

BURDOCK BLOOD BITTERS

For sale at all drug and general stores; manufactured for the past 38 years, only by The T. Millam Co., Ltd., Toronto, Ont.

Stomach Trouble After Her Meals

Mrs. Collingwood Maynard, Fort Hill, N.S., writes: "I suffered from pains in my stomach, and headaches, after eating my meals. A friend advised me to take Burdock Blood Bitters, and after having done so I found a great change in me. Now I never have any trouble with my stomach, and headaches are a thing of the past."

SUMMERSIDE GUARDIAN and Prince County Chronicle

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

RESERVE MARCH 17TH for the Summerside C. Y. M. League Trish play. 7956-2-6-mws-31

ST. MARY'S BADMINTON CLUB—St. Mary's Badminton Club, Summerside, had a very good meeting on Friday evening and after some practice, a number joined in a step-dancing contest, which was a very good exhibition of the art.—S.

DR. P. A. CREELMAN will hold a chest clinic in the Town Hall, Summerside on Thursday, February 9th from 11 a. m. to 12 noon. 7951-2-6-11

MCLAN LEAGUE playoffs in the Kensington Rink Monday, Feb. 6, at 8.15 p.m. Victoria Unions vs. Kensington Granites. This is the first game of the final play offs for the McLean Cup. Hour's skate after match. Admission 15 and 25 cents. 7946-2-4-21

LEFT FOR TORONTO—Mr. W. W. Muttart left on Saturday on a visit to Toronto, Hamilton, Ont., and Montreal to visit the Orange Lodges in his official capacity as Grand Master, representing the Island Lodges.—S.

PERSONALS

ATTENDING CLINIC—Doctors from Prince County attending the 17th annual clinical session of the American College of Surgeons in Montreal next week are: E. T. Tanton, M.D.; J. C. Simpson, M. D.; and Ingham Jardine, M. D. The session will be attended by prominent medical men from Canada, the United States and abroad.—S.

Mr. Wm. Irving, of Alberton, was in Summerside on Saturday on business.—S.

Mr. Harry Lewis, of Cascumpec was a visitor to Summerside on Saturday.—S.

Mr. Donald Baker, of Summerside, was a visitor to Charlottetown on Friday.—S.

NUMBER OF MEN RECEIVE EMPLOYMENT—The civic building at Summerside represented a busy scene on Saturday morning, when thirty or more men called to receive their pay for the work they had been doing on the streets. This has helped out the unemployment situation and the Mayor and Councilors are to be commended for their action in having the streets cleaned of snow and at the same time giving useful employment to the working men of the town.—S.

Miss Maye Roy, of Moncton, N. B., is the guest of Mrs. Alfred Groom, of Summerside.—S.

Mr. and Mrs. Fred Clark, of Cavendish are visiting Mr. and Mrs. Wilbur Clark, of Summerside.—S.

Mr. Roy Smith, who has been undergoing treatment in the Prince County Hospital, has returned to his home at West Point.—S.

The many friends will be sorry to learn of the indisposition of little Clayton Hughes of Emerald.

Mr. Richard Clark, of Summerside, who entered the hospital on Friday for treatment, is doing nicely.—S.

Mrs. Harry Simmons, of Wilmot Valley, was operated on in the Prince County Hospital and is doing as well as can be expected.—S.

Miss Doris Bernard, of Sea View has returned home from the Prince County Hospital, where she had been operated on for appendicitis.—S.

Mrs. Phil Noonan of Tignish after spending some weeks at her former home has returned to Amherst, and is visiting her aunt, Mrs. L. T. Curry, Upper Victoria St.

Miss Glenda Muttart received a nasty cut on the nose while skating at the Crystal Rink on Friday. She fell and some one coming behind struck her with their skate. Stitches were necessary to close the wound.—S.

The young barrister, in a harrising cross-examination of a landlady, was trying to discredit her boarding-house in the eyes of the jury. She spoke of certain lodgers who never went out at night and the barrister pounced on her at once.

"A queer set of people seem to live in your house madam," he said "Are they training for monks, or is there some reason for hiding themselves from the public?" "No, sir," replied the landlady, "they're studying for the law!"

Piles Go Quick

Itching, bleeding or protruding piles go quickly and don't come back if you really remove the cause. Bad blood circulation in the lower bowel and hemorrhoidal veins causes piles by making the affected parts weak, flabby almost dead. Salves and suppositories fail because only an internal medicine that stimulates the circulation and drives out the impure blood can actually correct the cause of piles. Dr. J. S. Leonard discovered a real internal Pile remedy. After prescribing it for 1,000 patients with success in over 900 cases he named it HEM-ROID. Hughes Drug Co. Ltd., and druggists everywhere sell HEM-ROID Tablets with guarantee they will end your Pile misery or money back.

Dr. W. R. Carson
CHIROPRACTOR

Three Year Palmer Graduate
124 Prince St., Phone 1072
Home Calls Made.

URGES

(Continued from Page 1)

Western Canada averaged 55%, while in the Maritimes the increase was 92%. The 20% reduction was recommended with a view of placing the Maritimes on a parity with the rest of Canada. It appears, however, that we largely overlooked the fact that the "Intercolonial" was a treaty railway, built for the express purpose of giving us the means of reaching the mass population of Central Canada as already stated. The "Intercolonial" was not a commercial railway, and was never intended to be a paying proposition. It would offset the construction of the Canals, which were built at the expense of all tax-payers of the Dominion, and operated without any toll whatever to Canadian or foreign vessels. Sir Henry Thornton, in his evidence before the Duncan Commission, stated that the Management of the C. N. R. did not take into consideration constitutional or Confederation rights when building their rate structure, or in operating the road. In the Maritime Freight Rates Act of 1927, it is provided that in event of concessions being granted to other parts of Canada, the Maritimes were to benefit to the extent that the 20% reduction would be safe-guarded.

Transportation Commission

The financial assistance given the Maritime Transportation Commission was withdrawn by the Provincial Governments of the Maritimes about three years ago, and since then no one has been responsible to see that our transportation rights were protected, with the result that benefits already achieved (a saving to the producers and shippers of the Maritimes to the value of Thirteen Million Dollars) after years of persistent effort, are slipping away, as a result of concessions that are being granted shippers from time to time in other parts of Canada. Some years ago Maritime federal politicians agreed to a reduction in freight rates on goods from Central Canada to the Maritimes, evidently with the intention of benefitting the consumer, but overlooked the fact that they were agreeing to a policy that spelled ruin to many Maritime industries. If some very definite stand is not taken at an early date, the same fate is in store for Maritime Agriculture. Today, not only grain, but live stock, poultry, eggs, apples and other farm products, from British Columbia, the Prairie Provinces and Ontario, are coming right through to the Maritimes, and in competition with similar products raised here.

As an instance of discrimination in rates, recently it was found that oats could be shipped through from Port Arthur to Sydney at the same rate as from Tignish to Sydney, and while there has been an adjustment in this particular case, since it was discovered, at the urgent request of the Boards of Trade, it goes to show that eternal vigilance is the only safe-guard. The freight on a car of oats, today, from an Island point to Sydney is equal to 50% of the value of the shipment. Grain, the major product of Western Canada, gets a low rate of freight, and our major products in the Maritimes should have special rates by rail, and entitled to equal consideration. The freight rates as now prevail with the present low value of commodities retard the disposal of our products in the home markets, and with the gradual loss of the 20% reduction, the producers of the Maritimes are drifting into a position of isolation and discouragement, with even their local trade being swallowed up by those more favored residing in other parts of the Dominion.

There is absolutely no doubt but that Canada's greatest problem today is the terrific financial burden brought about by extravagance in the building of railways far beyond her present requirements. But those enormous expenditures in duplication of railways and in building of

Adequate Facilities

After all these years of discrimination against Maritime ports, we

canals has been carried on in that part of Canada extending from Quebec to British Columbia. The Maritimes have not participated in these expenditures for the duplication of railroads, which is something unknown in the Maritimes, and we, in Prince Edward Island, cannot obtain even one first-class through passenger service between Sackville and Prince Edward Island, and in the fall and winter season, are even deprived of the present inferior second passenger service connecting with the Ocean Limited, notwithstanding that this connection is provided for in the Terms of Confederation. While we have contributed to this extravagance or luxury in the rest of Canada, without reaping any of the benefits such as follow large expenditures of capital, we have, on the other hand, suffered, because in the concentration of wealth and the great development in transportation, it attracted industry and commerce to those centres, and acted as a magnet in drawing away the young blood of the Maritimes, and this was intensified by the efforts and great expenditures on behalf of the Government and the Canadian National Railways in promoting immigration and land settlement in all parts of Canada, for many years, excluding the Maritimes. Thus what was intended as a partnership to be developed on a basis equitable to all, has turned out to be a discrimination in favor of Central Canada, largely at the expense of the Maritimes, with the further result that we have lost not only population, but representation in the Federal Parliament.

Economic Factors

According to the Dominion Bureau of Statistics for the year 1928, the following economic factors applying to the Provinces of Ontario and Quebec only, justify my contention as regards concentration of wealth and industry:—

About 84% of total investment in Canadian Industry,

About 80% of Canada's total Industrial Employment,

About 87% of Canada's total Industrial Production.

In addition to paying toward the tariff protection of Ontario and Quebec manufacturers, the Maritimes are required to pay transportation charges on industrial commodities purchased by them from Central Canada, and are thus placed at a great disadvantage compared with producers in Ontario and Quebec. It has been conservatively estimated that on automobiles now operating in the Maritimes, over \$2,500,000 have been paid in transportation charges from Central Canada, in addition to over \$20,000,000 representing the enhanced cost on account of protection in industry in those Provinces. By reason of the concentration of important economic factors in Central Canada, a burden has thus been placed on the Maritimes, which was never anticipated by the Fathers of Confederation, and which heavily handicaps their economic welfare.

Take the case of the discrimination against the Maritime ports. These ports and rail facilities constructed in connection therewith, although built for the express purpose of handling Canadian trade all the year round, in compliance with pledges given in the framing of Confederation, and again when the Transcontinental Railway was constructed, after having been deprived of the export grain traffic for many years, and which has been going largely through American ports in the winter season, recent investigations and statistics prove conclusively that for the past thirty years the tremendous sum of \$30,000,000, on the average, per year, has been going out of Canada to the United States railways, and giving employment to thousands of workmen in that country, while many of our own people were without work.

After all these years of discrimination against Maritime ports, we

CHECK COLDS CURB COUGHS WITH Canada's Great Cough And Cold Remedy— "Acts Like a Flash"

Well, folks—in your nearest Drug Store you can get a bottle of Buckley's Mixture, the largest selling cough and cold remedy in Canada, a different mixture and a supremely efficient Mixture.

For you must bear in mind that a remedy which in a few hours puts to rest the loudest coughs and colds, is no ordinary remedy but stands in a class by itself.

Buckley's is triple strength, a little goes a long way, yet it is so harmless a child can take it, and how speedily it does help the little ones.

If you want to stop a cough or get rid of a cold with astonishing swiftness, get a bottle of Buckley's Mixture today, at any Drug Store. For your health's sake demand Buckley's for cheap imitations are numerous.

are now told by no less an authority than Messrs. James Richardson and Son, Ltd., of Winnipeg, the leading grain exporters of Canada, that we have adequate facilities to handle all Canadian grain destined to the United Kingdom through Canadian ports, and that it is good business to ship through Saint John and Halifax, as it can be done cheaper than through United States Atlantic ports. This is a strong argument in favor of Maritime claims for adjustment, in view of the large Federal Government expenditures and efforts put forth to place the Hudson Bay Route on the map, and make it feasible for grain shipments for a few weeks in the year, in spite of serious handicaps. If the Maritime ports had been receiving the consideration and support they had a right to expect as a part of the Confederation Pact, and \$30,000,000 per annum could have been kept in circulation in Canada, it is doubtful if the Dominion would be grappling today with railway financial problems and unemployment to such a serious extent, and it would have added tremendously to Maritime industry and possibly meant a reduction in taxation. Many of these unfavorable conditions exist and have been made possible, not only from strong influence in other centres in the promotion of their own local interests, but also very largely because in the Maritimes we have lacked unity in thought and action. Without a combination of effort in the Maritimes as a unit, we have failed to hold our own or to keep pace with the rest of Canada. We have more varied resources, with tremendous potentialities, in the Maritimes than probably any other part of the Dominion, but being shut out of the United States, our nearest market, as well as other foreign markets by tariffs, and being deprived for years from development of Maritime ports, and from participating in the home markets, as a result of excessive freight rates, it can readily be seen what an important part the question of transportation is to the Maritime Provinces and will play in future development, as the fraction of a cent, per hundred pounds of freight is often a deciding factor.

Car Ferry Account

The one remaining local question I would like to refer to is that of the Car Ferry accounting, which seems to be so little understood, even by our own people. Those having had to deal with Government and railway officials for a great many years past, are only too familiar as to how the mixing of the ferry accounts with those of the railway has worked to the prejudice of our Province. It has been dealt with on many occasions by our Boards of Trade, and when the facts relating thereto were placed before the Duncan Commission, a recommendation was made in their report to the effect that the ferry service should not be run as part of the railway operations, but should be run under separate account for the Department. The late L. S. Brown, when General Manager of the Atlantic Region at Moncton, was one of the first to

urge the Boards of Trade to take this action. We were informed by Mr. Brown in those days that the Island Railway was not causing any of the deficit in the Atlantic Region, aside from the ferry, but that the expense of the ferry service created a large deficit that was operating to our disadvantage in getting needed improvements and in developing our shipping facilities.

The Boards of Trade have always taken the stand that the ferry service, being part of a fulfillment of the Confederation Treaty, the cost of operating was not correctly chargeable in the Railway Company's accounts, nor should the expenditure relative thereto be a matter of decision for the railway management, as if dealt with as a charge in connection with their administration, it would be operated altogether from the standpoint of business economy, and without regard to constitutional rights under the Confederation Pact. The ferry service is part of the consideration paid by the Dominion of Canada to the Province of Prince Edward Island as an inducement to enter the Confederation partnership, and Prince Edward Island, therefore, has the right to see that that treaty or pact is honored 100%. When the tenders for a new car ferry were first called for, it was for a boat very much similar in dimensions to the old "Prince Edward Island" ferry, and Mr. Hungerford, Vice President of the Canadian National Railway at that time, stated in a report given to the Boards of Trade by Mr. Appleton that a larger boat and additional docking facilities could not be built, as the cost was not justified.

That report, it could readily be seen, did not give consideration to our constitutional or treaty rights, nor did it fulfill the recommendations of the Duncan Commission. The Boards of Trade protested, with the result, in due course, that new plans were eventually drafted, and new tenders called for a larger boat, together with additional docking facilities to be constructed. At the last annual meeting of the Maritime Board of Trade, the question of the car ferry accounting was again dealt with, as you will see by the attached resolution and brief. Mr. Hungerford acknowledged receipt of same to Mr. W. Chester S. McLure, M. P., on November 14, 1932, as per letter attached, and from which you will see that while Mr. Hungerford contends that it could make no appreciable difference to our Province if the accounts were separated—in the very next paragraph he deals with the question of the cost of transporting automobiles, which is \$4.00 each way or \$7.00 for return trip. He refuses to consider any reduction, and is firmly of the opinion that these charges are reasonable and fair.

Trade Board's Contention

That is a matter of the greatest importance in the development of the tourist traffic in Prince Edward Island. It is contended by the Boards of Trade that the ferry should be regarded as a Confederation Bridge, and only a nominal charge of say \$1.00 should be made for ferrying an automobile. The new bridge crossing the St. Lawrence from Montreal cost \$19,000,000 and I am informed on good authority that the toll for an automobile is 50c for each crossing. As the railway management have to deal with the expense account of the car ferry, last year they discontinued the second passenger trip early in October, as a matter of economy, and as a result this Province was penalized, as no other Province, by having its constitutional rights violated, as we were promised under the Confederation agreement "Efficient steam service for the conveyance of mails and passengers and to be maintained between the Island and the Mainland winter and summer, placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion." This was a definite un-

Sweeping Floors Once Trial No Hardship When Healthy

Couldn't Work Because of Lame Back—Relieved by Dodd's Kidney Pills

Bear River, N.S., Feb. 6.—(Special). Every woman takes a pride in keeping her home clean and neat. Women find no difficulty in looking after the hundred and one details of home management, as long as they enjoy good health. It is when illness comes along that housework becomes a trial. Such was the experience of Mrs. M. Hardwick of Bear River, who suffered so from backache, that she could not do her household duties for a long time. You can imagine Mrs. Hardwick's gratitude when she found how quickly Dodd's Kidney Pills relieved her backache. "Thanks to Dodd's, she has not been bothered since the original attack six years ago."



MRS. M. HARDWICK
of Bear River, Digby Co., N.S., who six years ago found great difficulty looking after her household duties due to a lame back. You can imagine Mrs. Hardwick's gratitude when she found how quickly Dodd's Kidney Pills relieved her backache. Thanks to Dodd's, she has not been bothered since the original attack six years ago.

The fact that Dodd's Kidney Pills are the best treatment for backache is proof that this painful, serious ailment is due to faulty kidneys. If you fail to heed the warnings nature gives through these symptoms, you are taking great chances.

At the first sign of kidney trouble, such as backache, turn unhesitatingly to Dodd's Kidney Pills.

dertaking on the part of the Dominion to perform a specified act, and Prince Edward Island should not be satisfied with the placing of the responsibility for the performance on the shoulders of the Canadian National Railway management, or any third party, as by doing so, the cost of operations is bound to work to our prejudice, as has been the experience in the past.

Duff Commission Report

My reason for touching some of the above phases of our transportation difficulties and problems is on account of the very drastic recommendations contained in the Duff Report, and if carried into effect would have most serious results as regards the Maritimes, and particularly Prince Edward Island. It is, therefore, well for us to keep in mind the handicaps and discriminations that the Maritimes have been struggling under, as well as the non-fulfillment of Confederation promises. The principal reason for these drastic recommendations is largely the result of the enormous expenditures for duplication of railways, which necessitated the recommendation for the discarding of many thousands of miles of trackage built at a high cost. As I have previously pointed out, duplication of railways was a policy never adopted or promoted for the Maritimes, and consequently we are not responsible for that phase of the railway situation. Then the excessive freight rates the Maritimes were laboring under from 1912 to 1927, as per the report of the Duncan Commission, is sufficient proof as to why production and trade was diminishing and progress retarded, and many of our people so discouraged that they were compelled to move to more prosperous centres, where large Government expenditures were being carried on, and to which Maritime tax payers were contributing. Then the unfair treatment of Maritime ports and the policy of clear discrimination against said ports, notwithstanding the definite agreements that they were to be promoted and developed as national ports for Canadian traffic, as referred to in the Duff Commission Report, in comparison with other sections of Canada.

EMYVALE

The whist parties sponsored by the C. W. L. are drawing increasing crowds to the hall each week. Beside the amusement derived, attractive prizes act as an incentive to bring those who enjoy a game of cards.

We regret to report the continued indisposition of Mrs. Philip Griffin.

Mr. Austin Coady, Hazelbrook, is visiting his aunt Mrs. J. J. Murray, Emyvale.

Among those taking advantage of the special excursion rate to Boston on Friday last were: Messrs Walter Coady, Jerome Smith and Anthony McDonald.

The Tyrone Dramatic Club, under the direction of Father Herrell are soon to begin practicing a play entitled, "For the Love of Johnny."

Fire of an unknown origin completely destroyed the dwelling home and barns of Mr. Frank McQuaid, Bonwell, on Friday last. Practically the entire contents of both buildings were lost, as the blaze had made too much headway to be checked by the large number of fire fighters who congregated.

Messrs James Quinn and Thomas Carragher have been busily engaged repairing the damage done to the dam during a recent thaw. The mill will likely be in operation shortly.

The condition of Mrs. John Murray, at present in Charlottetown is said to be serious. Mrs. Murray is one of the oldest residents of the parish, having passed her ninety third birthday early this month.

Messrs Joseph Cusack and Stephen McDonald, successful second and first year students, respectively at P. W. C. and Mr. James Callaghan attending S. D. U., have returned to the city to resume their studies.

In a hotly contested hockey fixture at Wiltshire, Wednesday night, the North River team managed to eke out a 2-1 decision over the locals.

The North Wiltshire hockey team has withdrawn from competition in the Bethune Hockey League, due to the fact that the playing of one of their men was being protested by a certain club.

Appropos of the above it may be said that the team lost all of its three starts, which caused attendance figures at home games to drop. So, partly for this reason, the management was influenced to withdraw the team to save them from finishing the season in the "red." We think, however, that the team's performances showed that they were not undeserving of the support and patronage of local fandom.—X.

QUEBEC TOBACCO FOR BRITISH WEST INDIES

MONTREAL, Feb. 4.—(C. P.)—A shipment of Quebec grown tobacco sufficient to keep 18,000 smokers supplied for one month has been made to the British West Indies. The consignment went to Jamaica, where the native population is approximately 1,000,000 and where women smoke as well as men.

By George N. Ianus

BRINGING UP FATHER

WELL I'VE GOT DAUGHTER TRYIN' TO TALK MAGGIE INTO GIVIN UP TALKIN' THEM EXERCISES ON THE RADIO-I GIT SO WEARY OF HEARIN' THAT INSTRUCTOR SAYIN' "ONE-TWO-ONE-TWO"

WHAT? NOW ME DAUGHTER IS GIVIN INSTRUCTIONS INSTEAD OF STOPPIN' IT?

ONE-TWO-ONE-TWO

OPERATOR-I SAID ONE-TWO-ONE-TWO CENTRAL! PLEASE GET ME THAT NUMBER!

MY ERROR!

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EASTERN GUARDIAN

This column is reserved for news of local interest but advertising of a new nature may be inserted at 2 cents a word strictly payable in advance.

..SUBSCRIPTIONS to The Charlottetown Guardian may be handed to their Rep. Archie Hume, or left at H. J. Mabon's Drug Store, Montague. 12-13-dtf.

EYESIGHT EXAMINATION

Fitting and supplying Glasses, etc.

H. J. MABON

OPHTHOMETRIST
Office Connected With Druggists

EYES TESTED AND GLASSES FITTED

J. S. TAYLOR
E. W. TAYLOR
Ophthalmists
142 Richmond Street

SUNWORTHY WALLPAPER

ITS BEAUTY LASTS

WALLPAPER REMNANT SALE

Now on at CARTER'S BOOK-STORE in our WALLPAPER DEPARTMENT. We have laid out a large number of REMNANT lots with BORDERS to match. Beautiful patterns but lots too small to insert in our WALLPAPER SAMPLE BOOKS.

We are selling all these lots at exactly

HALF PRICE

Here are great BARGAINS for early buyers.

Carter & Co. Ltd