

# The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MAY 19, 1920

VOL. XLVIII. NO. 20

## McLean & McKinnon

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

MONEY TO LOAN.

## Fire Insurance

Possibly from an over sight 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!

In Barrels

Casks.

## C. LYONS & Co.

## Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, 11th of June, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Montague-Rural Mail Route, No. 1, from the 1st of October next.

## Canadian-West

### Land Regulations

The sole head of a family, or any male over 16 years of age, who was at the commencement of the present war and who has since continued to be a British subject or a subject of an allied or neutral country, may homestead a quarter section of available Dominion Land in Manitoba, Saskatchewan or Alberta provided that he appears in person at the Dominion Land Agency or Sub-Agent for District. Entry by proxy may be made on certain conditions.

A settler after obtaining homestead land, if he cannot secure a pre-emption, may take a purchased homestead in certain districts. Price \$3.00 per acre. Must reside six months in each of three years, or cultivate 50 acres and erect a house worth \$500.00.

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

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

## 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 nominated. The Private Bills Committee to whom shall be referred every Private Bill, and no proceedings after the first reading shall be had upon such Bill until such Committee has reported thereon to the House.

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

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

## J. D. STEWART

Barrister, Solicitor and Notary Public.

OFFICE:

NEWBORN BLOOR  
Charlottetown

Branch Office, Georgetown.

## On 279 Special Trains.

U. G. Railways

Up to March 1st 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 disembarked her returned soldier passengers at Halifax 767,400 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.

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

## CANADIAN NATIONAL RAILWAYS

Prince Edward Island.

### Time Table in Effect March 31st, 1920

ATLANTIC STANDARD TIME					
Trains Outward, Read Down.			Trains Inward, Read Up		
P.M.	P.M.	A.M.	Dep.	Arr.	A.M.
6:10	6:45	7:21	Charlottetown	6:35	10:40
5:00	5:35	6:21	Hunter River	5:37	11:24
5:04	5:39	6:25	Emerald Jet	5:00	8:05
6:05	6:40	7:15	Borden	4:10	6:40
4:10	4:45	5:21	Borden	8:10	8:45
5:00	5:35	6:21	Summerside	4:30	8:20
5:04	5:39	6:25	Port Hill	3:55	7:15
6:05	6:40	7:15	Alberton	3:20	6:45
6:05	6:40	7:15	Summerside	4:10	8:30
6:20	6:55	7:31	Summerside	1:35	9:00
7:25	8:00	8:36	Port Hill	11:59	7:58
8:15	8:50	9:26	O'Leary	10:34	7:08
9:05	9:40	10:16	Alberton	9:18	6:18
9:45	10:20	10:56	Alberton	8:00	5:00
9:45	10:20	10:56	Tignish	8:15	5:35
				A.M.	A.M.
Mon. Wed. Fri.			Mon. Wed. Fri.		
P.M.	A.M.	A.M.	Dep.	Arr.	P.M.
3:10	7:00	8:55	Charlottetown	10:10	6:10
4:30	8:55	10:50	Mount Stewart	8:55	4:30
5:00	9:25	11:20	Mount Stewart	8:25	3:35
5:22	10:02	11:57	Cardigan	7:48	2:48
6:30	11:35	13:30	Montague	7:28	2:10
6:30	11:35	13:30	Georgetown	6:45	1:35
Mon. Wed. Fri.			Mon. Wed. Fri.		
P.M.	A.M.	A.M.	Dep.	Arr.	P.M.
7:50	11:40	1:35	Charlottetown	8:50	4:10
9:00	12:50	2:45	Elmira	7:48	3:00
10:10	2:00	3:55	Elmira	6:50	1:35
11:20	3:10	5:05	Elmira	6:00	1:00
Mon. Wed. Fri.			Mon. Wed. Fri.		
P.M.	A.M.	A.M.	Dep.	Arr.	P.M.
4:35	9:10	10:40	Mount Stewart	8:50	4:10
5:27	10:02	11:32	Cardigan	7:48	3:00
5:51	11:00	12:30	Montague	7:28	2:10
6:25	11:40	13:10	Georgetown	6:45	1:35
Daily ex. Sat. & Sun.			Daily ex. Sat. & Sun.		
P.M.	P.M.	A.M.	Dep.	Arr.	A.M.
3:30	4:00	4:30	Charlottetown	10:25	10:40
5:15	5:45	6:15	Vernon River	9:09	8:45
7:25	8:05	8:45	Murray Har.	7:30	6:45

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.

## 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 \$2.00

## 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 \$2.90 to \$5.50

## MacLELLAN BROS.

## The New Basilica Of The Transfiguration.

Like a majestic altar that the Creator has built Himself, Mount Thabor rises from the western end of the Plain of Esdrelon to a height of 1,986 feet above the Mediterranean Sea. On account of its graceful shape, its picturesque site, its abundant vegetation, and the entrancing splendour of its panoramas, it stands out among all the mountains of Palestine. Like a golden thread there runs zigzag along its verdant sides a roadway leading to the top of the Holy Mount. According to Epiphanius, the Heliopolite of the ninth century, and other ancient writers, a flight of 4,340 steps led the pilgrims of old to the top of the mountain, and even the road today we follow in many places is out in the rock, and seems to have formed a part of this monumental staircase.

According to a venerable and well-established tradition that is handed down to us from the days of the Apostles, it was upon Mount Thabor that Our Blessed Lord was transfigured. The Evangelists do not mention the name of the mountain of the Transfiguration, but they are precise as to the lapse of time which intervened between the last discourse of the Saviour at Caesarea Philippi and His going up into the holy mountain with three of his disciples. "About eight days after these words," says St. Luke, "He took Peter, James and John and went up into a mountain to pray." The apocryphal Gospel of the Twelve Apostles, composed about the end of the first—or at the beginning of the second—century, relates that Jesus was led by the Holy Spirit to the Mountain of Great Thabor. Origin, who lived from A. D. 185 to 254, says: "Thabor is the mountain of Galilee on which Christ was transfigured." To these venerable witnesses many others throughout the centuries might be added.

This beautiful mountain became the theme of poetical comparisons by the prophets, Jeremiah, announcing the arrival of the powerful King Nebuchadnezzar, says: "He shall come like Thabor among the mountains." The Psalmist prophesies that "Thabor shall leap for joy at the Name of the Lord," and again, "Thabor and Hermon shall exult in Thy Name." Both Eusebius and St. Jerome see in these words an allusion to the Transfiguration of Christ.

From earliest times the Christians held in great veneration the spot where Our Lord was transfigured and where He gave His chosen Apostles a glimpse of His celestial glory. Mention is made of the Basilica of the Transfiguration on Mount Thabor as early as the fourth century by Peter of Sebaste, the brother of St. Basil. It was without doubt in that Basilica that St. Jerome, St. Paula and St. Silvia came to pray about the same time. Anonim of Piacenza in the year 570 found three churches on the spot where Peter had said to His Lord, "Master, it is good for us to be here; let us build three tabernacles—one for Thee, one for Moses and one for Elias."

In the year 1101 Mount Thabor was entrusted to the care of the Benedictine Monks, who were succeeded in 1256 by the Order of the Hospitalers of St. John. But in 1269 Bishops of Ban Douk-darcane with a formidable army from Egypt and caused the entire destruction of all the sacred edifices on the holy mountain. Since then the venerable Basilica of the Transfiguration lay in ruins, even to this day. It was in 1831 that the hallowed place was confided to the Friars Minor, who, hastened to build a small chapel on the ruins of the once glorious temple that commemorated Christ's Transfiguration. They also instituted an annual Pilgrimage from Nazareth to Mount Thabor to take place on August 6th, the Feast of the Transfiguration.

It is, indeed, a wonderful panorama. Keep Minard's Liniment in the case.

rams that greets the eyes of the Pilgrim standing among the ruins of the ancient Basilica. Instinctively the gaze is drawn to the north, where the gigantic masses of the Great Hermon—nearly always covered with snow—rise from the mountain range of the Lebanon. To the east is beheld the vast Plain of the Hauran; to the south the hills of Samara; with Mount Ebal and Garizim; to the west one decries Mount Carmel and the Mediterranean Sea.

On this enchanting spot stood a group of Pilgrims in the year 1839. They had come from the Land of the Setting Sun to pay their homage to Our Saviour in the land He so loved which—on earth. They were representatives of the Catholics of the New World, having come from far-off America to lay the Star Spangled Banner on the Tomb of the Redeemer. Charmed with Thabor's glory, these good people, constituting the First American Pilgrimage to the Holy Land, cried out with the Apostles of old: "It is good for us to be here. Let us build up the Temple of God which lies about us in ruins, in memory of our glorious Republic across the sea!" This proposition was received by all with enthusiasm, and a subscription list was opened then and there. All present gladly availed themselves of the opportunity to assist by their means in the erection of so holy a Shrine. But, alas, their pious undertaking and their ardent wishes were doomed to failure and bitter disappointment. As often and often in the past, the Turkish Government would not grant permission for the erection of the Basilica, the plans of America's first Pilgrims were brought to naught by the infidel government.

Thirty years went by. The dominion of the Turk had vanished. A Christian Power now rules over the Holy Places of Palestine. One of the greatest difficulties in the way of building up the Holy Shrine has thus disappeared. Therefore, the Rt. Rev. Cuaros of the Holy Land has taken up the project abandoned more than a quarter of a century ago and has assigned the rebuilding of the Basilica of the Transfiguration on Mount Thabor to the Catholics of America as a fulfilment of their promise, and, as it were, a National Shrine on one of the holiest spots on God's earth.

During the recent visit of the Right Rev. Custos to Rome in the interests of the Holy Land, he broached the subject to the Holy Father, as he relates in the following letter addressed to Very Rev. Father Godfrey Schilling, O. F. M., Commissary of the Holy Land:

"I am happy to give you the glad news that in a private audience which I had with the Holy Father, I spoke to him of the reconstruction of the Basilica of Mount Thabor, which is to be undertaken exclusively by the good Crusaders of the United States. The Holy Father highly praised this project and grants a special blessing to the Members of the Good Work of the Holy Land, and to all that contribute towards this undertaking. To these august words of the Sovereign Pontiff I add my warmest approbation, invoking the Lord and our holy Father St. Francis to bless the well-deserving Crusaders who will lend their assistance to this work for the glory of God.

"Father Ferdinand Diotallevi, O. F. M., Custos of the Holy Land."

It is hoped that work on the new Basilica may be inaugurated in the autumn of 1919. The new edifice will be built on the lines of the ancient ruins themselves in the Syrian basilica style of the fourth and fifth centuries. It will contain an open crypt, like that of St. Peter's in Rome, except that it will be much longer. On both sides of the entrance to the church there will be a chapel—one dedicated to Moses and the other to Elias—whilst the great crypt is to be dedicated to the Transfigured Saviour.

Together with the Basilica on Mount Thabor, the Custos of the Holy Land decided to build up

## DO NOT DISMISS CONSTIPATION AS A TRIFLE. IT IS NOT.

Half the ill of life are caused by allowing the bowels to become constipated.

When the bowels become constipated the stomach gets out of order, the liver does not work properly, and then follows the violent sick and bilious headaches, sourness of the stomach, biliousness, heartburn, water brash, or the painful, irritating internal bleeding or protruding piles.

Keep your bowels regular with Milburn's Lax-Liver Pills and you need never be constipated.

Milburn's Lax-Liver Pills are the best for all ailments of the bowels. They are sold by all druggists. Price 25 cents a box. Manufactured by The T. Milburn Co., Limited, Toronto, Ont.

also the Basilica of the Prayer of Our Lord in Gethsemani. While this latter will be the hallowed Shrine built where the Lord sent up His supplications amid sighs and tears at the beginning of His Passion, the Basilica of Mount Thabor will be the Temple of Glory of the Divine Saviour on that spot where He was transfigured before His disciples and where He showed them a ray of that glory which He has reserved for His elect.

It is our fond expectation and hope that a Catholic Pilgrimage, under the direction of the Knights of Mount Sinai Sepulchre will be arranged in such time as to be present at the dedication of the great Basilica on its completion, again bringing America's testimony of her fidelity to the Lord, and witnessing the fulfilment of her promise of 1839.

## Cardinal Newman on Sin

Sin is one of those things which refuses to be fully identified or revealed. It is a grievous offense against the laws of God. It is an affront to the Creator. It closes the gates of heaven and opens wide the doors to hell. Sin, in the light of such startling and shocking facts, does not unveil its essence. "We do not know what sin is," says Newman, "because we do not know what God is; we have no standard with which to compare it, till we know what God is. Only God's glories, His perfections, His holiness, His majesty, His beauty, can teach us by the contrast how to think of sin, and since we do not see God here, 'til we see Him, we cannot form a just judgment of what sin is; 'til we enter heaven, we must take what God tells us of sin, mainly on faith."

"So you think you are becoming near-sighted, do you?" said the optician.

"Yes I do," replied the tired business man.

"Because I can't see a dollar go near as far as I used to."

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.

"You claim there are nitroben in kisses," she asked the young doctor.

"There are," he said.

"What disease do they bring?" she asked.

"Palpitation of the heart."

## PIMPLES and BOILS For Nearly Two Years.

When pimples and boils appear on the face and body it means that the skin is the seat of the trouble, but if the skin is the seat of the trouble, the blood is the seat of the trouble. The blood is the seat of the trouble, and cleanses the blood of all its impurities.

You have to get under the skin to get at the blood which is the cause of the trouble.

"Bilezik" blood Bitters goes direct to the root of the disease and restores healthy nutrition to the different organs, and cleanses the blood of all its impurities.

Mr. E. C. Goodwin, Cambridge, N.B., writes:—"For nearly two years I suffered from boils and pimples on my face and neck, and nearly all of my body was covered with them. I tried nearly everything, but got no relief. One day a friend advised me to try Bilezik Blood Bitters, and after using three bottles the boils and pimples had all left me and there is no sign of their return. I can strongly recommend Bilezik Blood Bitters to anyone who is troubled with this disease."

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



The Herald

WEDNESDAY, MAY 19, 1920.
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At The Federal Capital

Proceedings in the House of Commons, during the week ending May 8th, were largely of the same character as that of several weeks preceding. A very considerable amount of business was transacted, a number of bills, some of them quite important, were passed through from stage to stage. Strenuous and long-continued debates marked almost every sitting day of the week. The greatest amount of discussion and contention was on the Franchise Bill. As already stated the major part of the bill has been passed along without much discussion, but there were certain contentious clauses which were allowed to stand in the first stages of the committee, so that they could be considered at greater length when all the other sections were passed. One of the most hotly contended clauses was that referring to the appointment of returning officers. This has already been referred to in this correspondence. Another clause that gave rise to very strenuous debate was that relating to the conferring of the franchise on certain aliens who had come to this country from time to time, and under certain conditions would be entitled to the franchise provided they fulfilled some specific requirements. The whole discussion was largely of a technical character, but notwithstanding went on far into the early hours of the morning, and one hour after another was consumed in reiterating contentions by the opposition, which when actually subjected to an analysis were more or less without any reason.

During these discussions in committee on this very clause to which reference is above made, an extremely warm, vigorous and noisy debate took place when two stalwarts of the House locked horns. As has been frequently intimated in this correspondence Dr. Clarke of Red Deer usually takes very strong ground when he launches into a debate in opposition to principles advanced by the Government. In discussing this clause relative to the enfranchisement of certain aliens he waxed very eloquent and very loud and placed himself in direct opposition to the attitude of the Government. At a certain stage of this debate Mr. Tweedie of West Calgary, who is quite an able man, took an active part in the discussion. He moved an amendment to a certain section of the clause regarding what is known as the referendum, and recalled and took advantage of the occasion to hold up to scorn and ridicule the position of Mr. Gould, the agrarian member for Assiniboia. Mr. Gould had intimated to the House that he had entered into an agreement with a certain committee of his constituents that they would be at liberty to recall him should they, in their opinion, think that he had not properly represented their views on any question that might come up in Parliament. Mr. Tweedie strongly admonished upon the impropriety and political immorality of such a proceeding. He described it as simply outrageous and scandalous, and subversive of the principles of represent-

tative Government. Mr. Tweedie is a man of great physical ponderosity and has a stentorian voice. His tremendous physique and his tremendous voice added much force and interest to the discussion in which he took the leading part.

Dr. Clarke took issue with Mr. Tweedie and at once the fat was in the fire more than ever before. Dr. Clarke's voice is by no means delicate or puny, and from his place on the cross benches he shouted defiance at Mr. Tweedie. It was a battle of the giants, and it is needless to say that it was very much enjoyed by the other members of the House. After the discussion had gone its rounds, Mr. Tweedie, as was his privilege, rose to close the debate. He waxed more eloquently than ever, and flung himself into his subject with the greatest possible vehemence. His retort against Dr. Clarke was in the highest degree dramatic and severe. It may be here said that Dr. Clarke is quite proud of his parliamentary qualifications and becomes very restive when any severe criticism is launched against him. While he was participating in the debate and launching his scathing criticisms against Mr. Tweedie, the latter, once or twice, arose to make an explanation, but Dr. Clarke would not yield him the floor. Now then when he himself was wincing under fire, he popped up more than once seeking to get some relief, but Mr. Tweedie simply declared that he was in favor of fair play and doing to others as others did to him. Dr. Clarke had failed to extend to him the courtesy of an explanation, and he was now returning the compliment. Thus the battle went on and waxed warmer and warmer; the House was in a furore and the deputy speaker, occupying the chair of the committee, had more than his hands full. More than once he rose to call one or the other of the speakers to order. He intimated to Mr. Tweedie, on one or two occasions, that he was very considerably stepping beyond the limits of the rules regarding the discussion of the particular clause under consideration. Mr. Tweedie always bowed courteously to the chairmans ruling, but some way or other he soon drifted back into what seemed to be dangerous ground again. However, all this was simply part of a most interesting and highly exciting debate. It was, to say the least, a very pleasant break of the monotony that usually hangs round long drawn out discussions when the House is in committee of the whole.

Apart from the Franchise discussion, probably the most important matter of legislation before the House was the Soldiers' Land Settlement Legislation, in charge of the Minister of the Interior, Hon. Arthur Meighen. A very interesting discussion took place on this matter. The opportunity for discussing the question came when the Minister moved the House in committee of supply on his estimates for carrying on this work. The Minister's explanation and description of the Soldiers' Land Settlement arrangement was of the most highly interesting character and, to say the least, the manner of carrying on the business and the magnitude of the undertaking and the marvellous success that has attended it after about a year and a half in operation elicited the almost unanimous and unstinted praise of every member in the House. Whatever criticism was indulged in was not of a serious character and was largely of a technical nature. It must be said that this has been a marvellous undertaking, enormous in its magnitude and extensive in its ramifications, and yet so successful that

it has aroused the wonder and admiration of almost all the members of Parliament. Every Province of the Dominion has participated in this work, and the Province of Prince Edward Island has shown excellently in the proportion of soldiers to population which has been placed on lands from that Province, and the success which has marked their advent on these lands. According to the presentation of the Hon. Minister there were 234 soldiers from Prince Edward Island settled on land, and as far as explained by him, only one failed to live up to the conditions required of them when entering into these arrangements. Apart from what has been so far referred to in this correspondence estimates for other Departments and routine business, peculiar to the proceedings of every day constituted the business of the House of Commons for the week ending May 8th. Notwithstanding the long drawn out discussions and late night sittings and contentions of one kind or another, sure to arise from day to day, the week was prolific of a very considerable amount of important parliamentary business.

House of Commons

In Committee of Supply

(Hansard, May 6th, 1920.)
To provide for the construction of an ice-breaking Steamer to be used on the River St. Lawrence, \$2,000,000.
Mr. McISAAC: As we have the privilege of referring to some matters that came up before, I wish to make a few remarks regarding the item of \$2,000,000 to provide for the construction of an ice-breaking steamer to be used on the river St. Lawrence. When this matter was under consideration before, some remarks were made to the effect that this ice-breaker might be so constructed as to be used, on occasion, as an auxiliary to the Prince Edward Island car ferry plying between Port Borden and Cape Tormentine. I am particularly desirous that no improper impression be made regarding this ice-breaker. If I understand this item aright, the appropriation asked for is for the construction of a large ice-breaker to ply on this river St. Lawrence to facilitate shipping by keeping the river open in the winter season, and also for the purpose of assisting ships that may be in distress, and things of that sort. Should she be equipped with rails on her deck so as to be able to carry cars across the Strait, as is done by the Prince Edward Island car ferry, and so be able to assist that car ferry if necessary, I shall be extremely pleased; but there is nothing in the item to indicate that such is the case. Last winter, I remember well, some ships were in distress in the St. Lawrence and urgent requests were made that the car ferry should leave her route and come to the rescue of those ships. For the car ferry to undertake such service would be a very great inconvenience, as it would completely tie up traffic between Prince Edward Island and the mainland. If I am not properly informed and do not properly apprehend the meaning and intention of this appropriation, I shall be pleased if the minister will put me right.

Mr. BALLANTYNE: The ice-breaker will be used primarily for the breaking of ice in the St. Lawrence at the end of the season and towards the opening of navigation. It will also keep the ice bridge open at Cap Rouge. It will be so powerful that it will be able to go to the assistance of ocean vessels leaving Montreal or Quebec late in the season. Last year, as the hon. member says, two of the Government steamers got stuck in the ice, and if we had had an ice-breaker there would have been no difficulty whatever in at once rescuing both these steamers from the ice pack in which they found themselves. The leader of the Opposition (Mr. Mackenzie King) the other evening asked if I would look into the question of having the ice-breaker so constructed that it would also serve as a car ferry. I do not know whether that is possible or not, but as I promised my hon. friend the other evening, I shall take technical advice on the point when tenders are being called for. I cannot make any more definite statement at the moment. I know that all hon.

members realize the importance to navigation on the St. Lawrence and on our east coast of having an ice-breaker of this great strength. We only have two ice-breakers at the present time, the Montcalm and the Lady Grey, neither of which is strong enough to cope with thick ice at certain seasons of the year. During the war an ice-breaker similar to the one we are going to have constructed was sold to the Russian Government. The Earl Grey and the Minto were also sold, leaving us with only the Montcalm and the Lady Grey.

Salaries and allowances to Lighthouse Keepers, \$650,000.
Mr. McISAAC: I am not sure whether or not I understood the minister right regarding the increase of \$50,000 in the whole appropriation for salaries and allowances to lighthouse keepers, whether it is for the purpose of increasing the salaries or whether it is to be applied by way of bonus. I understand that for the past two or three years certain of the lighthouse keepers—I do not know about them all—have received a bonus. Is this all the increase, or will any of those lighthouse keepers participate by way of bonus in the proposed appropriation of \$12,500,000 for bonuses to civil servants?
Mr. BALLANTYNE: They will not participate in the bonus, part of which has already been voted. A moment ago I referred to the fact that at the last session of Parliament, and the previous one, \$60,000 had been voted on each occasion. The Civil Service Commission have gone over the salaries of the lighthouse keepers; I have the reclassification here, and if it passes the House, there will be a substantial increase in salaries for all the lighthouse keepers. If the hon. member wishes me to let him know what the increase will be for any particular class of lighthouse keepers, I shall be very glad to give him the information.

Wheat Above Ground

Regina, May 18.—Seeding on the Greater Production Farms in Saskatchewan operated by the Department of Indian Affairs is proceeding at the rate of 500 acres a day, according to reports reaching W. M. Graham, head of the department for the prairie provinces, with headquarters in Regina. One-half of the 10,000 acres in this province are already sown in wheat, and approximately one-third is showing above the ground. The objective of 10,000 acres is expected to be reached by the end of next week. The Indians on reserves in Southern Saskatchewan expect to have 20,000 acres in wheat. Their operations are entirely separate from the Greater Production Farms. They are away to a fine start, and expect to finish next week. Operations on the big farms have been handicapped to a certain extent owing to the amount of moisture in the land. Traction engines could not be used, and all the work up to date has been accomplished by horse power.

SEAEED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 2nd July, 1920, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week, on the route St. Peter's Bay Rural Mail Route, No. 4, from the Postmaster General's pleasure.

Mail Contract

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 St. Peter's Bay, and at the office of the Post Office Inspector. JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ottawa, 18th May, 1920, May 19, 1920—31

Mail Contract

SEAEED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 2nd July, 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, New London, and Stanley Bridge, and at the office of the Post Office Inspector. JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Charlottetown, 18th May, 1920, May 19, 1920—31

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 in Barrels Casks. CLYONS & Co.

CANADIAN NATIONAL RAILWAYS

Change of Time—P. E. I. District

Commencing Monday, May 3rd, 1920, Trains will run as follows: WEST. Daily, except Sunday, leave Charlottetown 7.00 a. m., arrive Emerald Junction 8.25 a. m., Borden 9.10 a. m., and Summerside 9.55 a. m., passengers for Summerside transferring at Emerald Junction; returning leave Borden 4.10 p. m., arrive Summerside 6.15 p. m., Charlottetown 7.00 p. m.

Daily, except Sunday, leave Charlottetown 1.40 p. m., arrive Borden 4.45 p. m.; returning leave Borden 9.00 p. m., arrive Summerside 10.50 p. m., Charlottetown 11.20 p. m.

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Tenders For Timber, Etc.

Separate Sealed Tenders addressed to the undersigned will be received at the office of the District Engineer until 3.00 p. m. on Thursday, May 20, 1920, for supplying and delivering Saw Timber, Round Logs, Piles, Plank, Brush, Stone, Ballast, etc., for and at each of the following works: Annandale Wharf, Hickey's Wharf, Hillsborough River, Minto Harbour, Prince County, St. Peter's Bay Breakwater, King's County, Victoria Pier, Queen's County. Tenders will not be considered unless made upon forms supplied by the Department and in accordance with conditions contained therein. Tenders for each work must be sent in a separate envelope and endorsed "Tender for Materials for Annandale Wharf," "Tender for Materials for Hickey's Wharf," etc., as the case may be. Combined specifications and form of tender can be obtained on application to the Post Office nearest the respective works, namely, Annandale, Johnston's River, Ebbesfleet, Morell and Victoria, or to the undersigned. The Department does not bind itself to accept the lowest or any tender. W. E. HYNDMAN, District Engineer, P. E. Island, Department of Public Works of Canada, Charlottetown, P. E. Island, May 3, 1920, May 5, 1920—2

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

Physician and Surgeon Office and Residence: 105 Kent Street CHARLOTTETOWN - P. E. I. Job Printing Done At The Herald

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.

Boots By Mail

Sizes 2 1-2 & 3

\$1.98

Postage 10c. Extra

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

Sale Price \$1.98

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

\$1.98

Men's Rubbers, Sizes 9, 10, 11

75 Cents

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

75 Cents

ALLEY & CO. Ltd

185 QUEEN ST., 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

Black and White Oats, 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; 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. Ad. ds.

R. F. MADDIGAN

CHARLOTTETOWN



Local and Other Items

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

The German raider Moeve, which sank so many allied ships during the war, has arrived at Firth, Scotland. It has been surrendered to the naval authorities.

The League of Nations' labor office announces that the second International Labor Conference will be held at Genoa on June 15, continuing discussion of the affair of merchant seamen, including those of inland waterways.

In the County Court at Pictou on Saturday, Judge Patterson sentenced Jack McGillivray and Gus McNeill, who shot and robbed Dunoon Campbell, cashier of Greenwood Colliery, of \$3,000 a week ago, to fifteen years each in Dorchester Penitentiary.

Prince Albert, the second son of King George, who is studying in Cambridge University, is to represent Great Britain at the tercentenary celebrations of the landing of the Pilgrim Fathers in Massachusetts next autumn. It is expected he will visit Canada.

The Prince of Wales had a great reception on his return to Wellington from his tour of North Island, New Zealand. A procession in his honor occupied an hour in traversing two miles of decorated streets leading to the Government House, so great was the assembly along the route.

Pulpwood valued at nearly half a million dollars, the property of the Cape Breton Pulp and Paper Company, went through the boom on the North River at Murray, C. B., last Sunday week and was swept out to sea. The pulpwood will probably become a total loss to the company. The break in the main boom across the river occurred while the river was swollen to a high level by Sunday night's rainstorm.

A twelve year old London messenger boy arrived in New York on the Carnania on the 13th, carrying several letters for members of the city administration here, and also a letter from Sir Arthur Pearson to Frank A. Munsey. His chief business was to deliver a contract from a London Music Publisher who wished to beat a business rival who had mailed a contract to the United States.

Baron Guillaume of the Belgian Foreign Office is making all arrangements for the annual conference at Spa, Belgium, between representatives of the Allies and Germany. So far as known the conference will open May 25th. Premier Delaurois of Belgium will preside. Heads of delegations will be housed in private villas, while the other delegates will go to hotels. The Spa Casino will be closed during the conference. Canada's representatives are Sir George Parley, George Castles, manager of Bank of Montreal, England, and J. H. Gundy, Toronto.

The St. John Exhibition Association is again going to hold a show and has fixed its dates at September 4th to 11th, inclusive. This will be the first Exhibition to be held in St. John since 1914, as the Exhibition plant has, for the last five years, been employed for military purposes. The Militia Department have just handed back the plant and have also paid over a substantial amount to offset the damage done by their occupation, so that the Association is in a position to expend more money than is usually the case and therefore expects to make this year's show a distinct success in every way. In addition to some splendid free acts in front of the Grand Stand, contracts have been entered into that will make the Midway a more elaborate affair than ever. These contracts include some seven riding devices and about fifteen big tent shows; in fact, the Midway will, this year, resemble a first class Summer Carnival rather than the fakir's row of former years.

Local and Other Items

A young returned soldier named McKenzie who formerly resided in St. John, and who has been left a fortune of \$200,000 in England has been located in the Westmorland county jail at Dorchester, where he is serving a short term for misdemeanor committed in Moncton early in the spring.

Robt. W. Travers, former manager of the London (Ont.) branch of the bank of Montreal, was instantly killed when, during a brief mental lapse, he threw himself under a Grand Trunk Railway engine. Mr. Travers had been suffering for some months from nervous prostration and only a short time ago returned home from an hospital. He was sixty years old.

Two lives were lost in a fire which broke out in the Ottawa maternity hospital in Ottawa. The victims, who were both patients at the time, are Mrs. B. Morris, 121 Lebreton St. and Mrs. B. Mitchell, 22 St. Joseph St. Ottawa. Both were suffocated by smoke. The bodies when discovered by the firemen, were lying across one another. All the babies were taken out by nurses.

A timber wolf that carries off sheep and gives chase to people has been terrorizing a section of the township of Kaladar, near Kingston, Ont. Recently it held Gordon Hughes and his wife at bay for several hours. C. P. R. Operator Lamont has had two narrow escapes, as also had his little son. The wolf also chased W. G. Rigby from church to his home, and nearly killed a tramp near Addington.

Ottawa, May 17.—Wm. Collyer, aged 22, and Hazel Evans, 18, are in St. Luke's Hospital both in a critical condition as the result of a shooting affray shortly after 11 o'clock last night. The young couple had been keeping company and it is said that when she refused his offer of marriage he drew a revolver and shot her through the neck. He then ran a short distance and fired at himself, the bullet entering his head. He is not expected to recover, but hopes are held out that Miss Evans will recover.

For Evicted Families

Newark, N. J., May 11.—A city playground was being converted to day into a tent colony to shelter more than 100 families, who are being evicted by tonight. Forty-one families, each with from two to six children, tonight had applied for space. Work of laying floors and water mains and stringing electric light wires was being rushed by workmen assisted by soldiers from the local rescue stations. Army field kitchens will be placed at the four corners of the camp and the colony will cook on the community basis.

To Recover \$3,000,000.

London, May 13.—The Government salvage steamer Racer has sailed from Southampton bound for the Irish north coast, in an attempt to raise the \$3,000,000 worth of specie, which is lying in the bulk of the White Star Liner Laurentic, a score of fathoms below the ocean surface. The Laurentic was sunk either by mine or submarine, while on a voyage to America in the early part of 1917. Five million dollars in gold bullion was reported saved from the bulk of the Laurentic, in 1917. The Laurentic was sunk January 28, 1917, off Fasad Light. She is a vessel of 14,892 tons, and was acting as a British auxiliary when she struck a mine off the north coast of Ireland and sank. Of a personnel of 470, only 120 were saved. The Laurentic was one of the best known passenger liners running between Montreal and Liverpool. She was converted to war work at the outbreak of hostilities in 1914, along with her sister ship the Teutonic.

DIED

CARSON.—At Bonshaw, Wednesday morning, May 12th, 1920, Mr. Richard W. Carson, aged 70 years. GREGORY.—At the P. E. Island Hospital, on May 15th, Mrs. Vernon Gregory, of Charlottetown, aged 14 years and 6 months.

Live Stock Breeders

List of Pure Bred Live Stock for Sale.

Table with columns: NAME, ADDRESS, BREED, AGE. Includes entries for Geo. Anenar, Wm. Aitken, M. McMann, W. F. Weeks, David Reid, Ramsay Auld, Frank Halliday, Ramsay Auld, J.A.E. McDonald.

DEPARTMENT OF AGRICULTURE

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

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, is marked "Furs of Canadian Origin," and your furs will come right through.

FAIR GRADING

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

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

Canadian National Railways OPERATING ONE HOUR EARLIER

Important Daylight Saving Change of Time at a 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.

Dominion of Canada PROVINCE OF Prince Edward Island

In the Probate Court, 10th George V., A. D. 1920

In Re Estate of John Angus McAulay, late of St. Peter's Bay, in King's County, in the said Province, deceased, testate.

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

GREETING

WHEREAS upon reading the petition on file of Mary L. McAulay, of St. Peter's Bay, the administratrix cum testamento annexo of the Estate and Effects of the said John Angus McAulay, deceased, praying that a citation may be issued for the purpose hereinafter set forth: You are therefore hereby required to cite all persons interested in the said Estate to be and appear before me at a Probate Court to be held in the Court House in Charlottetown, in the County of King's County, in the said Province, on Tuesday, the Twenty-fifth day of May next, coming, at the hour of eleven o'clock, forenoon of the same day, to show cause, if any they can, why the Accounts of the said Estate should not be passed and the Estate closed, as prayed for in said petition, and on motion of Arthur E. MacQuaid, Proctor for said Petitioner. And I do hereby order that a true copy hereof be forthwith published in some newspaper published in Prince Edward Island, once in each week, for at least four consecutive weeks from the date hereof, and that a true copy hereof be forthwith posted in the following public places respectively, namely, in the hall of the Court House in Charlottetown, in front of the Shop of Lestock Anderson at St. Peter's Bay, and in front of the County Court House at St. Peter's Bay, so that all persons interested in the said Estate as aforesaid may have due notice thereof.

Given under my Hand and the Seal of the said Court [L. S.] this Fifteenth day of April, A. D. 1920, and in the Tenth year of His Majesty's reign. (Sgd.) ENEAS A. MACDONALD, Judge of Probate April 21, 1920—4i

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

McLEOD & BENTLEY Barristers, Attorneys and Solicitors

MONEY TO LOAN Offices—Bank of Nova Scotia Chambers.

Legislative Assembly.

Prince Edward Island.

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

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

38 A committee shall be appointed at the commencement of every Session consisting of five members of whom three shall be a quorum, to be designated. 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 sponsors 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

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 Fishman & Co., Wholesale Custom Tailors. We have an elegant stock of overcoats to show you at the present time

Overcoats, Made-to-Order from... \$30.00 to \$48.00 Overcoats, Ready-to-Wear... \$15.00 to \$36.00

Success Is a Habit

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

Gloves

We have just the kind of Gloves you need, lined and unlined. Also Wool Gloves for this time of year. Suedes and Tans—both combination. Price... \$1.00 to \$4.00

Underwear

Come and get your Underwear before it is all sold. We have all kinds—two-piece and light and heavy weight. Prices per suit \$1.90 to \$5.50

MacLELLAN BROS.

CANADIAN NATIONAL RAILWAYS Prince Edward Island.

Time Table in Effect March 31st, 1920

Table with columns: Trains Outward, Road Down, ATLANTIC STANDARD TIME, Trains Inward, Road Up. Includes times for various stations like Charlottetown, Hunter River, Emerald Jct., Borden, Summerside, Port Hill, O'Leary, Alberton, Tignish, Mount Stewart, Cardigan, Montague, Georgetown, 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



My Four Splendid Boys

Yes, I know there are stains on the carpet. The traces of small muddy boots. And I see your fair tapestry glowing. And spotless with blossoms and fruits.

The Old Campaigner

A French Story. It was a beautiful summer of 1808, when we were all assembled father, mother and children, on the wide steps of my father's country-house in the south of France, conversing cheerfully, and waiting for the hour of supper.

Fainting, Dizzy Spells

Those feelings of faintness, those dizzy spells and "all gone" sinking sensations which come on from time to time indicate a weakened condition of the heart and disordered state of the nerves.

Minard's Liniment

Minard's Liniment used by Physicians.

Persistent Cough

The constant hacking, racking, persistent cough, that sticks to you in spite of everything you have done to get rid of it, means danger.

Dr. Wood's Norway Pine Syrup

In nearly every case it will allay the inflammation, soothe the irritation, heal the diseased mucous lining of the lungs and bronchial tubes, and thus rid the system of all the bad effects of the lingering cough or cold.

Dr. Wood's Norway Pine Syrup

able to overcome; neither advice, x-ray, or even prayers. Priests were objects of horror to him; he showed, indeed, some slight regard for my tutor, but that was only because he had one day jumped into a pond to save me when I was drowning.

Dr. Wood's Norway Pine Syrup

My mother, who had the old man's conversion greatly at heart, kept constantly praying for him; and soon, as if by accident, a change came over him, which all our wishes and endeavours had been unable to bring about.

Dr. Wood's Norway Pine Syrup

And you are welcome, my old friend; go and get your supper, and then take some rest. Tomorrow, we will talk over what will be best for you to do.

Dr. Wood's Norway Pine Syrup

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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.

Tenders For Timber, Etc.

Separate Sealed Tenders addressed to the undersigned will be received at the office of the District Engineer until 3.00 p.m. on Thursday, May 20, 1920, for supplying and delivering: Sawm Timber, Round Logs, Piles, Plank, Brush, Stone, Ballast, Etc., for and at each of the following works:

Annandale Wharf, King's County. Hickey's Wharf, Hillsborough River. R.M.P. Harbour, Prince County. St. Peter's Bay Breakwater, King's County. Victoria Pier, Queen's County.

Tenders will not be considered unless made upon forms supplied by the Department and in accordance with conditions contained therein.

Tenders for each work must be sent in a separate envelope and endorsed "Tender for Materials for Hickey's Wharf," "Tender for Materials for R.M.P. Harbour," etc., as the case may be.

Combined specifications and form of tender can be obtained on application to the Post Office regarding the respective works, namely, Annandale, Johnston's River, Ebbesfleet, Moreland Victoria, or to the undersigned.

The Department does not bind itself to accept the lowest or any tender.

W. E. HYNDMAN, District Engineer, P. E. Island. Department of Public Works of Canada, Charlottetown, P. E. Island, May 3, 1920. May 5, 1920-21

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

Commencing Monday, May 3rd, 1920, Trains will run as follows:

WEST.

Daily, except Sunday, leave Charlottetown 7.00 a.m., arrive Emerald Junction 8.25 a.m. Borden 9.10 a.m. and Summerside 9.55 a.m., passengers for Summerside transferring at Emerald Junction; returning leave Borden 4.10 p.m., arrive Charlottetown 6.15 p.m., Charlottetown 7.00 p.m.

DAILY, EXCEPT SUNDAY, LEAVE CHARLOTTETOWN 4.40 P.M., ARRIVE EMERALD JUNCTION 7.10 P.M.; LEAVE EMERALD JUNCTION 9.50 P.M. ON ARRIVAL OF TRAIN FROM BORDEN; ARRIVE SUMMERSIDE 10.50 P.M.

DAILY, EXCEPT SUNDAY, LEAVE CHARLOTTETOWN 4.40 P.M., ARRIVE EMERALD JUNCTION 7.10 P.M.; LEAVE EMERALD JUNCTION 9.50 P.M. ON ARRIVAL OF TRAIN FROM BORDEN; ARRIVE SUMMERSIDE 10.50 P.M.

DAILY, EXCEPT SUNDAY, LEAVE TIGNISH 5.00 A.M., ARRIVE SUMMERSIDE 10.15 A.M.; LEAVE SUMMERSIDE 11.20 A.M., ARRIVE CHARLOTTETOWN 2.25 P.M.

DAILY, EXCEPT SUNDAY, LEAVE TIGNISH 9.00 A.M., ARRIVE SUMMERSIDE 12.25 P.M., LEAVE SUMMERSIDE 1.55 P.M., ARRIVE EMERALD JUNCTION 3.25 P.M., BORDEN 4.45 P.M., CONNECTING WITH SECOND TRIP OF CAR FERRY FOR MAINLAND POINTS.

DAILY, EXCEPT SUNDAY, LEAVE SUMMERSIDE 7.05 A.M., ARRIVE EMERALD JUNCTION 8.10 A.M., CONNECT WITH TRAIN FOR BORDEN AND ARRIVE CHARLOTTETOWN 10.50 A.M.

DAILY, EXCEPT SUNDAY, LEAVE BORDEN 7.10 A.M., ARRIVE EMERALD 8.10 A.M., SUMMERSIDE 9.55 A.M., TIGNISH 5.20 P.M.

DAILY, EXCEPT SUNDAY, LEAVE BORDEN 4.10 P.M., ARRIVE SUMMERSIDE 6.15 P.M., TIGNISH 10.00 P.M.

DAILY, EXCEPT SUNDAY, LEAVE EMERALD 5.05 P.M., ARRIVE BORDEN 6.05 P.M. EAST.

DAILY, EXCEPT SUNDAY, LEAVE CHARLOTTETOWN 6.35 A.M., ARRIVE MT. STEWART 8.30 A.M., GEORGETOWN 11.30 A.M., SOURIS 11.25 A.M.; RETURNING LEAVE SOURIS 1.15 A.M., GEORGETOWN 1.15 P.M., MT. STEWART 4.15 P.M., ARRIVE CHARLOTTETOWN 5.50 P.M.

DAILY, EXCEPT SUNDAY, LEAVE ELMIIRA 5.30 A.M., SOURIS 6.50 A.M., GEORGETOWN 6.45 A.M., MT. STEWART 8.45 A.M., ARRIVE CHARLOTTETOWN 10.00 A.M.; RETURNING LEAVE CHARLOTTETOWN 3.10 P.M., ARRIVE MT. STEWART 4.15 P.M., GEORGETOWN 6.10 P.M., SOURIS 6.05 P.M., ELMIIRA 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 7.30 A.M., ARRIVE CHARLOTTETOWN 10.25 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. April 28, 1920-41

W. J. P. McMILLAN, M.D. Physician and Surgeon

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

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J. E. H. HOWISON, Grand Secretary, Kingston, Ont.

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.

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Canadian National Railways

OPERATING ONE HOUR EARLIER

Important Daylight Saving Change of Time

at 2 a.m. Sunday, March 30, 1920

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.