. A. K. Blackadar, of Ottawa, two of the most eminent actuaries on this continent laid down the conditions that were necessary to make the C. M. B. A. of Canada absolutely solvent, and these conditions were fulfilled to the letter at the August convention.

The last issue of the Society's paper showed at the 30th of October, 1919, that there was cash in hand and in banks amounting to the sum of over \$71,000, and the same issue of the paper showed that the unpaid death claims on hand amounted to only \$16,300, and owing to the very strong financial position of the association a handsome investment of \$35,000 was made in Victory Loan Bonds, 1919. And in general, the statement shows that the assets of the association amount to \$839,123.00.

At the meeting of St. Clement's Branch at Viaville on the 13th instant, fifteen new members were initiated. The conclusion to be drawn from these facts is that the C. M. B. A. of Canada is doing business on a solid basis and in a promising manner.

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Time Changes Nov. 30.

Canadian National Railways. No. 13 and 14 Trains Will Run Between St. John and Halifax

Changes in time schedules on Canadian Railways effective on November 30th will not affect the service to and from Prince Edward Island. Connection for the Ocean Limited, and for the St. John-Boston train will be made as usual by the morning train leaving Charlottetown at 6.25 a. m.

No. 13 and 14 trains will, after November 30th, run between St. John and Halifax. No. 13 will leave Halifax at 7.40 a. m. (daily except Sunday) and arrive at Sackville at 12.45 noon, and at Moncton at 2.00. No. 199, Ocean Limited, will leave Halifax at 8.10 a. m. and arrive at Sackville at 1.08 p. m. and at Moncton at 2.15 p. m. Both of these trains will make connection with the train leaving Sackville for Cape Tormentine, which will leave at 1.15 p. m.

By operating No. 13 and 14 right through, the Ocean Limited will be relieved from carrying extra cars and will maintain a better schedule.

No. 13 and 14 will carry the Boston Sleeper and have a dining car between Moncton and Halifax. District Passenger Agent's Office, Ch'town, P.E.I., Nov. 27, 1919 Dec. 3, 1919—2i

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

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

McLeod & McKinnon

Barristers, Attorneys-at-Law CHARLOTTETOWN, P.E.I. MONEY TO LOAN.

McLeod & Bentley

Barristers, Attorneys and Solicitors CHARLOTTETOWN, P.E.I. MONEY TO LOAN.

Job Printing Done At The Herald

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The Canadian Associated Press learns that an informal census has been taken regarding the Canadian soldiers who have taken their discharge in England and now find themselves in want. The total number who seem genuinely anxious to be returned to Canada through want of work there appears to be about four hundred, although there may be more who have not proclaimed themselves stranded.

President Raymond Poincaré of France does not intend to retire from public life upon the conclusion of his presidential term, in February, according to an article published recently in the Journal. "I do not believe I have come to the age of retirement," he is quoted as saying. "I have acquired ideas which I will place at the service of my country as long as I keep my strength, and I confess that I do not feel at all exhausted."

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St. Dunstan's University Drive!

December 15 to December 27

A Drive will be inaugurated through the Province on the above dates to raise funds for the erection of an additional building to the University.

The accommodation of the Institution is totally inadequate for the large number of students attending it. This Institution in the 65 years of its existence has never made an appeal to the public.

Each Parish Will Be Separately Organized and Canvassed

You have done your duty to your country—you have given the lives of your noble sons to your country's cause—you have lent your country \$10,000,000. What have you given for the cause of Christian Education? Think of the work this institution has accomplished in this Province for the past 65 years. Think of the men and clergy it has provided you with. Think of the Spiritual Guidance they have given you. Think of what they are doing, and think of all there is yet to be done in the cause of Education. Do you realize the sacrifice the staff of this institution is making for the cause of Education? Give them at least sufficient accommodations to "carry on." Remember that he who gives to the cause of Christian Education is lending to the Lord. Investments in the hands of Divine Providence bear eternal interest. Do you consider it worth your while?

J. J. Hughes, Treas. L.B. McMillan, Mgr. Provincial Bank. Organizer December 10, 1919—2i



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

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This year we have many special lines in Brown and Blacks. Browns—\$6.50, 7.00, 9.50 | Blacks—\$3.75 to \$8.50 MISSES', BOYS' AND CHILDREN'S SHOES—We sell the Amherst, Crosby and Classic Lines—the best in Canada

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Carter & Co., Ltd WHOLESALE. RETAIL.

Local and Other Items

Premier Vanier arrived at Athens from Paris Friday morning, and was acclaimed by a crowd estimated to number 30,000.

Eleven deaths have occurred in New York within the last ten days from drinking whiskey diluted with wood alcohol, according to the Health Commissioner.

Thirty-four Percheron horses, bred by George Lane, of Calgary, Alberta, were sold at Easton, Suffolk, England, and realized £7,018. Lord Minto bought a mare for 655 guineas, and a perfection stallion winner three times in Canada this year brought 550 guineas.

One who was present at the banquet given by the King at Buckingham Palace in honor of the return of the Prince of Wales says the occasion was the first when the King had heard the Prince make a formal speech. The King himself concluded his own remarks by saying: "His mother and I are proud of him."

The death of Mr. John Mustard, Head of Cardigan, who was killed Monday morning by falling from a load of straw is deeply deplored by the people of that locality. Mr. Mustard was at Mr. Neil Nicholson's when the accident happened. The deceased was about 70 years of age and was the son of James Mustard of Cromarty, Scotland, and of Jessie Gordon, his wife. He was a well-to-do farmer, a man of high order of intelligence, and of splendid personal character. He leaves a widow, one son James, and one daughter Jessie at home, and another daughter Jennie in Dalhousie University.

An adjustment of accounts between the Canadian and British Government resulting from the war is now in progress. The British Government has financed Canadian operations on the other side while the Canadian Government has established Imperial credits in the Dominion. The only credit now operating is for the purchase of timber, though arrangements regarding the wheat crops are to be made. As the balance now stands Great Britain owes Canada \$200,000,000 interest on which is being paid at 5 1/2 per cent. Of the hundred millions appropriated in equal proportion as credits to Romania, Serbia, Greece and Belgium about \$16,000,000 has been advanced to Romania, but very little to the others. Romania recently paid interest on the advance.

The French steamer Colmar, Captain Simon, was reported as sinking in latitude 44.33 and longitude 59.56, according to a wireless message received by Vincent Mullins, agent at Sydney, C. B. of the Marine Department, at midnight Saturday. The S. S. Mississippi was standing by and had succeeded in rescuing 12 members of the crew, but 12 other members of the crew were adrift in an open boat, and had not been picked up when the wireless message was received from the Mississippi. The scene of the foundering is on the Nova Scotia coast somewhere between Canso and Sable Island. No details beyond those mentioned above were given. The Colmar was a steamer of 1342 tons, and was on a voyage from Rouen France to an American port.

The Canadian Adventurer sailed from here Tuesday morning for St. John's Newfoundland direct, with the largest cargo of general produce ever shipped on one steamer from P. E. Island. Her cargo consists of 20,000 bags of potatoes, 18,000 bags of oats, 1030 bags turnips, about 800 bags of various vegetables. She has also 1000 quarters of bee about 250 carcasses mutton, 350 carcasses pork, 600 barrel apples, 300 packages butter, 350 boxes cheese, 600 cases canned goods, thirty tons of poultry, 400 cases of eggs, 200 tons hay and 200 tons straw, six casket from the Montague Casket Co. and 20 head of cattle. Captain Wyman is a seaman of long and varied experience and states that the stowage of cargo aboard the Adventurer is the best he has ever seen, no space whatever being wasted. This speaks well indeed for the efficiency with which the Charlottetown stevedores do their work.

Local and Other Items

The schooner Protector which left Scuria Sunday morning for Newfoundland with 5000 bushels of potatoes and oats, ran ashore on Panmure Island reef. She was making for shelter at Georgetown in the snowstorm. She got off the reef with the high tide but she is leaking badly with four feet of water in her hold and her cargo is being lost.

An Ottawa despatch of the 6th says:—The exchange situation in various aspects is being considered here, and one suggestion which is made is that unless something is done by the British Government to overcome the abnormal decline in the value of British currency, Canada may cease to put up further Imperial credit. The only credits now running in Canada is \$50,000,000 for a supply of lumber, and of this \$28,000,000 has been spent. In connection with the transaction, some of the Canadian lumbermen whose sales were arranged for in the equivalent of British currency, without a definite arrangement made to exchange, may lose half a million, owing to the adverse conditions, unless they are rectified, may have to be discharged.

DIED

ALLEN—Elizabeth Ann Head, relict of the late William E. Allen, born January 20th, 1831, at Devonshire, England, died at Georgetown, P. E. Island, November 28, 1919.

McLEAN—At the Charlottetown Hospital, December 4, 1919, Mrs. Peter McLean.

CURRIE—At Green Bay, Dec. 4th, 1919, Mrs. John Currie, aged 79.

MATHESON—At Rose Valley, November 3rd, 1919, Flora, beloved wife of M.D. Matheson, aged 74 years.

HOLMES—At Kingston, Sunday, December 7th, Mrs. Wm. Holmes, aged 54 years.

McARTHUR—At her father's residence, South Melville, on December 5th, Mrs. Frank McArthur, aged 22 years.

DREW—In this city, on Sunday, December 7th, Jane Rider Jarvis, widow of the late Chas. W. Drew, in the 90th year of her age.

RODD—At North Milton Dec. 9, 1919, Mrs. George Rodd, aged 77.

SHERRY—In this city, Dec. 8th, Jas. Sherry, aged 76 years. R. I. P.

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Announcement

For the information of our many patrons, in both town and country, we deem it necessary to announce that the Coal Business, successfully carried on in the past by the late Mr. Charles Lyons, will be continued by the Estate, under the old firm name of C. Lyons & Co.

By maintaining a high standard of service and by courteous and honest treatment of the public, this firm has, for a period of more than a quarter of a century, enjoyed a large and ever-increasing patronage; and in announcing our intention of "carrying on," we desire, most earnestly, to give expression to our appreciation thereof. We are deeply grateful to the firm's many patrons for their constant manifestation of confidence in it in the past, and we assure them that if they favor us with a similar evidence of their good will in future there shall be no economy of effort on our part to make our intercourse both pleasant and profitable to them.

As we possess almost unlimited facilities for supplying the coal trade, and as we are desirous of extending our already large business, we respectfully invite the patronage of new customers; and if we succeed in thus increasing our present connection, we guarantee that we shall be indefatigable in our endeavor to justify the confidence of our new friends.

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

C. LYONS & CO. Queen Street Charlottetown, P. E. I. March 19, 1919

Canadian National Railways OPERATING ONE HOUR EARLIER

Important Daylight Saving Change of Time at 2 a.m. Sunday, March 30, 1919

All clocks and watches used in operation of Canadian National Railway will at 2 a.m. Sunday, March 30th, be advanced one hour. To prevent serious confusion and inconvenience to the public the attention of all concerned is directed to the following conditions resulting from the important change of time:

If cities, towns, villages and other municipal bodies do not change their local time to correspond with the new Railway time, all concerned should keep in mind that while trains continue to leave Railway Stations on present schedule, such schedule will be operated one hour ahead of present local time. Therefore any municipality where local time is not changed to correspond with the new Railway time, passengers must reach Railway Station ONE HOUR EARLIER than shown in current folders and public time posters.

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

April 2, 1919

Live Stock Breeders

List of Pure Bred Live Stock for Sale.

Table with columns: NAME, ADDRESS, BREED, AGE. Includes entries for Ayrshire bull calves, Shorthorn Bull, Yorkshire Pigs, etc.

DEPARTMENT OF AGRICULTURE

CANADIAN NATIONAL RAILWAYS

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

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

WEST:

Daily except Sunday, will leave Charlottetown 6.25 a.m., arrive Borden 8.45 a.m., Summerside 9.20 a.m., returning leave Borden 4.10 p.m., arrive Summerside 6.05 p.m., Charlottetown 6.35 p.m. Daily except Sunday, leave Charlottetown 12.40 p.m., arrive Summerside 4.35 p.m. Daily except Sunday; leave Charlottetown 2.45 p.m., arrive Summerside 6.05 p.m., Tignish 8.45 p.m. Daily except Sunday, leave Tignish 5.35 a.m., arrive Summerside 9.00 a.m., Charlottetown 12.40 p.m. Daily except Sunday, leave Tignish 8.15 a.m., arrive Summerside 1.35 p.m., leave Summerside 3.20 p.m., arrive Borden 6.10 p.m., connecting at Emerald with train from Borden and arriving at Charlottetown 6.35 p.m. Daily except Sunday, leave Summerside 6.45 a.m., arrive Charlottetown 10.40 a.m. Passengers for Mainland by this train change cars at Emerald Junction, arrive at Borden 8.45 a.m.

EAST:

Daily except Sunday, leave Charlottetown 6.50 a.m., arrive Mount Stewart 8.45 a.m., Georgetown 11.30 a.m., Souris 11.25 a.m., returning leave Souris 1.15 p.m., Georgetown 1.00 p.m., Mt. Stewart 4.15 p.m., arrive Charlottetown 6.15 p.m. Daily except Sunday, leave Elmira 5.35 a.m., Souris 6.55 a.m., Georgetown 6.45 a.m., Mt. Stewart 8.45 a.m., arrive Charlottetown 10.00 a.m., returning leave Charlottetown 3.05 p.m., arrive Mt. Stewart 4.15 p.m., Georgetown 6.00 p.m., Souris 6.05 p.m., Elmira 7.20 p.m.

SOUTH:

Daily except Saturday and Sunday, leave Murray Harbor 6.45 a.m., arrive Charlottetown 10.40 a.m.; returning leave Charlottetown 3.30 p.m., arrive Murray Harbor 7.25 p.m. Saturday ONLY--Leave Murray Harbor 7.20 a.m., arrive Charlottetown 10.05 a.m.; returning leave Charlottetown 4.00 p.m., arrive Murray Harbor 6.45 p.m. District Passenger Agent's Office, Charlottetown, P.E. Island. Oct. 8, 1919-21

Department of Naval Service Notice of Sale

SEALED TENDERS addressed to the undersigned and enclosed in the envelope "Tender for Lobster Hatcheries," will be received up to noon on Tuesday, the 23rd day of September, 1919, for the purchase of the Government Lobster Hatcheries at: Arichat, N.S. Bay View, Pictou County, N.S. Inverness, Margaree Harbor, N.S. Isaac Harbor, Guysborough County, N.S.; Little-Bras d'Or, Alder Point, N.S.; Charlottetown, P.E.I.; Georgetown, P. E. I.; Buctouche, Buctouche Harbour, N. B.; Shegog, Westmoreland County, N. B.; Port Daniel, Que.

Alternative tenders will be considered for:--

(a) The whole of each including the land, building or buildings and plant on the premises.

(b) The land only.

(c) The building or buildings only.

(d) The plant only, wholly, or in part.

All of the buildings are single storey and constructed of wood throughout, and are capable of being readily removed intact.

The plant in each case consists mainly of a boiler and a Duplex steam pump.

The several properties are open at all times to inspection, upon application to the Caretaker, who may be located readily in the immediate vicinity.

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

The right is reserved to reject any or all tenders.

G. J. DESBARATS, Deputy Minister of Naval Service, Department of the Naval Service, Ottawa, Ont., Aug. 20, 1919.

Unauthorized publication of this advertisement will not be paid for. Sept. 3, 1919-31

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... \$32.00 to \$48.00

Overcoats, Ready-to-Wear..... \$15.00 to \$35.00

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 October 6th, 1919

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

Table with columns: P.M., A.M., A.M., P.M., A.M. for various routes like Charlottetown, Hunter River, Emerald Junction, Borden.

Table with columns: P.M., A.M., P.M., A.M., A.M. for routes like Pecten, Emerald Junction, Kensington, Summerside.

Table with columns: P.M., A.M., P.M., A.M., A.M. for routes like Summerside, Port Hill, O'Leary, Alberton, Tignish.

Table with columns: A.M., P.M., P.M., A.M., P.M. for routes like Charlottetown, Mount Stewart, Morell, St. Peters, Souris.

Table with columns: P.M., A.M., P.M., A.M. for routes like Elmira, Dep. 5.35.

Table with columns: A.M., P.M., P.M., A.M., P.M. for routes like Mount Stewart, Cardigan, Montague, Georgetown.

Table with columns: Sat. Only, Daily ex. Sat. & Sun., P.M., P.M. for routes like Charlottetown, Vernon River, Murray Har.

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

Death-Feast Of Echon

REV. JAS. B. DOLLARD, M.E.T. BY

Long in the weird and mournful Huron Land Brebeuf abode before his martyrdom, Teaching the Word of God. His tireless feet Sought out the Bear claw at Ossossenee By Nottawasaga's wave, and thence he reached Ithontaria on the northern shore. And Teanocostaye of the tribe of Cord, And Teandouata, savage and remote, And Cahigue. But a pestilence Fell on the tribes, whose sorcerers cried out That De Brebeuf alone had brought it on, With all their other scourges—the great drought, Failure of crops, and scarcity of game! So there were murmurings and threatenings, And many clamoured for the Jesuit's blood. At length the tribes were wrought to such a pitch That the brave "Echon" felt his death was nigh, And so he wrote to his Superior, At far Quebec, a message of farewell, And resignation to God's holy will. There was a Huron custom coming down From ages past, that one about to die By condemnation, should prepare a feast, A farewell banquet, to which all would come; And this strange custom De Brebeuf invoked, Calling the Hurons in from far and near, And when they had assembled in the lodge He made them sermon, telling how that death Was but a joyful thing to him, and meant His passage from this dreary world to peace And bliss eternal. "But," he said, "for you My death will mean a dreadful stain and sin Upon your burdened souls. Oh, ponder that, And pause before you do this wicked thing, Which surely will bring down the wrath of God." Thus spoke the father, and the Huron hordes Were melted to sudden penitence Of all their dread designs. And it befell That he was spared! And on that happy day The wild birds sang by far Ossossenee A song of gladness. On the Northern shore Ithontaria saw the bright waves leap On sunny sands; and all that Huron Land, Bathed in Heaven's sunshine, basked serene, Knowing the Powers of Darkness overthrown! "Echon was Brebeuf's Huron name. Toronto, Nov. 21, 1919.

A SIMPLE PRESCRIPTION

(By Sarah Frances Ashburton, in Ave Maria.)

There was once a rich man who, in spite of all his wealth, had become an invalid from a disease which the poor never know, because they do not have time to spend gazing out of the window, nor to sleep till ten o'clock every morning, nor the means to buy rich food or delicacies. This disease is called idleness, and it brings a great many attendant evils in its train. It had caused our rich friend to become so corpulent that he could hardly walk, and that is why he passed so much time at the window. He had tried many remedies for his disease, had consulted many doctors, but to no avail; every day he grew stouter and less able to help himself, and puffed so when he ate or talked that he could be heard in the next room. At last, he was told of a very clever physician who lived in Amsterdam, and sent word that he would like to see him as soon as possible, promising at the same time to pay whatever the physician's fee might amount to. The doctor came; and, after he had examined and questioned the patient, and seen what a very simple man he was, addressed him as follows: "My dear sir, you have no very serious disease as yet, but it may become serious, and even mortal,

Had Severe Cold

IT TURNED TO BRONCHITIS.

Many people have bronchitis and don't know it. Don't even know the danger of neglecting it. Bronchitis starts with a dry, short, painful, hacking cough, accompanied with rapid wheezing, and a feeling of oppression or tightness through the chest. At first the mucus is thin and of a light color, but as the trouble progresses it becomes of a yellowish or greenish color, and is very often of a slimy nature, streaked with blood. Bronchitis should never be neglected. Pneumonia or Consumption may follow if it is.

Mr. E. E. Boyer, Edmonton, Alta., writes:—"Last winter I took a severe cold which turned to bronchitis. The doctor I had could not seem to relieve it, and I had been treated by him for eight weeks. Then, a friend came in and recommended me to try Dr. Wood's Norway Pine Syrup. After taking one bottle I was greatly relieved. I got two more bottles, and now say I have quite cured me. It has stopped my cough and my spitting up lots of phlegm. Have not had an attack since. I can assure you I would not be without a bottle of it in the house. It has helped my children also. I think it is a wonderful remedy for coughs or bronchitis."

"It was rather meagre," replied the invalid. "I can not say I relished it." "Very well. You will enjoy your dinner more. I promise you." "And now, doctor, what is the prescription for today?" asked the invalid. "To return as you came only." "No medicine?" "None whatever. And be sure to come tomorrow."

The rest in the doctor's office had done the invalid good; his spirits rose and he felt less depressed than usual as he took his way homeward, though he was obliged to walk very slowly. And, oh, how he did enjoy the collation that awaited him at the end of the journey! At dinner also he partook of the spare food with considerable relish, though his stomach craved more than he was allowed to take.

The following morning, and the next he noticed the songs of the birds, the blue of the sky, the green foliage of the trees and shrubs all about him. As day succeeded day, he observed the fresh dewy glint of the leaves and grass, the perfume and color of the flowers, and began to take pleasure in recognizing the people who, from the frequency of his walks, had formed the habit of saluting him as he passed.

On the seventy-fifth day, he said to the physician: "Doctor, I have grown so much thinner that I shall have to order new clothing. I weighed myself last evening and found that I had lost sixty pounds. And yet I assure you that I never felt so well in my life as I do now." "That is what I expected, provided you followed my directions, as you have," replied the physician. "Go on as you have begun."

"My dear sir, I am really a well man. Do you not agree with me?" Taking him by the hand, the doctor said: "Yes, I agree with you. It was your good angel who inspired you to follow my directions. The dragon is now almost starved to death, but can be aroused again if you should return to your former course of living. Temperance and exercise will keep you a well man till the end of your days, which, as you have naturally a good constitution, ought to be many." Our friend lived to the age of eighty-seven years, six months and eighteen days and sent the doctor fifty dollars every year in a gift frame of his bed; he placed the legend: "Temperance and Exercise" printed in gold letters, in a gilt frame so that he might always keep in mind the prescription which had changed him from a sluggish and a glutton to a normal, Christian gentleman.

Heart Pains So Bad

SAT UP MANY NIGHTS.

A large majority of the people are troubled more or less with some form of heart trouble, and that distressed feeling that comes to those whose heart is in a weakened condition causes great anxiety and alarm. On the first sign of any weakness of the heart, Milburn's Heart and Nerve Pills should be taken, and thus secure prompt and permanent relief.

Mrs. Thomas Hopkins, Crowell, N.S., writes:—"I had heart trouble for several years, sometimes better and sometimes worse, but a year ago last fall I could not lie down in bed for that distressed feeling, and had to get up and sit up a great many nights, and when I did lie down it was with my head very high. I purchased two boxes of Milburn's Heart and Nerve Pills and feel a lot better. I can now lie down quite comfortably and the pills have done me good."

Milburn's Heart and Nerve Pills are in a box at all dealers or mailed direct in receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

MILBURN'S LINIMENT CURES COLDS, ETC

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

Footwear - FOR - SPRING and SUMMER Our new Stock is here, ready for your inspection. New styles that are worn in larger cities. WOMEN'S BROWN BOOTS, high tops with leather or rubber soles. \$5.95 and up. BLACK HIGH TOP BOOTS, same as above, made on high or low heels. \$4.95 and up. GREY KID BOOTS, newest styles. \$7.25

MEN'S BOOTS This year we have many special lines in Brown and Blacks. Browns—\$6.50, 7.00, 9.50 | Blacks—\$3.75 to \$8.50 MISSES', BOYS' AND CHILDREN'S SHOES—We sell the Amherst, Crosby and Classic Lines—the best in Canada We Prepay all Mail Orders. TRY US ALLEY & CO. Ltd. 135 QUEEN STREET.

CARTERS Feed, Flour & Seed Store QUEEN STREET WE SELL WE BUY FLOUR COATS The Best Brands are: Robin Hood, Victory, Beaver, Gold Medal, Queen City. Bran, Middlings, Shorts, Cracked Oats, Oil Cake, Feed Flour, Oats, Bone Meal, Linseed Meal, Alfalfa Meal, Crushed Oats, Hay, Rolled Oats, Cornmeal, Oat Flour, Cracked Corn, Poultry Supplies, &c., &c. We want Fifty Thousand Bushels of OATS. Write us for prices. State quantity for sale.

Carter & Co., Ltd. WHOLESALE. RETAIL. HERRING. HERRING We have some good Herring in stock, by Pail, Dozen and Half Barrel. If you desire a Half Barrel mail us \$6.25 and add Fifty Cents extra for freight if you do not receive your freight at a Booking Station. If Herring are not satisfactory return at once and your money will be refunded. Address R. F. MADDIGAN CHARLOTTETOWN

CANADIAN NATIONAL RAILWAYS

Change of Time—P. E. I. Division

Commencing Monday, October 6th, 1919, Trains will run as follows: WEST: Daily except Sunday, will leave Charlottetown 6:25 a.m., arrive Borden 8:45 a.m., Summerside 9:20 a.m., returning leave Borden 4:10 p.m., arrive Charlottetown 6:05 p.m., Charlottetown 6:35 p.m. Daily except Sunday, leave Summerside 12:40 p.m., arrive Charlottetown 4:35 p.m. Daily except Sunday, leave Charlottetown 2:45 p.m., arrive Summerside 6:05 p.m., Tignish 9:45 p.m. Daily except Sunday, leave Tignish 5:35 a.m., arrive Summerside 8:00 a.m., Charlottetown 12:40 p.m. Daily except Sunday, leave Tignish 8:15 a.m., arrive Summerside 1:30 p.m., leave Summerside 3:20 p.m., arrive Borden 6:10 p.m., connecting at Emerald with train from Borden and arriving at Charlottetown 6:35 p.m. Daily except Sunday, leave Summerside 6:45 a.m., arrive Charlottetown 10:40 a.m. Passengers for Mainland by this train change cars at Emerald Junction, arrive at Borden 8:45 a.m. EAST: Daily except Sunday, leave Charlottetown 6:50 a.m., arrive Mount Stewart 8:45 a.m., Georgetown 11:00 a.m., St. John's 11:25 a.m., returning leave St. John's 1:15 p.m., Georgetown 1:00 p.m., Mt. Stewart 4:15 p.m., arrive Charlottetown 5:15 p.m. Daily except Sunday, leave Elmira 5:35 a.m., Souris 6:55 a.m., Georgetown 9:45 a.m., Mt. Stewart 8:45 a.m., arrive Charlottetown 10:00 a.m., returning leave Charlottetown 3:05 p.m., arrive Mt. Stewart 4:15 p.m., Georgetown 6:00 p.m., Souris 6:55 p.m., Elmira 7:20 p.m. SUNDAY: Daily except Saturday and Sunday, leave Murray Harbor 6:45 a.m., arrive Charlottetown 10:40 a.m., returning leave Charlottetown 9:30 p.m., arrive Murray Harbor 7:35 p.m. Saturday ONLY, leave Murray Harbor 7:20 a.m., arrive Charlottetown 10:00 a.m., returning leave Charlottetown 4:00 p.m., arrive Murray Harbor 6:45 p.m. District Passenger Agent's Office, Charlottetown, P.E. Island, Oct. 8, 1919-21

Notice of Sale

SEALED TENDERS addressed to the undersigned and endorsed on the back "Tenders for Lobster Hatcheries" will be received up to noon on Tuesday, the 23rd day of September, 1919, for the purchase of the Government Lobster Hatcheries at: Arichat, N.S., Bay Nova Scotia, County of N.S., Inverness, Margaree Harbor, N.S., Innes Harbor, Guysborough County, N.S., Little Bras d'Or, Alder Point, N.S., Charlottetown, P.E.I., Georgetown, P.E.I., Bectonville, Bectonville Harbor, N.B., Shogomog, Westmorland, County of N.B., Port Daniel, Quebec. Alternative tenders will be considered for: (a) The whole of each including the land, building or buildings and plant on the premises. (b) The land only. (c) The building or buildings only. (d) The plant only, which, or in part. All the buildings are single story in construction of wood throughout, and are capable of being readily removed intact. The plant in each case consists mainly of a boiler and a Duplex steam pump. The several properties are open all times to inspection, upon application to the caretaker, who may be located readily in the immediate vicinity. Each tender must be accompanied by a certified cheque made payable to the Department of the Naval Service at Ottawa for a sum equivalent to ten per cent (10 p.c.) of the full amount of the tender. In case of failure to complete the purchase within the time specified the cheques of the successful tenderer become forfeit; all others will be returned promptly. The right is reserved to reject any or all tenders. G. J. DESBARATS, Deputy Minister of Naval Service, Department of the Naval Service, Ottawa, Ont., Aug. 20, 1919. Unauthorized publication of this advertisement will not be paid for. Sept. 2, 1919-21

Live Stock Breeders

List of Pure Bred Live Stock for Sale.

Table with columns: NAME, ADDRESS, BREED, AGE. Includes entries for Ayrshire bull calves, Shorthorn Bull, Yorkshire Hog, etc.

Announcement

For the information of our many patrons, in both town and country, we deem it necessary to announce that the Coal Business, successfully carried on in the past by the late Mr. Charles Lyons, will be continued by the Estate, under the old firm name of C. Lyons & Co. By maintaining a high standard of service and by courteous and honest treatment of the public, this firm has, for a period of more than a quarter of a century, enjoyed a large and ever-increasing patronage; and in announcing our intention of carrying on, we desire, most earnestly, to give expression to our appreciation thereof. We are deeply grateful to the firm's many patrons for their constant manifestation of confidence in it in the past, and we assure them that if they favor us with a similar evidence of their good-will in the future there shall be no economy of effort on our part to make our intercourse both pleasant and profitable to them.

As we possess almost unlimited facilities for supplying the coal trade, and as we are desirous of extending our already large business, we respectfully invite the patronage of new customers; and if we succeed in thus increasing our present connection, we guarantee that we shall be indefatigable in our endeavor to justify the confidence of our new friends.

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

C. LYONS & CO. Queen Street Charlottetown, P.E.I. March 19 1919

Canadian National Railways-- OPERATING ONE HOUR EARLIER

Important Daylight Saving Change of Time at 2 a.m. Sunday, March 30, 1919

All clocks and watches used in operation of Canadian National Railway will at 2 a.m. Sunday, March 30th, be advanced one hour. To prevent serious confusion and inconvenience to the public the attention of all concerned is directed to the following conditions resulting from the important change of time: 1. Cities, towns, villages and other municipal bodies do not change their local time to correspond with the new Railway time, all concerned should keep in mind that while trains continue to leave Railway Stations on present schedule, such schedule will be operated one hour ahead of present local time. Therefore any municipality where local time is not changed to correspond with the new Railway time, passengers must reach Railway Station ONE HOUR EARLIER than shown in current folders and public time posters. 2. Where municipal time is changed to correspond with the new Railway time, passengers will not experience difficulty growing out of the change. April 2, 1919

Furs, Furs, Furs

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

FAIR GRADING

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

St. Louis Fur Exchange 7th & Chestnut, St. Louis, Mo., U.S.A. March 12, 1919