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**Vaseline**  
TRADE MARK  
PETROLEUM JELLY

**FOR WOUNDS**

If at all serious, use an approved antiseptic and dress with Vaseline Jelly. Brings comfort, eases pain, helps nature heal quickly.

Look for the Trade Mark "Vaseline" It is your protection

Chesebrough Mfg. Co., Cons'd  
5520 Chabot Avenue MONTREAL

**Unnoticed Flag**

(By British United Press.)

LONDON, October 15.—Not many people trouble to look up at the flag-mast on Buckingham Palace when the Queen's car glides through the gates into the Mall or they would see a curious flag climb down the pole to be whisked away till another day.

It was not the Royal Standard, but Her Majesty's own private flag of the family of Teck, with the Royal Arms attached. A dog, a lion, and a stag form part of the Teck heraldry.

The Queen flies this flag only when the King is definitely not in residence.

Novelist.—I notice that you've cut two pages out of the second edition of my book.

Publisher.—Yes, that is to catch the women. We intend to advertise it as a 400-page novel reduced to 398.

Marriage is either an earthly heaven or it isn't.



**The Mailman**

Nothing halts His Majesty's Mail. That's why we mailmen like to see Champions installed in our delivery cars—we know they're dependable—always.

Champion is the better spark plug because of its double-ribbed, all-metallic core—its 100-piece construction and its special anti-fouling electrodes.

Champion X for Ford 80¢

Champion Cars other than Ford 90¢

**CHAMPION Spark Plugs**  
WINDSOR, ONT.  
A CANADIAN-MADE PRODUCT

**J. LESTER DOUGLAS**

WHOLESALE PRODUCE  
Exporter of  
Prince Edward Island  
Certified Seed and  
Table Stock Potatoes

39 QUEEN STREET  
CHARLOTTETOWN, P. E. I.

**COAL**

We can supply your wants for coal in any quantity required.

**OLD SYDNEY SCREENED.**

SPRINGHILL.

INVERNESS.

ALBION ROUND.

ALBION STOVE.

ALBION NUT.

AMERICAN ANTHRACITE.

WELSH ANTHRACITE.

BESCO COKE

Prompt deliveries, lowest prices. Special prices on car lots.

**W. D. GILLIS & CO.**

Phone 176

**The 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 CAPTAIN AND THE TUNNEL**

Sir.—"Knowledge is power," but, "a little knowledge is a dangerous thing."

Belief is sometimes mistaken for the genuine article and often leads to trouble.

Had Mr. MacDonald confined himself to what he actually knows about the service, his letter would have been a short one, and would not have called for a reply, but in one short sentence he made no less than six explicit statements, not one of which was approximately correct.

What a mistake for a man in his position, who can get reliable information simply for the asking, on the one hand and not to qualify anything he is not sure of.

Speaking of the service this season he said:—"Despite the gallant efforts of Capt. Read and his boat, they could not cope with the traffic."

Statement, apparently of fact, but without any foundation whatever for there never was a time this season that we could not cope with the traffic. —Error No. 1.

"Another steamer," the Scotia, was added, and she was kept busy too.

Here we have two assertions, made by him, neither one of which is correct, for the Scotia did not take up the service till after we had left for Halifax, so therefore she could not have been added, and only one more, at that time and was only one that could not be "busy TOO," the other boat being idle at the time. —Error No. 2.

Then after adding the second boat he says:—"Yet the freight continued to accumulate on either shore."

With the rest of his statements, but only untrue but impossible, for as there was no accumulation of freight when the "P. E. I." left, it would be impossible to continue, anything which did not exist. —Error No. 3.

"Extra efforts," he made, he says, but he did not say, what they were, but he implied that it was to clear by these accumulations and it might be well to point out what they were.

When we got back on the run, they immediately cut the crew of the Scotia to one watch, laid her up for four or five days to let the crew go home over the week-end, and then after she got in commission again she only made from two to three trips a day, more often the former.

This must be the extra efforts he referred to, I don't know of any other, so we will chalk it up as error No. 4.

It must be, for we are rarely called upon to run over three trips a day unless it was on special occasions, such as the Premier's Special, the LaPress party and the Poultry Congress.

Then to cap everything he adds:—"The extra efforts were unavailing despite every effort on the part of the railway management."

To call for extra efforts, first you would have to have the ordinary service inadequate, but when the truth is that both boats were idle, more than half the time, waiting for something to do, it places his whole story in the category of myth and rounds his consecutive errors up to five.

Another precise statement, built on the foregoing fictitious one, is:—"We have now come to a period in our history, where the demands on our ferry service has grown to such an extent THAT ONE BOAT CANNOT HANDLE THE TRAFFIC."

If the above statement is true then I agree with Mr. MacDonald, that conditions are impossible, but before I am going to allow myself to get excited over it, I must have something more reliable than an unsupported word of even Mr. S. A. MacDonald and I think the country is full of people who feel the same way as I do about it and that is why I am going to give a few facts which will show the subject in such a way that even he will have to admit his figures were considerably astray.

Now these figures are reliable, they are not the result of a brain storm, or panic, but the actual work done by the ferry steamer, P. E. I. under my command during the month of Nov. 1926, without any outside assistance from the "Scotia."

During that month we transported from Borden to Tormentine, freight, no less than 1965 standard freight cars and 89 mail, baggage and express cars.

This total was made up as follows:—

- 119 cars of potatoes
- 11 cars of turpentine
- 21 cars of oats
- 28 cars of lambs
- 25 cars of hogs
- 119 cars of package freight, and hogs

399 empty cars besides the 89 baggage, mail and express cars, and six trips were made for empty returners on which we did not carry any cars to Tormentine as there were none to go.

During that peak month there never was a time when a car of potatoes was allowed to remain in Borden a day, if the papers were in order, and the work was done by a single crew of men on the ship.

To do this we had to make 184 round trips, which shows that 184 would have been ample to actually carry everything that offered.

Now supposing we were pushed Mr. MacDonald is in a position to

**-Raw Furs-**

The time is now drawing near for the marketing of furs.

We are pleased to inform Fox Breeders of our having made a most valuable fur trade connection in the best interests of the fur farming industry.

We will require a large quantity of furs this season.

We will pay CASH for all furs. No lots too small or too large for us to handle.

Furs will be graded and highest price paid for each and every grade. We will announce in due time the dates and receiving places for buying of furs.

To receive the highest market prices for your furs—

Ship and sell to—

**McLURE & MacKINNON**

112 Kent St., Charlottetown.

W. Chester S. McLure.  
Lt.-Col. D. A. MacKinnon, D.S.O.

**Mt. Herbert School Fair**

**CLASS 1—GRAINS**

- Sec. 1 Oats—1 Hester Wood, Cross Roads.
- Sec. 2 Wheat—1 Hester Wood, Katie Moyniaux, Cross Roads; 2 Reta Moyniaux, Cross Roads; 3 Reginald Brittain, Cross Roads.
- Sec. 5 Corn—1 Vimy Jones, Bunbury; 2 Boyer Jones, Bunbury; 3 Lois Jones, Bunbury; 4 Austin MacCallum, Cross Roads.
- Sec. 6 Beans—1 Mayme Lane, Cross Roads; 2 Austin MacCallum, Cross Roads; 3 Doris Beaton, Alexandra; 4 Edgar MacCallum, Cross Roads.

**CLASS 2—ROOTS**

- Sec. 2 Irish Cobbler—1 Adele Smith, Pownal; 2 Edith Lawton, Pownal; 3 Lloyd Balderson, Cross Roads; 4 Harold Mutch, Southport.
- Sec. 3 Dakota Red—1 Clarence Coady, Hazelbrook; 2 Gladys Burhoe, Alexandra; 3 Jack Reddin, Southport.
- Sec. 5 Turnips—1 Harry Mutch, Southport; 2 Leo Coady, Hazelbrook; 3 Keith Kennedy, Cross Roads; 4 Winston Jenkins, Cross Roads.
- Sec. 7 Carrots—1 Vernon MacLennan, Alexandra; 2 Beulah Farquharson, Cross Roads; 3 Margaret Farquharson, 4 Doris E. Wood, Hazelbrook.
- Sec. 8 Parsnips—1 Vernon MacLennan, Alexandra; 2 Beulah Farquharson, Cross Roads; 3 Mayme Lane, Cross Roads.

**CLASS 3—VEGETABLES**

- Sec. 2 Tomatoes—1 Lloyd Balderson, 2 Boyer Jones, 3 Spurgeons Jenkins, 4 Claude Jones.
- Sec. 4 Cucumbers—1 Boyer Jones, 2 Fred Jenkins, 3 Hester Wood, 4 Claude Jones.
- Sec. 5 Beets—1 Mamyme Lane, Harold Judson, 3 Alice Douglas, Lena Cooper.
- Sec. 7 Herbs—1 Fred Jenkins, Marion Gard, 3 Fred Smith, 4 Hester Wood.

**CLASS 4—FLOWERS**

- Sec. 1 Sweet Peas—1 Fred Jenkins, 2 Guy Kennedy, 3 Spurgeons Jenkins, 4 Vimy Jones.
- Sec. 2 Mixed—1 Helen Jenkins, 2 Prudence Ings, 3 Lois Jones, 4 Gladys Burhoe.
- Sec. 3 Potted—1 Ralph Rayner, 2 Marion Gard, 3 Hester Wood, 4 James Cudmore.

**CLASS 5—FRUIT**

- Sec. 1 Winter Apple—1 Claude Jones, 2 Mayme Lane, 3 Lois Jones, 4 Isabel MacKinnon.
- Sec. 2 Fall Apple—1 Gordon Carter, 2 Marjorie Kelly, 3 Willis MacLennan, 4 Adele Smith.
- Sec. 3 Plum—1 Evelyn Wood, 2 Stanley MacCabe, 3 Lois Jones, 4 Willis MacLennan.
- Sec. 4 Crab—1 Willis MacLennan, Marion Gard, 3 Kenneth Jenkins, 4 Marjorie Kelly.

**CLASS 6—CANNING**

- Sec. 1 Strawberry—1 Helen Wood

**CLASS 7—COOKING**

- 2 Edna Jenkins, 3 Betty Jenkins, Sec. 2 Beans—1 Mayme Lane, 2 Helen Wood, 3 Hollis Jenkins.
- Sec. 2 Bread—1 Harvey Jenkins, 2 Betty Jenkins, 3 Edna Jenkins, 4 Lizzie Bourke.
- Sec. 3 Biscuit—1 Alice Douglas, 2 Lona Herman, 3 Florence Mutch, 4 Rheta Molyneaux.
- Sec. 4 Cookies—1 Doris Wood, 2 Helen Wood, 3 Lois Jones, 4 Mary Coady.
- Sec. 5 Ginger Snaps—1 Marion Mutch, 2 Doris Wood, 3 Alma Rayner, 4 Marion Rayner.
- Sec. 6 Apple Pie—1 Helen Judson, 2 Marjorie Whitlock, 3 Margaret Myers, 4 Hester Wood.
- Sec. 7 Pudge—1 Betty Jenkins, 2 Hollis Jenkins, 3 Edna Jenkins, 4 Vimy Jones.
- Sec. 8 Cake—1 Florence Mutch, 2 Helen Wood, 3 Adele Smit, 4 Hester Wood.

**CLASS 8 (A)—SEWING, KNITTING**

- Sec. 1 Apron—1 Mary Coady, 2 Helen Peters, 3 Ida Woods, 4 Doris Wood.
- Sec. 2 Towel—1 Emma Kelly, 2 Betty Jenkins.
- Sec. 3 Patch—1 Mary Coady, 2 Lois Jones.
- Sec. 5 Scarf—1 Marjorie Kelly, 2 Hazel Wood, 3 Marjorie Kelly.

**CLASS 8 (B)—SEWING, KNITTING**

- Sec. 2 Handkerchief—1 Edna Jenkins.
- Sec. 4 Mittens—1 Helen Wood, 2 Margaret Myers.
- Sec. 6 Cushion—1 Prudence Ings, 2 Edna Jenkins, 3 Hester Wood, 4 Doris Wood.

**CLASS 9—MANUAL TRAINING**

- Sec. 1 Hammer Handle—1 Ivan Smith, 2 Lloyd Molyneaux, 3 Roland Gay, 4 Guy Kennedy.
- Sec. 2 Milking Stool—1 Alden Douglas, 2 Lewis Smith, 3 Roland Gay, 4 Edna Cooper.
- Sec. 3 Nail Box—1 Alden Douglas.
- Sec. 5 Feed Hopper—1 Hollis Jenkins.
- Sec. 6 Birds' House—1 Alden Douglas.
- Sec. 8 Miscellaneous—1 Hollis Jenkins, 2 Cameron Lindsay, 3 Douglas Judson.

**CLASS 10—LIVE STOCK AND POULTRY.**

- Sec. 2 Heifer Calf—1 Boyer Jones, 2 Fred Keenan, 3 Beulah Farquharson, 4 Russel Farquharson, 5 Douglas Judson, 6 Jack Keenan.
- Sec. 3 (a) Plymouth Rock—1 Alden Douglas, 2 Spurgeons Jenkins, 3 Boyer Jones, 4 Fred Jenkins.
- (b) White Leghorns—1 Fred Jenkins, 2 Jack Reddin, 3 Spurgeons Jenkins, 4 Alice Douglas.
- Sec. 4 Pig—1 Hollis Jenkins, 2 Fred Keenan, 3 Jack Keenan.

**CLASS 11—COLLECTIONS**

- Sec. 1 Weeds—1 Lunbury 2 Pownal, 3 Hazelbrook, 4 Alexandra.
- Sec. 2 Leaves—1 Hazelbrook, 2 Mt. Herbert, 3 Pownal, 4 Cross Roads.
- Sec. 3 Wood—1 Hollis Jenkins, 2 Harvey Jenkins, 3 Mayme Lane.

**CLASS 12—SCHOOL WORK**

- Sec. 1 (a) Exercise Books—1 Ben. Lindsay Wood.
- (b) 1 Betty Jenkins, 2 Alma Coady, 3 Helen Jenkins, 4 Marion Rayner.
- (c) 1 Doris Wood, 2 Marion Wood, 3 Adele Trowdale, 4 Lorne Cudmore.
- (d) 1 Edna Jenkins, 2 Margaret Myers, 3 Harvey Jenkins, 4 Doris E. Wood.
- (e) 1 Doris Beaton, 2 Prudence Ings, 3 Hollis Jenkins, 4 Evelyn Wood.
- Sec. 2 (a) Maps—1 Lizzie Bourke, 2 Boyer Jones, 3 Lois Jones, 4 Hollis Jenkins.
- (b) 1 Robert Stewart, 2 Mary Jenkins, 3 Guy Kennedy, 4 Gladys Burhoe.
- Sec. 3 (a) Art—1 Lois Jones, 2 Hollis Jenkins, 3 Reginald Brittain, 4 Lizzie Bourke.
- (b) 1 Vimy Jones, 2 Brian Lind, 3 Mary Coady, 4 Allan Cudmore, 5 Peter MacDonald.
- Sec. 3—1 Marjorie Whitlock, 2 Martha Smith, 3 Fred Whitlock, 4 Ivan Smith.
- Sec. 4 (a)—1 Keith Kennedy, 2 Edgar MacCallum, 3 Marion Wood, 4 Jenny Cudmore.
- (b) 1 Vimy Jones, 2 Marjorie Kelly, 3 Harold Judson, 4 Florence Coady.
- Sec. 4 (c)—1 Mary Coady, 2 Hester Wood, 3 Minnie Judson, 4 Brian Lindsay.
- (d)—1 Edna Jenkins, 2 Julia Myers, 3 Sarah Wood, 4 Boyer Jones.
- (e)—1 Elizabeth MacInnis, 2 Lizzie Bourke, 3 Edith Lawton, 4 Lois Jones.

(Patriot Please Copy.)

**Find Use For Confiscated Alcohol**

WASHINGTON, D. C., Oct. 12.—Not all of the alcohol and whisky seized by Federal prohibition agents is poured in the sewers. The Veterans Bureau has found a practical use for the confiscated alcohol in its hospital as a rubbing preparation and other medical uses.

While only 457 gallons of alcohol has been turned over to the Bureau for this purpose, a request for 10,000 gallons has been filed with the Treasury. The rubbing alcohol is medicated by the veterans Bureau which also uses pure alcohol in medicine and sterilization of instruments.

Many of the alcohol seized by prohibition agents is contaminated by storage in wooden barrels or other methods of handling, with the result that it cannot be used in hospitals. None of the so-called bootleg alcohol, containing impurities, is used by the Bureau.



**Goodbye Baseburners! Here Comes The Whippet Furnace**

It costs little more to install than a baseburner. It takes up very little room in the basement. But what a light atom it is when it comes to making six rooms (the average flat, the average bungalow) cozy comfortable!

Uses hard or soft coal or coke. But not very much of any of them.

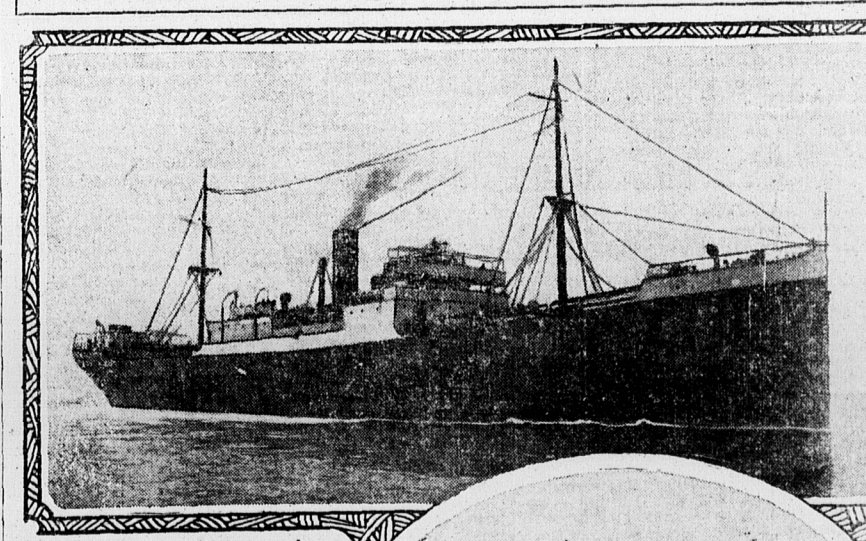
Comes in pipe or pipeless styles. And is so ruggedly built (Cumberland Pelley) that it weighs more than any other furnace of its size.

If you couldn't afford a furnace before, you can't afford to be without one now.

There's a Cumberland Furnace to suit you—from the Whippet to the Cumberland Giant. Pipe and pipeless, coal and wood burning. Write for circular stating style interested in.

**Amherst Foundry Co Ltd**  
Amherst, N.S.

**VESSELS SAIL FOR HUDSON BAY**



In preparation for harbor work which is to be carried on at Port Churchill, the new terminus of the Hudson Bay Railway, the movement of coal and supplies from Eastern Canada by water is commencing. The S.S. Canadian Raider of the Canadian Government Merchant Marine Fleet has been commissioned to transport a cargo of coal from Sydney, C.B., while Hopper Barge No. 2, one of the government vessels, has been fitted out in Montreal under the supervision of C.G.M.M. officers for Port Churchill work. Top photograph shows the S.S. Canadian Raider, while below is Hopper Barge No. 2, coaling at Montreal in preparation for starting her voyage northward.—Canadian National Railway photos.

**LONDON'S RATS**

During the last fiscal year, 300,000 gallons of alcohol and liquors, and 350,000 pounds of corn sugar were seized by federal officers and transferred to various government departments and establishments, effecting a saving of more than \$200,000.

**AMERY IS COMING TO SEE PREMIER**

OTTAWA, Ont., Oct. 7.—Though the empire tour of Rt. Hon. L. C. Amery, British secretary of state for the dominions, will not bring him to Ottawa, until nearly the middle of January, invitations are already being extended to him to address gatherings in various Canadian cities.

He plans, it is understood, to cross Canada by easy stages, making frequent stops and studying Canadian conditions as closely as possible. It is evident that he is anticipating to participate in Canadian winter sports, for he has said that he will be in Ottawa to interview Premier King and to get some skiing.

**Attention Potato Dealers**

Be sure and have your Tags ready for Potato Shipping. The Charlottetown Guardian Job Printery is in a position to fill all orders at most attractive prices and can make prompt delivery.

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