

THE CHARLOTTETOWN GUARDIAN

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Frank Walker.

"The Strongest Memory is Weaker Than
the Weakest Ink."

WEDNESDAY, NOVEMBER 20, 1946

The Veto Question

The disturbing element in the proceedings
of the U. N. O. is the interpretation Russia puts
on the right of veto by the Big Five. Under
Article 27 of the Charter all procedural questions
can be decided by an affirmative vote of any
seven of the eleven members of the Security
Council; on all other questions the majority
must include all the five permanent members
—the Big Five. What is, and what is not, pro-
cedural questions, is left undefined or undecided,
and Russia has so far been disposed to regard
nothing as merely procedural, and to threaten
to deadlock at every turn by exercising her right
as one of the Big Five, any proposal that comes
up. This has caused dissension and trouble,
representatives of the smaller nations feeling
that they can get nowhere with discussions and
proposals so long as Russia can block the way
with her "I do not consent." The agitation to
have the veto power removed is a live issue, but
it is doubtful none the less whether anything
but still greater trouble could come of an attempt
to amend Article 27 at this juncture. It is
all important that the Big Five should be kept
in line, as should they split, humanly speaking
nothing could prevent the world being landed
forthwith into a universal Armageddon. The
policy of Britain and the U. S. A. supported by
Canada, has been to endeavour to persuade Russia
to reasonably construe the meaning of "a
procedural question," and to allow lesser vital
issues to be decided without the unanimous vote
of the Big Five Powers.

Dealing with this subject the Ottawa
Journal says:

The veto arrangement was worked out
at Yalta, in effect saying that no Great Power
would be forced to do anything it didn't want
to do. At San Francisco where the nations of the
world gathered to establish the United Nations
Organization there was a great outcry
against this big power authority, but the U.
S. and the U. K. supported Russia's unyielding
insistence and it became clear that the choice
was UN with a veto or no UN at all. Canada,
voted for the veto with the explanation that it
was not too great a price to pay for world order.
The small power pressure did, however, obtain
one concession. The Great Powers wouldn't
amend the veto provision but they accompanied
the Charter with a signed and written agreement
that they would use the veto "sparingly."

Today in New York the battle of San Francisco
is starting all over again. Cuba and some
others would amend the Charter and do away
with the veto. Australia and some others would
have the General Assembly pass a restrictive
resolution telling the Great Powers precisely
when they may and when they may not use the
veto. The United Kingdom and the United
States and Canada and some others would leave
the Charter quite unchanged and simply approve
a resolution which in very general terms
would pray that no nation use the veto nar-
rily, selfishly or frustratingly.

Russia will not budge from her position, and
it is only fair to keep in mind that her basic
position is shared by the United States and
Great Britain. The hard fact is that the U. S.
and the U. K. and many other countries feel
today as they did in San Francisco—that it must
be a UN with Russia and not without. They
therefore propose to keep trying, to persist in
their efforts to convince Russia that she has
nothing to lose in international world order and
co-operation.

That is the cold end of the veto debate.
Canadians will feel inclined to support the de-
claration of the Canadian Government in its
opening speech to the Assembly which clearly
regretted distortion of the Charter's principles
but equally clearly stated that "now is not the
time" to amend it.

Railway Freight Rates

Apropos the application of the railways for
a 30 per cent increase in freight rates, the
Winnipeg Free Press makes the interesting
point that the need of the railways for profits
has never been the basis of freight rate making
in Canada, or, for that matter, elsewhere.
Within limitations it may well be one of the
factors taken into consideration. But the in-
ferable difficulties of arriving at fair and
reasonable rates on such basis have always been
admitted. A discussion of the point is cited
from "Inland Traffic" by S. J. McLean, in the
chapter "The Basis of Rate Making." Mr. Mc-
Lean was the father of the present Transport
Commission, and was a member of it, in one
or other responsible capacity, from its incep-
tion until his death a few days ago. Other
authorities also are quoted to show that profit-
ability is but one, and a lesser, factor in de-
termining fair and reasonable rates. Moreover,
to the extent that profitability is a factor it
relates to the system with the lowest operating
ratio — the Canadian Pacific Railway, not the
National system.

"The Canadian National," says the Free
Press, "has never been in doubt that its particu-
lar needs are excluded from the consideration
of the Transport Board. Alistair Fraser, then
chief counsel for the National railways, in argu-
ment before the Board on Feb. 2, 1927, con-
ceded that since 1920 the Commission had
been fixing rates on the basis of the needs of
the Canadian Pacific alone. The National,
he said, had never raised the point but under
certain circumstances might do so."

It is recalled that in the twenty years fol-
lowing the 1920 order-in-council, 1920-1939, the

National Railways returned a deficit in all but
two. It never occurred to anybody that because
of these deficits, the National Railways could
or should apply for higher rates.

Doubtless this point is being taken into
consideration in the protest which the Mari-
time Board of Trade is making against the
proposed flat 30 per cent increase. The Prairie
Provinces are in much the same position as the
Maritimes. They too are protesting; and ac-
cording to the Free Press it has always been
"a basic part of the west's case on freight rates
that the needs of the National Railways shall
not be considered by the Transport Commis-
sion."

EDITORIAL NOTES

The Fox Show today.

Frank J. Denney, advertising manager of
one large automobile company says: "The history
of the automobile could well be written
merely by a reproduction of its newspaper ad-
vertisements."

The "snipers" at Mr. Bevin in the Attlee
Labour Party total a very considerable number,
and notwithstanding the unanimous vote of
confidence in the Government, the malcontents
will prove a very serious handicap to Mr. Bevin
in pursuing his foreign policy at this very criti-
cal time.

Pedigreed livestock continues to rule high
in price. \$10,000 for a yearling heifer and \$5,000
for a cow were paid at Perth when the Ascreavie
herd of Shorthorns belonging to Mr. T. O. Mills
was dispersed in Messrs. Macdonald, Fraser &
Co.'s mart. The Ascreavie herd, which met a
spirited trade, made the good average of \$1,140
for 48 head, the total sum realized for the herd
being \$54,794.

James Bruce, eighth Earl of Elgin, died this
date 1863; he was Governor-General of North
America from 1847 to 1854. The British Col-
onial Office, under Earl Grey had decided on
giving the principle of "responsible govern-
ment," as advocated by Lord Durham a fair
trial in Canada and the task of putting the
new policy into effect was confided to Lord
Elgin. He had a tempestuous experience, in-
cluding the burning of the parliament buildings
in Montreal, but through his firmness and
patience, the triumph of "responsible govern-
ment" was assured. After his retirement, he
became Viceroy of India, where he died while
administering his office.

The question of whether taxes should be
cut before spending is reduced, or vice versa,
is akin to the ancient argument over "which
came first, the chicken or the egg," says Mont-
real Gazette. But it has become increasingly
evident that the Government is inherently in-
capable and administratively unable to effect
the major deflation of war-swollen spending
that is required to make practically possible
some genuine tax relief, and give much needed
stimulus to both personal and corporate pro-
ductive enterprise. Since the Government is
apparently incapable of slashing expenditures
because it wants to, it would seem that the
only way it will ever do so is under force of ne-
cessity — from public insistence on decisive and
substantial tax cuts.

"The bogey of the sinister advertiser pull-
ing purse strings in an attempt to influence pub-
lishers is largely a fiction," says Mr. Julius
Ochs Adler, general manager of The New York
Times. Only when advertising is absent need
anyone ask where the money to run the paper
comes from, he points out. "The alternative
to advertising revenue is plainly subsidy from
some interested source willing to pay for the
expression of a particular point of view." Mr.
Adler stated that the Times carries so many
advertisements that no advertiser is responsible
for as much as 2 1-2 per cent of its total rev-
enue.

During the four weeks ending August 29,
1946, the daily average of vacancies offered
through National Employment Service Offices
in Nova Scotia and Prince Edward Island was
260, as compared with 232 in the previous pe-
riod and 282 during the four weeks August 3 to
August 30, 1945. The average number of
placements effected daily was 117, in compari-
son with 145 in the preceding period and 183
during the corresponding four weeks a year
ago. The large decrease in placements from
the period ending August 30 last year were in
manufacturing and public utilities operation. A
moderate loss was reported in trade but this was
partly offset by a gain in services.

In St. Andrew's Church Magazine, Ottawa,
Rev. A. Ian Burnett writes: Recently when His
Grace, the Archbishop of Canterbury, arrived
in Canada, it was to find himself severely handi-
capped. His pipe had split at the bowl and
what can a good churchman do without his pipe?
The laymen of the Anglican Church in Que-
bec, however, came to his rescue. By scouring
the city they secured the fast Dunhill pipe and
presented it to him. This was treasure indeed,
and he took great pride in showing it to me at
dinner one evening. When the Moderator of
the General Assembly (the Very Rev. Gordon
MacLean) arrived in Ottawa, he too produced
a pipe that showed signs of wear. The bowl in
this case was in good condition, but the stem
was apparently broken for it was wrapped around
with sticking plaster. Really not the thing at
all for a Moderator to be travelling around
the country with! The matter was no sooner
brought to the attention of the members of the
Synod than a new pipe was forthcoming, a
Dunhill too, one of the first to arrive in Ottawa
since the war! Mr. Good presented it one
evening with his own grace and charm, and
from the reports which have since reached us
that pipe from the Synod of Montreal and Ot-
tawa is making its own contribution to the peace
of Jerusalem!

Notes By The Way

Chimbers got the Windsor jewels out
of a country house bedroom
in England. The Duke and Duch-
ess when they come to the Alberta
ranch will only need to keep an
eye on the stock of mountain
climbers. —Lethbridge Herald.

After four or five years of list-
ening to your high school daugh-
ter, the most bewildering expe-
rience is to meet the school-teacher
in question. —Stratford Beacon-
Herald.

The governors of gold in Canada
have authorized use of the larger
American dollar. If something could
be done about a larger cup it might
be still more. —Port Arthur
News-Chronicler.

Alone, India faces a future dark
with peril. Joined in equal partner-
ship with the other Empire nations
her prospects could become bright
with promise. It is not too late to
bring India's leaders—Hindu or
Muslim, Sikh or Scythian—into the
path of wisdom that will keep them
within the Empire. The moon rises
with a star behind it. It is a con-
stant star of India. May it become the
light of Asia. —London Express.

The Ottawa Journal recalls that
on October 20, 1921, beef was sell-
ing on the market there at five
cents a pound by the carcass. On
October 24, 1946, good steers up to
1,500 pounds were selling at
\$11.68 while the common variety
brought \$10.70. Taking any of the
1946 prices are more than
double the Ottawa prices in
1921. It must be remembered also
that the 1946 prices are for live
weight and not for carcass. Yes,
times have changed. —Port William
Times-Journal.

Those who prate of the "good
old days" are wont to point out
that a horse would take you home
if you set out on a trip without an
automobile can never do. True
enough, but on the other hand, a
motor car seldom runs away. Any-
one who can remember the horse-
and-buggy days recalls the occa-
sional runaways with something
akin to horror. There was a thrill
to them, but they were terrifyingly
dangerous. A panic-stricken horse
could become an agency of dire de-
struction. Perhaps automobiles are
superior in many ways, but at least
they never shy at a piece of paper
blowing about, take the bit in their
teeth and set out on a trip at
break-neck speed, out of all
human control. —Windsor Star.

Stalin declares roundly that Com-
munist control in one country—
by which he means that it does
not need to be exported. If this
could be interpreted as a declara-
tion that Communist interference
in the internal affairs of other
nations would cease it would be
the most hopeful of the words ut-
tered by Stalin. Stalin's words
may mean much or little according
to whether they are taken in their
literal or not in their literal sense.
The Soviet State I would be
foolish to draw too optimistic in-
ferences from his words, and it
would be defeatist to dismiss them
as mere talk. It comes to this:
Stalin's statement makes pro-
mise of present Russian policy,
or Russian policy will make non-
sense of Stalin's words.—London
Daily Mail.

From The Pas, Manitoba, comes
a report that a wolf stalked a three-
year-old child being being shot.
It is regarded as somewhat inter-
esting in the debate about a
wolf's willingness to attack a
human being. The Port Arthur
News-Chronicler comments: Stalking
and attacking are quite different.
The wolf, evidently, feared to at-
tack even a child, else it would
have been doing more than stalking.
And as for stalking, the wolf will
stalk anything in the open, par-
ticularly if it will fall dead or be
killed in some other way but never
with the intention of attacking, if
it is a man. Helpless things like
sheep or young deer or moose are
its principal prey.

The mechanics of gaining tariff
reductions elsewhere in exchange
for concessions in imperial prefer-
ence areas is no inherent or
insuperable difficulty. It was ach-
ieved, with satisfactory results for
all concerned, in the Anglo-Ameri-
can trade agreement of 1938, an
agreement in which the British
Empire countries consciously partici-
pated. The more substantial ob-
stacle is that no empire country
will be enthusiastic for a major
reduction in its own tariff. It is
safeguards against great and abrupt
tariff changes by any country. —
London Times.

Mr. Elliott's successor as com-
missioner of income tax is as dif-
ferent in type as it is possible for
two men to be. Frank H. Brown
recently has been holidaying in Van-
couver. Before the war he was a
bank manager but during it he
expended various financial under-
takings for the Government, and
lately has been financial adviser
to the Department of Reconstruction.
Last year, Mr. Brown wrote a
book, "Pattern for Prosperity,"
which dealt with Canada's finan-
cial position. Though he is not
certain he knows the solution for
the country's problems, he is will-
ing to take an intelligent guess.
One thing is sure. He will be back-
ing Donald Gordon to the limit in
a policy of gradual decontrol of
prices. If it means anything for
future harmony between the two,
Mr. Brown can make Mr. Gor-
don's fine baritone singing voice
with one equally rich. —Vancouver
Sun.

United States Impasse

(Vancouver News-Herald)

In one of the critical periods
in history, the United States is
confronted with a serious impasse.
A Democratic president must work
for the next two years with con-
gress and senate dominated by Re-
publicans. No such incongruity
could occur in democratic countries
using a parliamentary system. At
the moment when the chief min-
ister of a parliament system ceases
to enjoy the confidence of a major-
ity of the people's representatives,
he must resign and make way for
one that does.

Resignation of President Tru-
man might be the way out of the
difficult situation. It is a way to
compel such resignation. He can
finish the balance of two years of
the four-year term if he wants to.
Unless the President takes the un-
precedented step of resigning, Ameri-
can influence in world affairs
will be greatly weakened. Even if
the Republican majority uses its
power with the utmost restraint,
there is nothing to suggest that
it will, the chief executive will
speak without confidence and
authority, and he will be heard
across the seas as a sounding brass
or a tinkling cymbal. In confer-
ence of Big Pop: Premiers, he would
be a dry rubber stamp making no
impres.

But the situation is liable to be
much worse than that. It is un-
likely that the Republican major-
ity will use restraint. There is
nothing in the recent campaign
to suggest that patriotism is
more than a passing fancy. The
accepted rules of the political game
are likely to be observed. With an
eye on the presidential election two
years hence, the Republicans will
use every opportunity to embarrass
and humiliate their opponents.

What the consequences will be
on domestic policy is anybody's
guess. The President has been
nattering and hesitating enough even
when he had some measure of party
backing in congress. On at least
one occasion he was reduced to
equivocation by a measure of extrin-
sically himself out of difficulty.
How much more puerile and path-
etic he will be when both houses
of congress are against him!

World Wheat Situation

(Dominion Bureau of Statistics)

World wheat production in 1946
will approach 5.9 billion bushels
according to data compiled by the
Office of Foreign Agricultural
Relations of the United States De-
partment of Agriculture. An out-
put of 16 per cent below the 1935-39
average. The most marked improve-
ment over 1945 is perhaps, in the
Mediterranean countries, where
widespread drought occurred last
year. Output in Spain, Italy and
France are also well above the 1945
levels and reflect at least a partial
return to more normal conditions
with reference to fertilizer avail-
ability, draft power and other re-
levant factors. Unfavourable weather
during harvest, seriously dam-
aged what otherwise would have
been an excellent crop in the United
Kingdom.

In North America, Canada's pro-
duction is approximately 40 per
cent above last year, while the
United States has turned out last
year's crop plus an additional 100
million bushels in excess of the previous
record crop in 1945. The African
crop, estimated at 135 million
bushels, is about 55 per cent above
the 1945 crop. The Argentine crop
and approaches the prewar average
of 143 million bushels. Asiatic crop
conditions were generally favour-
able during the season except in
Turkey, reported the largest crop
on record.

The Southern Hemisphere harvest
will not begin until November.
But, upon an average somewhat
higher than previous years and as-
suming average yields, Argentina
may achieve a crop of 200 million
bushels. Latest advice from Aus-
tralia indicates a relatively small
crop of 130 million bushels, due
principally to drought in Queens-
land and New South Wales.

Import needs by deficit countries
during 1946 are estimated at 1.169
billion bushels, or 1.1 billion bushels
less than the 1945-46 requirements.
Recovery of agriculture from war
damage is far from complete in
many countries and shortages of
live stock and live-stock products
will mean continued reliance on
cereals as the basic foodstuff in
many areas.

While production during the cur-
rent crop year is high, carry-over
stocks in all the major exporting
countries were at or near record
levels. On July 1, total wheat stocks
in the United States and Canada,
Argentina and Australia were es-
timated at 973 million bushels, the
lowest level reached since 1938.
When carry-overs and production
are added up, world supplies avail-
able for consumption in 1946-47
appears to be less than last year
and it is evident that world needs
prior to the 1947 harvest must be
met almost entirely from the 1946
crop.



ISLAND DAWN

Who can forget those Island dawns
of waking—
When crowsy birds have ushered in
the light;
When leaves have stirred, when
boughs have felt the shaking
Of wings unfurled for a singer's
flight?
Camped in deep woods, man's lonely
trails of seeking
Are changed to paths companioned
and divined—
For who can doubt the truth a
thrush is speaking—
From tall and misty altars of the
pine?

It is a music more than man's
achieving.
A sylvan echo of the spirit's hope.
The sleeper wakes to worship, half
believing
In heaven planted on an Island
slope.
And, as he looks and listens, one by
one,
The maple trees grow golden with
the sun.

William D. DeCoste, (Formerly
of Charlottetown)

Old Charlottetown

(And P.E.I.)

EARLY STEAMSHIPS

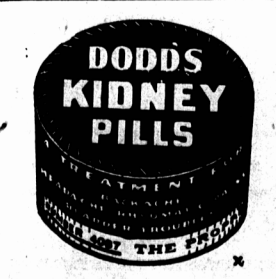
The first steam vessel in Prince
Edward Island was the "Peachon-
tas", 1832, owned by the Cunards,
of Halifax and Liverpool. The next
was "St. George" in 1842, then
followed the "Rose" and after her
the "Paly Queen" and the "West-
moreland". These vessels plied be-
tween Charlottetown and Pictou,
carrying many passengers and
freight, and received a small subsidy
for their service from the Provin-
cial Government.

About the year 1894 the Steam
Navigation Company was organized
in Charlottetown, and the steam-
ers "Princess of Wales" built in
Saint John, N.B. and the "St.
Lawrence" (formerly a blockade
runner) were placed on this com-
pany on the routes between Char-
lottetown and Pictou, and Sum-
merside and Point de Chene.

These wooden paddle-wheel
steamers did good service in their
day, but the growing trade and
travel induced the company to re-
place them with the larger and
better ships known as "Princess"
and "Northumberland", both steel
ships built in England. Later the
"Princess" was replaced by a
fine steel ship, the "Empress",
also constructed in England. The
ships received a yearly subsidy from
the Dominion Government for
carrying the mail during open
navigation.

In Canada, shortages of both
railway cars and lake and canal
shipping have been hampering
movement of wheat into export
ports has caused a lack of suffi-
cient equipment for grain move-
ments farther east. Much inland
shipping has been diverted from grain
movement. In an attempt to get Ameri-
can coal into Canadian bins before
freeze-up competition from the
pulp and ore trades is also heavy.
As a consequence, elevator stocks
in Montreal and other St. Law-
rence ports are at a very low level
and thousands of tons of ocean-
going ships have been held idle
in Montreal awaiting cargoes for
Europe. Continuation of this con-
dition is bound to impair Canada's
grain export program to a serious
degree.

The United States, U. S. is ex-
periencing difficulty in moving the
crop. Approximately 900,000 tons of
grain programmed for export in
the third quarter of 1946 had to be
carried over into the fourth quar-
ter, due principally to interruption
of shipments by the Maritime
strike. Railway cars are at a premium,
and the interiors of many box
cars have been damaged by ship-
ment of heavy freight to such an
extent that they are unsuitable for
the loading of grain and flour. It
is estimated that the supply of box
cars suitable for handling of grain
and grain products and other agricul-
tural commodities will still fall
short of requirements in 1947.



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another nice bungalow" to those
on the outside. But it's yours...
your first home. Yours to
decorate with dreams and furnish
with fine ideas... a place to laugh
and live in... a place to relax in.

In your own little home, you'll be
thinking now and then of re-
sponsibilities and things like the
future and protection. Thoughts
like these might well lead you to
call for the North American Life
representative... a man who has
helped many a householder in
your own community to carry out
some of those grand ideas which
are hatched in modest bungalows.
As an architect plans a good
house, he'll help you build a sound
financial programme on solid
foundations. You'll always be
glad you called in the North
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