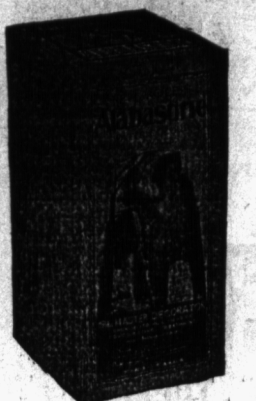




MURESCO WALL FINISHES



ALARASTINE WATER COLORS FOR WALLS



VALSPAR VARNISH



SUN VARNISH



PROTECTO PRESERVATIVE PAINT



BRANDRAM-HENDERSON 'ENGLISH' PAINT



FLO-GLAZE ENAMEL

Announcing Our New Paint Department

FOR FORTY YEARS WE HAVE BEEN SUPPLYING THE PEOPLE OF CHARLOTTETOWN, AND PRINCE EDWARD ISLAND, WITH PAINTS, VARNISHES, AND KINDRED PRODUCTS, OF THE HIGHEST QUALITY OBTAINABLE. DURING THIS TIME OUR BUSINESS HAS INCREASED TO SUCH AN EXTENT THAT WE NOW FEEL THAT IT IS NECESSARY FOR US TO HAVE A SEPARATE, AND DISTINCT, PAINT DEPARTMENT, TO ENABLE US TO GIVE AN IMPROVED SERVICE TO OUR CUSTOMERS. TO PROVIDE ACCOMMODATION FOR THIS NEW DEPARTMENT, WE HAVE ADDED A ROOM, ON THE GROUND FLOOR, TO OUR PRESENT STORE, AND HAVE DEVOTED THE ADDITIONAL SPACE EXCLUSIVELY TO PAINTS, VARNISHES, ENAMELS, ETC., OUR STOCK OF WHICH IS, AT PRESENT, MORE COMPLETE THAN AT ANY TIME IN OUR BUSINESS HISTORY. TO ASSIST PROSPECTIVE PAINT CUSTOMERS IN THEIR SELECTION, WE HAVE CONSTRUCTED A LARGE COLOR BOARD, WHICH OCCUPIES THE ENTIRE END OF THE ROOM, AND WHICH DISPLAYS VARIOUS COLORS ON LARGE WOODEN SLABS, EACH SIX INCHES BY TWELVE INCHES. THIS BOARD IS LIGHTED BY FLOOD-LIGHTS AND ENABLES ANYONE TO SEE EXACTLY HOW DIFFERENT PAINTS, AND ENAMELS, LOOK WHEN APPLIED.

WE CORDIALLY INVITE YOU TO VISIT THIS NEW DEPARTMENT, AT ANY TIME, AND ASSURE YOU, THAT IF YOU DESIRE IT, YOUR PAINT REQUIREMENTS WILL RECEIVE OUR VERY BEST ATTENTION.

FENNEL & CHANDLER



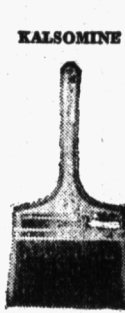
VICTORIA PAINT For Inside and Outside Use



LUXOR ENAMEL QUICK DRYING



SUN VARNISH STAINS



KALSUMINE



BRUSHES



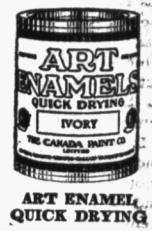
CANADA PAINT CO. PURE COLORS IN OIL



ROGERS BRUSHING LACQUER



ROGERS 1 HOUR ENAMEL



ART ENAMEL QUICK DRYING

Summary Of 1933 Annual Report Of Canadian National Railways

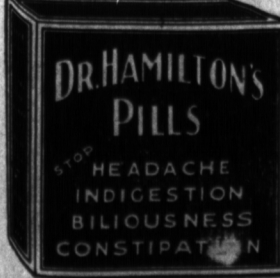
A decrease in gross operating revenues of \$12,588,862 on the Canadian National Railways all-inclusive system in 1933 was met by a reduction in operating expenses of \$12,905,601, so that the net revenues of the National System for the year were only slightly under the net revenues of 1932. It was shown in the annual report for the Canadian National Railways tabled in the House of Commons by Hon. R. J. Manion, Minister of Railways and Canals, that the report is that of S. J. Hunsford, President of the National System to Hon. C. P. Fullerton, K. C., Chairman of the Trustees, and F. K. Morrow and J. Edouard Labelle, K. C., trustees. In spite of difficult conditions, the annual report states, the operating efficiency of the railway was improved during the last calendar year, thus alleviating the financial pressure upon the system.

During 1933 the operating results were as follows:

Railway Operating Revenues	\$148,519,742.43	
Expenses	142,212,556.22	
Net Revenue	5,707,186.21	
Taxes amounting to	\$5,270,248, interest on funded debt in the hands of the public totalled	\$56,455,426, and, after provision for these charges and for other debts, the all-inclusive system had a cash deficit for the year of \$49,955,388. This was an improvement of \$1,109,118 as compared with 1932.

The consolidated statement of receipts and expenditures from January 1st, 1923 to December 31st, 1933, included in the report, shows that during that 11-year period the system, after meeting all operating charges, earned \$219,209,184 applicable towards interest.

President Hunsford states that the year 1933 witnessed a continuation of the decline in business activity which characterized the preceding four years. An improvement made itself felt during the second half of the year but this improvement was insufficient to offset the decreases registered during the earlier months. The depth of the economic depression, says the report, may be gauged from the fact that the gross revenues of the system in 1933 were \$162,766,268 less than



DR. HAMILTON'S PILLS FOR HEADACHE, INDIGESTION, BILIOUSNESS, CONSTIPATION

those of the year 1928. The operating expenses were \$113,434,000 below the 1928 total.

Declines in freight revenue during 1933 were \$60 per cent compared with the previous year. Passenger revenues, which during 1933 amounted to \$15,032,432 showed a decline of \$2,228,467 or 12 1/2 per cent as compared with 1932. The continued effect of the business depression showed itself in passenger as well as freight traffic but toward the end of the year revenue from both sources favorably reflected improving business conditions. Low fare coach excursions, operated on a non-competitive basis, were continued with encouraging results. Express revenue of \$6,220,518 showed a decline of \$1,021,900 or 11.29 per cent. Telegraph revenue showed an increase of \$13,751 to reach a total of \$3,690,090.

The report states that the economies made necessary by the reduction in revenues during the past four years have included a reduction in the number of employees of the system and in the average and total compensation. The average number of staff employed in 1933 was 36.6 per cent below the 1929 figure. In 1929 the total number of employees were 11,383. In 1933 the total was 70,623. In 1929 the total compensation paid to employees was \$177,037,682. In 1933 it was \$95,632,076.

In addition to staff reductions, further salary revisions and deductions from basic rates of pay were put into effect during 1933, for the present average number of employees, effecting a saving of \$5,000,000 per year.

The report shows that 60.35 cents of each dollar of gross earnings went in payment for labor. The cost of fuel represented 8.50 cents of each dollar of gross earnings. The distribution of the railway dollar by departments was as follows: Maintenance of Way and Structures, 21 cents; Maintenance of Equipment, 21 cents; Traffic, 4 cents; Transportation, 48 cents; Miscellaneous Operations, 1 cent; General, 5 cents.

Elimination of many unprofitable passenger services brought about a curtailment of 1,277,972 passenger train miles during the year. The system operated in 1933 2,877,495 less passenger train miles than it did in 1929.

Co-operative economies were effected between the management of the Canadian National and Canadian Pacific in accordance with the expressed wish of Parliament, the report states. Results so far accomplished are shown in the partial pooling of passenger train services between Montreal and Toronto; Ottawa and Toronto and Montreal and Quebec. Other economies have resulted from arrangements for joint operations such as switching, the cleaning and freight shed operation at points where duplication of these services existed as well as by the hauling of traffic by one

of the other. Many other similar projects are under study. Somewhat similar studies leading to co-operative economies are being made in the United States under the Emergency Railroad Transportation Act 1933 under the general direction of the Federal Co-ordinator of Railroads.

IN MEMORIAM

MISS CATHERINE MCLEOD

On Tuesday, January 23rd, Miss Catherine McLeod, a very highly esteemed resident of Ebenezers passed peacefully away at the age of 88 years. The deceased was possessed of a robust constitution and up until around seven months ago was able to go about at her work in the home. In the earlier summer she accidentally fell and broke her hip. From that time on to the close of life she was confined to her bed. But while thus unable to move out of her room she was the light and joy of the home. Through all of those days of suffering and pain she did not murmur nor complain. Those who went to call upon her always came away inspired and uplifted by the brightness and joy of her life. She was always wonderfully bright and cheerful until early in January she contracted a heavy cold which later developed into pneumonia. Under the power of this dread disease and with a system considerably weakened by the pain of a broken hip the end came quickly and quite unexpectedly, and her gentle spirit winged its heavenly flight on the above mentioned date.

Besides her nephew, Archibald McLeod with whom she always made her home, she leaves to mourn her loss two brothers, Murdoch McLeod, Windsor Locks, Conn. U. S. A., and Angus McLeod, Upper Queen Street, Charlottetown. In the family there were four more brothers. These were James McLeod, Michigan, U. S. A. and John McLeod, Ebenezers, both of whom passed away some years ago, and two others who died in infancy.

Miss McLeod was a lady who was held in high esteem by all and because of her bright and cheerful manner she was always very popular. She will be much missed by a large circle of relatives and friends. But more particularly will her loss be felt by her nephew, Archibald, McLeod, and by Mrs. McLeod and the family in the home with all of whom she was a general favorite. Still even though her place will be hard to fill yet thinking of the pain that she was enduring since she met with accident none would be so unkind as to wish her "unbound spirit back into bounds again."

When the end drew near she remained calm and unmoved. She was assured that Great God and Father of all, ever had kept her strong and peaceful all through life, not only in the days of health and strength, but also in the days of suffering and pain, would guide her safely through the swellings of Jordan. To her with Jesus Christ that Saviour whom in life she delighted to honor and to serve, as her light, there would be no dark valley. Her passing was one of sweet peace.

The funeral service which was very largely attended was conducted by Rev. R. Hensley Staver. The pall bearers were Messrs. Anthony Buchanan, Lemuel Matheson, George Matheson, Alexander

McRae, West McDonald and David Andrews

Interment was in the Presbyterian cemetery, Brookfield.

SPRING PARK SCHOOL

Standing of Spring Park School, month of March:

Principal's Department: Grade X-1, Phyllis Burke; 2, Mary Driscoll; 3, Virginia Cairns. Grade IX-1, Jimmie Douse; 2, Harold Garham; 3, Martha Douse. Grade VIII-1, Marion Thomson; 2, Marjorie Thomson; 3, Marion Stewart.

Intermediate Department: Grade VII-1, Aubin Blaquiere; 2, Earle Gregory; 3, Lorne Casford. Grade VI-1, Harry Robison; 2, Lloyd Ford; 3, Ronald Vessey. Grade V-1, Charlie Jackson; 2, Lloyd Macintyre and Charlotte Driscoll; 3, Milton Acorn.

Grade IV-1, Catherine Acorn; 2, Charlie Dolron; 3, Edward Lund. Primary Department: Grade III-1, Mary Aorn; 2, Reta McKinnon; 3, Bobby McInnis. Grade II Senior-1, Dorothy Rodd; 2, Douglas Burke; 3, Vernon Leclair (equal); 3, Phyllis Coles. Grade II Junior-1, Gordon Stewart; 2, Helen Dewar; 3, Louis Casford.

Grade I Senior-1, Phyllis Robison; 2, James McInnis; 3, Billy Ford.

Grade I Junior-1, Robert Aorn; 2, Mary Vessey; 3, Gordon Lewis. A. S. Woolner, Emily Platts and Agnes Clements, teachers.

MODEL SCHOOL

Honor roll of Model School for March:

Grade VII-1, Beth Robinson; 2, Rowland McAlusky. Grade VI-1, Harold McKay; 2, Gordon McDonald. Grade V A-1, Jean Bevan. Grade V B-1, Lillian Kays and Arthur Shama (equal). Grade IV-1, Mary Bentley; 2, June McPherson and Jessie McDonald (equal). Grade III A-1, Jean McLean and Reta Parsons (equal); 2, Florence Kays. Grade III B-1, Russel Down. Grade II-1, Ann Duffy; 2, Ines Marie McDonald. Grade I-1, Alfred McDonald; 2, Elmer Blanchard; 3, Betty Beer.

CENTRAL GUARDIAN

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

VISITED RELATIVES

The many friends of Raymond Laque of Grand, who left here on March 15th, will be interested to know that he spent a very pleasant day with his aunt, Mrs. George Macdonald, at Dorchester, Mass., on his way to New York City where he visited his father and other relatives for ten days, before taking up his duties on a steamship sailing for Rio de Janeiro, South America, on March 27th.

PROHIBITION CASES

A man charged with unlawful possession of intoxicating liquor appeared before Magistrate Donald MacKinnon yesterday and was sentenced to a fine of \$500 and costs or in default of payment to six months in jail. On the day previous in the Police Court a man who appeared on the same charge was fined \$300 and costs or in default of payment was sentenced to four months in jail. He was also sentenced to \$75 and costs or three months under the Customs Act.

FUNERAL SERVICES

The funeral of the late Mrs. John P. Collins took place yesterday morning from her late residence, North River, and was largely attended. A Requiem High Mass was celebrated at St. Dunstan's Basilica by the Rev. Louis Dougan, after which the remains were interred in the Roman Catholic Cemetery, Rev. Father Dalton officiating at the grave. The pall bearers were: Messrs. John Donahue, Frank Howard, John Ellsworth, Gordon Thompson, Ernest Leonard, Mack Vickerson.

BACK FROM SCOTLAND

Allister Murray, minister of Calcedonia Presbyterian Church, returned on Tuesday night from a visit to his native Scotland. Mr. Murray enjoyed his holiday immensely, visiting London, different parts of England, but mostly Scotland, making his headquarters at Cameron, near Falkirk. He was very much impressed by the signs of prosperity and optimism on every hand. Depression was unheard of, factories and machine shops, mines and farms all being as busy as the proverbial bee. Road traffic is especially heavy, and one has to be very wary, even in the country, to avoid being run down. Mr. Murray being centrally located, had an excellent opportunity of worshipping in the leading churches in both Edinburgh and Glasgow, of which he took full advantage, hearing a number of the outstanding preachers. He is glad to be back, however, among the Islanders, and plans having a busy time in his parish and Presbytery generally.

PERSONALS

Mrs. Arnold J. Driscoll, Moncton, N. B., is visiting in the city the guest of friends.

Miss Lola Duncan has arrived home from Boston where she spent two weeks visiting relatives and friends.

Master Kenneth Champion, of Furmoy Road spent his Easter holidays visiting his aunts, Mr. Elijah Bryanton and Mrs. George Cotton, Burlington.

Miss Helen I. Bernard, teacher of North Granville, spent the Easter holidays with her parents, Mr. and Mrs. D. M. Bernard, Lower Free-town.

White Horse Crosses Sea To Dragoons

(By The Canadian Press) SAINT JOHN, N.B. April 4.—The white horse of Hanover, centuries after it was first awarded by William of Orange, has become the insignia of the New Brunswick Dragoons. When four regiments were sent out to escort the future William III from Holland to England to take the throne in 1688, that monarch rewarded the famous regiment of the Royal Scots Greys, one of the four units, by presenting the white horse to them. In 1930 the New Brunswick Dragoons became affiliated with the Greys, and word has been received that His Majesty the King has approved the white horse, in metal badge form, as the Dragoons' insignia in token of their affiliation with the Scotch regiment.

The new cap badge, showing a white-metal running horse over a brass scroll bearing the name of the New Brunswick regiment, was first received by the headquarters wing of the Dragoons at Saint John and will be distributed to other units in the province. The badge being relinquished has been worn since the Dragoons were organized in 1910 by Major-General the Hon. Hugh H. McLean, present Lieutenant-Governor of New Brunswick. This insignia, an eight-pointed star, was designed by Major Colin Mackintosh, Saint John, from a similar badge of his former unit in Ireland. Officers of the New Brunswick Dragoons include: Commander, Lieutenant-Colonel E. J. Lounsbury; honorary colonel, Major-General McLean; honorary Lieutenant-Colonel, Sir James Dunn, Bart.

Its records full of colorful history the Royal Scots Grey (2nd Dragoons) is the only surviving distinctly Scottish cavalry regiment having been organized in 1678 to quell religious troubles. The first colonel, Sir Thomas Dalziel, refused to cut his beard, or alter the style of his uniform following the execution of Charles I. At Ramilies, under Marlborough, the Grey captured the famous French regiment du Roi with all its colors, drums and side-arms.

ATTENTION!

Do your Windows Rattle? Do your Eggs Need Cleaning? Is your Car Dusty? Are you Troubled with Moths? Have you any Odd Jobs?

Airway Cleaner for Hire. Reliable Operators. PHONE 737. SUNNYSIDE TAXI L-1508.

Liking the beakish hats of their captives, the victors discarded their own cocked hats and donned the others. As a result Marlborough deemed that henceforth beakish hats could be worn by the Greys, the only regiment of Dragoons in the British army not wearing the regimental brass helmet. The "Eagles of France" are the Greys' badge insignia. Their origin was Waterloo, where the Scots captured the "eagle" badge of Napoleon's "Old Guard." All effort was made to obtain the "eagles" for the badges of the New Brunswick Dragoons, but the Greys were not allowed to pass with this distinction, so the white horse of Hanover crossed the ocean instead.

GROWING BROOM CORN

TABER, Alta., April 3.—(C.P.) Farmers of the Taber district are going into a new industry—the growing of broom corn. Two hundred acres will be planted to broom corn this spring and, if the yield promises well, in July a Saskatchewan company will open a factory here for the manufacture of brooms. Broom corn is worth from \$150 to \$250 a ton.

MARRIAGE LICENSE REVENUE FALLS OFF

EDMONTON, April 3.—(C.P.)—Hamilton (Ont.) is not alone in its loss from marriage license revenue. The same condition exists in Alberta and it cost the province \$9,000 in 1933 because young couples had their marriage banns announced in church rather than pay the \$6 license fee. "All denominations are doing it now," said Donald Macle, provincial statistics registrar. Hamilton city reported revenue loss of \$1,000 because of the "depression practice."

HEAL YOUR PILES

Don't let itching, bleeding, internal or protruding piles sap your vitality and cause an expensive, painful operation. In 15 minutes you can stop the pain and quickly shrink sore, swollen tissue with the Doctor's new prescription, China-Sold. It must be used up in 10 days or money back. Ask your druggist for China-Sold.