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Grand Tournament Bingo
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Many Once Deaf Now Hear Again

Many who once were "Hard of hearing" have solved their problem through the prescription of a well known ear specialist. It is called AURINE EAR BALSAM. Before you invest in expensive hearing devices, try one bottle of AURINE EAR BALSAM. See if it doesn't help you, too. If you are hard of hearing, bothered by earaches, ringing and buzzing in ears. Get AURINE EAR BALSAM today. Relief is quick. Costs only a few cents a day. Money back if it does not help you.

THE JENKINS PHARMACY
THE REXALL DRUG STORE
Charlottetown

Eastern Guardian

..*This column is reserved for news of local interest but advertising of a newsy nature may be inserted at 4 cents a word strictly payable in advance.

..*SUBSCRIPTIONS to the Charlottetown Guardian may be handed to their Rept. Archie Hume.

..*BRIDGE HOSTESS —Mrs. J. P. Beer, Montague, was hostess to the Bridge Club on Monday evening. L.

..*HOCKEY —A fast and exciting game of hockey was played in the Montague Rink on Saturday afternoon by the junior school boys who call themselves the Maroons and Maple Leafs. Quite a number of interested spectators were on hand. Dick MacLean scored the first goal for the Leafs. Raymond Grant assisted by Richard Collins scored the goal for the Maroons. The game ended in a tie the score being 1 all, L.

..*ROLLO BAY CREDIT UNION —The annual meeting of the Rollo Bay Credit Union, Ltd., was held on Tuesday, January, 17, Alphonsus McInnis presiding. 35 members and loans of more than $800 were reported by the treasurer, T. J. Kickham. Peter Conway also addressed the meeting. Lunch was served by ladies of the community. Owen McCabe, Joseph MacCormack and Frank Deagle were on the nominating committee. Officers for 1939 Directors, A. A. McInnis, T. J. Kickham, Joseph Deagle Joseph McCormack, A. F. Peters, Dan MacCrae, E. Perry, Joe Doucette, F. J. O'Keefe; Credit committee, Fabian Howlett, Frank Deagle, Owen McCabe, Hugh McKinnon, Edwin Peters; Supervisory committee, Peter Conway, Henry Mallard, John E. Chaisson

..*During last week Dr. J. A. McEwen V. S., passed through Bothwell Munn's Road and Kingsboro on professional business.

..*The many friends and relatives of Mrs. Rose Ann Quinn of Cardigan, are glad to hear that she is recovering after her recent illness.

Fur Auction At New York

NEW YORK, Jan. 25—(CP) — Dark fox and one-eighth silver fox skins were 100 per cent sold in the final session of the Lampson, Fraser, Huth Incorporated Fur Sales here today. Top price for this type pelt was $18.

Half silvers were 61 per cent sold with a top of $29, representing a 15 per cent decrease on December sales. In the quarter-silver department demand was fairly keen with 75 per cent of the offering cleared but prices declined 10 per cent with a high of $20.

WINNIPEG AUCTION

WINNIPEG, Jan. 25—Ermine pelts were in demand at the mid-winter sale of the Dominion Fur Auction Sales Limited here today. For northern, large pelts prices were 10 per cent higher; smalls advanced 20 per cent and western large declined five per cent. Fisher, cross-fox and red fox and martin were unchanged. Wolves were in fair demand at unchanged prices.

The sale continues tomorrow.

Euler Maintains Empire Preferences Not Sabotaged

OTTAWA, Jan. 25 —(CP) —The imperial preference system of Trade Agreements has been strengthened rather than weakened by the new Canada-United States and United Kingdom-United States Trade Agreements Trade Minister Euler told the House of Commons today.

In a review of the benefits expected from the U. S.-Canada Treaty, Mr. Euler set out to answer Conservative criticism that the agreement marked a set-back in the preference system or sounded its death knell.

The treaties, Mr. Euler said, reaffirmed the principle of Empire preferences and the United States agreed to it. Preferences given us by Canada, such as the wheat preference of six cents per bushel in the British market had not been abandoned but suspended. If the Anglo-American Treaty were terminated the preferences would automatically be restored.

"The United States," said Mr. Euler, "now willingly admits that it is proper for a special agreement with respect to preferences to exist between the various Dominions and Great Britain without there being any necessity of granting those concessions to any other country which may have a most favored-nation arrangement."

Little or no benefits would be conferred on Germany, Japan and Italy through the extension of concessions granted the United States to those countries under most-favored-nation treaties.

Trade Board Protest Against Ferry Contract

According to a recent press announcement, the Federal Government contract for maintaining a ferry service between Wood Islands P. E. I., and Caribou Island has been transferred from the Farquhar Steamships Limited to a newly formed company, Northumberland Ferries, Limited. Those interested in the new company are Col. S. C. Oland, F. C. Manning, K. C. Irving and R. P. Bell. The new ferry, it was stated, will be built in Nova Scotia and start service "next year." Tenders have not yet been called, but W. J. Roue is stated to be at work on the plans. Mr. R. P. Bell is reported in the mainland press as stating the ferry would be "large, fast and modern," with a capacity of about 30 cars and 200 passengers, making three trips a day at a speed of 12 knots.

In the above connection the council of the Charlottetown Board of Trade has prepared the following brief for submission to the Provincial Government:

"The Charlottetown Board of Trade received on the 19th., instant an intimation that the contract for the supplying and operating of a boat on the Wood Islands-Caribou service has been sold by the Farquhar Steamship Co., to a Saint John party. At a meeting of the Board held on the twentieth, a special committee was appointed to get in touch at once with the Local Government, and present the views of the Board in this connection. On the morning of the twenty-first the Committee found that Premier Campbell was not in Charlottetown but waited on Honorable B. W. LePage, and discussed the matter with him. At his suggestion it was decided that it would be best for the Board to set out on paper its views in this connection, so that there might be no misunderstanding of the Board's stand in the matter.

Local Tender

"The Board has been informed that when tenders were first called for the performance of this service; a local group submitted a tender with the thought in mind, that a proper boat, the right type of service, and reasonable rates, would make this undertaking of great value to this Province; that they went to very considerable trouble in securing information on available boats; that they submitted a tender in which they undertook to perform the service starting in the spring of 1939, operating between some other port on the Island and Mainland should Wood Islands or Caribou terminals not be ready.

The boat to be used was the steel motor ferry Djurs and, built in 1934, as an automobile ferry operating in the North Sea. This boat seems admirably designed for the purpose, and would probably be capable of operating the service during a mild winter while the highways are open for motor traffic, and would certainly be capable of giving service much earlier in the spring and later in the fall than would a wooden boat.

"The Board is also informed that the tender by the local firm provided for rates for autos and passengers no higher than the rates between Borden and Tormentine, and that the rate on trucks was to be based on the autos displaced, in other words on the whee base of the trucks as compared with the autos. The speed of the boat was twelve knots and the undertaking was to perform no fewer than three round trips per day with additional trips should the business demand it.

Charges Discrimination

"The Board is convinced that one of the greatest advantages to this Province from the proper handling of the Wood Islands-Caribou service will be the development of the interprovincial motortruck movement of our commodities. At the present time there is no such thing as interprovincial truck movement of our farm products because of the manner in which the Canadian National Railways handle the Borden-Tormentine service. The Board wonders how long the other provinces of Canada would stand for some interested party or parties collecting at the interprovincial boundaries a fee of $25 for the privilege of crossing and returning with an average size motor truck and its load. Yet, that is just what is imposed on our people, and the safeguard in the tender of the local group in this respect is commended by this Board.

"The Board of Trade is not particularly concerned as to who operates this service, but it is most vitally concerned in seeing that the development is in the interests of the Province, rather than in the interests of some particular party. In this connection the Board wishes to state that in its opinion, it is absolutely essential to the best interests of the Province that a steel boat capable of maintaining the service during the late fall and early spring and in a mild winter perhaps operating throughout the year, be provided so as to protect the interests of our farmers and fishermen.

"And further, that there should not be placed on the movement of our farm and fishery products any burden in the way of transport charges that can be avoided. That with a subsidized service such as is to be given, the charge for load on the truck should be entirely eliminated, using the wheel base of the truck as the method of assessing transport fees. So as to give our farmers and fishermen a reasonable chance to compete in mainland markets, the service should be as nearly a year round one as ice conditions will permit, and with this thought in mind a well-built, sturdy steel boat must be provided.

Why The Delay?

"The Board would also request information as to why the suggestion is now made, that the opening of the service be delayed until 1940, instead of opening at the time set forth in the call for tenders.

"In our opinion this service should be operated as a public utility and would respectfully request that before any rates of carriage are agreed upon by the Department, a copy of same be secured by you and submitted to this Board for consideration.

"This submission is made on behalf of the interests of the Province, and we commend the suggestion most strongly to your careful consideration."

The Central Guardian

This column is reserved for news of local interest but advertising of a newsy nature may be inserted at 4 cents a word strictly payable in advance.

CONFEDERATION LIFE INSURANCE. L-6789-7-21-312

HAVE YOU TRIED MAPLE LEAF Tendersweet Hams. L-295-1-24-6i.

ANNUAL MEETING Red Cross Society, Board Room, City Building, Thursday, February 2nd, 8 P. M. L-318-1-25-2i.

BOAT RUNNING—The Steamer "Fairview" continues to run on the Charlottetown Rocky Point route making a new record for late navigation.

MURNAGHAN - CONNOLLY NUPTIALS—Gladys Gertrude Connolly, daughter of Mrs. John Connolly, Charlottetown, was united in marriage to Patrick Murnaghan, son of Mrs. Ellen V. Murnaghan, Charlottetown, at St. Dunstan's Basilica Tuesday. The nuptial mass was celebrated by Rev. Earl Dalton. Following the ceremony, Mr. and Mrs. Murnaghan left for central Canadian cities on a wedding trip.

FUNERAL YESTERDAY— The funeral of Gerald Connolly was held from his late residence, 6 North River Road, yesterday morning to the Church of the Most Holy Redeemer where requiem high mass was sung by Rev. Father Howard C.SS.R. Pallbearers were: Messrs John Richards, Cy Paoli, Gordon Storey, Earl Reardon. Service at the grave was conducted by Rev. Father Fleming C.SS.R.

PLANES RESUME SERVICE — Canadian Airways planes on the Charlottetown- Summerside- Moncton service resumed regular schedule yesterday at noon time, although an east bound flight cancelled from the previous evening and scheduled for early yesterday was not made. Dense fog over the route all morning kept planes out of the air. In the afternoon visability improved but high wind and in the evening snow squalls made flying very unpleasant.

Personals

Mrs. Ralph Nelson who has been visiting her mother Mrs. Hector Murchison, York Point, who is ill, left for her home in Framingham, Mass., Saturday morning.

WILL RESIST

(Continued from page 1)

were turned back."

Bomb and shell-shattered buildings in the port section were in flames. Fires licked their way from the workers' sections in this old quarter of the city toward the crowded new city section where most refugees were housed.

More than 500 persons had been killed by aerial and artillery bombardments in the past three days.

The only means of communication between Barcelona and the outside world was by radio.

IS TPPOINTED

(Continued from page 1)

The House of Bishops reluctantly accepted the latter's resignation as Bishop of Montreal. It will be effective Jan. 31.

Consecration of Bishop MacKenley as Archbishop of Nova Scotia will be solemnized in the Cathedral Church of All Saints, Halifax, within a month or six weeks.

The resignation of Bishop Farthing will entail action by the synod of Montreal. In the ordinary course of events it will be dealt with in the first or second week of May.

CONSECRATED BISHOP

FREDERICTON, Jan. 25 — (CP)—With ancient and colorful ritual under the gothic arches of beautiful Christ Church Cathedral Very Rev. William Henry Moorhead, dean of Fredericton, was consecrated today as bishop of the Church of England Diocese of Fredericton.

The consecration was climaxed by the laying on of hands and the taking of holy communion. Dating back to the time of the Apostles, the laying on of hands symbolizes the imparting of the holy spirit for the work of a bishop.

Bishop John C. Farthing of Montreal officiated at the impressive ceremony. Other bishops who took part were Archbishop J. C. Roper of Ottawa, Bishop John Hackenley of Nova Scotia, Bishop Philip Carrington of Quebec and Bishop Benjamin Brewster of Maine, as well as Rt. Rev. L. M. Williams, former bishop of Quebec.

In the consecration sermon Rev. Dr. A. R. McGreer, principal of Bishop's College, Lennoxville, Que. said the new bishop had "risen from the opportunities of an active career rare qualifications for such high office." He record showed "abiding proof of wisdom and devotion."

The ceremony of enthronemnet followed this afternoon. Ven. Archdeacon H. A. Cody, Saint John, performed the seating of the bishop on his throne. The sermon on this occasion, preached by Ven. Archdeacon S. C. Gray, Fredericton dealt with the episcopal office and the significance of its insignia.

HOMER MARTIN

(Continued from page 1)

The 38-year-old Martin, once a clergyman, declared he could not and would not "bow down" to dictators and expected no one to "grovel on their knees" before him. It was for that reason, he said, that he had decided to withdraw from the C. I. O. executive board.

He said the move did not mean that he was withdrawing the U. A. W. from the C. I. O. The union action, he added, would be decided by the workers themselves at their convention in Detroit next March 4.

British Shipping Faces Competition

LONDON, Jan. 26— (Thursday) —(CP Havas)— The United Kingdom Chambers of Shipping today declared small Scandinavian ships are crowding British craft out of the business of transporting successfully on the Great Lakes.

In a report by its Fact-Finding Committee, the Chamber said the inroads by foreign carriers in trade with Canada and Newfoundland showed the need for measures by the British Government to rebuild the British tramp fleet.

Decrease In Estimates For Agriculture

OTTAWA, Jan. 25—(CP)—Agriculture gets an appropriation of $9,756,310, or $181,281 less than last year, in the 1939-40 estimates tabled today in the House of Commons.

The production service is the only branch to receive a substantial increase, totalling $4,233,020, $58,193 above last year. Administration costs of the department are also increased by $2,956 to $323,558.

The other branches all received slight cuts. Science service is reduced $51,105 to $1,123,996, the experimental farms $56,900 to $2,093,397 and the marketing service $134,427 to $1,961,438.

Marketing Service Administration is increased by $56,595 but a large saving is made in cold storage warehouse subsidies under the cold storage act. These are cut from $232,014 to $97,212. Live stock under this head gets $538,664, compared to $544,379 last year.

Fruit, vegetable and maple products and honey get $565,117, a reduction of $4,855. Dairy products get $378,945, compared to $401,550. Marketing of agricultural products generally receives $200,000, the same as last year.

In the production service, an additional $100,000 is provided for compensation for slaughtered animals, for a total of $410,000, the increase being due to broadening out of the tuberculosis testing of stock.

For administration of the animal contagious diseases act and the meat canned food acts, $1,677,981, an increase of $12,571, is proposed, while another $572,878, or $5,910 more than last year, goes to plant products.

Grants to fairs are reduced by $61,940 to $322,409. Grants to agricultural organizations stand at $42,350. Administration in the production service branch is itself cut from $60,700 to $36,460.

Accidental

(Continued from page 1)

day evening that when he noticed the horse and sleigh on the tracks heading towards the train the man in the sleigh made no effort to escape but sat there as if he "were in a daze." The horse pulled off and escaped uninjured. The accident occurred on a curve.

Yesterday afternoon the jury viewed the scene of the accident before hearing the evidence of remaining witnesses.

The deceased, a well known farmer in Harrington, ten miles from Charlottetown was enroute home from the City where he had attended the Market. He had been doing business in a stall in the local market for many years, it was said.

Witnesses heard yesterday included Ray Ford, brother of the deceased, Lorne Nunn, Charlottetown meat dealer, re-called, J. Arthur Cudmore, Charlottetown Market Clerk, C. F. Deakin, Royal Canadian Mounted Police constable who, with Sub-Inspector N. J. Anderson, made investigation at the scene of the accident Tuesday night.

Ray Ford told the jury his brother had intended going home by way of the Mt. Edward Road as he had hoped to dispose of some of the beef he had for sale while enroute home.

Lorne Nunn, re-called, repeated what he had told the jury earlier concerning the condition of the deceased who was in Nunn's store about 5 o'clock, just as he was setting out for home. Ford seemed normal in every way, the witness said.

Arthur Cudmore, clerk at the City Market where Ford carried on business for a number of years, testified the deceased had appeared perfectly normal when the witness saw him the day of the accident.

Constable Deakin of the R. C. M. P. gave evidence concerning the location of the cap of the deceased and parts of the harness and other articles at the scene of the accident.

It was learned at the hearing yesterday afternoon that apparently the railroad track at the scene of the accident was being used as a "short cut."

Evidence given when the hearing opened indicated there were tracks of the horse and sleigh all along the railroad from the scene of the accident to St. Dunstan University grounds where they turned off.

Provincial Bureau Of Fisheries Urged For New Brunswick

FREDERICTON, Jan. 25—(CP—Establishment of a Provincial Bureau of Fisheries is recommended in the report of a Fisheries Advisory Committee, released by the New Brunswick Government tonight.

About two years ago the Government engaged W. W. Leonard, Saint John, to survey the fisheries of the Province. His report was handed to the committee, headed by Fred Magee, Port Elgin. The committee's report was submitted to the Government a year ago.

The committee recommended:

That a bureau of fisheries be set up as a branch of the department of federal and municipal relations, to act on its own initiative and in co-operation with the Federal Department of Fisheries in an effort to improve methods of production, curing, packing and marketing provincial fisheries products.

That the work of this bureau be supplemented by a voluntary Advisory Committee of three or five.

That the fisheries of New Brunswick be administered by the Federal Government as a separate unit, apart from any other Province or Provinces.

The committee was unanimous on all points except the latter recommendation for the separation of New Brunswick from the rest of Canada in fisheries administration.

Chairman Magee dissented, and in a minority report suggested further consideration before specifically recommending such a course.

Great-West Life Shows Increase

J. O. HYNDMAN

Provincial manager of the The Great-West Life Assurance Company, which reports a most satisfactory year's business for 1938. New business placed on the books amounted to $60,920,673, an increase of nearly 8 millions over the previous year. Insurance and annuities in force now amount to $607,532,970, the increase for the past year being the best the Company has experienced in any year since 1930. A condensed statement of the 1938 operations of The Great-West Life appears elsewhere in this issue.

INCREASED

(Continued from page 1)

$3,477,175 with which to liquidate the loan and take care of interest and sinking fund over a period of 10 years. This leaves for actual departmental purposes $60,000,000.

The Royal Canadian Air Force will receive the largest portion of the $27,468,651 increase over last year. Expenditure on this arm is foreshadowed at $29,775,565. The increase alone is greater than the entire appropriation voted for the air force last year, when the sum of $11,686,517 was spent.

New Buildings

Much of the air force money will go into new buildings and aircraft. For buildings $4,212,000 is being asked more than $1,800,000 going to Nova Scotia and more than $1,000,000 to British Columbia. This provision arises from the necessity of furnishing accommodation for the new planes being delivered and for those for which contracts will eventually be let.

A total of $6,000,000 will appropriated for "the training of pilots." While confirmation was lacking, the belief is that this sum contains a proportion to be allotted to the training in Canada of pilots for the Royal Air Force.

Negotiations to this end are understood to be approaching completion, and the likelihood is that at the first opportunity Defence Minister Mackenzie will announce that agreement has been reached between the Canadian and British Governments.

Under these circumstances some substantial fraction of the amount will be recoverable, since the plan is understood to contain a provision that reimburses Canada for "out-of-pocket" expenses incurred in the training of British pilots.

A total of 83 new planes will be built, of which 64 are destined for the R. C. A. F. and 19 for the non-permanent wing of the air force. At the same time the R. C. A. F. personnel will be increased by 14 officers and 217 airmen, bringing the total up to 262 officers and 2,043 other ranks.

Flotilla Leader

The Government contemplates purchasing a flotilla leader from the British Admiralty for the naval service. This will bring the total of ships of the Royal Canadian Navy up to 11. There are now six destroyers and four minesweepers. Cost of the flotilla leader is not given. Personnel of the R. C. N. will be increased by 21 officers and 363 ratings, bringing the strength up to 140 officers and 1,825 ratings.

A Royal Canadian fleet reserve is being established. This unit will be formed to permit personnel retired from the R. C. N. to go into a reserve for five years after discharge.

At the same time provision is made for an additional unit of the fishermen's reserve. This will be formed on the Atlantic coast, on a basis similar to the fishermen's reserve of British Columbia. The strength of the Atlantic unit will be 40 skippers and 160 seamen.

Two new divisions will be added to the Royal Canadian Naval Volunteer Reserves but the estimates do not indicate the locale of these units. This brings the total of R. C. N. V. R. divisions up to 19.

The total vote for the naval services is $8,500,000, an increase over last year's estimates of $1,860,768.

New construction for the naval service contemplates a building for storage of munitions ($85,000) and a new barracks wing ($100,000) at Halifax and several additions and alterations at the magazine on Bedford Basin, Halifax, which will cost $135,300.

At Esquimalt repairs and additions to the dockyard and wharf will cost $119,600, while additions to the naval barracks will amount to $74,700. Other expenditures contemplated for Esquimalt relate to increased magazine accommodation.

Militia Services

For the militia services the total to be voted is $20,775,000, an increase of $4,048,580 above last year. Appropriations for the permanent and non-permanent militia have not been raised, however. These stand at last year's figures—$6,087,760 for the permanent force and $2,830,488 for the non-permanent. The increase is taken up largely with clothing, armament and munitions.

A total of $8,836,793 is being asked for the acquisition of these stores, while $2,367,165 will be spent on new engineering construction. Of the total to be appropriated for stores, $3,773,000 will be needed to take care of arms and ammunition already ordered and scheduled for delivery in the course of the next fiscal year. New arms and ammunition to be ordered during 1939-40 amount to $3,000,000 approximately.

Substantial increase in the purchase of clothing and camp equipment will be made, with a view to outfitting the militia in new uniforms. Service khaki will continue to be worn. It was declared that training of both permanent and non-permanent militia will be maintained "at the increased level reached during the last three years."

The vote permits of the Lindsay Arsenal being operated throughout the coming fiscal year on shell case production.

Considerable work will be done on camps and buildings during the year, including Fort McNab, Halifax, $26,500.

More than $1,800,000 will be appropriated for the R. C. A. F. works in Nova Scotia. These embrace $919,000 for four hangars and other works at Dartmouth; $170,000 for runaways at Yarmouth; $570,000 for runways at Sydney and $258,000 for magazines, quarters and runways at Truro.

SECURITY FOR THE MILLION
— and for YOU

Over a million people—policyholders and their dependents—make up The Great-West Life family of mutual protection. The security of their savings is reflected in the position of the Company at the end of 1938:

SIGNIFICANT ITEMS FROM THE ANNUAL STATEMENT

1. Insurances and annuities in force	$607,532,970
2. New Business Placed	60,920,673
3. Payments to policyholders & beneficiaries	16,584,741
4. Assets	162,554,770
5. Surplus, Contingency Reserve and Capital	6,462,950

● WHAT THESE FIGURES MEAN

1. Business in force was increased by $18,000,000 during the year, indicating the complete confidence of the public in The Great-West Life.
2. Old policyowners and new members bought $60,900,000 of new insurance and annuities—*an increase of nearly $8,000,000 over the previous year.*
3. Living policyholders received over $12,000,000. Beneficiaries of 1315 deceased policyholders received a total of $4,440,000. For forty-seven years The Great-West Life has paid an average of $15,000 every working day to policyholders and beneficiaries—*a total of $210,000,000.*
4. These assets comprise well diversified and sound investments — 53% are in Bonds and Debentures. *The assets belong almost exclusively to policyholders.*
5. Surplus, Contingency Reserve and Capital provide a substantial sum to meet any contingency that might arise.

The GREAT-WEST LIFE ASSURANCE COMPANY
HYNDMAN & CO. LTD., *Provincial Managers*
Charlottetown

New Brunswick Bond Issue Of $4,500,000

SAINT JOHN, N. B., Jan. 25—(CP)—First indication of a new issue of New Brunswick bonds, forecast Monday by Hon. C. T. Richard provincial secretary-treasurer, was given today in the advertisement of a brokerage syndicate offering $4,500,000 of 3 1-4 per cent 10 1-2 year sinking fund debentures to the public at 97.25 and accrued interest to yield 3.56 per cent.

In connection with the publication of the Province's financial statement for the year ending Oct. 31, 1938, on Monday, Mr. Richard announced that the provincial government intended to issue additional bonds. No further details have since been announced by the Government.

The syndicate offering the bonds to the public today is composed of the Bank of Montreal, the Royal Bank of Canada, the Bank of Nova Scotia, the Dominion Bank, The Dominion Securities Corporation, Limited, A. E. Ames & Co, Limited, Wood, Gundy & Company Limited, Bell, Gouinlock & Co., Limited, McLeod, Young Weir & Co, Ltd., Mills, Spence & Co., Limited, Cochran, Murray & Co., Limited, Eastern Securities Company Limited, T. M. Bell & Company Limited and F. J. Brennan & Company Limited.

The issue, to be dated Feb. 1, 1939, maturing August 1, 1949, will be redeemable as a whole, but not in part, at the option of the province on August 1, 1947, or on any interest payment date thereafter upon 60 days' notice. Interest is payable half-yearly in Canadian funds.

DROWNED AT SYDNEY

(C. P. by Guardian's Special Wire)

SYDNEY, N. S., Jan. 24—Ice conditions in Sydney harbor today prevented police from grappling for the body of Ernest MacDougall of Westmount near here. MacDougall is believed to have drowned Saturday night as he waited on a wharf for a ferry to take him to his home across the harbor.

Mail Subsidies And Steamship Subventions

OTTAWA, Jan. 25 —(CP) —The Government plans to spend $2,054,000 during the fiscal year 1939-40 on mail subsidies and steamship subventions.

This is a slight decline from the present year.

Only three changes from the present fiscal year were listed in estimates tabled in the Commons today. The service between Canada and South Africa will receive $100,000 instead of $104.155 while the service between Halifax, South Cape Breton, Bras D'Or Lake ports and Bay St. Lawrence will receive $3,000 compared with $5,500.

A $30,000 increase is listed for the Prince Edward Island and Nova Scotia ferry service but Government officials said that in reality it did not amount to an increase. The service formerly was listed as the Pictou and Charlottetown service and has now been placed under the name of the two Provinces.

Mail subsidies and steamship subventions include:

Atlantic Ocean:

Canada and the United Kingdom, on the Atlantic, service between —$250,000; Canada and South Africa, service between —$100,000.

Local Services:

Baddeck and Iona, service between —$8,000; Chester and Tancook Island, winter service between —$1,600; Grand Manan and the Mainland, service between $33,000; Halifax Canso and Guysboro, service between —$6,750; Halifax, Lahave and Lahave River Ports, service between —$1,750; Halifax, Sherbrooke and Spry Bay, service between —$2,900.

Halifax, South Cape Breton, Bras D'Or Lake Ports and Bay St. Lawrence, service between $2,000; Ile-Aux-Coudres and Les Eboulments, service between $1,900; Mulgrave, Arichat and Canso, service between $37,000; Mulgrave and Guysboro, calling at intermediate Ports, service between —$9,500; Murray Bay and North Shore, winter service between —$40,000; Parrsboro, Kingsport and Wolfville, service between —$2,500.

Pelee Island and the Mainland, service between $7,000; Pictou, Mulgrave, and Cheticamp, service between —$11,500; Pictou, Souris and the Magdalen Islands, service between —$37,500; Prince Edward Island and Nova Scotia, service between —$30,000

Saint John, Bear River, Annapolis and Granville and other way Ports, service between —$1,500; Saint John and Bridgetown, service between —$800; Saint John and Margaretville and other Ports on the Bay of Fundy, service between —$2,500; Saint John and Minas Basin Ports, service between —$5,000; Saint John, Westport and Yarmouth, and other way ports, service between —$10,000.

Saint John and Weymouth, service between —$1,000; Sydney and Bay St. Lawrence, calling at way ports, service between —$22,500; Sydney and Bras D'Or Lake Ports and West Coast of Cape Breton, and Prince Edward Island, service between —$22,500; Sydney and Whycocomagh, service between $16,000.

Switch Faster Than Lightning

NEW YORK, Jan. 25 —(AP) — A new switch so fast it stops lightning from shutting off your lights was described to the American Institute of Electrical Engineers here today.

When lightning hits the power line the switch opens the circuit to let the celestial "juice" drain off, and closes it again within 3-10 of a second.

The actual time that power is off is 1-6 of a second. This is enough to cause lights barely to blink, but not to stop any kind of machinery. It causes the "red ball" to show on electric clocks, but when the householder resets the clock, the loss of time is too small to detect.

BIRTHS

PAYNTER—At the Prince County Hospital, Jan. 20, 1939, to Mr. and Mrs. Jack Paynter (nee Gladys Bernard) Freetown, a son.

DEATHS

CLOW—Suddenly at Emerald on Monday, Jan. 23, 1939, Everett Allen, infant son of Mr. and Mrs. Everett Clow, at the age of 2 months 19 days.

McWILLIAMS —In Hudson, Jan. 16, 1939 (by accident), Isaac McWilliams, aged 61 years, brother of Mrs. David Wells of Arlington, formerly of Eldon, P. E. I.

YOUNG—On Wednesday, Jan. 25, 1939, at the home af his brother Benjamin Young, Iris, Timothy Young in his 83rd year. The funeral will be held on Friday at 2 o'clock. Interment Murray River Cemetery.

CARRAGHER—Died in the city January 25, 1939 Mary Carragher, dearly beloved wife of Leo Carragher, aged 52 years. Funeral from her late residence 17 Douglas Street Friday morning at 8:45 to Church of the Most Holy Redeemer, thence to R. C. Cemetery.

HOLL—At the P. E. Island Hospital on Wednesday, Jan. 24, 1939, Alfred J. Holl, in his 71st year. Funeral from the residence of his bother, Herbert Holl, 85 Upper Prince Street, (Thursday) service starting at 3 o'clock. Interment People's Cemetery. Please omit flowers.

MACLEOD —At the P. E. Island Hospital Wednesday, Jan. 25, 1939 Mrs. Jessie MacLeod, in her 91st year. Funeral from the residence of Mrs. John MacLeod, 42 Upper Queen Street on Friday, Jan. 27th, service starting at 10.30 a. m. funeral leaving at 11 o'clock. Interment Belfast Cemetery. The late Mrs. MacLeod is resting at the MacLean Funeral Home until one 'oclock today.

In Memoriam

NOONAN — In loving memory of Mrs. Joseph Noonan who passed away January 26, 1938.

Inserted by Her Daughters.
L-342-1-26-1i.

SILVER FOX FURS WANTED

We have just received an order from a large Canadian manufacturer for good quality three quarter and full silvers. Top prices will be paid for these if received by Feb. Also buying daily all grades silver, red and cross fox, mink and muskrat.

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