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Steel reinforced by steel construction from wheels to roof panels... Compound hydraulic brakes with emergency band brake operating on rear wheels instead of drive shaft... one-piece steel body with Studebaker's exclusive dual dome cowl... Safety glass... Twin beam head lamps with non-glare adjustment.

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New reduced DELIVERED prices in Charlottetown. Dictator as low as \$1174.00, Commander as low as \$1673.00. President as low as \$2237.00. NOTHING MORE TO PAY.

C. D. IVES

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THE SIMPSON EASTERN LIMITED

Gotham Chuckles For Big Orators

NEW YORK, April 15—(Canadian Press)—What the average citizens of the United States think of the country's oratorical heroes, the dissociated triumvirate, Senator Huey Long, Father Charles Coughlin and General Hugh Johnson is undoubtedly as various as its own economic belief and geographical location, but what the metropolitan citizen of New York thinks can be discovered in any movie theatre. New Yorkers are immensely amused.

Recent news items portraying each of the three men verbally lambasting each other were received in a midtown theatre with mingled hisses and cheers but with gargantuan merriment.

First the round-faced visage of the Senator from Louisiana drew moans and faint handclapping as he recited with reference to General Johnson and the NRA the story of the old negro who said "I belong to these remains." (Much laughter, derisive.)

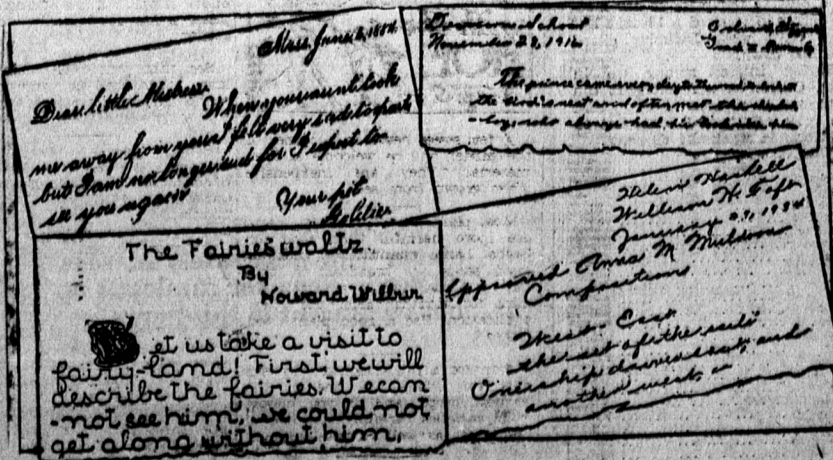
Next the be-speckled countenance of the Detroit priest appeared to the accompaniment of some applause and hisses. Father Coughlin referred to General Johnson as a "chocolate soldier" which drew no

cheers but considerable chuckles. Last of all the square-jawed General with the tired eyes was seen explaining that Long and Coughlin were a "couple of political sissies." The audience whooped, clapped and boomed.

FREAK CALF BORN

(Special Wire) The sight of a calf with two upper horns, the extra ones in the middle of the forehead, probably was too much for a cow on Gerald Sanden's farm. The calf was thought to have been born alive, but was found in the yard trampled to death.

How Handwriting Has Changed Through the Years



At a teachers' convention held in Boston, Mass., it was revealed how school children are changing their handwriting. Upper LEFT sample

shows the fine flourish of writing in 1884; Lower LEFT, the stylized Germanic script taught in the schools about 35 years ago. Upper RIGHT, what happens when children

were allowed to write as they pleased and lower RIGHT, a sample of the style now being taught with emphasis placed on what is termed the "cursive style."

Liberal Disagreement

(Continued from Page 5)

ment to take over two or three of the wharves. If the Minister had kept on pressing at Ottawa, we would have been relieved of this expenditure this year of \$2,000."

Hon. Mr. Sharp: "Practically all the provincial wharves have been taken over, with the exception of the Cranberry wharf, in the East River. The Federal Government looks after the wharf out to the point of the slip; we have to look after the rest of it."

Maintenance of Roads (\$175,000)

Mr. Dennis asked if there was any means by which the government could broaden out the roads without covering the gravel. Hon. Mr. Sharp said in former years the roads were made from 18 to 20 feet in width and gravelled. There has been an insistent demand within the last few years that the roads be widened. The gravel, however, has been so mixed with the clay that it is impossible to separate it when widening the road. Eventually the clay goes to the side of the ditch, and the gravel reappears, but it is practically impossible to prevent covering the gravel during the road widening process. The government has received demands from all over the country, that roads be widened to the standard width.

Steel Cutlery (\$15,000)

Mr. LePage asked how the steel cutlery was standing up to traffic requirements. Hon. Mr. Sharp: "They are standing up very well. I believe some of them have been in for twenty years, and with the exception of one or two blades which they have not been put in deep enough, there is practically no trouble with them. Where we have to shift them they come out without showing very much rust."

ROCKY-POINT FERRY

Mr. LePage, referring to the proposed new Rocky Point ferry, thought that great care should be taken in strengthening the boat to take care of the situation that occurs in the fall of the year. The stem post will have to be made heavy and solid. The boat should be able to cross in floating ice without any danger.

Hon. Mr. Sharp said it was proposed to install a 170 h.p. Diesel engine which will allow the boat to cross in eight minutes less time. The plans are being prepared by Mr. Fitzgerald, who, Mr. Sharp understood, had in mind the suggestion made with regard to the strengthening of the boat. Mr. Allen: "Have you any idea of what the boat will cost?" Hon. Mr. Sharp: "Between \$27,000 and \$30,000." Mr. Allen: "Is she as big as the old one?" Hon. Mr. Sharp: "Practically the same size."

PERMANENT ROADS

With regard to the item, Permanent Roads including Borden Highway, \$150,000, Mr. McIntyre said this amount should not be in the estimates, according to the Premier's statement in the House last year. It includes the hard-surfacing of the Borden highway. They should press this claim at Ottawa and keep the Prime Minister to his promise.

Hon. Mr. Sharp: "I think my hon. friend is familiar with my explanation on the Draft Adkins debate, that the type of road that the Prime Minister had in mind was not a hard-surfaced road." Mr. LePage: "I understand it is being done under the Relief Act." Hon. Mr. Sharp: "The portion of it that is done is."

Mr. LePage: "Then I suppose there will be no political discrimination against Liberals." Hon. Mr. Sharp: "Do you know of any Liberals who were discriminated against?" Mr. LePage: "I know of quite a few places there was." Hon. Mr. Sharp: "I distinctly remember a recommendation of his; a good many and we put them on." Mr. LePage: "Yes, I give you credit for that. I sent two men to you, and I think possibly they were Liberals. (Laughter.) They got on." Hon. Mr. Sharp: "There were more than that." Mr. LePage: "There may have been two more." Mr. Allen: "Do I understand that there will be no political discrimination on the highways and that the Liberals will be considered as well as the Conservatives?" Hon. Mr. Sharp: "They always have been."

N.S. Policy Quoted

Mr. Dennis said he was doubtful as to the wisdom of the hard surface road policy in this Province. Premier MacMillan quoted from the Liberal press of Nova Scotia the road schedule of the Macdonald Government, where road gravelling has been discontinued and tenders were being called for hard surfaced roads to the extent of 250 miles this year. "They evidently believe in hard-surfaced roads too," he said. Mr. Allen: "My hon. friend condemned Nova Scotia for gravelling and now he praises them for hard surfacing." Premier MacMillan: "Did I ever

condemn the policy of Nova Scotia?" Mr. Allen: "For gravelling the roads."

Premier MacMillan: "I didn't do anything of the kind. I said they had to give them up."

At 3 a.m. April 3, first item in the Estimates, involving a total vote of \$1,592,250 was passed in committee. When the Speaker resumed the chair, and before the motion was put, Mr. Lea moved, seconded by Mr. McIntyre, that the report of the committee be not now adopted but that the Estimates be referred back to the committee to be amended by such a general reduction of the estimates of the Public Works Department as would be sufficient to balance the Budget. The motion was lost on a straight party vote, 14-9, and the motion to adopt the Estimates carried on the same division.

WOMEN APPOINTED TO PRISON POSTS

(By The Canadian Press) LONDON, April 15—The appointments of women to two important prison posts is announced. Miss L. C. Barker, governor of Aylesbury Borstal Institution, is to be one of the two additional Assistant Commissioners of Prisons and she will be succeeded at Aylesbury by Miss M. Mellanby, Senior Housemistress at Rodean, well known girls' school. Miss Barker, who is 60 years of age, is a prison governor with progressive ideas and the courage to express them. She plays patience and golf, does needlework and gardening. Of the modern girl she said to a reporter: "There is not much humbug about her. When I first came to Aylesbury 12 years ago the girls were real hooligans. The present day girl is much cleverer and knows when she does anything wrong."

NEW HEAD OF CHARTERHOUSE

LONDON, April 15—(By Canadian Press)—R. Birley, history master at Eton College, has been appointed headmaster of Charterhouse. In his early 30's, he is one of the youngest men ever appointed to the headmastership of a leading public school in the United Kingdom.



SHREDDED WHEAT

MADE IN CANADA - OF CANADIAN WHEAT

Malaria Too Bad King Abdicating

STOCKHOLM, April 15—(Canadian Press)—Earl Pettersson, the Swedish seaman who 35 years ago made himself king of the island of Tabar in the Bismarck Archipelago north of Australia, is seeking to dispose of his kingdom at a price. John Pettersson went to New Guinea in 1895 and later made his way to the island of Tabar. After a time the inhabitants made him king and he settled down there. Returning to Sweden for a visit he took his wife a negro woman, born in England, whose father had come to Sweden when she was a child. Now the climate of the island has had its effect on both king and queen, and they are suffering severely from malaria. The queen recently came to Sweden for special medical treatment. They feel they would like to leave their kingdom and live in a country where malaria is unknown. It is said that traces of gold have been found on Tabar and that in consequence a good offer has been made to the former Swedish seaman for his kingdom.

Would Park Cars In Subway Tiers

NEW YORK, April 15—(Canadian Press)—Proposing a cure for the parking problem by drawing on the latest mechanical and electrical devices of the age, Dr. G. V. Clark, an engineer, has submitted to Mayor La Guardia a plan for a continuous underground garage in Sixth Avenue, beside the subway excavation. The plan provides for lifts ready to receive cars placed on the side, walk at one or two block intervals along the line of the subway. A motorist wishing to park his car would simply drive it on a lift, deposit a quarter or any specified coin in the standard and pull a lever. This would put the storing mechanism in motion. The lift would descend with the car to the proper level below the street, the car would be picked up by a transverse lift and stored in a yeast cell. The underground storage cell would be built in tiers to make accommodations for as many cars as possible, and, although no definite estimate of the total number that might be provided for along the miles of Sixth Avenue subway has been made, rough calculation indicates a good many thousands.



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