

The People's Theatre--To-night

The Kalem Co Presents

"Our New Minister"

Adapted from the Famous Rural Drama by Denman Thompson & Geo. W. Ryer--In Three Parts.

Joseph Conyers revived his famous characterization of Doris Startle for this production. Supporting Mr Conyers are Thomas McGrath, the Lem Ransom of the stage version, Alice Joyce, Tom Moore, and other famous Kalem stars.

People's Orchestra

A. Priestman Cameron
In Peculiar Songs

Travellers of the Road.
A powerful and exciting romance of the plains.

Commencement at the Indian School

Two Men and a Mule
A comedy that will set your laughing motor working

Two Shows Admission FIVE CENTS 7.30 & 9 p. m.

PROVINCIAL LEGISLATURE

(Continued from page 5)

length of the proposed bill and its very great importance to the cause of temperance, it be printed and distributed over the province during the recess, and that the proposed changes be taken up by the House early at its next session. Among the amendments proposed are a number of clauses involving radical changes, and the members of the committee feel that they did not have sufficient time at their disposal to give such changes the proper and adequate consideration they require in order to recommend the passing of said amendments at this session of the Legislature.

(Sgd.) Albert P. Prowse, Chairman H. Feehan, John S. Martin, G. F. Dewar, J. A. Macdonald

Mr. A. A. Macdonald, as chairman of a committee which had under consideration a petition from D. J. Riley and others asking for the incorporation of the Street Car Company, begged to report the decision of the committee that no further action would be taken in the matter. A bill was read a first time for the incorporation of the "Dark Silver Patch Fx Company of O'Leary" under that name. The petition, the Speaker explained, on which the original bill was founded asked for the incorporation of the company under that name, and whilst the bill was under consideration by the committee of the House the name was changed. Since then circumstances had conspired which made it practicable for the original name to be restored, and the present bill sought to have that restoration made. The bill, as stated above, was read a first time and referred to the committee on private bills.

LIGHTING OF HILLSBOROUGH BRIDGE.

In connection with the matter of lighting Hillsborough Bridge, the Premier, in laying on the table the returns asked for, said that they were very voluminous. When the question was brought to the attention of the Government application was made to the Electric Light Company to see what they would do, and in August, 1912 certain correspondence took place. The following letter was received from the Charlottetown Light and Power Company, Limited:

"We beg to submit the following tender for the lighting of Hillsborough Bridge:

"Having submitted the plan of the Bridge to the electric companies. We are advised that it will require at least 56 lamps of about 50 candle power each to efficiently light the bridge.

"We propose to furnish all material and labour and instal complete system of series incandescent street lamps, providing all necessary station, all line equipment and making necessary repairs, and maintaining the system in complete working order for a term of ten years, at our expense.

"We will, on a ten years contract supply the current to operate the 56 lamps."

Why Acid Stomachs Are Dangerous

SCIENTIFIC REPORT FOR APRIL.—Acid in the stomach is dangerous and frequently fatal, because acid from its corrosive nature has a natural tendency to destroy the mucous lining of the stomach itself. No one intentionally swallows hydrochloric acid, but it is often present in large quantities as the result of food fermentation in the stomach resulting from the chemical action, which so frequently follows the eating of the daintiest and most tasty foods or the indulgence in any form of alcoholic stimulants, including beer, wine, liquors, etc. This fermentation causes pain, uneasiness and discomfort because of the acid which burns like a red-hot iron, and the formation of gas which distends the stomach, causing shortness of breath and palpitation of the heart. The trouble begins entirely due to the unnatural condition of stomach contents, and not in any way to the fault of the stomach itself. Physicians have adopted with marvellous success the plan of neutralizing the acid and stopping the fermentation by means of one teaspoonful of simple bisulphate of magnesia taken in a little water immediately after eating or whenever discomfort is felt. The immediate relief following the use of this medicine is striking proof of the contention of medical men that failure to digest food properly is almost invariably due to the acid condition of food contents, and in no way the fault of the stomach or vital organs.

the specifications were sent to the office for approval we estimated the cost of work sold at \$50.23 and the In company with Mr. McKay I then visited the site and we both decided that the bridge sold was entirely too small to carry off the freshets. Instead of a bridge 3 feet high and 4 feet wide we considered it necessary to build one 5 feet high and 8 feet wide, and to build up the approaches to correspond with the bridge relieving the bills on each side as well. On the North side a distance of 120 feet and on the south a distance of 145 feet or a total distance of 265 feet; making a total of 190 yards of filling or grading and also to put a railing on it 125 feet on each side making a total of 250 feet of railing.

The estimated cost of this was \$207.62. The actual cost, including commission for inspection was \$184. He had also there with him an estimate which had been made out by their two engineers and signed by them, and the members of the House could see the estimate which he was willing and glad to table.

The SPEAKER: I do not think it is necessary that this should be tabled. It is a question of privilege. Hon Mr. McNEILL: It is a question of my duty to this Government and I ask permission that this should be tabled. The documents were tabled. Mr. MYERS moved the second reading of the Act to incorporate the Victoria Hall Company, Ltd., and with the Speaker Doble in the chair, the House went into committee and considered the bill clause by clause, agreeing to it without amendments. The Bill was then ordered to be engrossed and to be read a third time on the following day.

TRANSPORTATION FACILITIES

The House next went into Committee, on the motion of Mr. L. L. Jenkins, to consider an Act to provide for the use of motor trucks up on the highways of this Province. Mr. Doble again acted as chairman. Before the consideration of the Bill was proceeded with, Mr. Jenkins explained its nature. This Bill was altogether separate from the Motor Vehicle Act; it was a separate act in itself. It was intended to provide for motor trucks to be run and managed by the Dominion Government, and he might say that he took pride in this district had the honour of introducing motor trucks first in this Province. He thought the introduction of motor trucks would be a source of great good to the outlying districts that perhaps would never have freight or traffic enough to get a branch railroad. He hoped that Rustico would eventually get a branch railway and he thought that these motor trucks were the beginning of a branch railroad, and would serve to show the Dominion Government, as he thought they would, that there was enough traffic in those sections where they were such trucks employed to justify the Government in building railroads in such sections. He hoped that the Dominion Government would take up the matter of the roads in conjunction with the Government of the Province and put them in thorough good order for the purpose of the operation of those motor trucks. This was also the beginning, he thought, of their getting good roads, when the motor trucks had been running for a short time their value was seen. He believed the experiment they were about to undertake would be attended with great success; he had great hopes of it, and he thought the House was justified in passing that Act granting permission for those trucks to be run in any section of the country wishing to have them run. He knew that there were other sections wishing to have those trucks operated in their parts of the country and he had no doubt that before the year was over there would be other petitions sent in asking the Dominion Government to send those motor trucks and this Government to allow them to run.

QUESTION OF ROADS

Mr. J. A. DEWAR said he was in entire sympathy with the people of Rustico in seeking for improved transportation service from that place to the Hunter River railway junction, but he pointed out that, as he understood, there were many teams passing forward and backward between those two points which afforded appreciable means of transportation at a cost of about \$2 a ton. He would like to ask of what use would a motor car be at this time of the year for transportation purposes.

A QUESTION OF PRIVILEGE.

Before the Orders of the Day were proceeded with, the Hon. J. McNeill, a question of privilege, called the attention of the House to an item which had appeared in a paper known as the "Pioneer" of Summerside, on the 11th, April. The item was as follows: "The difference in economy of the public funds between having work done by contract or otherwise, has been once more exemplified in respect to the bridge at Centreville, Bedford, spanning Howatt's Brook. As our readers are aware, Hon. John Richards in the Legislature last week asked the Commissioner of Public Works what was the cost of the bridge and whether the work was let by tender or by day's work. Hon. James J. McNeill in reply stated that the job was done by day's work and cost \$173.90. The Commissioner, however, naturally omitted to set up at auction last summer and that the tender of Messrs Bowness and Noonan for the work was in the vicinity of \$70. But Mr. McNeill thought this bid too high. He had the facts of the case there with him to explain to the House. He thought he had answered the question as it was asked. However, Howatt's bridge was sold by Roadmaster George Bowness to Messrs Bowness for \$70. When the return of the sale, with

purpose. Mr. JENKINS said he did not think the hon. gentleman needed to ask that question, because he knew as they all knew that motor trucks would be of no service at all at this time of the year. But the year was not always like this and there would be a considerable period during which there would be extensive traffic when the motor trucks would be of great service.

Mr. DEWAR said he knew this that in large cities where both motor trucks and horse teams were employed the latter were of more continuous service, and therefore where horse teams would be of better service all the year round he thought it would be sufficient if the Government gave a subsidy to a horse service and gave the people cheap rates all the year round. In fact, he considered that it would be very much better, because he had not much faith in the motor trucks being run successfully on our highways at present.

Mr. JENKINS said that the introduction of this service was not going to cost the Government or the people of this country a single cent. The Dominion Government had undertaken to grant this service, and while it was certainly in the experimental stage, he thought the Dominion Government and the Minister of Railways were far-seeing enough and had brains enough to be assured before they decided upon it that such a service was practicable. As to there being already teams available for the district for the transportation purposes, he understood that the people in Rustico could not for love of money get the farmers in the busy season to haul things out to the railroad at Hunter River. Mr. Hornby, the lobster packer, had informed him the other day that he had a consignment of lobsters worth thousands of dollars and he had gone round the North Shore asking the farmers at Hunter River and could not get them to do it, and he had lost money in consequence.

WORTHY OF CONSIDERATION

Hon. Mr. ARSENAULT said it seemed to him that if there were some of them not directly interested in that matter they should at least take notice of a petition that was signed by nearly 300 persons asking for a certain thing to be done, and he did not think it behooved them to go and dictate to those people, and tell them: "You don't want motor trucks at all. That is not what you want. You want horse waggons." He presumed that those men who petitioned in this way knew what they wanted. If they did not, they had no right to approach the House at all. He took that position on the question. Those people had petitioned for something that was reasonable, and he did not see any reason why they should not get it. As to the contention that motor trucks were more economical than horse trucks, that was an open question. He had been told of a large contractor in Philadelphia who had found that one motor truck could do the work of five horse teams and that he had cut his working expenses by half by using motor trucks. As far as motor trucks in cities were concerned, they were getting more in vogue every day, and the reason why some people did not employ them was because they had not a great deal of trucking to do, and it became less expensive to them to use horse and wagon than have the motor trucks lying idle for most of the time. That might be the reason why they were not altogether in use in Boston and New York, motor trucks were largely in use, and in England at the present time they would see three motor trucks in use to one horse truck. In fact, they paid for all the improvements and upkeep of the roads out of the revenues derived from motor trucks. In New Jersey, where they had probably the best roads in the United States, the people were not taxed but the revenue from the motor vehicles running on them paid all the expense that would otherwise be required to be levied on the people and the roads were kept in complete repair; whereas, ten or twelve years ago they had had macadamised roads all over. Not only that, but the roads were laid with crude oil twice a year, and the dust thus kept down; and this was all paid for out of the revenue received from the motors.

GOOD ROADS NECESSARY

Mr. RICHARDS said he quite agreed with what had been said with regard to Rustico and other places like Crapaud that were at a great disadvantage for want of transportation facilities through their lying away from the railroad and in comparison with those places that had the railroad. They had been agitating in such districts for some years. He thought, for branch railroads to be laid there they certainly deserved one, and it was to be hoped that before long they would have a branch road. With regard to the employment of motor trucks he did not think they were very much used in New Brunswick where the roads were very much like those here; at least up to last year. Those trucks were immensely heavy, and to his mind he might be wrong the question was: Were our roads suitable for them, or whether from Rustico to Hunter River, and in regard to the other places mentioned, a four-horse team would not answer the purpose as well as motor trucks with the roads in the condition that prevail-

Why are You so Tired

THE WEATHER IS NOT TO BLAME FOR THAT "DRAGGED OUT" FEELING.

"This weather simply takes the life right out of me. I can hardly drag one foot after the other," said a rundown tired-out woman, the other day. We want to say to every such person in this vicinity, Don't blame the weather, it's your condition. You need a strengthening tonic and the very best we know is Vinol which is a combination of the two most world-famed tonics, namely, the medicinal, curative elements of cod liver oil and tonic iron, for the blood. A case has just come to our attention from Millard, Mich. "Mrs. Julia Barber says: 'I was run-down and hardly able to drag about; my appetite was poor and I was not able to work. My druggist asked me to try Vinol. The first bottle helped me and after taking the second bottle I was able to work and felt well and strong. Vinol is the best medicine I have ever taken.'"

time to say good morning to those sections were agreed that it was desirable to have the trucks, he would have no objection, of course. The great question to his mind was whether the trucks would be a success until the roads were made better macadamised and made suitable for carrying. He had been told by one experienced in such matters that motor trucks were cheaper for long distances and where the roads were good, but it was impressed that good roads were necessary as the trucks were heavy in themselves and became heavier still when loaded. That was his criticism. He was not opposed to the introduction and use of such trucks, if the people wanted them, then, of course, the majority would see the necessity of using motor trucks to connect Dundas with the railway at Carigan.

The motor trucks were wanted by a great many people in various sections of the country, especially in sections remote from the railway, and he did not see why those who had steamboats and railway communication at their doors should wish to object to their neighbours less advantageously placed in that regard getting from the Government a service, which, whilst it could not be claimed to be equal to either rail

Getting Your Money Back

Is the main thought of many foolish investors. O! they say to themselves, we will get our money back in two years and we will chance the rest. But what about the fellow you got your money back from, is he going to get his money back and is he going to keep on getting his money back?

That is the Question

We say, yes, undoubtedly yes, if you invest in the fox ranch that has the pelts which will pay big dividends on PELT BASIS—but not otherwise. Now that is why you should put your money into the best foxes on earth.

The Hygrade Black Fox Co.

owns fifteen pairs of DALTON'S PUREST BREED—and that only. Why not invest in \$2,000 pelts before \$200. ones. It is just as easy and a thousand times safer.

The capitalization of \$18,000.00 per pair is not higher and in many cases less than hundreds of fox Companies are asking for the ordinary kind of pelts.

Stop and Think

Is there any sense in putting your money in any other ranch while this one has the DALTON-FOXES, which bring, for breeding, \$2,000 more per pair than any other, and for PELTS you know none can compare with them. Their records prove it. If you use good judgment, this stock will all be sold very quickly. Shares \$300. par value. Apply to the undersigned.

Remember

The Dalton Company are going to ranch this Company's foxes. You'll get all the benefit and have a permanent investment for all time to come.

James Paton, President; L. E. Prowse, Vice President; G. C. Acorn, Director; L. L. Harrison, M. D., Director; J. A. Webster, Secretary-Treasurer.

J. A. Webster, Esq. Date.....
Charlottetown, P. E. I.
I hereby make application for..... Shares in Hygrade Black Foxes, Limited, and agree to pay ten per cent (10 p. c.) on application, ten per cent (10 p. c.) on June 10th, and the balance on August 15th, 1914.
Name.....
Occupation.....
Address.....

Opening Branch Offices

Experienced Sales and Office Manager with wide acquaintance throughout Quebec and Ontario (Speaker French) wishes to negotiate with a firmly established and responsible P. E. Island Fox Company with the object of opening and taking complete charge of a Branch Office in Montreal or Toronto. Can submit exceptional references. Result guaranteed. Proposals from none but the most reliable Companies will be entertained.

GUARDIAN OFFICE, Reply, Box 116, Mt. M. N. Z.

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