

THE CHARLOTTETOWN GUARDIAN

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

WEDNESDAY, APRIL 12, 1939

Wood Islands Ferry Contract

The report that the contract for the Wood Islands-Pictou ferry steamer is to be transferred for the second time, and on this occasion to an Island Syndicate is more or less good news, but immediately raises the question of how tenders are asked for and awarded by the MacKenzie King Government. Everyone here will now rejoice that Island money interests are to have an opportunity of investing capital in a local enterprise with the reasonable prospect of realising good interest on the investment from the subsidy which the Federal Government will endow with the service. That goes without saying.

"Butter Money"

We have been told all along by the Liberal press and politicians that last season's butter surplus had nothing to do with lowering butter prices. We were told it was a question of supply and demand and that the Dominion Government could do nothing to interfere with economic laws. Now comes the announcement from Ottawa that in order to get rid of Canada's butter surplus, of which there are about 10,000,000 lbs more in storage than last April, negotiations are under way to provide free butter to families on relief. "Steps will also be taken," it is reported, "to prevent butter prices soaring as a result of Government intervention in the ordinary course of supply and demand."

If the free distribution of the butter surplus is likely to enhance prices, as the Government evidently believes will be the case, surely the importation of millions of pounds of Australian and New Zealand butter which the Government permitted last season by abolishing the exchange duty had the contrary effect of lowering prices. It has been pointed out time and again that it is the comparatively small margin of surplus butter on the market which affects the price.

Vouchers, it is stated, are to be issued to families on relief and the butter will be supplied through the regular retail channels in return for the vouchers which the Dominion will redeem. What have we here but another variation on the Aberhart "rubber money" system? It is the contention of orthodox economists like Finance Minister Dunning that such experiments are doomed to failure. Any debasing of the currency, by "vouchers" or otherwise, is a policy which has been repeatedly denounced by Liberals of the old school. We shall await with interest their reaction to this proposal.

All For A Few Cents A Day

It may be, in some instances, criticism of the Minister of Defence and his department has been uncalculated or exaggerated, but no one will deny that from a practical point of view the department requires overhauling. In this part of the Dominion where we have no opportunity of coming in close contact with either the Minister or his department we have to accept to a large extent the views and reports of the powers that be at Ottawa and those journalists who, by means of personal contact and investigation, are in a position to offer first-hand information and criticism. But there is one part of the administration with which we are brought, more or less, in close contact and that is in respect to enlistment. The Department of Defence in this respect falls down lamentably. Not only has there been no attractive inducement for the rising generation to aspire to entering the Army, and Navy, but actual obstacles have been placed in the way of such enlistment.

Attention has been drawn to the difficulty with which a youth is faced on entering the regular forces at Halifax. Before the intending recruit can have his application considered, he has to supply voluminous information regarding himself personally, his pedigree, his education, ability and his character. Not only so, but one ardent youth before he could get a foothold in a regular regiment with the defenders of his beloved Canada had to be furnished with a letter of recommendation from the Lieutenant Governor and Bishop respectively, and all this for a paltry few cents a day.

Similarly with boys desirous of entering the Navy. Our attention has been drawn to one youth who has been on the waiting list for over a year. In three or four months' time he will be too old to be admitted, yet he has all the necessary qualifications and the ardent desire to be

come one of His Majesty's liege defenders in the first line of defence at a comparatively small wage a day. Is that not a serious enough reflection upon the Minister of Defence and his Department to demand investigation and reform?

Party Propaganda

"Taxpayers," says the Financial Post, "got a break the other day. 'Owing to the illness of a number of the staff of the National Liberal Federation' it was not possible to publish a February issue of the Canadian Liberal Monthly.

"Taxpayers benefited because they were spared the cost of sending this organ of party propaganda free through the mails. 'But the March issue is here. And down in the corner of the envelope (as usual) are the rubber-stamp initials 'R. W. G., M. P.'" As a matter of fact these initials should be more explicit. There are two "R. W. G.'s" in Parliament.

"There is Ross W. Gray, who represents Lambton West, and there is Robert W. Gladstone of Wellington South.

"Just which of these gentlemen is responsible for wasting taxpayers' money by sending us at the public expense a monthly budget of party propaganda we do not know. Presumably Mr. Gray, who is the Liberal Whip. Perhaps Mr. Gray would be less free in using his franking privileges if he were required to initial each envelope personally.

"If Postmaster-General Norman McLarty is eager to put his department on a businesslike basis he might well investigate the extent to which the facilities of a public service are being used to promote purely partisan political propaganda.

"In Germany there is no difference between the Government and the political party. Under Mr. Hitler they are one and indivisible. But in Canada the Liberal party has a separate political identity. And its organ of propaganda, the Canadian Liberal Monthly is simply a propaganda sheet for the party. 'It has no right to be franked at the public expense.'"

Editorial Notes

Rodney's crowning victory over the French off Leeward Islands this date, 1782.

If the Federal parliament be able to prorogue next week, there is reasonable prospect of the local Legislature finishing its deliberations by Saturday.

Usually it is the Prime Minister of the day that is blamed for rushing a country, willy-nilly, into war. In Britain today the reverse is the case, it is the opposition that is demanding the Government take a stand which inevitably means war.

Fredericton, N. B. is showing indications of becoming progressive. For the first time in the history of the University of New Brunswick, the alumni orator at the annual ecnania May 18 will be a woman, Miss Mabel Sterling, B. A., librarian of the university. Selection of a woman speaker was made because 1939 is the 50th anniversary of the graduation of the first woman at U. N. B. She was Miss Mary K. Tibbits, M.A., who received the degree of B.A. in 1889.

This may or may not be good news for the farmers. The Montreal Provision Trades Association claims to be the "father" of the suggestion adopted by the Federal Minister of Agriculture to appoint an advisory committee on matters concerning the dairy industry. It may be recalled that the recommendation was subsequently made by agricultural interests in which provincial ministers of agriculture and their deputies played a prominent part. Did they merely sign on the dotted line as suggested by the Provision Merchants?

The British Government's new plan is to increase the strength of the forces of the field Territorials, the British citizen Army from 130,000 to 340,000. Together with the regular Army which is expected soon to reach 250,000, this will mean that Britain's land forces trained and equipped for Continental service will number some 600,000 men. Instead of 19 divisions that will be ready for immediate service in case of a war on the Continent, there will be 32. The anti-aircraft Territorials will be upped to 100,000 men and 10,000 will be on coast defence duty. Together with 150,000 men in the Navy and 118,000 in the Air Force, not to mention the 60,000 British troops in India and Burma, Britain's trained fighting men will be well nigh 1,200,000—quite a respectable figure for a non-conscript country.

Three important tariff matters are likely to come before the House, either during Budget debate or during discussion in committee of ways and means on the many tariff items in the trade agreement. One of these is the increased subvention to Canadian coal producers. This has brought protests from the United States to the effect that it is violatin of the spirit of the trade agreement in which Canada bound coal duties against increase. But Canadian coal operators say, the "dumping" of American coal is also a violation of the spirit of the pact. Another problem is the action of Canada in the agreement of binding automobiles against duty increase. The present rate is 17 1/2 per cent. Makers of cars in Canada say they cannot successfully operate on that rate, and especially in view of the fact that by the trade agreement Canada has also bound itself to remove the 3 per cent. special import tax which will further reduce the actual protection. Some months ago the Canadian content requirement was reduced by governmental action to help certain Canadian auto plants but even that has not improved the situation.

NOTES BY THE WAY

Now you take the kingfisher, he is a very wicked bird, indeed. The sum of his iniquity is that he eats the infant fisher-birds. They have grown large enough for us to catch. Many a black and glowing look is directed toward kingfishers because they will fish in the dark. Drizzle javein points to reappear with their captures. But when he flies the light kindles him, and erratic as his flight seems, still he is not unlike the bird that is seen to be by some pagan Bowman from an ancient bow. When the kingfisher flies the lonely river is lonely no longer, and a curious brightness, that is good, has been brought to his wings, strikes under the root and the tangle and drives the darkness away. When he flies through the rain the gray rain, the grayness in the dark drizzle, of it, and the green, toasting current losses more brightly beneath him. Once there were those who believed that he was an omen of good, but the dark drizzle is a child-like and credulous people— but still when the kingfisher flies the day isn't gray any longer.—Portland Oregonian.

In any contemplation of the new eight cent gasoline tax several factors are to be taken into consideration. One of them, and a questionable one, is that less motoring is going to be done by the people of Ontario. A six cent tax will make many more careful in their use of the motor. The draft tax is going to keep plenty of them sitting at home or using other means of transportation. What about the tourists? We all know that the tourist industry has been one of our most important in recent years. It has brought hundreds of millions of dollars into this country and especially into the Province of Ontario. A large part of our gasoline tax revenue has been collected from visitors—a principle that has always been open to question. Are regular tourists and many would-be tourists going to be pleased when they learn that it will cost them eight cents tax on every gallon of gasoline they use on their vacation money here? And don't let anyone fool himself that our American friends will be getting nothing about the raise. News of this kind travels rapidly.—Windsor Star

At Lansing, Mich., a locomotive engine driving an automobile, was killed at a crossing of the very railroad on which he had been employed. There is no way of knowing how efficient or careful this man was as a car driver, but we do know that the theory of locomotive engineers themselves that, as a rule, men employed at this class of work are not good motor car drivers. We know several engineers who are first-class car drivers. We know others, men who drive passenger cars who are hopeless.—St. Thomas Times-Journal.

Somewhere south of Fort Lauderdale, Fla., a couple of hitchhikers thumbed hopefully as they displayed a large sign, "Atlanta." Which raises the question: Why do these motorists to their destinations? You know—like the street cars. Then the hikers could relax and be comfortable until the right car came along. It would be so in keeping with the spirit of the times.

Gallup Polls, which probably last public opinion as well as record of last week showed striking increases in the strength of leading popular choices for the 1940 Presidential nominations. Among Democrats, John Nance Garner rose from a 20 per cent vote (December) to 42 per cent. Trailing him in order: Jim Farley, 10 per cent; Cordell Hull, 10 per cent; Charles McNary, 10 per cent; Republican nominees, Edmund Dewey rose from 27 per cent (before the Michigan conviction) to 50 per cent; Miehgan's Vandenberg with 15 per cent took second place, ahead of Ohio's Paul (12 per cent). Herbert Hoover piled up 5 per cent, ahead of Alf Landon to capture fourth place.

Mr. Chamberlain's Peace Book, which will shortly be on sale to the general public, must not be confused with a volume of speeches read by Chamberlain at the time which was published some time ago by a well-known firm for circulation to members of the National Book Association. Naturally, the new work will contain much of the material that appeared in that volume, but the extensions that will be made to that book, and which will bring it up to the present date, are of such a nature that the Minister's most momentous utterances in the cause of appeasement. The wide publicity that has been given to the forthcoming publication has caused Mr. Chamberlain to be somewhat surprised, through whose agency the work is being placed, publishers' inquiries concerning translation rights from many foreign countries. Such inquiries have already been received from Germany, France, Italy, Holland, Norway and Sweden. Questions concerning publication rights have also been received from the United States. A title for the volume has been chosen, but I am reliably informed that it will not be—as so many who have suggested—"Mein Kampf"—Ottawa Journal.

So in 1939 more people from the Mother Country would be well advised to visit Canada either for business or pleasure. It is possible, for a combination of both. They certainly could not do better than follow the example of our King and Queen. Furthermore, the Royal visit may well prove to be an incentive to pay far more heed to Canadian investment prospects than has been the case for the past two decades. As it is, a less than ideal situation exists in the part of discriminating British investors to turn towards Canada, away from the dangers and uncertainties of investment in other parts of the world. Things being as they are, in Canada and elsewhere, one can quite readily understand their hesitation to send good money after good money, which was formerly in favour with investors, such as South America and China. Whether we think of present evidences of her wealth, or the development of her resources, or of her natural beauties, we have indeed every reason to look forward to 1939 as Canada's year.—Canada's Weekly (London).

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

THE HART TREE

Sir,—In Notes by the Way of April 8th, mention was made of the tallest known tree 346 feet, 4 1/2 feet from the ground, its diameter being 1 1/4 inches. This sinks into insignificance beside the giant Sequia in Redwood Canyon, called the Hart tree, 20 feet in diameter, not 1-2 feet from the ground, but 160 feet. It is claimed that it contains more wood than any other tree on earth, and is believed to be the largest, oldest living thing on earth, 2,000 years old when the first white men were born. The land on which this tree stands is privately owned, the owners wishing to preserve it; but unpaid taxes are pressing so heavily on the land that the owners will have to be sacrificed if the bill now before Congress, asking that it be included in the proposed John Muir National Park does not pass.

John Muir is called the Father of Parks. It was he who stirred up the people to such an extent that they created the Yosemite and other parks in the U.S. and the idea spread to Canada and other lands. It is to be hoped that the Hart tree will be saved for the pleasure of future generations. I am, Sir, etc. L. J.

MR. WRIGHT LEAVES THE FARMERS AND JOINS THE SPORTS

Sir,—In reading Mr. Wright's effort which was an unusually short one for moving the draft bill, the writer could not help being struck with the frequency of how history repeats itself, of how farmers who after elected by farmers to reflect the farmers' views in the legislature, forsake them, and support measures which they know their electors look upon with a disgust bordering on vengeance.

These farmers-elect get to CharloTTetown their hats seem to shrivel into their heads cannot get into them. It is only a few years ago since the Fourth District elected another farmer to represent them in the House. This representative's hat shrank too and before long the farmers were confronted with a Veterinary Bill which was almost as obnoxious and as unpopular as the one which the National Park. Now we see the hat shrinking again. Mr. Wright, elected to serve our farmers rising in his seat in the House and telling us that a great benefit this inquiry extra-grange, National Park so called, will be to our farmers and province with a squandering already of \$96,000.00 of provincial tax money, and \$100,000.00 Federal money, and around a quarter million dollars and only beginning, and all this on top of a nine million and a quarter dollars provincial debt which the present government has just completed, with many women and children all about next thing to starving.

It is difficult to understand how any farmers' representatives outside of Falconbrook and the vicinity of the House and give support and praise to such an iniquitous piece of work, condoning all its graft, its extravagance. The unchristian ethics practiced by the unchristian and dispossessing people of their once happy homes; the heart aches it has caused, the severing of sweet memories and associations, the slicing up and ruining farms that have been in the family for generations, forcing their owners to get out and seek out an existence as best they can, all for a deluxe golf club for a few sports to play on and a paradise for wealthy and idle.

At this Easter season when some members are making fine professions, may we remind them of the Good Master's words? "These my little ones, ye did it unto Me." Inasmuch as ye maltreated this once happy people, turned them out, dispossessed them of their ancestral homes, ye have done it unto Me.

Inasmuch as you have severed their happy associations and caused heartaches and unhappiness and trampled on the rights of appeal to the courts so as to recover recompense for their wrongs. Inasmuch as ye have done any or all of these things to any of the my little ones, ye have done it unto Me. The rest of His words are too sad to relate. They are there, nevertheless. Let Mr. Wright and his party read them. I am, Sir, etc.

ATTENDANCE UP

(By The Canadian Press) HALIFAX—Attendance at the Nova Scotia Provincial Museum has shown a steady increase in the last three years according to the curator's report. Last year was 10,484, an increase of 974 over 1937 and 772 more than 1936.

EXTEND OPTION

(By The Canadian Press) LONDON—Corinthian Casuals Football Club has been given an extended option to purchase a leasehold ground at Thames Ditton. The site comprises 5 1/2 acres.

MR. DENNIS WANTS MORE OFFICIALS

Sir,—As a dairyman in this province producing now at a less than ideal situation, I am sure Mr. Dennis, Minister of Agriculture, who it is that is asking for inspectors to inspect our cream at our creameries each week, as intimated in his bill which he introduced in the House the other day, would be glad to have a dairyman's agitation, or is it just a childish thought fathered by the desire to do something that none of his predecessors never thought of. I am sure he has done it if he had thought of it. Does Mr. Dennis realize how many inspectors it would take to inspect all the creameries in the province each week? I am sure that the House would be in cream for most part of the day, it would take a day to inspect each factory and give a thorough inspection. Mr. Dennis would have so many inspectors in the province that the dairymen would have to move out to make room for them.

Furthermore, how much more competent would Mr. Dennis's inspectors be than the creamery managers themselves? These men are all experts in their line and are just as competent to inspect the cream that comes to our creameries as any Party barmale which may be looking for an inspectorship. If we cannot trust our creamery managers to attend to the quality of cream taken to our creameries, how does Mr. Dennis think that matters can be more efficiently dealt with by strangers visiting the various creameries whose only care would be a fat job attached to a fat salary. To the writer it would seem much more becoming for Mr. Dennis to give his attention to some of the inspectors we now have whose biggest concern seems to be their salary. Mr. Dennis might turn his eyes to our grass seeds and see if we farmers are getting protection in the seeds we buy. For the last two years our farmers have been paying for No. 1 grass seeds. Then when the hay comes up in June, we farmers have to hire men to pull cart loads of Mustard, Oxeye Daisy and scores of other noxious and devastating weeds, all of which are barred by laws from No. 1 seed but which get by and are pushed off onto the farmers; not because there are not high salaried inspectors whose business it is to protect the unsuspecting farmer, but because these men either do not perform their duties thoroughly and conscientiously, or they are not so honest so long as they get their salary.

If Mr. Dennis really wishes to leave a record of thoroughness, he might better apply himself to some of those Liberal districts collecting the taxes from those dogs that he has been threatening to shoot for the past year or two, but which are still running about, not with a government tag on their necks or even a bootlegger's ticket of leave dangling about, but instead with a next election ballot swinging defiantly from their necks and obviously Mr. Dennis cannot muster up political courage to pull the trigger and shoot.

DAIRYMAN.

The Governor's residence is no more than 12 or 14 miles from any point within his domain. He has the train, his carriages and riding horses; the choice of an airplane, a power launch or a bicycle. Nevertheless, Sir Reginald found "difficulties of transport" and great inconvenience rather than endure them, longer he gave up what must be one of the most pleasant posts in the colonial service. His heart in the Gulf of St. Lawrence, and not in the Gulf of St. Lawrence, he would do. He has, we imagine, a single-track mind. There is nothing to indicate that he wanted to lift generally the ban on motor vehicles, but if he couldn't have special privileges for himself he just wouldn't stay!

So Bermuda loses a governor but saves something unique in a world rushing about madly behind gasoline engines. Bermuda has no trouble getting governors, but it couldn't restore its rare charm if once surrendered to the demand that it obey the laws as common people must, and that no exception will be made in their favor. It is an outcome everyone who knows those lovely islands would prove. Bermuda roads, the peace and serenity of its beaches and coves and villages and its brief countryside, must not be lost. Bermuda over-run with motor cars would be simply another semi-tropical resort, and the world is full of such.

Costly Ice-Breakers

(Saint John Telegraph-Journal) Reference was made in these columns the other day to the annual St. Lawrence ship race, then expected to culminate about the end of this week. Now comes word that, due to heavy ice conditions, the race will be postponed until the opening of navigation in the river may be delayed, and some of the earlier scheduled arrivals diverted to Saint John. Meanwhile, the Montreal engineers said that the icebreaker N. B. McLean, now in the Gulf to aid the Montcalm, reported tied up in the ice-jam there.

This annual expenditure of thousands of dollars to open the St. Lawrence River route to navigation a few days before nature intended it should be opened, is an extravagant waste of money, and adds to the taxpayers' burden. Besides the Montcalm, ice-bound in the Gulf, and the N.B. McLean preparing to go to her aid, two other icebreakers are being used, the saurel, now on her way to Quebec for repairs, and the Lady Grey. Here are the costs of operating these four vessels during the fiscal year ended March, 1938, as shown in the auditor-general's report:

Table with 2 columns: Vessel Name, Cost. Lady Grey - \$62,197.29; Montcalm - \$101,968.44; N. B. McLean - \$131,183.50; Saurel - \$80,596.30. Total: \$375,946.61

And it must be remembered that these figures do not include anything for carrying charges on the cost of these vessels. Were Canada without open ports during the winter season, the reason for haste in breaking a channel through the St. Lawrence ice in the spring would be appreciated. But this country is served by two modern ice-free tide-water harbors which take care of the Atlantic export and import trade of the Dominion during the winter season, and are capable of handling it twelve months of the year. Yet year after year we witness this costly operation of breaking out the ice in the St. Lawrence River and Gulf so that ships can get to Quebec and Montreal a few days earlier than would naturally be the case. When is this folly going to be realized and an end put to it?

FOURTH DISTRICT LIBERAL

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For Vitality always use BRADHIMIN ORANGE PEKOE TEA

A Governor Resigns

(Ottawa Journal) The Governor of the Bermudas has resigned his post. Sir Reginald Hildyard leaves the islands next September, his successor has been named, and thereby hangs a tale. Not the least of Bermuda's charms, it is well known, is the law that bans from its roads all motor vehicles except a few used for such public services as the collection of garbage. Pleasure cars are not permitted in any circumstance. Sir Reginald, soon after his arrival three years ago, thought an exception should be made in his case. He appealed as Governor to the local Assembly for permission to use a car, and the members, stout fellows with an eye to the tourist trade, declined to grant it. He appealed again as Commander-in-Chief of His Majesty's garrison in Bermuda, and his spokesman observed cuttingly that garbage was collected in motor trucks and the Commandant-in-Chief couldn't have a car. But the Speaker of the Assembly retorted that he thought Sir Reginald could inspect his army of 100 men without the use of an automobile, and the House agreed. That was the last straw, and Bermuda is to have a new governor.

Bermuda is a group of islands with an area in all of about 80 square miles, an oval some 22 miles from end to end. A gasoline road runs up and down the islands, and few residences are more than a mile—most probably are within a half-mile—of its tracks. Bicycles are the common means of transport on ceremonial occasions—and by tourists.

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Dr. S. Dorst, Cincinnati, in American Journal of Medical Sciences, Philadelphia, reports his observation of sixty-two patients whose blood did not hold sufficient sugar, with the result that they were weak and undernourished. In order to raise the sugar in the blood, more sugar, they were treated with a small dose of insulin (five units before breakfast and ten before lunch and dinner). A number of these patients tend to hold on to the sugar, and in the sense of well-being, gain in weight and increased appetite. The insulin raised the blood's ability to hold on to sugar. While Dr. Dorst is unable to explain why insulin raises the sugar curve in the blood, he suggests that it may be that the insulin has the power of breaking down and using some of the sugar stored in the liver. That may explain the action of insulin in bringing out by Dr. W. Bruhl, Berlin, whose experiments tend to prove that the functional (working ability) of the liver can now be made known by giving insulin and noting the blood sugar curve. For these very thin individuals who eat plenty of food including sugar and starches, the use of insulin may prove of great help in increasing weight and strength.

MAC'S HAIR RESTORER. A delicately perfumed preparation which restores and beautifies the hair. It will restore grey hair to its original color.

The Poet's Corner. SLEEPING KITTEN. Mimi, on velvet paws before the fire, Lazy, who dreams that only kittens know, Do you remember how your ancient sire Moved through the forest, serenely long ago? Does something of forgotten fury burn Yet, in your veins, or does your ire And strike out suddenly within your sleep?

MAC'S PILE OINTMENT. Gives Quick Relief in all cases of Internal and External Piles. A safe and efficient remedy in the treatment of this wretched, torturing and often times stubborn distress. It brings almost instant relief from the itching, burning, stinging sensation of piles and is a positive cure.

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WISE MEN OF THE EAST. OR AT LEAST THE WISE MEN OF CANADA'S MOST EASTERLY PROVINCE, PRINCE EDWARD ISLAND. DRAWING ON THE WISDOM OF EXPERIENCE PREFER ABOVE ALL OTHER BRANDS. HICKEY'S BLACK TWIST CHEWING TOBACCO. Manufactured By HICKEY and NICHOLSON. Tobacco Co. Ltd. Charlottetown

COMBAT RHEUMATISM. 10c PER PIG FROM EAST POINT TO NORTH CAPE. DODD'S KIDNEY PILLS. Rheumatism is often caused by uric acid in the blood. This blood is heavily loaded by uric acid. If kidneys fail, excess uric acid remains, it irritates the muscles and joints causing excruciating pain. Plan to help prevent rheumatism by keeping your kidneys in good condition. Take regularly Dodd's Kidney Pills—the best in the world for kidney remedy.