

Moth Preventives

When packing away winter clothing, blankets, furs, etc, better insure finding them whole by using

Jamieson's
Moth Proof Bags
Gum Camphor
Moth Balls

It behooves you to take prompt measures to foil Mrs. Moth. Moth preventives cost little and pay every time.

J. G. Jamieson
DRUGGIST

Silverware

Of the newest design combined with A. I. quality. Makes an ideal Wedding gift.

See our large stock.

G. H. Taylor
Jeweller & Optician

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 21st May, 1915, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week, over Rural Mail Route No. 1, from Little York, P. E. Island, from the 1st of October next.

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 Little York, Stanhope, Pleasant Grove, and at the office of the Post Office Inspector, JOHN F. WHEAR, Post Office Inspector, Charlottetown, 6th April, 1915. 9834-4-7mwsf.

Double Tenement House For Sale by Auction

I am instructed to sell by public auction at the premises No. 236 Grafton Street on Wednesday, the 28th day of April, 1915, at 12 o'clock noon, the large lot of land with the three-story double-tenement house and out-barn thereon, situate on the South side of Grafton street, being No. 234 and 236, formerly occupied by the late Robert D. McLaren, Esq.

Terms at sale. R. BEAIRSTO, Auctioneer. 9536-4-17m17, 20, 22, 24, 27.

Notice of Meeting

Notice is hereby given that a special meeting of the congregation of the Presbyterian Church at Covehead in connection with the Presbyterian Church in Canada will be held in the Church at Covehead, on Monday the 26th day of April A.D. 1915, at 2 o'clock p. m., for the purpose of filling vacancies in the Board of Trustees, approving the site of a Manse, authorizing the building of a new Manse and confirming the work of the Manse Committee and entrusting to said Committee the funds on hand for the building of the new manse and any other business that may properly come before such meeting.

(Sgd.) IRA CARR, Chairman of Trustees. 9534-4-17Stuwthd.

FARM FOR SALE

The undersigned offers by private sale his farm of 93 acres, which is in a good state of cultivation and fronts on Brackley Point Bay, if not sold before Wednesday, April 21st, commencing at one o'clock p. m., will be offered by public auction on that date at 2 p. m.

A good house, barns, coach house, ice-house and forge; also a never-failing well of water driven by a wind-mill. Also same day cattle, sheep and other articles not mentioned. If day not fine, sale will take place the following day.

J. H. GREGOR, Brackley Point. BENJ. CARTER, Auctioneer. 9206-3-27mst121Estu8L.

Property For Sale

Mr. John B. Lea, Victoria, Crapaud, now a man of 83 years of age and having only one son feels inclined to dispose of a portion of his land property and will sell that valuable block of land consisting of 180 acres, fronting on Victoria Harbour and generally known as the Crawford estate, which has always been admired as one of the most pleasant locations on the Island, enjoying the balmy air of Northumberland Strait. As it is adjoining the Village of Victoria, the owner will sell any quantity, from a building lot up to as many acres as required, to suit purchaser. About 140 acres of this property is clear and in a high state of cultivation, the remainder being covered with lumber, hard and soft wood. For further particulars apply by letter or in person to

JOHN B. LEA AND SON, Victoria, Lot 29, P. E. I. 9530-4-17mws6f.

THE PURE BRED CLYDESDALE STALLION

Lord Winsloe
Enrollment No. 3 Pure Bred 12629

SIRE CROWN RIGHTS 10182, Imp. CANADIAN HORSE SOCIETY 2862, DAM ROSA CONNAUGHT 21036, Imp.

Brown face and legs white. Foaled 1906. Bred by McIntyre Bros., Park View, Griffen by Beith.

Sire Cataclysm 11649, by Hiawatha 10067, Prince Robert, by Prince of Wales.

2nd Dam Maid of Griffen 21035, by Pride of Blacon 19837, by Baron's Pride 2122.

3rd Dam Rosenthal 13523, by Prince of Albion 6178.

4th Dam Rose Lawrence 13522, by Prince Lawrence.

5th Dam Bute Rose 9949, by Springhill Darnley 2429.

In this stallion is found as good a blending of the Clydesdale champions of Great Britain as in any stallion horse in Canada, and that he will prove a great sire I feel confident. He is five years old, brown with white trimmings—face and legs.

Will make a season in the stud at S. Rustico. Albert Craswell, manager in charge. Service fee \$10. Mare at owner's risk. A. A. LECKIE, Veterinary Surgeon, Owner. 9423-4-10Mmtu8wpd

TENDERS

Sealed tenders will be received by the undersigned until April 23rd for raising, walling and remodeling the Presbyterian Church at Caledonia. Plans and specifications to be seen at Murdoch McPherson's, Caledonia; M. C. McGowan's, Kilmuir; and at D. A. McLeod's, Murray River. The Trustees do not bind themselves to accept the lowest or any tender.

MURDOCH R. McLEOD, Alliston, Lot 63. 9423-4-10st15est5f

NEW CREAMERY

We now have our new Creamery completed and are prepared to handle large quantities of cream, for which we will pay the highest market price. Parties having any to offer will find it to their interests to consult us.

The Ch'town Condensed Milk Co., Limited. 9140-3-24wfmthEwmtf.

NOTICE

Having leased the stream and fishing privileges at Moore's Mill, North River, as far as our respective properties extend, the public are hereby notified that any persons thereon trespassing from this date will be prosecuted by us

WILLIAM MOORE, JOHN M. COLES, JAMES COLES. 9405-4-13Mtrfsl.

Auction Sale

I will sell at Public Auction, on my premises, Lower Freetown, on Tuesday, May 4th, 1915, at 1 o'clock p. m., the following stock and farm implements:

1 mare (Parkside), 12 years old, in foal to Captain Aubrey; 1 mare, (St. Lawrence), 7 years old; 1 mare (Transactor), 6 years old, in foal to Darkwood; "Kelly", 6 years old, sired by Keloli; 1 mare, 5 years old (Joe Dillon); 1 colt, 2 years old (Darkwood); 1 stallion, Darkwood, 10 years old, 5 milch cows, 1 ox, 3 calves, 3 months old.

1 Deering binder (nearly new), 1 mowing machine, 1 gang plough (new), 1 plough, number 23, and 1 one-horse plow, 1 set disc harrows, 2 sets spring harrows, 1 set spike harrows, 2 truck waggon, 2 cart, 1 bike sulky, 1 jaunting sleigh, 1 pung sleigh, 1 bob sleigh, 1 wood sleigh, threshing mill, shaker and cleaner (Hall's), 1 set fanners, 1 turnip drill, shovels, hoes, swingletrees, 2 cart saddles, 2 pads and breechings, 2 sets driving harness, a quantity of hens and many other things too numerous to mention.

JOHN MCPHIGG, ART. WRIGHT, Auctioneer. 9585-4-21mAp12128.

Business Not As Usual

but BETTER than usual is the way we find it. Why? Simply because we represent Popular, Prompt, Progressive and Powerful Companies, strong to pay and fair to settle, and people want the best especially when it costs no more than the poorest.

For Fire Insurance that Insures Call on G. J. McCORMAC, Revere Hotel Block, Charlottetown 9586-4-21-m31

THAW BACK TO ASYLUM.

New York, April 19.—Harry Kendall Thaw was to-day ordered back to the state hospital for the criminal insane at Mattewan by the appellate division of New York Supreme Court. Plans are now being formulated to take the case to the state court of appeal.

A Beautiful Line of Bracelets



You will be pleased with our present showing of bracelets. There's a distinctive style and quiet elegance to the fine that will appeal to you. Every size and grade is included in the lot. All sizes for women and children. Priced from 50c up.

W. N. Tanton 115 Grafton Street

HON. JAMES A. McNEIL IN BRILLIANT SPEECH

(Continued from Page One) that it will be possible hereafter to attend promptly to repairs or renewals in the future.

PERMANENT WORKS

In connection with our permanent works, regarding bridges, the utmost care had to be observed in the preparing for and building of the sub-structure. This work was largely done by day's labour, under the direct supervision of the Department, and absolutely no chance was given for faulty workmanship. This, of course, means a large amount of work for the engineer and his assistant and they have to visit these works frequently during the progress of their construction. Some parties may find fault with getting work done in this manner but there is not the slightest doubt that where efficient labor can be employed and a competent foreman engaged it is the only sure way by which the permanency of work can be guaranteed. The tendency of contractors, as a rule, is to do as little as possible under the terms and conditions of their contract and it would be very easy for them in the driving of piles for the sub-structure of a bridge not to drive them to a solid foundation; or in the making of concrete for a pier or wall, not to mix it in the proper proportions. I might say that in other provinces in some classes of permanent work a contract will not be considered as it is found that who will perform the work in accordance with the specification. Further, let me say that the present St. Dunstan's Cathedral, which is without doubt the most beautiful as well as the most permanent structure of its kind in the province, was built by night work. Another instance I might cite in the satisfactory and business like way of work done in this manner was the building of the Grain Elevator of St. John, N. B.

I would like my hon. friend, the Leader of the Opposition, to take a trip with me and inspect some of the permanent works we have built during the past three years. First, I would like him to come with me to Montague, and see the piers on which that bridge stands, then I would take him to North River and show him the abutment piers we built there. I would then take him to the Dunk River to see the piers built for Rogers and Hatchery Bridges, to McLaughlin's Culvert, St. Peter's Road, Waugh's culvert near Summerside and the culvert at Murray Harbour. In fact I would like him to visit and satisfy himself of the permanency of steel bridges. These structures, I think will stand as monuments to the Mathleson administration long after he and I have been gathered to the dust and may will be still there when Gabriel blows his horn.

THE STAFF

The Honourable, the Leader of the Opposition has reference to the increased expenditure on the part of the Department. In the expenditure of such a large amount of permanent works, it was very essential that it should be spent under competent direction and for that purpose we have employed a qualified engineer to advise in these matters on the part of the Government. It is a well known fact that the late Government had in contemplation the appointment of such an officer for a long time and if they had done so many of the defects in their so-called permanent works would not have occurred. I am proud to have it to say that this Government has been fortunate in the selection they have made. He is both competent and careful and moreover one of our own people. Not only for the public works but in the survey of our oyster areas it was absolutely necessary to have a man qualified to undertake such a task and it goes without saying by all who are competent to judge that this work has been carefully and well done.

I may also say that under the late administration the road taxes were collected by the treasury department and it took at least the services of one office to do the clerical work thereof and the amount collected for the year 1911 amounted to only \$15,139.00. By the passing of the new Act the whole clerical work in connection with the operation of the Act was transferred to the Department of Public Works and instead of amounting to \$15,139, the average amount for the three years has been \$36,000, which is, as you will see, more than double the amount under the old Act. The average number of men paying road tax during the last three years is over 3,500 in advance of 1911, and the average number of horses during the same period nearly 600 in advance. This itself shows an actual gain in tax value of over \$7,000. Further the average cash and expenditure of the Department for the past three years has been \$37,000 in excess of the average expenditure for the last three years of the late Government.

MORE CONFIDENCE

Under the former administration we find in the County Court records that in one single year there were 1,228 suits for the recovery of taxes, much of which was never collected. This was probably due to the fact that the public could not trust them with the proper expenditure of their money.

In view of the fact that the improvement of the country roads is the public attention throughout the whole Dominion and in the United States, we think that our first efforts in road improvement should be in the way of erecting permanent bridges sufficiently strong to carry the heavy machinery necessary in the building of permanent roads.

OTHER PROVINCIAL ROADS

In the other Provinces very large sums are being spent on the improvement of the highways. The Canadian Highway Association is now carrying on an extensive propaganda to construct a road 4,000 miles in length reaching from the Atlantic to the Pacific, while the Good Roads Association of the different Provinces are rapidly creating a strong public opinion in favor of better roads. In 1912 the Province of Saskatchewan spent close on \$2,000,000 on highways, the Government of Quebec was authorized to expend \$10,000,000 on good roads and Ontario is now considering the inauguration of a \$30,000,000 highway scheme.

Premier Borden's intimation to the delegates of the Manufacturers' Association and the Grain Growers' Association that the Government intends to go ahead with its highway improvement proposals will be received with warm pleasure throughout Canada. It is one of the big measures of the Government in relation to agricultural economy. The Borden Government's special aid to agricultural education in this Province has been of wide benefit and its proposal to aid road construction will confer a still greater benefit on the Province. When the Senators killed the highway Bill they little thought their action would bring upon them such general reprobation, and we predict that when it comes before them again there will be a different verdict. Were it not for their action, this Province would now have had over \$40,000 expended on the improvements of our roads.

NEW HOPE AND ENERGY

When the Premier and his colleagues came back from Ottawa with \$100,000 added to our annual income, for all time to come it brought new hope and energy to all our people and to none more than to our farmers upon whom would of necessity fall the brunt of added taxation to improve our public works, to raise the standard of education and to pay off the debt. But while we have done much during the past three years much still remains to be done.

RAPID PROGRESS.

The building of permanent roads, and the improving of our highways generally is perhaps our biggest problem. This must be done wherever the motor truck is introduced and though some of our people regard the introduction of motors as a most unnecessary step, few will venture to say that they must not eventually come. Progress is very rapid in these days and our farmers as a rule are among the most progressive and those who are most ready to accept the usefulness of the auto for anything but ordinary service it is performing in transportation in Europe to-day. The gasoline engine is almost a household article and its odour will soon be familiar to every farm house. It is

Department every year from 10,000 to 15,000 cheques, necessitating a much larger number of vouchers and labor this alone entails, not to mention the checking over and looking after the returns made by the road masters for 14,000 men and 25,000 horses. I think any fair minded man will admit that the staff is not overcrowded. On the contrary they are performing more labor than any staff of their number in any Department of public service in the Province.

THE ROAD ACT

In the matter of roads, as you know, a new road Act was passed in our first session. It necessarily required some time for the officials to become acquainted with the details, but I am pleased to say that after a trial of three years, it has proved highly satisfactory. It is no longer possible to neglect the roads of any district or to divert the road tax from one district to another.

Each district makes a complete unit and the people know that their tax is spent on their roads and the increased interest they are taking in the roads goes far to provide for efficient and economical expenditure of the tax and to provide for the faithful performance of statute labor. The machinery provided by this Act for the collection of taxes has proved of special efficiency. In 1911 road taxes were paid by 10,350 people and on 19,158 horses, while in 1914 they were paid by 13,900 persons and on 25,057 horses—an increase of 3,550 persons and 5,899 horses. We can only infer that the old collectors had very incomplete information of the year and were very lax in their duties. It is true that this takes in extra persons from 60 to 65 years of age, but this is more than balanced by the loss of Souris, Georgetown and Alberton from which no taxes were collected. In the years 1912 and 1913 the returns show that over 98 per cent of the road taxes were collected during the year and almost without recourse to any suit or legal action and 75 per cent of these arrears have since been paid. This in the face of an increase in the rate of taxation and an additional dog tag, speaks volumes in favor of the method of collection and the approval of the tax.

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Corns Cured Quick

Applied in Five Seconds Sore, blistering feet from corn-pinchings, toes can be cured by Putnam's Extract in 24 hours. "Putnam's" soothes away that drawing pain, eases instantly, makes the feet feel good at once. Get a 25c. bottle of "Putnam's" today.

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GUARDIAN CLASSIFIED ADS.

One cent per word first insertion in this column, half cent per word each continuation. Cash must accompany order. Minimum charge Twenty-five cents.

Agents Wanted

AGENTS WANTED—TO SELL FOR The Old Reliable Fonthill Nurseries. We teach our men to sell. Experience unnecessary. Highest commissions paid. Handsome free equipment. Stone & Wellington, Toronto. 9184-2-26m26f

Help Wanted—Fenn

WANTED—MAID FOR GENERAL housework. References. Apply at 196 Prince St. 9561-4-20m6f.

WANTED—A FIRST-CLASS COOK and two waitresses for 1st May. Apply at 158 Prince St., between 6 and 7 p. m. 9566-4-20m3f.

GIRL WANTED—FOR GENERAL housework. Apply 25 Upper Queen St. 9565-4-20m3f.

WANTED—GIRL FOR GENERAL housework. Mrs. R. H. Jenkins, 36 Brighton. 9539-4-17m3f.

MAID WANTED FOR GENERAL housework. Apply 58 School St. 9535-4-17m4f.

GIRL WANTED AT ONCE. APPLY at the Eldon Hotel, Kent street. 9213-4-15m1f.

For Sale

FOR SALE—GENTLEMAN'S Cleveland Bicycle in good repair. Apply at this office. 9558-4-20m3f.

FOR SALE—FIFTY HENS, (MOSTLY thoroughbred). Apply 11 Park St. 9559-4-20m3f.

FOR SALE—A LOT OF LAND suitable for building, fronting on Water Street. Apply D. M. McDonald, 49 Water St. 9537-4-17m3f.

FOR SALE—A NEW HOUSE, 6 rooms and bath plumbing complete, including new stable on said premises. Apply to A. J. White, 76 Upper Queen street, or E. C. White, Grocer, Weymouth street. 9551-4-19m1f.

not surprising, however, that the introduction of motors should be opposed. When four wheeled carriages were introduced into England in the 16th century the opposition was so great that it formed a theme for one of the great poets of the day. When the bicycle first appeared every driver of a horse became alarmed, and when carts were first allowed in Charlottetown the following law was passed compelling the driver to lead his horse:

1781—CAP. XIV.

"AN ACT to prevent disorderly riding of HORSES, and driving of CARTS, TRUCKS, and SLEDS, or any other CARRIAGE whatsoever, within CHARLOTTETOWN: "In order to prevent the inconveniences and Misfortunes which may arise from the disorder of riding of Horses and negligently driving of Carts or any other Carriages of Burthen of any kind whatsoever within Charlottetown:

1. Be it Therefore Enacted By The Governor, Council, and Assembly, That from and After the Publication hereof, no Person or Persons whatsoever shall, on any Pretense whatsoever, gallop on Horseback, or, having Charge of driving any Horse or Horses whatsoever, in any Cart or other Carriage of Burthen of any Kind, shall ride upon such Horse or Horses, or remain placed in or upon any Part of such Cart or other Carriage within any of the Streets or Highways of the said Town. And no such Driver or Drivers shall omit, during such Time to lead the Shaft or Thill-Horse by a Halter not exceeding four feet in Length; nor shall he or they drive any such Horse or Horses faster than a Footpace, upon Pain of forfeiting such Cart or other Carriage within any of the Streets or Highways of the said Town. 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