

Since 1864

For three score years, Chase & Sanborn's Seal Brand Coffee has been renowned for its superior quality and rich flavour.

Of equal goodness is Seal Brand Tea—which fully maintains in every respect the reputation created by Seal Brand Coffee.

Chase & Sanborn's

SEAL BRAND Coffee & Tea

Woolville Club

Woolville Licks

Woolville Club

CHALLENGE

The undersigned do hereby challenge the team of the R. C. C. to a game of hockey to be played at the arena after 5 o'clock.

Scott Defeats Italian Boxers

LONDON, Jan. 31.—Phil Scott, British heavyweight champion, defeated Bartazzolo, the Italian, in the seventh round at Hill night, when the Italian was disqualified for hitting low.

Death of Veteran Major-General

HAMILTON, Bermuda, Jan. 31.—Major-General James G. MacDonnell, who commanded the Canadian training division at Shorncliffe, England in 1915-16 died at King Edward Hospital here today.

CLASSIFIED ADVERTISEMENTS

One insertion 10c per line of 5 words
Four insertions 30c per line of 5 words
Night insertions 20c per line of 5 words

Miscellaneous

Wanted

Female Help Wanted

Nursing

YOUNG WOMEN DESIRING TO enter Class, Feb. 1st, 1924, North Adams Training School for Nurses, please write Supt. before January 12th. School qualifies monthly allowance and privilege of six months course at Yale University School of Nursing all expenses paid.

Salesmen Wanted

THE CROWN LIFE INSURANCE Company has particularly attractive openings in Prince Edward Island, with unlimited opportunity for real salesmen. Write, giving full particulars to Crown Life, Care Guardian, 3635-1-31, 61.

Lost

LOST FROM MY RANCH ONE silver female fox. Finder please notify Elmer E. Sharbell, Portage, P. E. I. 3627-1-29-31

Male Help Wanted

FIREMEN, BRAKEMEN, BEGINNERS \$150-\$250 monthly, also clerks (which position?). Railway, Box 116, Guardian, 3627-1-11, 3651.

For Sale

FOR SALE—SHORTHORN COW and heifer, registered, milking strain. One Clyde Gelding, 1500 pounds. Leo Blake, Milton, 3626-1-29-31

For Sale

FOR SALE—75 LIGHT LIGHTING plant good as new, cheap for quick sale. H. G. Nelson at Universal Motors, 3624-1-29-31

For Sale

FOR SALE—FISHING BOAT 30 feet long and engine. Apply Peter Vessey, Jr., West Royalty, 3623-1-29-31

"Y" Bowling

CHURCH LEAGUE

The Church League got away to a good start last night, when St. Paul's defeated St. Peter's by 260 pins. A lot of old bowlers are back this year. St. MacNutt rolled the high single and three of 283 and 691.

St. Pauls:

W. Carmody	205	100	171
E. Caswell	174	145	149
E. Hearzt	134	174	164
S. MacNutt	204	204	283
E. Carmody	179	139	108
Total—2633.			

St. Peter's:

B. Acorn	159	140	211
L. Williams	186	124	149
E. Vessey	112	141	144
H. Day	135	118	195
W. Smith	114	98	177
Total—2273.			

In the second game St. James defeated Central Christian.

St. James:

T. Howatt	177	145	169
H. Laphorne	178	171	143
J. Cameron	177	209	184
C. Sample	207	173	153
Total—1114.			

Central Christian:

W. Smith	107	132	146
M. Carter	152	158	190
M. Stewart	112	111	205
J. Stewart	159	177	163
M. Adams	138	124	159
Total—2283.			

Second Section of Oddfellows Bowling League Schedule

Tuesday, Feb. 1st, 7.00 p. m.	MacEachern vs. Nicholson.
Tuesday, Feb. 1st, 8.30 p. m.	Down vs. Sentner.
Wed. Feb. 2nd, 7.00 p. m.	Howatt vs. Adams.
Tuesday, Feb. 8th, 7.00 p. m.	Adams vs. Nicholson.
Tuesday, Feb. 8th, 8.30 p. m.	MacEachern vs. Sentner.
Wednesday, Feb. 9th, 7.00 p. m.	Howatt vs. Down.
Tuesday, Feb. 15th, 7.00 p. m.	Down vs. Adams.
Tuesday, Feb. 15th, 8.30 p. m.	Nicholson vs. Sentner.
Wednesday, Feb. 16th, 7.00 p. m.	Howatt vs. MacEachern.
Tuesday, Feb. 22nd, 7.00 p. m.	Adams vs. MacEachern.
Tuesday, Feb. 22nd, 8.30 p. m.	Sentner vs. Howatt.
Wednesday, Feb. 23rd, 7.00 p. m.	Nicholson vs. Down.
Tuesday, Mar. 1st, 7.00 p. m.	Down vs. MacEachern.
Tuesday, Mar. 1st, 8.30 p. m.	Nicholson vs. Howatt.
Wednesday, Mar. 2nd, 7.00 p. m.	Sentner vs. Adams.
Wednesday, Mar. 8th, 7.00 p. m.	Nicholson vs. MacEachern.
Tuesday, March 8th, 8.30 p. m.	Adams vs. Howatt.
Wednesday, Mar. 9th, 7.00 p. m.	Sentner vs. Down.
Tuesday, Mar. 15th, 7.00 p. m.	Sentner vs. MacEachern.
Tuesday, March 15, 8.30 p. m.	Down vs. Howatt.
Wednesday, Mar. 16th, 7.00 p. m.	Nicholson vs. Adams.
Adams, winner of the first section to play winners of this section.	

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Central Guardian

TONIGHT—Paul Kollins. 3659

SPECIAL HOCKEY train leaves today 4 p. m. 3660

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CAR FERRY MEETS HEAVY ICE.—At midnight last night the Car Ferry was three-quarters of a mile from Borden fighting against heavy ice. She had left Tormentine at 5 o'clock meeting unusually heavy ice during the trip.

EXTENSIVE TRAVELLING.—Mr. Peter Kleinstra, a native of Holland, who has been in Charlottetown during the past week, leaves this morning on return to his home in Holland. Mr. Kleinstra has visited practically every country in the world and has written a book in his native language on his observations in many countries, particularly Egypt and the Holy Land where he spent the past winter. He visited Nazareth, Bethlehem, Jerusalem, Cairo, and the principal cities in Australia, New Zealand and every province in Canada. He considers British Columbia the finest country he has visited. He has been travelling during the past ten years and all seemed to be thoroughly enjoying themselves. Dixon's Orchestra was in attendance.

L. P. U. DANCE.—There was an unusually large crowd at the Labor Union Hall last night on the occasion of the annual ball. Between four and five hundred were present, and all seemed to be thoroughly enjoying themselves. Dixon's Orchestra was in attendance.

FUNERAL NOTICE.—The funeral of the late F. H. Horne will be held tomorrow (Wednesday) afternoon from St. Paul's Church where service will be held commencing at 2 p. m. Interment Milton Cemetery.

ENJOYED TRIP.—Mrs. J. H. McLean, Montague returned Saturday night after a three month visit to her daughters, Mrs. A. J. Engelmann of Detroit and Mrs. J. J. Trullinger of Quebec. She is at present visiting her sister Mrs. E. C. White, East Royalty, where she will remain for a short time before returning to her home in Montague.

PERSONALS

Mr. Benjamin Rogers, City, left yesterday on a visit to Boston.

Messrs. Roderick D. Donaldson, New York, and Thomas J. Coleman, St. Stephen, officials of the Maritime Electric Co., are in the city on official business.

The many friends of Mrs. Gordon McMillan, Cornwall, will regret that she underwent an operation for appendicitis at the P. E. Island Hospital, Sunday.

Mr. Frank Hamill, Central City, is visiting in this city, the guest of his daughter, Mrs. R. J. McDonald, 228 Richmond street.

Messrs. Alfred Reeves and Austin Hamill of Freetown attended the Abbies vs Crystals Hockey match in Charlottetown last Friday night.

Mr. L. G. Whear will sail from Saint John N. B., on February 4th for England in the interests of the firm of Henry Morgan and Co. Limited of Montreal, with whom Mr. Whear has been connected for many years.

BIRTHS

CARR.—In this city, January 29th, 1924, to Mr. and Mrs. Herbert M. T. Carr, a daughter.

MURRAY.—At the City Hospital on January 29, 1924, to Mr. and Mrs. Frank Murray a daughter, Bernice Ruth.

MARRIAGES

MACLEAN-GRIGG.—At the Unit. Church Parsonage, Bideford, on Jan. 26th, 1924, by the Rev. Bruce E. Carew, Belle Grigg of Tyne Vale to Stanley MacLean of Bayside, Lot 14.

DEATHS

CROCKETT.—On Monday, Jan. 31st at 248 Fitzroy St., William Crockett in his 88th year. Funeral from his late residence tomorrow (Wednesday) afternoon, services starting at 3 p. m. Interment People's Cemetery.

CAMPBELL.—At Clifton, Jan. 31st, Mary Docherty, wife of Neil Campbell, age 74. Funeral notice later.

STEWART.—At Boston, January 31st, Miss Flora Stewart, funeral at Hartsville, February 3rd, at 2 o'clock.

FARROW.—At Appin Road, Jan. 30, John Farrow aged 70. Funeral from the home of William Gillespie Tuesday at 2 p. m. to Appin Road cemetery.

HUGHES.—In this city on Jan. 30th John Frederick, aged six weeks beloved son of Mr. and Mrs. James M. Hughes.

ROGERSON.—At Fanning Brook Dec. 30th, 1923, Thomas Rogerson Sr., in the 84th year of his age leaving his aged widow (nee Margaret Cumming), one son Ernest of Fanning Brook and one daughter Mrs. J. E. Dingwall, Midglow to mourn their loss.

MCPHERSON.—At the Parochial House, St. Margarets on Jan. 31st, 1924, Elizabeth McIsaac aged 82 years, beloved wife of the late one Mr. McPherson of Uxg. The remains will be forwarded by train to Gloucester Station on Wednesday evening, Feb. 2nd and the funeral will take place from the residence of her son Daniel McPherson, Uxg. on Thursday morning at 9 a. m. to Vernon River Cemetery.

UNDERTAKER

N. D. MacLEAN

EMBALMER

KING SQUARE

MacKinnon Drug Co.

Phone THE RECALL POB. 219 KODAK STORE 332

THE OLD, RELIABLE

GILLET'S LYE

Use Gillett's Lye to MAKE YOUR OWN SOAP and for cleaning and DISINFECTING

Gillett's Lye Protects Your Health and Saves Your Money

Mr. P. W. Clarkin of the C.N.R. Gives an Interesting Address at the Weekly Luncheon Yesterday.

At the Rotary luncheon yesterday with Mr. Edwin Nicholson in the chair, the speaker was Vice President, P. W. Clarkin, Division Freight and Passenger Agent of the C. N. R. who gave the following interesting and informative address:

A FEW RAILWAY FACTS

In beginning my subject, I am first going to give you a few paragraphs taken from the report of a speech delivered by Mr. E. W. Beatty, President of the Canadian Pacific Railway before the Toronto Board of Trade recently. I will follow this by giving you some facts and figures with regard to Island traffic.

Here are some of the things that Mr. Beatty said, as reported by the Montreal Daily Star.

Speaking about a railway monopoly in which he did not believe, he doubted if all of us appreciate the magnitude of transportation in Canada.

By adding together the cash invested in the privately owned Canadian Pacific and the cash disbursed directly or indirectly for the public owned Canadian National, the total of \$3,377,396,541, is obtained.

If you eliminate the money which has been paid and which cannot be recalled, those which have been spent to meet operating deficits or the interest on money borrowed from others, you will still have an amount in excess of three billions of dollars invested in the physical properties of these two companies.

The net national debt of Canada as last reported is \$2,334,436,775 so you will realize that the money represented by these 37,000 or more miles of railway exceeds the total obligation of Canada to its own people in other ways.

The people of Canada pay less for their transportation than the people of any other country, and the total net earnings of the two great systems combined only represent 2.8 per cent of the cash actually invested in these railways.

These two railways are heavy purchasers of materials and supplies of all kinds and the aggregate purchases of both for the past year and exceeded \$50,000,000.

Their contribution to the national income is indirect, to the commercial prosperity of Canada and to the furtherance of its progress as a nation, is indisputable, and all we ask is that we should be permitted to pay our wage scales and our coal bills, to pay the interest on our debt, to have borrowed a fair return to the owners and have something over for improvements and betterments without attempting to live through the medium of exhaustive borrowings.

Taking the Canadian Pacific alone, Mr. Beatty said "statistically in terms of a day's income" we find that in 1923 it took the revenue of 167 days to meet our payrolls.

The cash receipts for 75 days went for the purchase of materials, supplies and incidental operating expenses. The remainder of 55 days was spent for locomotive fuel. The earnings of 10 days went to pay the taxes. Interest charges and rents took 29 days and dividends 44 days leaving a surplus after all expenses and charges of six days earnings for betterment and improvements. In other words, the six days earnings were all that we had left for the protection of the property after we had paid our wages and coal bills, our taxes and our interest, and a reasonable return to our shareholders.

Naturally the President of the C. P. R. feels that this is a margin of safety, which is not commensurate with the size or importance of the undertaking with which I feel sure my audience will agree.

I do not believe any person will question the facts and figures presented by Mr. Beatty. They are evidenced by the railways must be operated as a business proposition and be allowed to have sufficient net revenue to function and to expand.

Now for a few facts as to Island traffic.

During the year 1923, we moved from Borden to Cape Tormentine 29,884 passengers and during the same period for 1922 31,164 a decrease of 1280 leaving the Island. From Cape Tormentine to Borden during 1923, we moved 33,719 passengers and the corresponding months of 1923, 30,128, or an increase of 3591 coming to the Island.

You will observe from these figures that 3.35 more people came

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