WHITE SPOT DANCE TONIGHT

O. K. Presby will be at the Piano assisted by his full Orchestra. Dancing will start at 9:30. Admission 35c. Ice cream, cold drinks, sandwiches, and special ice cream sundaes will be served all evening. Enjoy your music and eats.

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Thousands of people suffer from callouses on the ball of the foot, accompanied by excruciating pains and cramps. This condition indicates that the arch across the ball of the foot has weakened and broken down. For this trouble we fit you with Dr. Scholl's Arch Supports. They are individually fitted to each foot and raised as your condition improves. Come in for a Free Foot Test.

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Charlottetown.

The Eastern Guardian

This column is reserved for news of local interest but advertising of a newsy nature may be inserted at 2 cents a word strictly payable in advance.

SUBSCRIPTIONS to the Charlottetown Guardian may be handed to their Rept. Archie Hume.

MEDICAL examination for recruits and other ranks of C. Squadron, P.E.I.L.H., will be held at Montague on Monday, July 29 at 9 o'clock, Souris, Tuesday, July 30. John Mustard, Captain. L-20.

British Forces

(Continued from page 1)

native and Indian—have been in action constantly since the outbreak of war with Italy.

The "Arab Legion", next to the Royal Air Force, is Britain's chief reliance for scouting and harassing.

This force, mounted on camels, penetrates far into Italian territory, raiding outposts and harrying advancing columns.

The Italian columns must cover nearly 300 miles of burning desert from their base to attack: British outposts in the north, and mechanized infantry suffers as much as do marching men.

Such columns which have penetrated beyond the Libyan border also have found their bases destroyed, time after time, by marauding cavalry which supports the camel corps.

"You can ration a man to a quart of water daily in that climate," one informant said. "But you can't ration a truck or a tank or an armored car."

One so-far invisible offensive now proceeding against the Italians is the rallying of the Ethiopian tribesmen under the banner of Haile Selassie, who has been recognized by the British Government as Sovereign of Ethiopia and a full ally against Italy.

BIRTHS

MacWILLIAMS—At Cape Traverse on July 6, 1940, to Mr. and Mrs. Lloyd MacWilliams, a daughter, Lela Gale MacWilliams.

READ — At the Boston Lying-In Hospital, July 17, 1940, to Mr. and Mrs. Wendal D. Read, nee Grace Egan, a daughter, Alice Gail.

MacPHERSON—At the Prince Edward Island Hospital on July 23, 1940, to Mr. and Mrs. Gordon MacPherson, Charlottetown, a son, stillborn.

MARRIAGES

KEENAN-BENNETT — At Ottawa July 20, 1940, by Rev. W. A. Menzies, Lester Vernon Keenan, of Ottawa, to Elaine Gladys Bennett of Charlottetown.

DEATHS

DEVEREAUX — At San Francisco, Calif., July 17, 1940, William J. Devereaux, formerly of New Haven, P.E.I.

MCNEELY —At Charlottetown on July 25, 1940, M. G. McNeely, aged 41 years. Funeral from his late residence 57 Fitzroy Street, Saturday morning at 8.45 to St. Dunstan's Basilica thence to the Roman Catholic Cemetery.

N. D. MacLean

UNDERTAKER EMBALMER

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Sub-military District Urged For Province

A joint meeting of the National Service Council of Prince Edward Island, and the executive of the Carry On Canada Corps of Charlottetown, was held in the Provincial Building yesterday afternoon, and the possibility of establishing a submilitary district in the province discussed.

Another matter dealt with at the meeting was the desirability of placing guards on the Island Ferry terminal and the gasoline storage tanks. Mr. H. F. MacPhee, chairman of the Internal Security Committee of the Corps, outlined plans for the placing of guards at places which constitute a menace to life and property when left unguarded. He stressed the need of the establishment of a submilitary district for the province, which would work towards the operation of the other purposes.

Captain N. W. Lowther spoke of the agreement of the Corps and Council on the need of the submilitary district. He pointed out that such a district need not be comprised of a large staff but some one who would be immediately in contact with the problems of the province. Some 400 Light Horse men would be going under canvass in a few days, and arrangements were not as complete as they would have been if a sub-military district was in operation.

Premier Campbell promised that the matter would be urged on the Dominion authorities, and added that the Government was alive to the desirability of the move.

Reference to the importance of the carferry terminal in the matter of importation of necessities of life was made by the Corps. The danger of sabotage was pointed out, and the necessity of placing guards on both terminals stressed.

Premier Campbell said the Dominion Government placed responsibility on the Canadian National Railways in the matter of placing guards on the ferry terminals.

Mr. MacPhee pointed out that the maintenance of the terminals was a national responsibility.

Premier Campbell agreed and added that it was also of great importance from the point of view of agricultural supplies from this province.

Col. R. C. Chandler referred to the action of the City Council in ordering the oil companies to place guards on their storage tanks a few months ago. They did this but after removed them as the City could not enforce the order, he said.

Premier Campbell suggested that the Light Horse should be retained as a mobilized force. He also referred to the possibility of establishing an auxiliary Provincial Police Force, but the matter was left in abeyance.

Mr. J. E. Sterns suggested that the oil companies be forced to place armed guards on their properties if the Government would not take the responsibility.

Mr. W. S. Grant, president of the Carry On Canada Corps, outlined some of the precautions taken by corporations, and said the reason the formation of a Home Guard here was not accomplished was that the Department of National Defence was not in favor of such units.

Britain To Spend

(Continued from page 1)

peals, would succeed Johnson.

The White House made public a telegram from Mr. Roosevelt asking Johnson to become a White House assistant and his liaison man on defence matters.

Another development was an announcement that licenses will be required hereafter for exports of petroleum products and scrap metals.

Hold Up Oil

Shortly before the announcement that they had been added to other products for which export licenses were required, it had been disclosed that two shipments of oil to Spain, totalling about 200,000 barrels, had been held up. No reason was given, but it was understood that officials believed the oil was destined for Germany and Italy.

In recent months, Japan has been the largest foreign buyer of American scrap iron and other metals used for armament. Today's order will not shut off such purchases, but enables the government to stop them whenever it deems it desirable.

Up to now, it was authoritatively estimated, Britain has ordered approximately 11,000 war planes of all types in the United States of which approximately 2,800 have been delivered.

The total of orders includes contracts made as long ago as Jan. 1 of last year, and uncompleted contracts taken over from the French last month after France's armistice with Germany.

1940 FRUIT CROP DOWN

OTTAWA, July 25—(CP)—Preliminary estimates of Canadian fruit production are generally smaller than those of 1939, the Dominion Bureau of Statistics said today in its July report.

The apple crop was estimated at 4,550,200 barrels compared with 5,791,200 last year. The estimate for Nova Scotia was placed at 1,500,000 barrels compared with 2,200,000 last year, in British Columbia at 2,025,100 compared with 2,469,400, and in Ontario at 707,300 compared with 1,010,500 barrels.

The Central Guardian

This column is reserved for news of local interest but advertising of a newsy nature may be inserted at 5 cents a word strictly payable in advance.

GET YOUR car book today. Price ten cents. L-23-7-26-2i.

CHURCH OF SCOTLAND—Service in Argyle Shore on Monday, 29th at 8 p.m. Service Summerside on Thursday, August 1st 7:30 p.m. (Daylight Saving Time). Mr. D. MacDonald, Minister. L-19.

DISCOUNTS in all men's suits Friday and Saturday. Henderson and Cudmore. L-11-7-26-2i.

ADVANCED sale of tickets for Kelly-Duprey fight at Jimmy's Taxi. L-24.

THE UNITED Church of Canada. Hunter River Pastoral Charge. Services for Sunday, July 23 will be as follows: 11.00 a. m., Wiltshire; 3.00 p.m., Hampshire; 7.30 p.m., Hunter River. Rev. Lewis M. Murray, Minister. L-12.

FIRE IN DUMP—A fire which had been smouldering in the dump east of the city for several days flared up last night and firemen were called to quell the outbreak. More than 1,000 feet of hose was strung from the nearest hydrant and more than an hour's work required before it was finally extinguished. The fire was eating into the dump and threatening a long wooden culvert used to drain a section of the city near the Exhibition Grounds.

CAR BOOKS now on sale throughout Prince Edward Island. Price 10 cents. L-23-7-26-2i.

VICE-REGAL VISIT. — Social activities in connection with the visit of the Earl of Athlone and the Princess Alice to the Maritimes next month will be "firmly restricted," according to a statement issued by Sir Shuldham Redfern, secretary to the Governor-General. The vice-regal tour will be primarily to view wartime activities, it is announced. Their Excellencies will leave Ottawa August 22, and will first visit Toronto, Hamilton and the Niagara Peninsula. In the Maritimes they will visit Charlottetown (Aug. 3 - Sept. 2), Fredericton, Saint John and Halifax. They will end their trip about Sept. 12 at Quebec City, where they will take up residence at the Citadel.

PERSONALS

Miss Adelaide Lockhart of the Foreign Exchange Control Board, Ottawa, arrived by plane Tuesday evening to spend her holidays at her former home here.

Mr. and Mrs. Thomas McAdam Sr., of Charlottetown have recently returned from a pleasant visit with Mr. McAdam's sister, Mrs. Michael Ready, of Sussex, N. B.

Mr. T. A. McAdam, Assistant Manager of the Maritime Electric Co., Ltd., Charlottetown, and Mr. V. J. Leonard, manager General Finance Eastern Limited, Charlottetown, accompanied by Mrs. Leonard have just returned from a pleasant vacation spent at St. Andrews-by-the-Sea and various points of interest in New Brunswick.

Unemployment Insurance Bill Returned To House

OTTAWA, July 25 —(CP) —The special committee of the Commons on unemployment insurance, after hearing representations from industrialists, financiers and labor, returned the government's unemployment insurance bill to the House tonight without serious change.

The committee amended the original bill to provide that there should be no duplication of unemployment insurance in the case of railway workers whose jobs took them back and forth across the United States border. It also provided that in the cases of such workers negotiations might be entered into between the governments of the two countries to make such adjustments as were necessary to bring about an equitable state of affairs.

The committee made provision for payment to members of the advisory committee established by the bill, at such rates as should be approved by the governor-in-council.

It clarified a provision in the original bill governing those employed in lumber and logging mills including workers in steady employment in other wood working factories such as sash and door mills.

Other recommendations of the committee dealt with technicalities.

FRENCH SHIP

(Continued from page 1)

The Press Association and some of the survivors said they understood Germany had guaranteed safe passage for the ship. Before the Meknes sailed from Southampton for Marseille, the French Government had been informed and every attempt was made to ensure that the vessel would be treated as one repatriating neutrals to a neutral country.

Mr. Alexander termed it a "deliberate and callous attack." He said the Meknes was one of a number of ships used in accordance with the terms of the French-German armistice.

One of the surviving officers said the ship first was machine gunned by the torpedo boat and then a torpedo hit the ship.

"There was an explosion which killed several men outright," he added. "The ship went down in five to 10 minutes. There was barely time to get boats into the water and hundreds jumped overboard and afterwards clung to rafts."

SHANGHAI, July 25.—(CP)—This city's unique family of "god-makers" continues its work despite the Sino-Japanese war. From a small workshop in Shanghai, the city's only manufacturer of carved wooden Buddhas send their product to cities in China and to many other countries where Chinese have settled. The family numbers six persons including the children.

Bennett-Keenan Wedding

A wedding of interest took place on Saturday evening at eight o'clock at the home of Mr. and Mrs. Percy A. Keenan, of Elaine Gladys Bennett, daughter of Mr. and Mrs. J. G. Bennett, of Charlottetown, P.E.I., to Lester Vernon Keenan, youngest son of the late Mr. and Mrs. Roderick Keenan, of Murray River, P.E.I. Rev. W. A. Menzies, of Westboro, officiated.

The bride was attended by her sister, Miss Anna Bennett, and Mr. Percy A. Keenan, brother of the bridegroom, was the best man.

The bride wore a gown of white organza, embroidered in a lily-of-the-valley design, over white satin. It was made with a high neckline, edged with tiny organza flowers, and seed pearls, and she carried Sweetheart roses and forget-me-nots. The bridesmaid was in pale pink net, over taffeta, trimmed with pale blue. Her bouquet was of sweet peas, and blue corn flowers.

Following a reception, the couple left for a motor trip along the St. Lawrence. On their return they will take up residence in Westboro.

The bride travelled in a costume of blue crepe, with a swagger hat and wool coat of dusky pink. Miss Kay Gibson and Miss Clara Cook, of Montreal, were out-of-town guests.—Ottawa Journal.

ENEMY LOSE

(Continued from page 1)

ers overhead. Bomb geysers hid the convoy as bomber after bomber screamed down releasing their loads from a few hundred feet above the successfully-dodging quarry of 20 cargo vessels.

The explosions of bombs were felt on the English cliffs, three miles off. After the first attack the convoy re-formed and an hour later a second bombing followed. But the quick appearance of British pilots hurried the Germans' aim.

One German bomber crashed in a field near a southwestern English village after a fight with a British pursuit ship. The German crew parachuted down and was captured

Cheering News Tempered

The cheering news of the successful defence of the skies was tempered by announcements telling of the deaths of thousands in two ship sinkings.

The bombers came in swarms of 80, to dive and blast at shipping, harbors, shores and inland localities. Sometimes they were strung out in long, seemingly endless lines.

There were mass attacks on the Channel, both in morning and afternoon. Late in the day hundreds of German Stuka dive bombers, German fighters and British fighters fought above a 20-ship convoy which the Germans first bombed and dispersed, then bombed again when it re-formed. More than 50 attacking bombers dived from 8,000 feet, and explosions were felt on the English cliffs three miles away.

Five or six raiders were shot down, one by a Norwegian motor torpedo boat

King George Takes Cover

During one raid, the King, on a visit to a south coast port in England, took cover in an air raid shelter. His Majesty was inspecting naval training camps. No bombs were dropped nearby and the King remained in the shelter only a few minutes.

To the House of Commons, A. V. Alexander, First Lord of the Admiralty, announced that "a deliberate and callous" attack by a German torpedo boat off the Portland naval base last night sunk the 6,127-ton French merchantman Meknes, crammed with 1,300 French naval officers and men on their way to repatriation in their homeland. From 300 to 450 were lost.

The Press Association said it understood Germany had guaranteed safe passage for the Meknes.

Reveal Sinking

Then, after waiting for a month, the censorship permitted publication of the news, which the newspapers had for some time, of the bombing and sinking of the 16,243-ton liner Lancastria, while she lay at anchor in the French harbor of St. Nazaire, June 17 evacuating the last of the British expeditionary force.

Authorized sources said 2,823 troops and refugees still are missing.

The sinking ranks as the greatest sea catastrophe of the war.

Mr. Alexander, noting first that the German high command had claimed the Meknes to be an "18,000 ton merchantman," said the ship was a blaze of light, flying the French tri-color, with the French flag painted vividly on her deck and sides.

Yet, he said, his voice rising: "The Meknes was torpedoed by a motor-boat at 10.30 last night. Passengers and crew were given five minutes to take to the boats, but each time she tried to signal her name she was again fired on and sank in four or five minutes.

About 950 Meknes survivors, 15 seriously injured, were landed on the English south coast tonight. Some said they understood the Meknes had been guaranteed safe passage by the Germans.

The Lancastria, formerly a New York to West Indies cruise ship, capsized and sank in half an hour under the impact of aerial bombs and torpedoes. She had 5,300 troops and refugees aboard. Small craft saved 2,477. Some, counted as missing, may have succeeded in swimming or wading ashore, falling into German hands.

Weather Hampers R.A.F.

Heavy rain, ice and lightning hampered the R.A.F.'s daily offensive over Germany and German-subjugated lands. However, the Air Ministry reported bombing of two airplane factories in Germany, at Wismar and Wenzerdorf; two Netherlands seaplane bases and the docks at Emden, Wilhelmshaven and Hamburg, on the German North Sea coast.

The waves of Nazi air invaders came over the white cliffs of the southeast today with a noise "like the continuous rumble of thunder," one witness said.

Attack Convoy

In the early morning 80 planes screamed down upon one merchant convoy, and in a few minutes, the sky was full of fighting German

Fire Destroys Barn, Garage At Belle River

A barn and garage owned by Mrs. John Blue of Belle River was destroyed by fire yesterday afternoon. The blaze originated in the garage and fanned by a moderate breeze quickly engulfed the barn. A car in the garage was included in the loss.

Kind neighbors formed into a bucket brigade and saved the house.

Loss was estimated at $1,000. There was no insurance.

Cause of the fire was unknown.

TOMMIES

(Continued from page 1)

suddenly went down. Even then I heard the strains of 'Roll Out the Barrel' coming from her."

Two sisters of the Church Army were in a bathroom when they saw through a porthole "a dark cloud in the sky moving very fast." It turned out to be five or six airplanes which as soon as they were over the ship released their bombs.

The sisters entered a lifeboat, while men were sliding down to the sea on ropes, or leaping overboard.

Two members of the crew said they were not certain, but they thought the planes which did the machine gunning were Italian. Naval escorts and troopships engaged the raiders with anti-aircraft fire, and the Lancastria's own guns blazed until water covered them.

Many of the survivors were swimming in oily water for more than an hour before they were picked up. They were in a pitiable condition when they landed in England; barefooted, blanket clad and too dazed to talk of their experiences.

1,000,000 Baby Lobsters Liberated

ROCKLAND, Me., July 25—More than 1,000,000 baby lobsters have been liberated within the last few days along the Maine coast wherever favorable beds exist.

This is more than double the number cast overboard a year ago and a large percentage stand a much better chance of eluding their natural sea enemies. Before being released this summer, they reached that point in their life known as the fourth stage and were "brought up" on beef livers.

This diet, according to Leslie Scattergood, biologist, is much better for them than the pork livers which they formerly were given.

Famine Makes Appearance In European Areas

(By The Canadian Press)

Food shortages are beginning to make themselves felt in continental Europe according to reports from various capitals yesterday.

Italy's minister of agriculture admitted that, despite Mussolini's annual "battle of wheat" to make Italy as self sustaining as possible, the crop this year will be 28,292,000 bushels less than last. Poor weather is responsible.

Bread rationing was ordered in Italian restaurants, as well as another "meatless day"—which makes four weekly.

Short crops already have been reported in the Balkans—Europe's "breadbasket."

In unoccupied France newspapers were calling for the Nazis to allow food to be sent south from the occupied areas. Five or six million refugees from northern France and Belgium have crowded into southern France.

But reports from Basel, Switzerland, indicated northern France is not much better off.

Spain, to whom Britain does not intend to permit supplies which might find their way to Germany or Italy, reached an agreement with Portugal and Britain yesterday for wheat supplies for her

LINER KNOWN AT MONTREAL

MONTREAL, July 25—(CP)—The Cunard-White Star liner Lancastria, sunk off St. Nazaire, France, while evacuating British troops, was known in the port of Montreal, Cunard officials said today.

The Lancastria, launched as the Tyrrhenia in 1922, made trips to Montreal during her first season. Ordinarily a cruise ship to Scandinavia, the West Indies and other vacation points, she made a trip to Montreal in Coronation year, 1937, as an extra sailing.

Sold at a recent auction in Paris for $1400, one of Napoleon's most famous love letters to Josephine contained the sentence "When my Josephine is at a reception she is the only person I can see."

and British planes.

The Germans scattered, but came back. Some flew on to the southwest, boxed by anti-aircraft bursts.

In the first raid, the Nazi planes sowed bombs in a line half a mile long, but none of the convoyed ships were hit.

In the brilliant sunshine they made sparkling targets for ground gunners and, caught by a tremendous barrage of shells, they dived, twisted and climbed to escape.

Not counting the planes shot down today, it was announced that Britain's home defences, since June 18, have destroyed 262 raiders—an average of about five a day.

Too Late To Classify

FOR SALE — CHOICE MILCH cow freshened July 30th. Stanley Willis, Cornwall. L-774-7-23-2i.

ISLAND CHERRIES ARE ON the market. F. S. Reeves. L-745-7-26-2i.

Marketing Scheme Is Discussed

The Sheep and Swine producers of P. E. Island met with the Provincial Marketing Board in the Agricultural Hall last night to consider a marketing scheme from the producers' point of view in respect of the Agriculture Marketing Act.

The Provincial Marketing Board consists of Messrs. D. J. Mullin, St. Peter's, T. J. Inman, Summerside and Geddie MacLeod, Bonshaw.

The chairman, Mr. Mullin, stated the Sheep and Swine Breeders had applied to the Board to present the marketing plan and they had been granted permission to do so. The Board had considered the scheme and wished to put it before the producer for approval. It was for this purpose that last night's meeting in the Agriculture Hall was called.

The promoters of the scheme in defining it said "the purpose of this scheme is to regulate the marketing of livestock produced in the Province and to encourage improvement in the quality of such livestock and in the methods of assembling the same for marketing purposes, and to bring about orderly marketing thereof."

In the scheme the "area of production" means the Province of Prince Edward Island and "local board" means the Sheep and Swine Local Marketing Board as contrasted with the "Provincial Marketing Board" constituted under the Act.

The scheme presented to the Provincial Board was read clause by clause for the approval. The scheme appears below.

Mr. Fred Laird, Tryon, claimed the Act was placing the products in the hands of a few men and the farmers were surrendering their British freedom.

Bargaining Power

Mr. J. A. Gillies, Manager of the Livestock Marketing Board, pointed out the advantages of selling by volume. It created bargaining power, he claimed.

Mr. Mullins explained that a drover was actualy an agent of the Provincial Marketing Board under this Act He claimed the drover could assemble hogs but could not sell them. This was done by the Board's agent. All the drover gets is the one per cent commission.

Mr. Gillies, in answer to a question, stated that there were approximately, 43,000 hogs shipped out of the Province in 1939. This was an increase of over 1200 hogs over the 1938 figures.

Mr. W. Furness, Vernon claimed there was a lot of shrinkage in hogs shipped to Moncton and sometimes it is more advantageous to sell to packers here.

Mr. Milton Furness said the Marketing Board was paying a better price than outside buyers when all charges were figured up.

Mr. T. J. Inman, Summerside pointed out the benefits of shipping wool co-operatively. He claimed that the farmers of this province could have made an extra $8,281.75 in the year 1939 by shipping wool cooperatively. He urged the woolgrowers to take advantage of the scheme.

Mr. Ernest Houston, Hunter River, claimed the Marketing Act was compulsory and would not meet with the approval of the Hunter River District. He claimed he had shipped hogs at a cost of 35 cents a hundred pounds and said it was costing the Livestock Marketing Board $1.00 per hundred pounds to ship. He considered 50 cents a hundred a fair price considering expenses. He pointed out that the scheme had made no provision for a contingent fund.

Mr. Raymond Wood, Tryon, pointed out that according to the scheme the farmers were given the privilege of abolishing the plan if it was not satisfactory at the end of one year.

Cooperation Necessary

Hon. Horace Wright, said he was at the meeting as a producer and voiced his approval of the scheme. "In order for the farmer to get the most out of his products, co-operation is necessary," he said.

He claimed that unfair competition had always ruined co-operation and claimed that this Act can control this competition. He urged farmers to work for the common good and stated that this was the beginning of co-operation. He pointed out that the scheme was not arbitrary and could be abolished.

Dr. J. T. Croteau stressed the need of organization among farmers. He said the Marketing Act was a reasonable thing and there was no doubt as to its constitutionality.

Mr. Lincoln Dewar, New Perth, advised the farmers to give the scheme a trial as any thing for the betterment of the farmer should receive consideration.

Mr. Geddie MacLeod, Bonshaw, warned against being too hard on local packers as they employed men and should be given consideration.

SCOPE OF MARKETING SCHEME

This marketing scheme shall apply to sheep and swine produced in the Province of Prince Edward Island, save and except:

(a) Registered and grade livestock for breeding purposes.

(b) Such livestock as may be necessary to supply the requirements in the ordinary course of his trade of any merchant carrying on a retail meat business in this area of production.

(c) Any other livestock exempted by the Local Board from the operation of this scheme.

Constitution of Local Board

(a) Until the Local Board is elected in the manner hereinafter provided there shall be a Provincial Local Board composed of the following persons:

W. H. McGregor, Central Lot 16, P.E.I.

W. J. Reid, Kinkora, P.E.I.

E. N. Easter, North Wiltshire, P. E. I.

E. Howatt, North Wiltshire, P. E. I.

Milton Furness, Vernon Bridge, P.E.I.

Alexander Hamilton, New Perth, P.E.I.

P. A. McIsaac, Souris, P.E.I

who shall hold office until July 31, 1941 or until after their successors are elected.

(b) The Local Board shall be seven (7) in number and shall consist of four (4) members to represent the swine producers and three (3) members to represent the sheep producers.

(c) At least one week prior to the 31st day of July in each year hereafter, the Livestock Shipping Clubs throughout the Province shall hold local meetings, at which, after selection of a Chairman and a Secretary of the meeting and nominations have been received for the election of delegates, a ballot shall be distributed. Every registered producer in the district shall be entitled to vote for two candidates. The two candidates obtaining the largest number of votes shall be declared elected as delegates, and the certificate of the Chairman and Secretary shall be conclusive in this regard.

(d) Immediately following the election of the delegates as herein before provided, the Local Board shall call a meeting of delegates for the purpose of electing members of the Local Board Such meeting shall be held on or before the 31st day of July in each year hereafter, and notice thereof may be given by prepaid post, telegraph or telephone. Absence of any delegate or delegates from such meeting shall not vitiate any proceedings thereat, provided a quorum of of at least thirty (30) delegates is present.

(e) All candidates for members of the Local Board must be registered producers.

(f) Under the Chairmanship of the Chairman of the Local Board the meeting, when called to order, shall be declared open for nominations for members of the Local Board from each of the classes set out in subsection (b). Each delegate shall be entitled to one vote in each of the said classes. Voting shall be by ballot and scrutineers selected by the meeting shall count the ballots and report to the Chairman. The certificate of the Chairman and Secretary as to the members elected to represent each class shall be conclusive in this regard.

Power of the Local Board

For the purpose of this scheme the Local Board shall have and may exercise the following powers:

(a) To regulate the time and place at which, and to designate the agency through which the regulated product shall be marketed, to determine the manner of distribution, the quantity and quality, grade or class of the regulated product that shall be marketed by any person at any time.

(b) To register all persons engaged in the production of the regulated product within the area.

(c) To require full information relating to the production and or marketing of the regulated product from all persons engaged therein and for the purpose of the scheme, to inspect the books and premises of such persons.

(d) To require all drovers and Local Shipping Clubs to obtain a license to assemble from the Local Board and to cancel the same for violation of any provision of the Act or of the scheme or any order or determination made thereunder.

(e) To establish a separate fund in connection with the scheme of regulation and, for the purpose of the scheme, to impose charges and tolls, not to exceed 1 1-2 per cent for central office in respect of the marketing of the whole or any part of the regulated product, which charges and tolls shall be payable by persons engaged in the production or marketing of the regulated product.

(f) To conduct a pool for the equalization of returns received from the sale of the regulated product.

(g) To make and enforce such orders and determinations as it may deem necessary or expedient effectively to discharge and perform any of its functions under the Act.

(h) To employ such persons or agencies as may be necessary for the purposes of the Local Board, and to determine their remuneration.

(i) To pay organization, operating and necessary expenses of the Local Board.

(j) To exempt from any order or determination any person or class of persons engaged in the production or marketing of the regulated product or any class, variety or grade of such product.

Organization and Administration

(a) The Head Office of the Local Board shall be in the City of Charlottetown.

(b) There shall be an executive committee of the Local Board composed of the chairman and two members to be appointed by the Local Board. Any action taken by the executive committee must be approved by the Local Board at its next meeting. If not, it shall be considered null and void.

(c) Meetings of the Local Board shall be called by the chairman, and reasonable notice thereof shall be given by telegraph, telephone or prepaid post. A special meeting of the Local Board may be called at any time upon request of any three members thereof.

(d) The Local Board shall, from among its members appoint a chairman and a vice-chairman. If at any meeting the chairman is not present, the vice-chairman shall preside and in his absence the Local Board shall appoint a temporary chairman.

(e) Any four members of the Local Board shall constitute a quorum.

(f) Questions arising at any meeting of the Local Board shall be decided by a majority of the members present, and in the case of an equality of votes at such a meeting the chairman shall have a deciding vote.

(g) Orders and determinations of the Local Board shall be issued over the signature of the chairman.

(h) Minutes shall be kept of the proceedings of the Local Board, and any such minutes shall be signed by the chairman and secretary.

(i) Copies of all minutes, orders and determinations of the Local Board shall be forwarded forthwith to the Provincial Board.

(j) All monies received by the Local Board shall be deposited in a chartered bank of Canada.

(k) The Local Board shall keep proper books of accounts and in particular shall within thirty (30) days after the end of each fiscal year make out a balance sheet and an income and expenditure account and shall cause them to be audited by such chartered accountant as the Local Board may appoint.

(l) After the auditor has reported thereon, and in any case within three months of the close of the fiscal year, on May 31st, the balance sheet and income and expenditure of the Local Board shall be sent to the Provincial Board; such reports to be accompanied by the report of the Local Board as to the operation of the scheme during the season.

(m) The fiscal year of the Local Board shall be from the 1st day of June to the 31st day of May of the next succeeding year.

(n) Service of any determination, order or notice may be effected by prepaid post.

(o) The Local Board shall determine what remuneration, if any, shall be paid the members of the Local Board

Members Not Liable

No member of the Local Board shall be personally liable in respect of any money collected pursuant to the scheme of regulation, if such money has been disbursed in accordance with the provisions of the scheme.

Charges Recoverable by Law

Any charge or toll imposed by the Local Board shall be a debt due to such Board recoverable by legal action and the certificate under the hand of the chief executive officer of the Local Board shall be prima facie evidence that the amount stated therein is due, and for the purposes of the scheme, such chief executive officer is authorized to act as the agent of the Local Board in the collection and disbursing of such tolls and charges.

May Take Poll of Producers

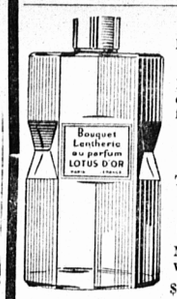
If required by the Provincial Board a poll of all registered producers shall be taken, before Oct. 10, 1942, to determine their wishes as to the continuation or termination of this scheme, and any additions or amendments thereto. If those favoring the scheme represent the necessary percentage required by the Provincial Board, the scheme shall remain in force, subject to the provisions of the Act.

Midsummer VALUES

To make white shoes whiter ELKAY'S WHITE SHOE POLISH (The kind that won't rub off) and A 15c APPLICATOR Both for 29c

GILLETTE BLADES SPECIAL OFFER! FREE TRIAL BLADE WITH EACH PACKAGE OF 5 BLADES 6 for 25c — —12 for 50c

For Tender, Tired, Burning or Aching Feet, NuFEET medicated insoles, 25c pr. Men's and Women's sizes



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Bouquet Lentheric is many delightful and popular odours . . .Tweed . . .Miracle . . . A Bientot . . .Shanghai & many others.

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HERE'S the film that gets the picture when ordinary film fails. Double-coated, it guards against underexposure—overexposure. Make the most of your pictures by always stopping for Verichrome at our store.

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