

STRAND TODAY AND THURS.

Local Event in Movies

CORPUS CHRISTI PROCESSION

Complete in moving pictures. Excellent views of the procession enroute, the sacred ceremony at Notre Dame, the immense congregation in reverent attendance and the crowds that lined the streets. ALSO

"LAND OF HOPE AND GLORY"



Produced in England And First of New Series "COLLEGIANS"

Matinee 3.15 16c 26c. Night 7 & 8.45 16c 37c

CAPITOL "CRAIG'S WIFE" WITH IRENE RICH & WARNER BAXTER. ALSO COMEDY TODAY



CAPITOL TOMORROW

BANG-UP WEEK-END SHOW—WESTERN—NEW SERIAL—LAST CHAPTER "MYSTERY RIDER"

LAST "MYSTERY RIDER" ACTION GALORE IN THRILLING CLIMAX

Adventure...thrills...romance in the greatest stage coach race ever staged.



USUAL PRICES MAYNARD IN CALIFORNIA MAIL

PRINCE EDWARD TODAY AND THURS.

DAILY MATINEE AT 3.30



BUD FISHER'S FAMOUS

CARTOON STARS

MUTT & JEFF

BIGGER and BETTER THAN EVER

BUILT FOR LAUGHING PURPOSES ONLY

180 LAUGHS IN 180 MINUTES

A YOUNG AND BEAUTIFUL CHORUS

A NEW ERA IN THE ANNALS OF

CARTOON MUSICAL COMEDY

YOU'LL LIKE IT

PRICES MATINEES, Kiddies 26c. Adults 52c. Any Seat. NIGHTS, 52c, 80c, \$1.10. SEATS NOW SELLING.

Central Guardian

START TO GET your exhibits ready for the big provincial exhibition, Charlottetown, August 15-25. Send for price list. J. W. Boulter, secretary.

NOTICE TO LOCAL ADVERTISERS.—In order to insure insertion of advertisements, local advertisers are advised to have their copy in the Guardian Office not later than 10:30 A. M. the day previous to publication. When the advertisements are half-page or more, copy must be in the Office twenty-four hours in advance. 5114-S-31-14

CLINIC FOR CRIPPLED CHILDREN conducted by Dr. Acker will be held at the Red Cross office, 58 Crafston Street, Tuesday, June 11th and Town Hall, Summerside, on Friday, June 14th. 5021-S-28-30-June-3 till 10th.

THE PROVINCIAL EXHIBITION at Charlottetown, August 15-25, will be the biggest and best ever put on here. More prizes for livestock. All freights paid on livestock. Biggest midway ever. Three performing troupes from New York, and four days horse racing. Write to your friends abroad and plan to entertain them that week. Send for price list. J. W. Boulter, Secretary, Charlottetown, P. E. Island. 5114-S-31-14

London Press Comment On Mitchell Case

Recently a news item from the London (Eng.) Morning Post in connection with the reimbursement of ex-army officers defrauded by the Andrew Fraser Mitchell land scheme was published in The Guardian. The following further mention of the matter from the same newspaper will be of interest.

"Particulars are now to hand regarding the compensation to be paid on certain British ex-officers who were duped in the Prince Edward Island fox farm frauds. It will be remembered that a man who posed as a Government agent sold many non-existent farms to unsuspecting ex-Servicemen.

"The Government of Prince Edward Island has now set aside the sum of 8,000 dollars (\$1,600) for reimbursement of those who were duped. This money is to be raised by a loan, and it is understood that the balance will be paid by the Federal Government itself."

The London Weekly dealing with the refund to British officers says: "I am afraid that I cannot join in the gushing compliments which have been paid to the Government of Prince Edward Island on its decision to compensate the victims of the fraud which was perpetrated in its name about six years ago. The swindler was the duly appointed emigration agent of the province in London, and besides holding out very rosy prospects to intending settlers, especially with silver fox farming, he falsely pretended he was authorized by the Government to sell small holdings at a price including the erection of bungalows. In this way he obtained sums totalling nearly £4,000.

Bud Axworthy

REGISTERED U. S. A. 66185

Sired by Guy Axworthy 208 1/2 fee \$3000.00. The leading two minute sire and full brother to Lee Axworthy, champion trotting Stallion of the world 153 1-4. Bud leaves Summerside Monday, May 27th to Kensington at noon to Mr. Yeo the Rawley man. Through Margate to Stanley Bridge at Mr. Bullmans over night. Tuesday May 28th through Hope River, New Glasgow to Wheatley River at noon at Mr. Lings. Then to Charlottetown Farguharson's livery till Thursday morning May 30th, then to Bonshaw at noon. Victoria at night to Mr. Profit. Friday May 31st Tryon at noon at or near Wilfred Innans. Then to Capt. Traverse to Gordon Dawson over night. Saturday, June 1st John Davidsons, Bedeque at noon then to Summerside till Monday morning June 3rd. This route will be continued every second week till end of season July 1st health and weather permitting. Fee \$15.00 for season. \$25.00 to insure. \$5.00 at time of service. Balance note November 1st. Mares at owners risk. Bud has been halves in one minute. Fast on clay track and quarters in 23 1-2 seconds on ice the past winter. He is a bright Bay sound and kind. Call and see him. JAMES T. WAITE, Owner. Summerside, P. E. I.

Warns Govt.

Continued from page 1

ed, and as it is short and concise I will read it in order to show in some measure the inconvenience these people will suffer as a result of this action. This petition is addressed to the hon. minister, and reads as follows:

"The undersigned residents of Cardigan and vicinity, in the county of Kings, Prince Edward Island, having learned that your department proposes to close the customs office in the village of Cardigan, take the liberty of making the following representations in connection therewith. (1) This office has been an established institution since the province joined confederation, and is a very great convenience to the people of a large and prosperous section of country.

Mostly from ex-officers. Some commuted pensions in order to provide the money of which they were defrauded.

"At the instance of the Officers' Association the agent was prosecuted and convicted at the London Sessions in March, 1924. The chairman of the sessions expressed the hope that the Government of Prince Edward Island, though not legally liable, would recognize its moral obligation to the victims, seeing that the frauds were rendered possible by the prisoner's use of his official position. During 1924 the late Lord Haig, as president of the Officers' Association, addressed several strong representations to the Premier of Prince Edward Island, but as was related in Truth at the time, no definite promise of redress was forthcoming, and the matter has remained unsettled down to the present date.

"Now, we are told that the Government of the Province, 'completely ignoring the legalities behind which it could have found protection,' has (with the help of the Canadian Dominion Government) generously resolved to display its good will towards the Mother Country by refunding the money with interest. Better late than never, but the sufferers by the swindle would probably have been more grateful for what is described as this 'handsome gesture' if it had not been so long delayed."

SILENT HONEYMOON

(British United Press)

LONDON, June 11.—A newly married couple, wishing to be known as the 'silent strangers,' have set out from Johannesburg, South Africa, on a six years' honeymoon of silence. They plan to tour the world on push-cycles, speaking to nobody except each other.

When they come to hotels they will present a letter stating that they are pledged to silence and asking for accommodation and menu cards. Their itinerary includes London, an Atlantic crossing, the United States of America, the Pacific, Australia and Asia.

"Keepin' silence for six years is very difficult," said the husband in an interview. "This has never been done before, I think, in the history of the world. That is why we are doing it. We shall, of course, speak to each other, but to no one else."

Mindard's Liniment for Coughs & Colds.

"(2) The village of Cardigan is the customs and railway centre shipping port for a number of large and populous settlements, some of which are twelve to fifteen miles from the railway, and all of which will be seriously inconvenienced by the closing of this office.

"(3) The entering and clearing of vessels is a matter of much importance, and while this does not bring in revenue, and we realize that the office may not be profitable from that standpoint, we beg to submit that the service given to the public generally is so great as to more than justify its maintenance in view of the very small salary and expenses connected with it.

"(4) In stressing the urgency of this matter we wish to represent that the question of revenue should not be the department's only guide in such cases. Accommodation to the public is being given in most branches of government service without regard to financial returns, and we believe this is a case in which the needs of a large section of country should be considered rather than the small economy which can be effected by closing the office.

"Therefore we earnestly pray that your department should give further consideration to this case, and trust you may see your way clear to meet our views, and the needs of this district, by maintaining the customs office at Cardigan.

Other Offices Closed

The same arguments could be applied to several other districts where the offices have been closed, notably at Murray Harbour, Murray River, and St. Peter's Bay, and to a lesser extent at Annandale. During the summer there is a considerable traffic from the United States to Prince Edward Island. Many of our people who have gone to that country to work return for a visit to their friends, and of course the custom is to check their baggage through from Boston or New York, or whatever point they depart from. Take the case of Cardigan. A man writes to his friends at that point advising them that he expects to arrive by a certain train, and he checks his baggage through. Perhaps his friends have to drive twelve or fifteen miles to meet him, and then it is discovered that they cannot get his baggage.

What are they going to do about that? They will have to go back home and make another trip to some other place where there is a customs house in order to have the baggage examined. Considerable hardship will be caused through closing this office, when it could be averted by continuing to pay the small salary which was paid to the official at that point. The reason given is that the customs returns have been so small, but if the same principle were applied to other branches of the government service many offices would have to be closed. It would be found necessary to close most of the post offices if they were considered on a revenue basis.

Georgetown

There is another port which I would like to mention, the port of Georgetown. This is the winter port of Prince Edward Island, and is the port of call for many vessels. I have made representations both to

the Minister and to the Commissioner of Customs regarding this matter. I made them as strong as I could, and I wish to repeat them here. The only expense at that port is the salary of the official, because there is a government building which houses both the customs and the post office. That building has to be maintained, heated and lighted for the post office, regardless of whether or not the customs office is maintained. This customs office was established long before Confederation. Last year fifty-three foreign vessels entered and cleared; there were two hundred and fifty-three coastwise entrances and clearances, or over three hundred in all. Some of these are large foreign steamers which carry away our potatoes in the fall for delivery to the southern states. I have received information that the postmaster is to be authorized to enter and clear the foreign vessels, while the coastwise vessels are to be allowed to trade back and forth without being subject to entrance and clearance. Even though it has been thought desirable to close this office, the department has a man down there who is costing the department possibly over \$2,000 per year, while the man they dismissed was only receiving \$660 per year. How long this expensive officer will be kept there is a problem, because at the present time there is no postmaster and there may not be one appointed for many months. Surely if it is necessary to maintain a man there it would be far better to retain the man receiving a salary of \$660 per year than to continue to employ one who is costing over \$2,000 per year.

Mr. Euler: Is the hon. member referring to the postmaster?
Mr. MacDonald: I refer to the officer of the department who is at present at that port. The man who was dismissed had been at that port for the last eighteen years, and although it was thought necessary to close the port they sent an official from Charlottetown to take charge of the office and keep it open.

Mr. Euler: Is the hon. member referring to the present time?
Mr. MacDonald: Yes.
Mr. Euler: What officer is the hon. member referring to?
Mr. MacDonald: The officer's salary is \$1,500 per year and he is receiving his expenses, which I estimate would run to at least \$500 per year. A considerable amount of money was spent on repairing the bonded warehouse at this point, even though the office has been abolished. I think this matter should be reconsidered by the department and a decision arrived at to keep this office open. In the interest both of the province and of the shipping traffic to and from that port.

What are we going to do when a vessel which must have qualified officers who must be under articles arrives at the port of Georgetown or one of the other ports I have mentioned where the offices have been abolished? How can we put the crews upon articles and start the ship out? How are we going to pay our sick mariners' dues? What will happen to a vessel which has no clearance papers when it is forced by stress of weather to seek shelter in a foreign port? Under the marine laws a vessel without clearance papers is liable to arrest. These things, taken in connection with the statements which I have previously made regarding the advantages accruing to the smugglers,

should, I think, convince the minister that this matter should be reconsidered and the offices which have been closed reopened.

Mr. Euler's Explanation

Mr. Euler: With regard to the statement of the hon. member for Kings as to the closing of ports, I may say that in the last year or so some 230 of them have been closed, and this has been one of the most disagreeable experiences I have had since I have been in the office. It is not an easy matter to close a port. In practically every instance strong objection is raised to the closing of a port, no matter how small it may be; there is an element of local pride involved, also the matter of convenience, and of course somebody will be inconvenienced when a port is closed. We have endeavoured to reduce that to a minimum. I might state to the committee the course upon which we proceeded. Perhaps a year and a half ago, when we had time to get down to this particular phase of the work, we called in the inspectors of the various districts and they got together with the commissioners and officials of the department at Ottawa. They sat down at a table with a map showing the various ports and they discussed very freely what ports might be closed without injury to public business. A large selection was made and as yet they have not all been dealt with. As I say, we have closed some 230 ports. The matter of revenue has not been in all cases the deciding factor, although it has been in some. The matter of entries and the matter of convenience are involved. We have been more disposed to leave open the ports on the border than those smaller ports inland. But the matter of revenue is important. For instance, take the case of Cardigan, one of the points mentioned by my hon. friend from Prince Edward Island. The import duties amounted to \$324.54 and the salary paid, \$360. We are not trying to single out any particular province. In Nova Scotia there were more than 100 ports and outports where the revenues were smaller than the expense of maintaining the ports. The amount of expenditure and revenue is not necessarily the deciding factor, but it should have a very important bearing on the matter. The closing of the ports was one of the things recommended both by the parliamentary committee of inquiry and by the royal commission inquiring into the customs.

Mr. MacDonald: When I spoke before I overlooked mentioning that the port of Georgetown was considered of sufficient importance by the Legislative Assembly of Prince Edward Island for them to take the matter up in session last spring, when they heard that the port was to be closed, and I have in my hand a resolution that was passed unani-mously by the House, and signed by the Speaker, protesting against the closing of this port. I have also a resolution to the same effect from the town council of Georgetown. I should like to know what is going to be done about vessels in connection with the points I have brought up—a vessel gets blown off her course and has to go to a foreign port without a clearance; also with regard to a vessel that wishes to pay the sick mariners' fund.

Mr. Veniot: They can arrange that

through the post office. Mr. MacDonald: How would you get articles for the crew in connection with a vessel over 100 tons?
Mr. Euler: My hon. friend is dealing with a technical point that I do not understand, but I will take a note of what he says.
Mr. MacDonald: I happen to know these matters because it is a part of my business. There might be very serious inconvenience in that connection.

Mr. Euler: In any event it is a matter not for the customs department, but for the Marine department.
Mr. MacDonald: The collector of customs always handled that. It is the only way that I know of.
Mr. Veniot: As an old collector of customs may I say in connection with the signing of an article crew that there is a fee charged, and it can easily be arranged for the chief collector to go to the outport or sub-port and sign on the crew. The commission he would get would be sufficient to pay the expenses.

Mr. MacDonald: That is what I am trying to get at. I want to know what arrangement is being made, because something will be necessary. I think we are also entitled to know why the man at Georgetown was dismissed and a man drawing three times as much sent to take his place for the time being, and how long that condition will continue. I stress the point for the reason that the collector of customs had been there eighteen years, and being a man with a family and receiving only \$660 a year, he has not been able to save any money. It was a full-time job and he was not able to take on any other work. Now he is let out without notice. Surely it is unfair to let him out in that way. If anybody has to be kept on it should be the man who has been there for years.

Mr. Euler: I am sure there must be an error. It may be the man to whom my hon. friend refers as receiving \$2,000 or \$3,000 is a preventive service man.
Mr. MacDonald: No.
Mr. Euler: The incumbent of the office received a salary of \$660 a year. He was superannuated, and the office, according to my records, was closed on May 1 of this year. I cannot understand how there can be a man there now drawing the salary that my hon. friend mentions. I should like to ask where he gets his information that a man has been sent there drawing a salary of \$2,000 or more a year to replace another man who was drawing \$660 a year. Perhaps his information is personal, but if he can prove it I think we are very seriously in error. There must be a mistake somewhere.

Mr. MacDonald: That is why I brought this matter up. I consider it is entirely wrong. I was there only two weeks ago, and I know the man is there.
Mr. Euler: What is his name?
Mr. MacDonald: Nicholas Murphy, from the Charlottetown Office; and I see from the report of the department that his salary is \$125 a month. He is boarding at the hotel, and certainly that would not be less than \$300 a year. The reason he was there was that there was no postmaster.
Mr. Veniot: The post office is not closed.
Mr. MacDonald: No, a girl is running the post office temporarily because no postmaster has been appointed. The position became vacant a month or so ago, and no appointment has yet been made. This man was sent down there to keep the customs office open. In fairness to the man who was eighteen years in charge of this office, I say that if some person had to be there to ear-

ry on those duties, he should have been retained, at a lower cost to the department, and to his personal advantage.
Mr. Euler: I can only say what I said before, that it comes as a surprise to me to hear that there is a man there drawing \$150 a month, replacing the man who had been drawing a salary of \$660 a year, and was superannuated in the ordinary course. I think my hon. friend must be in error. There is a mistake somewhere. We all make mistakes and perhaps the mistake is here, but none of the officials know of any such man having been appointed. I promise my hon. friend that I will make an investigation.
Mr. MacDonald: That was the condition two weeks ago.

Mr. MacLean is "Sorry"
(Mr. A. E. MacLean, M.P. for Prince, agreed with Mr. MacDonald, with respect to the port of Georgetown, it being the winter port of the Province. "If, however, arrangements have been made through the Post Office department whereby vessels can be cleared so that no inconvenience will result to the people," he said, "it may be all right; but otherwise we would like to see the ports left open. We have received very strong protests against the closing; we have sent those to the Minister, and all I can say is, we are sorry we were not able to prevail on him to leave the ports open." Mr. MacLean referred to two ports in his own county, Tignish and Alberton, which he felt should have been kept open. "We took the matter up with the minister and did our best," he said, "but the policy which is following throughout the whole Dominion has, I suppose, to prevail.")

Why does RICHARD say nothing about taking Yvonne with him? Can she reconcile herself to being left alone? The next installment sees the real beginning of Yvonne's struggle against her desire to dance.

As a vermifuge an effective preparation is Mother Graves' Worm Extirminator, and it can be given to the most delicate child without fear of injury to the constitution.

One Man's Wife

By BARBARA WEBB Copyright

Continued from page 2

of loneliness that assailed her, now that time hung again so heavily on her hands.

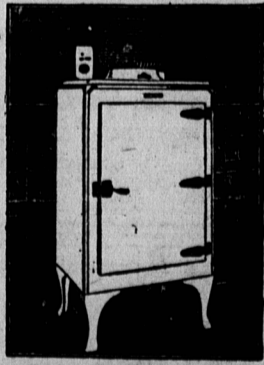
And then, just as she had attained a little contentment again, Richard announced suddenly that he was going away.

"For how long?" asked Yvonne. "For three months," he answered, avoiding her hurt and questioning eyes.

Why does RICHARD say nothing about taking Yvonne with him? Can she reconcile herself to being left alone? The next installment sees the real beginning of Yvonne's struggle against her desire to dance.

Cause of Asthma. No one can say with certainty exactly what causes the establishing of asthmatic conditions. Dust from the street, from flowers, from grain, and various other irritants may set up a trouble impossible to irradiate except through a sure preparation such as J. D. Kellogg's Asthma Remedy. Uncertainty may exist as to cause, but there can be no uncertainty regarding a remedy which has freed a generation of asthmatic victims from this scourge of the bronchial tubes. It is sold everywhere.

250,000 USERS and not a dollar spent for repairs



GENERAL ELECTRIC Refrigerator

Among the 250,000 users of the General Electric Refrigerator not one has ever spent a dollar for repairs or service. This refrigerator is always dependable and never needs to be oiled. Its all-steel cabinet is warp proof. Its easily accessible temperature control governs the speed of freezing ice cubes and frozen desserts. Let us show you the various models and explain our plan of deferred payments. 15282E

Easy Terms Arranged
Maritime Electric Co, Ltd
of the
ASSOCIATED SYSTEM
Charlottetown, P. E. I.

Guaranteed by CANADIAN GENERAL ELECTRIC CO., Limited