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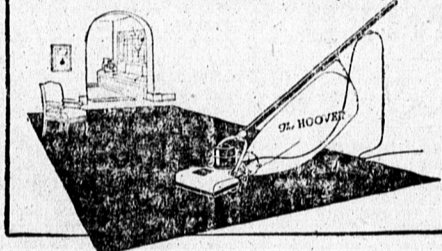
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Beers & Weeks

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Beers & Weeks

THE CHARLOTTETOWN GUARDIAN

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TUESDAY, NOV. 28, 1922

THE LATE FATHER RONALD

Many of our citizens and many throughout the province have distinct recollections of Father Ronald B. MacDonald in the days of his young manhood and strength. These recollections were revived yesterday by the eloquent tribute paid to his memory by his friend and co-worker, Rev. Dr. McLellan, Rector of St. Dunstan's University.

Father Ronald was a man of magnificent physique, a striking personality and the soul of friendliness and kindness. As a preacher and platform speaker he was a silver-tongued orator and his addresses from pulpit or platform carried conviction and inspiration. As referred to by Dr. McLellan he was a pioneer and a missionary in the cause of temperance and to his labors in this field much of the abstinence and the real temperance of today is due. As a pastor also he will be fondly remembered by the many whom he counselled in the eternal verities. In his passing from life's activities the church of which he was a devoted pastor has lost one of her great-hearted and great-souled men and many men and women have lost a beloved and revered friend. The fact mentioned by Dr. McLellan, that Father Ronald was one of the first three students of St. Dunstan's University when that institution was but a small, struggling college in a little building in a country parish was no small tribute to the place he filled in the development of the University and of the Church. Few friends of his youth and early manhood remain but each will fondly recall his genial optimism, his sincerity and earnestness in his efforts for the betterment of his fellow-men and the advancement of his Masters Kingdom.

It will be remembered also that at the great Liberal Convention held in Ottawa, at which the new political heavens and earth were being created and all old things had passed away such as paying customs duties on agricultural implements and food stuffs, Mr. MacKenzie King the newly installed star in the Liberal firmament supported a resolution to the effect that no action in connection with the claims of the western provinces to these lands would be considered without the maritime provinces being consulted. Now we find this same Mr. MacKenzie King busily engaged in dividing up these lands among the western provinces or otherwise dicker with them, and this same Mr. Bell quietly sleeping his political life away and letting the once precious millions slip out of his hands without a protest and apparently without a care. Funny, isn't it?

MARKETING

This is the time of year when produce is being taken to or sent to market. The experience of many years has taught our farmers that appearances count for very much in the market. Slovenly dressed fowl, for instance, although as fat and as young as the well dressed, will not bring the price.

Good apples thrown carelessly into a bag or box will not attract the storekeeper although he would readily buy the same fruit if nicely done up.

This is true of every commodity we bring or send to market. The marketing of dressed poultry is now opening. In the market building the only "left-overs" at the close of the day are those that were just killed and plucked and drawn any old way. Often these are in good condition and in every way as good as those that brought fancy prices early in the day, but the latter were picked up by the early shoppers and they realized good prices.

When poultry is to be marketed it will pay to devote some time to its preparation; it will not pay to throw them in any old way. This is the experience in the local market and it has invariably been the experience of our merchants when shipping poultry to other centres. Many of the fowl bought by our merchants for outside market are partially re-adjusted and made as presentable as possible before shipping but the operation is not successful. The bird must be properly "laid out" at the outset, after that it is impracticable.

Proper preparation for market at home or abroad pays both directly and indirectly; it pays the producer and it pays the province giving the latter a good name which is a large asset in our dealing with outside markets.

Notes By The Way

The improved roads which have cost the province so much money are admitted by all who travel over them to be in bad condition just now. Especially is this true of those sections where there is the heaviest traffic, near to market, towns and shipping ports. It has been suggested that something should have been done to keep these roads in better order and that the split log drag, which was much praised a few years ago and commended by the late Mr. Justice Fitzgerald, should have been used after rain storms to level down the lumps and fill up the ruts so as to present a smooth surface when the ground freezes in the fall.

This advice has been rejected sneeringly by the press advocates and defenders of the Bell Government roads. Nothing has been done

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 expressed by its correspondents.

What's Wrong?

Sir,—I have read some very interesting letters in your paper, written by J. D. McIntyre, James Pendergast, Islander and Farmer's Wife. They all do seem to differ in opinion as to what is the cause of so many auction sales, and so many young people leaving the farm. Now Sir, I do not think one requires a microscope to see the cause. It is not on account of the ranted heifer, or the scrub ram, or the old gray gander, going around with his fence around his neck, but due to the prices of produce and our beautiful transportation system. Potatoes selling at 25c a bushel, oats 34 c, wheat 10c, calf skins 7 c, yet when we want to buy a suit of clothes, the merchant will ask \$50 for it and \$7 for a pair of shoes, and then we have that beautiful Tax Act which was to include everything tangible and intangible which I guess has reached its objective. It is true many of our farms have become infected with noxious weeds, but they do not give the farmers boy's such a shock as a notice from an official of the law, stating "your poll tax is over due," and then again comes the school Secretary with another demand, and yet they do ask the boys leaving the farm? I may ask, why does the fox leave his den when he is chased by the hunt? We are leaving the farm because we are the poorest fed, poorest clad, and poorest paid class in America. I am, Sir, etc.

FARMER,

A Voice From Martinvale

Sir,—As a resident and tax payer of Martinvale I would like to call attention to the disgraceful condition of our roads and bridges. To begin with, the inhabitants were ordered out in the month of June to work their statute labor commencing at the end of the Banor road and throwing a shovelful of dirt out of the drain into each rut as they marched along which was whirled back from whence it came by the first passing car. This method of road making continued until the swamp opposite the writer's place was reached, which was in a deplorable condition. This was nassed over and the troops marched along later on the overseer was requested by the inhabitants to have this swamp made passable; this he refused to do as his own offer to do the job was rejected by the inspector. This caused some grievance between those two officials and the public has to suffer the consequence. The road inspector is blundering things up to suit himself and some of his pet; for instance, he posted a notice stating that he would sell a certain bridge on the Martinvale road, Tuesday July 6th. Tuesday arrived in due time, likewise a score of the inhabitants, but the inspector unlike the sixth, did not appear. The following week the long looked for did appear to find nobody present but his faithful Jimmy, who later built the bridge at his own figure. I must not overlook another incident that happened on this same road at a bridge known as Nicholson's bridge. This bridge collapsed recently and no doubt the department thought it advisable to have same replaced by day's pay, and I am informed that the overseer was instructed by the department of Public Works to have the bridge framed and ready to set in place before moving the old structure so as to leave the road open to the public as long as possible. To do this work the overseer employed two carpenters to do the framing which took them three days. Also there were four laborers on the job only to have their names entered on the pay roll and stand by until the old structure was ready to pull down. This laboring gang was composed of school children with the exception of one who has exceeded his four score years and retired from manual labor for several years. With the help of those school children, the carpenters managed to build a structure in the imitation of the old one. The work is there for anybody to see, and I can truthfully say that it is the worst piece of butchering I ever saw done on a public highway, and it is with difficult climbing that a team can pass over it for the bridge is out of the road line with more than a 45 degree angle, and the buttments are made of old fire rails. So we are in hopes that some time in the near future the inspector will ride over this bridge and the jolt may wake him up. I am Sir, etc.

A VOICE.

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New London Roads

Sir,—I would like to ask the Commissioner of Public Works a few questions in regard to road work through your valuable paper, due to the deplorable condition of the roads in this part of the county. There has not been any road work done in this part for three years. The road from Stanley Bridge to French River is a shams and disgrace, and especially road district No. 85. We have no road for other taxes and does the Department of Public Works think it honest to take money and give no value? Or are they leaving this road till some of their government suckers get through with what they have undertaken to do, so the possible to cross this bridge after night. Our local merchant from Clifton, went over this bridge in his car, and only for the assistance of a nearby farmer he would get his car, and does the Department think that the botch work done by the contractor, who he blamed for the accident, whether it was Providence or Crosby, but when he was hauled out of the water he mentioned both their names. Now we think like to know if Mr. Crosby thinks that he is giving us people justice, for we pay our road tax and all other taxes and does the Department of Public Works think it honest to take money and give no value? Or are they leaving this road till some of their government suckers get through with what they have undertaken to do, so the possible to cross this bridge after one man can get it all. Is it going to be like the contract that was let from Summerside to Borden? Call for tenders and then accept their own tender? Is this the way that Mr. Crosby is taking to get square with our people for giving him the support that attached him to the Bell aggregation. The people can see quite plain that they do not intend to give us any roads, for when they called for tenders, the government suckers could not attend to it and they cancelled the contract. Perhaps Mr. Crosby thinks that the botch work done was done on Clifton Bridge enough for the people or this part of the country, for you could not call it anything else but botch work, for the work was only done

(Continued on Page Eight)



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