

# THE SUMMERSIDE GUARDIAN

and PRINCE COUNTY CHRONICLE

## Western Locals

This column is reserved for news of local interest but advertising of every nature may be inserted on a word strictly payable.

**WATERMAN'S PENS AND FENCILS** at Taylor Drug Co., Kensington. 12-6-11.

**FUR BUYER**—Mr. Justin Rottor of Paris, France, is now at the office of B. Graham Rogers, Summerside, buying silver fox pelts. L-2497-11-19-11

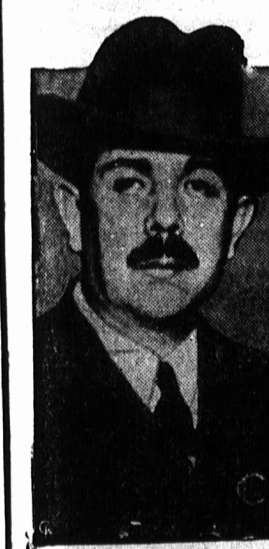
**MUCH BUSINESS DONE**—Mr. Hugh J. Morrison of the Registry Office in the Court House, Summerside, reports that his office is very busy at this time and has been so for some months. He says that farm properties are being purchased and there is a general upturn in business. More business has passed through their office this year than has been done for the past four years.—S

**SPEAKS AT S'SIDE**—Rev. Peter Bryce, D. D., Secretary of the Missionary and Maintenance Fund of the United Church of Canada, was the speaker at a special meeting held in Trinity United Church, Summerside, on Friday evening. The Rev. Dr. Bryce told of the work and responsibility of the United Church in Canada and throughout the world. On his first visit to Summerside and the Island, he paid tribute to the splendid response made to every appeal and the continued support of the educational, social service and missionary activities of the United Church of Canada, and especially the effort to relieve the distress in the dried-out areas of the prairie provinces. The meeting was presided over by Mr. A. S. McKay who was assisted by Rev. W. S. Loring, of Kenston. From Summerside, Rev. Dr. Bryce goes to Charlottetown.—S

## Presbyterian Young People Elect Officers

The Young Peoples Club of Summerside Presbyterian Church held its annual meeting recently and was well attended. The following officers were appointed: Hon. Pres., Rev. C. J. St. Clair; Sec., Mr. Jardine; 1st Vice Pres., Dr. MacMurdo; 2nd Vice Pres., Miss Ella Gray; Executive Committee, Mr. Donald Baker and Miss E. MacFarlane.—S

## NO RULE MEXICO



**GENERAL CARDENAS**  
As forty-fifth president of Mexico, 39-year-old Gen. Lázaro Cardenas took office November 30 for a five-year term. He succeeds Gen. Alvaro Obregón.

## HAMPSHIRE SCHOOL

Report for the month of November:  
Grade K-1, Phyllis Easton; 2, Mildred Tremere.  
Grade VII-1, John Edwards; 2, Margaret Larier; 3, Celia Tremere.  
Grade V-1, Claude Tremere; 2, Borden Tremere; 3, Fulton Elton.  
Grade III Sr.-1, Errol Stewart; 2, Ora Tremere; 3, Irving Tremere.  
Grade III Jr.-1, Fernie Tremere; 2, Robert Edwards; 3, Bertha White and Willie Larier (equal).  
Grade II-1, Hilda MacLean; 2, Mildred Larier; 3, Ralph Edwards.  
Grade I Sr.-1, Arnold Tremere; 2, Gerald Easter.  
Grade I Jr.-1, Lona Kitson; 2, Ernest Watts; 3, Lowell Tremere.  
Florence J. Ward, teacher.

## SUNGLO

FALL-FURRING FOX RATION NO. 1  
At your nearest dealer.

## OPENING OF NEW PIER AT HALIFAX

**HALIFAX, Dec. 9**—When Premier Bennett figuratively presses the button at Halifax on December 10th, Canada's newest ocean pier will begin to serve the Dominion's commerce with the world, and the port of Halifax will have formally added to its facilities one of the finest structures of the kind in the world. Besides the Prime Minister, two of his cabinet colleagues, Hon. E. N. Rhodes, Minister of Finance, and Hon. Alfred Durnescu, Minister of Marine, are expected to take part in the proceedings in connection with the opening of the pier. The Mayor of Halifax, E. J. Crag, is also scheduled to speak briefly. J. L. Hetherington, President of the Halifax Harbour Commissioners, who will preside, will introduce the speakers.

Completion of the new pier at Halifax marks the first expansion of large proportions in port equipment under the Harbor Commission form of port administration. The new pier increases the accommodation for ocean vessels from 17 to 21 berths, and is expected to prevent the inconvenience and delay in berthing of ships that have been experienced in the past few winters when diversion of shipping from Montreal to Halifax has followed the annual freeze-up of the St. Lawrence.

The new Halifax port unit has been named "Pier 21" and is 1250 feet long, extending into the harbor at right angles to the shore, it affords berthing accommodation for four ships, the water varying in depth from a minimum of 35 feet at low water at the pier end to 70 feet or more at the outer end of the pier. The pier is 300 feet wide. The two main one-storey transit sheds, which parallel the docks, are each 1100 feet long and 94.5 feet wide. The sheds are divided into working areas by a strip of the pier 19 feet wide the entire length of each of the main transit sheds. Single line railway tracks run the length of both sheds, permitting the direct transfer of goods from the pier to railway cars and from trains to vessels. At the deepwater end of the pier is another one-storey transit shed, with a floor area of 73 by 80 feet, connecting the two main sheds. This shed is 25 feet wide. Halfway down the main sheds are brick fireproof walls with wide doors to accommodate vehicular traffic which may move freely through the sheds.

Electric lighting supplies 197,000 candle-power of illumination for night work which can be carried on within the sheds and along the docks as conveniently as in daylight. In the 40,000 feet of wire conduits there are 90,000 feet of wiring.

The headroom of 15 feet, the transit sheds, containing 2,000,000 cubic feet of storage capacity of 2,000,000 cubic feet. Flooring of all sheds is concrete 6 inches thick, gently sloping towards docks to provide drainage when required.

An open area, 73 feet wide by 1,000 feet long, has been laid out between the two main transit sheds for railway trucking services. Two sets of two lines of railway tracks with crossover tracks run alongside each of the sheds, while a concrete roadway has been laid the length of the area from the land-end of the pier, entering each shed halfway down by means of a ramp.

Offices and heated store-rooms are contained in two-storey buildings at the land-end of the pier, the upper floors being fitted for use as offices, while the lower floors are designed for needed storage of divisible by a doorway which serves as the front entrance to the transit shed.

## SOUTHPORT SCHOOL

November, 1934:  
Grade IX-1, Ellen Burke; 2, Ella MacPherson; 3, Kathleen Hughes.  
Grade VIII-1, Thelma Burke; 2, Helen Kelly; 3, Emma Cooper.  
Grade VII-1, Boyce MacKie; 2, Keith Mutch; 3, B. Jorgensen.  
Grade V-1, Ruth McInnis; 2, Roland Jones; 3, Eileen Alward.  
Grade IV-1, Anna Storey; 2, Dorothy Cooper; 3, Alphonus McInnis.  
Grade III-1, Lois Henry; 2, Stanley Machin; 3, Dewar Jones.  
Grade II-1, Louise Henry; 2, Mary Tait and Margaret McInnis (equal); 3, Jackie Stewart.  
Highest average for month: Eileen Burke, 87.25%.  
Percentage of attendance 85%.  
Helen O. Drake, teacher.  
(Patrols please close)

## Injuries Received In Fall From Train Proves Fatal To Port Hill Man

**Coroner's Jury Finds Verdict Of Accidental Death.**

Mr. Ray Strongman son of John Strongman died at his home in Port Hill on December 8th, after an hour after midnight Saturday from a fractured skull which he sustained when he fell from the steps of a moving train travelling at about 25 miles an hour on Friday night between seven and eight o'clock, shortly after the train left Northam station.

An inquest was held at his home in Port Hill on Sunday afternoon before Dr. E. T. Tanton, coroner and the following jury: John Gregg, foreman; Robert Ramsay, Hardy Ramsay, Ernest MacNevin and Rev. A. Hart Davies. After hearing the evidence of Corp. Engles who had investigated the matter on Saturday, the jury returned a verdict of accidental death from a fractured skull.

Corp. Engles stated that he had interviewed Conductor Hal Warren, who had seen the man go down the steps but he was too late to stop him from falling from the train. He also had interviewed one of the passengers, a Mr. Miller who was of the opinion that the young man had slipped off as he was evidently waiting for the train to come to Port Hill station.

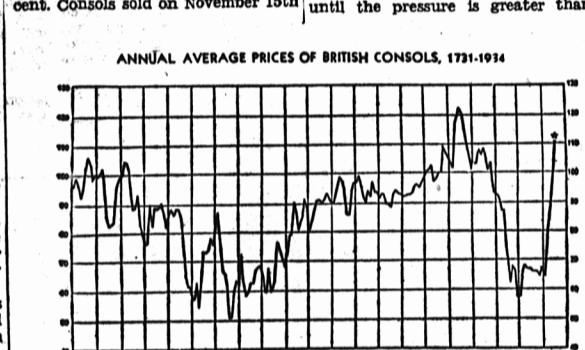
Dr. Champion who was on the train told Corp. Engles how he attended to the young man when he was picked up on the tracks. Dr. Stewart's evidence was also submitted to the effect that the man had died of a fractured skull.

The evidence showed that the young man was standing on the steps of the train after it had left Northam, evidently waiting for it to arrive at Port Hill where he intended to alight. The train, which was travelling at 25 miles an hour, was immediately stopped and back-ed up when the young man was found lying on the track with a badly fractured skull. He was unconscious. Dr. Champion did what he could for the injured man but he was of the opinion that he could not recover. He was taken to his home and attended by Dr. J. A. Stewart of Tyne Valley. He did not regain consciousness. There was no evidence of foul play. The funeral will be held on Tuesday.—S

## Idle Capital Accumulating In All Money Markets

**BRITISH GOVERNMENT OBLIGATIONS HAVE SOARED FASTER THAN AT ANY TIME IN HISTORY—CONSOLS NEAR ALL-TIME PEAK**

"At no time in the history of British finance has there been a rise in British government obligations comparable to that of recent years," says A. E. Ames & Co., Limited, in their December Investment Letter dealing with the world-wide accumulation of capital. British 2-1/2 per cent. Consols sold on November 15th



at 91 3/4, about ten points higher than the price two weeks before and the highest price in nearly thirty years. Since 1923 Consols have risen from low levels plummeted only at the time of the Napoleonic Wars and the Great War to high levels reached only in the long depression of the 90s. Accompanying the Ames Letter is a chart showing the price of British Consols for a period of 200 years, which provides a long-term view of the course of British interest rates.

The letter points out that marked strength in the demand for highest-grade securities has characterized the month of November in both Great Britain and the United States. Similarly in Canada the prices of high-grade bonds have reflected these conditions abroad and a sustained interest in corporation bonds and shares has also been in evidence.

Month by month the accumulation of capital proceeds and, hindered in its search for profitable employment by international barriers and reduced industrial needs, it seeks an outlet principally in the public securities of those countries which offer the greatest stability.

For over two years this process has continued and virtually all classes of open-market money rates and interest yields have been falling in Canada and abroad. In general, short-term rates have been declining more rapidly than long-term rates because of the special demand of banks and business corporations for short-term investments and the returns obtainable from prime obligations have naturally diminished somewhat faster than from secondary or more spec-

ulative securities although increasing attention is being directed to the latter.

Furthermore these declining returns on invested capital are a phenomenon to be observed in practically all countries, even in those commonly regarded as economically depressed. The descent, of course, has been more abrupt in some countries than in others, and it has applied more particularly to the flexible open-market rates than to the more or less fixed rates charged by institutions in accordance with the risk involved.

In brief, idle funds up to the recent past have had little opportunity for productive employment, and they have been accumulating in the principal money markets until the pressure is greater than

## SEARCHING FOR SANTA'S TOY FACTORY



## CHAIN STORES FYLE BRIEF ON MASS BUYING

**Reply Made To Criticism Before Probe Commission.**

(C. P. By Guardian's Special Wire)  
OTTAWA, Dec. 9.—After remaining silent for weeks while charge after charge was levelled against them, chain stores sprang to their own defence before the Parliamentary mass buying commission. In a 45,000-word submission, the Canadian Chain Store Association defended the chain system and re-touted the benefits it has bestowed on the public at large.

Summarizing the brief, J. G. Johnston, Secretary of the Association submitted the following:

1. There is every evidence the chain store system has conferred great benefits on the consumer in the form of lower prices, fresher, newer and higher quality goods.
2. The chain store system has not been operated to the detriment of producers and manufacturers. Insofar as the loss leader can be equitably controlled by law, the members of the Canadian Chain Store Association approve of its elimination.
3. We have admitted it would be in the public interest to increase wages and our members will cooperate in movements in that direction. Our members pay higher wages than are paid to employees in other branches of merchandising. We also assist insofar as is possible in shortening the hours of work in mercantile establishments.
4. Our members have shown that in all respects the competent independent retailer is able, under present conditions, to compete with the chain stores.
5. The chain stores do not injure small communities. On the contrary, chain stores have enhanced the commercial importance of small cities and larger towns in which they operate in Canada.
6. Chain stores have not exploited the public by exacting excessive returns on the capital invested.
7. Any legislation which this commission may feel disposed to recommend or legislature may create will not injure the chain store system of this country if that law is designed to deal equitably with the interests of both producer and consumer. It is our belief that a law which keeps at the forefront of consideration the right of the consumer to benefit from the most efficient means of distribution to survive and it will not be necessary for any independent merchant who is competent or any producer or manufacturer who had a legitimate market because of business because of the chain.

## Price Spread Narrowed

In recent years, coincident with the spread between producer and consumer has been narrowed. Johnston said at the start of his brief, "we propose to demonstrate the narrowing of this spread, which has brought about incalculable advantage to the consumer, has been accomplished without unfairness to either producer or manufacturer or to those which have kept abreast of the progress in the science of distribution."

He hoped to demonstrate also, Johnston continued, "that advancement of the chain store system of Canada has been of great benefit to the consumer, has been of advantage to workers in mercantile establishments, that the manufacturer and the producer have not been injured and that other merchants have every reasonable chance to make success of their own enterprise."

Legislation which would hamper the chain store system, "laws which would give the efficient retail merchant great advantage over his chain competitor and which would enable the inefficient independent merchant to survive for a time in spite of his inefficiencies. But it is submitted which is not economically sound—severs of the advantage of merchandising which are the result of

## Alberton County Court

Judge Inman presided at the Alberton County Court last week. Several minor cases were disposed of at the opening of the Court.

The case of Alfred O'Brien vs. Ronald MacKenna an action for \$26.00 for goods sold and delivered. The defendant claimed a set off as to part of plaintiff's claim. The claim and counter claim consisted of several disputed items. Judgment was given to plaintiff for \$10.15 and costs.

J. H. J. Finlay vs. Octave Blanchard. This is an action for \$100. for money loaned. The defendant admits that he got the money but claims it was his daughter's money, held in trust by plaintiff and given over to the defendant for his daughter. The case was tried in October last and adjourned to the December Court for further evidence. Judgment was reserved to the Summertime sittings on December 21st.—S

## Travellers Aid Discussed At W.C.T.U. Meeting

The W. C. T. U. meeting this month was held at the home of Mrs. Dr. Alex. MacNeill and was a most interesting one.

Mrs. Maynard Schurman presided. The devotional period was conducted by Mrs. Archie Sharp. Mrs. A. Allen read a most interesting paper on Temperance. A duet by Mrs. Strong Hinton and Mrs. Douglas Gordon was very much appreciated.

Mrs. George Fickering gave a most interesting report of the work she had accomplished as a representative of the Travellers Aid, which is a branch of the W. C. T. U. work. Mrs. Fickering was appointed representative for the town of Summerside in September and has been the means of assisting strangers coming to the town and also finding out particulars of situations and other information for young people going to the large cities.

Little is known of the work of the Travellers Aid on Prince Edward Island. There are representatives at Charlottetown, Alberton, St. John's, Kensington and Summerside. It is an honorary position but demands a good deal of the representative's time.

The duties of the Travellers Aid are to meet new residents in a community and make them welcome. To meet strangers coming to the town and also to assist people who are not well and have to travel to look after their concerns.

The Aid welcomes any enquiries for service. The meeting closed with prayer.—S

the growth of the chain store idea, are certain to fail.

In every field in which it operates, the chain store system reduces the cost to the consumer," Johnston continued. "It has conferred an untold benefit on the consumer, has benefited everyone who is directly and indirectly helped from any savings he can make in his weekly expenditures."

## Consumer Benefits Claimed

In addition to the pecuniary benefits, there were the benefits of freshness in foodstuffs, latest styles in variety and "the chain store system accomplished this without injuring the producer and without injuring any independent merchant who is up to his job."

It was the object of chain stores, Johnston said, to move goods to the consumer at the lowest possible cost. Chain stores have resulted in the following:

1. The saving to the public in the fact that the wholesaling expenses have been reduced and passed to the consumer.
2. The saving to the public in the fact that retailers who compete with chain stores have brought down their prices and this reduction, too, has been passed to the consumer.
3. The saving to the public in the fact that the average prices of goods in chain stores is less than the average prices for goods in independent stores.

The narrowing of the spread between producer and consumer by the chain has brought a saving of several cents on the dollar, Johnston said. "It is a conclusive justification for the chain store system even if no other justification exists."

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## FRANCE WILL STRENGTHEN AIR FORCE

**Plan Building Swift Fleets Of Fighting Planes For Defense Purposes.**

(A. P. By Guardian's Special Wire)  
PARIS, Dec. 9.—Creation of an aerial high command to tighten French safeguards against sudden sky attack was under consideration by members of the Senate and air committees tonight.

Under repeated warnings of military experts that France is behind her continental neighbors, a preparedness programme is being drafted. Precautions against an unheralded rain of bombs and poison gas, with which the French fear the next war will start, predominate in the proposals. Swift fleets of fighting planes aloft, and air-conditioned shelters against gas on the ground, are the proposed means of protecting property and populace.

The senate committee on air told the government Great Britain, Germany and Italy are already ahead of France with such preparations. In 1934 air manoeuvres, they contended, showed Paris would be helpless before a well planned, boldly executed series of air raids.

The manoeuvres showed that France was well equipped with her bombers, but that her pursuit planes were not fast enough to drive off invaders.

For this reason General Denain, air minister, devotes particular attention to development of speed in the pursuit division.

Altogether, France has 3,000 military planes today, many of them for instruction purposes. General Denain announced, however, that recent acceleration of building has put 600 new machines in service.

"Flying Tanks"

A unique phase of France's air programme calls for development of "flying tanks." These are capable of firing a 77 MM field piece. One of this type already has been tried out successfully. Another innovation being pushed toward actuality is a machine gun which will be



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