THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded in 1887)

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"The Strongest Memory is Weaker Than the Weakest Ink."

WEDNESDAY, SEPTEMBER 6, 1944

Unconditional Surrender

As there is still doubt in many minds what unconditional surrender on the part of the Boche implies, the following extracts from a discussion in Imperial parliament is enlightening:

The Prime Minister answered briefly in the affirmative the question, put to him by Mr. Rhys Davies, whether the Allied Powers had considered the possibility that "the workers" of Germany, rather than submit to unconditional surrender, might, before or after the end of hostilities, overthrow the Nazi regime and replace it by a Communist one.

Mr. Churchill was reluctant to go into the question of what treatment would be accorded to such a regime, but he was certain that German criminals had no right to escape merely by suddenly embracing the Communist faith.

Several members took the opportunity of a vote for further credit of £1,000,000,000 for the prosecution of the war (which was eventually granted) to discuss at some length general issues raised by the Allied Nations' resolve to impose unconditional surrender on the enemy. Mr. Stokes, Commander King-Hall, and others urged that more emphasis ought to be put upon political warfare against Germany, and a plain statement made of the conditions which would be put upon the Germans.

Sir John Anderson, who replied for the Government, assured the House that a great deal of attention had been given by the War Cabinet, in conjunction with Allied Governments, to working out the details of the terms of surrender, and that a statement would be published at the appropriate time—which was not yet.

Eventually Mr. Eden intervened in a rather ragged debate to quote the Prime Minister's definition of unconditional surrender as a free hand for the victors, who would not be bound as a result of a bargain struck with Germany. Hitler represented a definite German mentality, and our first duty was to see that power never passed into such hands again.

Replying to Captain Cunningham-Reid in a debate on the adjournment on Thursday, Mr. G. Hall, Under-Secretary for Foreign Affairs, gave an assurance that as soon as the surrender terms had been agreed upon and the enemy had surrendered action would be taken against the war criminals.

Wartime Controls

Often those who do the most protesting are those the least hurt. So there is timeliness in the projected campaign of the government to further enlighten the people on the nature and needs of wartime controls, says an Ottawa correspondent. Many of them do not readily recognize the necessity of a restriction. The government placed ceilings on farm prices but was very slow to establish floors to same. Many do not see too clearly that the primary aim of controls is to ensure a fair distribution of the goods required by the consumer population, after ensuring that all the food and equipment still needed by the fighting forces has been sent to them. The farmers want to be assured that the controls won't be retained too long after the fighting is finished. Incidentally, most of them these days express more anxiety about the post-war than the war period. They want to know what kind of Parliament and government there will be to rehabilitate this nation, get it transferred from war to peace and steady the national economy in the troublous transition period. Those who have reported on conditions in farming areas of Western Canada agree that because of a steady and heavy demand for everything the farms produce and the guaranteed prices have placed in the past two years a pile of ready cash in the hands of western farmers, and much of this has gone into the discharge of mortgages. No fewer than 8,000 of these were lifted in Saskatchewan.

Neglecting The Franchise

In the last Dominion general election only 4,672,338 of the 6,588,800 persons eligible to vote exercised their franchise. It is significant, notes the *Globe and Mail*, that the most apathetic were in districts where the well-to-do constitute the majority. The electors in constituencies where people struggle for a living turned out in larger numbers. Another significant fact is that the Mackenzie King Government was elected to power with 178 seats out of 245 in the House by less than 2 1-2 of the 6 1-2 million qualified voters.

It is estimated that in the recent New Brunswick election 170,000 out of 325,000 eligible voters went to the polls, with the soldier vote still to come. That is, only 52 per cent voted. Of these a fraction more than 46 per cent, or less than one-quarter of the total eligible vote, gave the Liberals 75 per cent of the seats. Thirty-nine per cent of the vote cast, or 20 per cent of the eligible total, gave the Progressive Conservatives the remaining one-quarter of the seats, while the C. C. F., with 14 per cent of the vote polled, was blanked.

In the Quebec election 70 per cent of the potential vote was cast. The Union Nationale Party was ordered to form a Government by one-quarter of the potential vote and one-third of the vote cast.

On the same day in Alberta less than 55 per cent of the qualified voters went to the polls, and the Social Credit Party was given 90 per cent of the seats by a little more than half the citizens who cast ballots.

It is estimated that about 80 per cent of the qualified vote turned out in Saskatchewan in June, and slightly over 50 per cent of this gave the C. C. F. 90 per cent of the Legislature. An interesting corollary is that, while this party won 47 seats with an average of 4,444 votes each, the Liberals, Progressive Conservatives and others won five seats with 181,477 votes, an average of over 30,000 each.

In the Ontario vote of a year ago, a little more than half the listed voters went to the polls, which means that about 1,200,000 stayed home, and the Progressive Conservatives were authorized by a minority to form a Government. As the vote was split, anything else was hardly possible. The C. C. F. obtained more than twice as many seats as the Liberals with only 9,000 more votes.

This, comments the Toronto paper, is the way the people enforce democracy, or fail to enforce it, in this enlightened country. Mr. Churchill had a definite point in mind when he advised the Italian people how democracy works. Mussolini was able to seize power and inaugurate his Fascist regime because the people were divided into impotent groups. The same circumstance played into Hitler's hands in Germany. It is not an unexpected outcome when the people don't care enough about democracy to practice it.

EDITORIAL NOTES —

There is more railway travelling than ever these days, though less of the armed forces.

* * * *

The first organized agricultural fair in Canada was held in 1765 at Windsor, Nova Scotia, 179 years ago.

* * * *

Cattle on Prince Edward Island farms at the end of last year numbered 96,700, or 5.2 per cent more than in the previous year; sheep, numbering 30,300 were up 4.5 per cent; hens and chickens at 897,500 were up 16.6 per cent and turkeys, at 14,900, up 20.2 per cent.

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Realistic, emotional, timely, is the showing of "The White Cliffs of Dover" at the Prince Edward Theatre all this week. Crowded houses are the rule, and those who enjoy the luxury of a sympathetic tear are to be found among those making repeat visits.

* * * *

The First Battle of the Marne, which began this date 1914, and lasted seven days, was almost wholly won by the 5th French Army and the British forces; though the Second Battle was not fought till four years later, nevertheless, the First Battle was the real beginning of the end for the Hun in Great War I.

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The conference between the President of the All-India Moslem League (Mohamed Ali Jinaah), and Mohandas K. Gandhi, head of the Hindus, is slated for tomorrow (Thursday). The Cripps offer still stands as Britain's policy on India, and this requires that the Indians reach an agreement among themselves. There is, however, little evidence that the differences between the Hindus and Moslems are being settled, despite Mr. Gandhi's apparent turn-about on the question of partitioning Moslem and Hindu India.

* * * *

There are people who think they are saving on taxes and getting ahead of the Federal treasury by carrying their liquid wealth in cash, and carrying it on their person. It is not a new condition, for even before the war some taxpayers had deluded themselves with the notion that in this way the dread income tax collector would find it more difficult to assess their taxable income if they could do most of their business without the aid of cheque forms. A member of the House of Commons from a prairie province stated a short time ago that he attended a farm auction sale, and that of all the payments for sales at that auction only two were by cheque. All the others were in cash and one farmer paid out in cold cash about $1,500 for implements he bought.

* * * *

While Canada has put an embargo on the export of Canadian books, the British Council is working out plans to restock Europe's libraries after the war. A committee will be appointed as soon as possible after hostilities cease to bring the war-damaged libraries of Europe up to something approaching their 1939 strength. The Inter-Allied Book Centre already has received promises for a million and a half volumes. It is impossible as yet to say how these books will be allocated or what proportion will remain to help the blitzed British libraries. Books on technical subjects are particularly desired as the coverage of these subjects is less thorough than the interest in them. The Centre is also building up a store of new books, but British publishers have not been able to make definite post-war plans for satisfying the European market because of present paper shortages. The home front demand for books will have to be satisfied before new books for the continent can be produced in quantity.

* * * *

The English-speaking electorate will note (says the Gazette) that the post of Quebec Treasurer has fallen to the Hon. Onesime Gagnon, K.C., who is a well-known corporation lawyer of Quebec City with a wide experience of financial affairs, and who was a minister in the Bennett Government at Ottawa. The custom that has usually, but not always, bestowed the Treasurership upon an English-speaking minister has not been observed on this occasion for reasons that were quite apparent. It would appear that both Mr. Duplessis and Mr. Jonathan Robinson, K.C., had been in something of a dilemma over the Treasurership, the first because he had only one English-speaking member in his party, and the latter because his personal proclivities did not incline toward the administration of the affairs of the Treasury. The difficulty has been resolved, with satisfaction to the English-speaking electors, with Mr. Robinson's appointment to the Ministry of Mines. This new department has long been advocated by the English business community of the province, and it is certain to prove its importance and worth under Mr. Robinson's direction.

Notes By The Way

These are the kind of days we'll be wishing for when we have the kind of days were wishing for now. Sherbrooke Record

A man is hard to please. He wants home atmosphere in a hotel and hotel service around the house. Galt Reporter.

This is the day of the super tank, the super-bomb, the super plane and the super general. We had better make the next peace the same way. London Free Press.

The census bureau pictures the average American father in the United States as 44 years old, married, living with his wife and with one or two children, resident of a city of 2,500 population or over and working in private or non-emergency work says. —The Kansas City Star.

Prof. Albert Einstein has disavowed the authenticity of much material in the new biography of him written by his former son-in law. Somehow it makes the distinguished scientist seem much more human to know that, though he may understand relativity, relatives present about the same problems to him as to the rest of us. — Peterborough Examiner.

There's a story in the chief steward of the Gripsholm, says The New York Post. He once was a wealthy man, a member of the board of directors of many Swedish corporations. Whenever he took a vacation it was as a passenger aboard the Gripsholm. He lost his fortune and now works aboard the ship.

There is something rather disturbing about the recent epidemic of escapes by German prisoners of war. Prisoners seem to be escaping with increasing regularity, both from the ordinary camps and from the "hostels" in which they are kept while working on farms. There is naturally a suspicion that some of the authorities are not displaying proper care. — Calgary Albertan.

A CG-4A glider has more than 70,000 parts, says William H. Nichols in the National Geographic. Every single item, down to the tiniest aluminum rivet, must be inspected before it is installed. This includes the raw materials that go to the subcontractors. A magna flux inspection apparatus detects hidden flaws in nuts, bolts and similar parts. Gliders must be safe for American soldiers to ride in. The original CG-4A glider design has been altered and improved more than 7,000 times.

What is happening to our language? Quite good writters no longer seem to distinguish between "precipitate" and "precipitous," between "elemental" and "elementary" between "disinterested" and "uninterested," between "historical" and "historic."—From a letter in the press. Protest might also be registered against the introduction of numerous vulgarities, as for instance, the substitutie so often used for the admirable word "courage". Some of the magazines, which should be among the leaders in protecting the language, are actually making free use of profanity. — Port Arthur News-Chronicle.

Breathes there a man with soul so dead who never has raised his own tomatoes? if such there be, go mark him well. For him no Summer raptures swell in lifting big rich, red fruit from the vine. There is a fragrance from the vine itself which sharpen the appetite. There is an aroma to the tomato repined on the vine and freshly picked that is never to be found in fruit which has traveled far and languished long in crates The taste, too, has something more. Surely there is no one who did not in childhood pluck tomatoes in the field and eat them as one eats apples. That long-forgotten pleasure returns when eating tomatoes raised in one's own garden. The tomato is one of Summer's brightest jewels—if grown in one's own garden.—Cleveland Plain Dealer

"Blasts act in strange ways, and I trust I shall not be thought unsympathetic by those less fortunate than myself when I say that in a village near me a small chicken had all its feathers blown off, with the exception of two in the tail. "The owner put it in his pocket and took it down to the factory where one of the girls in her dinner hour knitted it a pullover complete with yellow wound stripe, and it is now a proud bird." —BBC War Review.

For many years this newspaper was dead set against the idea of universal military training in peace time. We have changed our minds. For two reasons — 1. The next war (and who can promise that there won't be a next war)? probably will be started without warning, as Japan started her war with us. And it will certainly move fast—faster by far than this one. We will not have time to raise and train a great army from scratch. 2. This war has disclosed that a lamentably large proportion of Americans in the years of their theoretical prime are physically and psycholcgically under par. A year's training at 18 or thereabouts, with competent and compulsory medical and mental attention, should help correct this. It is not necessary to be cynical about the chances of a lasting peace. But it would be foolhardy to stake our national existence on those chances, no matter how bright they may turn out to be. —New Yory World Telegram

Quite a number of persons bear scars from their struggles in their attempts to open oysters. The bivalves are tough little fellows and do not give in easily, However, most oyster lovers gladly run the chance of cutting their fingers for a dozen malpeques on the half shell. The Consumers' Guide, a publication, tells of the reseaches of Dr. H. F. Prytherch who has been conducting oyster opening experiments for 13 years. He is now at work on a method of getting oysters "drunk" on carbonated water, so that heir muscles relax and their shells open in a languid way. It is forecast that oyster eaters will soon only have to drop a pill in the water that covers the bivalves and in five minutes return to find them tearing around wide open. Somehow there is something disquieting about all this—some-thing of shooting the sitting bird. After all, if people want to eat oysters they should be prepared to accept a little hardship Drugging he little fellows into surrendering their all smacks of foul play.—Winnipeg Tribune.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily indorse the opinions of correspondents.

COL. RALSTON ON THE CAR FERRY SITUATION

Sir,—There has recently come to my attention an editorial in the Charlottetown Guardian, which I feel I should not, in justice to the citizens of Prince Edward Island themselves, allow to pass without some comment. The editorial reads as follows:

"COMMENDABLE ZEAL

"Mr. J. P. Johnson, Vice-President and General Manager of the Atlantic Region of the Canadian National Railways, is to be commended for the keen interest he has shown and expressed, in our transportation difficulties. His letter to the transportation committee of the Charlottetown Board of Trade gives the assurance that everything possible is being done to speed up the repairs to the Prince Edward Island, and that meanwhile the Scotia will work 'around the clock on any and every day as necessity requires.'

"It is regrettable that some effort was not made to obtain an auxiliary car ferry steamer to operate with the Scotia here during the busy tourist season. Attention has been called to the fact that no fewer than three such steamers have been available since last spring. The powers that be are apparently not interested. This, however, is no reflection on Mr. Johnson, whose job is to work with the equipment on hand. He could not show more zeal and concern about our problem if he were a Prince Edward Islander himself; and we can rest assured that anything that it is possible for him to do in our interests will be undertaken."

In that portion of it which speaks in commendatory terms of Mr. J. P. Johnson, Vice-President and General Manager (Atlantic Region), Canadian National Railways, I heartily concur. Both the Canadian National Railways and the people of Prince Edward Island are extremely fortunate in having at this time a man such as Mr. Johnson in his important position and taking as he does a personal and very practical interest in transportation problems as they affect the Province. I have personally found that his interest is not confined to providing the best transportation across the Strait which can be made available under the circumstances, but also that it extends to various other activities as well, such as provision of freight and refrigerator cars with the minimum amount of delay, the improvement of railway facilities in the Province generally, and the many other Railway matters which I have from time to time had occasion to bring to his attention, as one of the representatives from Prince Edward Island. I welcome this opportunity of extending to him publicly my sincere appreciation for the energy and keen interest he always displays in connection with our Prince Edward Island problems.

While, as I say, I thoroughly agree with the reference to Mr. Johnson in the newspaper article, I disagree just as completely with the following statement: "It is regrettable that some effort was not made to obtain an auxiliary car ferry steamer to operate with the Scotia here during the busy tourist season. Attention has been called to the fact that no fewer than three such steamers have been available since last spring. The powers that be are apparently not interested."

In contrast to those statements let me mention a few of the steps which have been taken in an endeavor to secure an auxiliary ferry.

The S.S. "Charlottetown" was sunk on June 18th, 1941. I immediately got in touch with Mr. R. C. Vaughan, President of the Canadian National Railways, by telephone and urged that a search be made immediately to find an auxiliary. Following this conversation, I had a letter from Mr. Vaughan on June 26th, 1941, outlining the situation and concluding as follows:

"We are investigating the situation to see if there is any possibility of finding a ferry which could handle automobiles during the summer months, but that may be difficult to do.

"You may rest assured that our people have this matter actively in hand and are not overlooking the importance of the service."

A very careful investigation was carried out through the Canadian National Railways and the Department of Transport, several boats were mentioned, and inspections were made of boats on the Pacific Coast, the Great Lakes and the Atlantic Seaboard, both in Canada and the United States Unfortunately, nothing suitable could be found.

Just to indicate that this investigation was not a desultory one nor one which was allowed to lapse after a brief check-up I would like to quote from a letter dated February 6th, 1942, which I received from Mr. Vaughan:

"Following the loss of the S. S. "Charlottetown" our Purchasing Department, acting in co-operation with the Steamships Department, and the New York firm of Wilford & McKay, made extensive inquiries for a suitable second-hand vessel . . . These inquiries covered the Great Lakes and the Atlantic and Pacific seaboards and in considering the suitability of the few second-hand ferries that were available for sale our people had the co-operation and advice of Mr. H. H. German of the Marine Architects firm of Lambert, German & Milne. In no case did we discover a vessel that could be expected to furnish as satisfactory standby service as the S. S. 'Scotia I'."

Following some intervening correspondence I wrote to Mr. Vaughan on April 20th, 1942, from which the following is an extract:

"I cannot content myself with the fact that the 'Prince Edward Island' may possibly or even probably be able to carry on. We must provide the best insurance we can against the possibility of her not carrying on or of her proving inadequate for the service."

At no time has a search been allowed to lapse and during the following two years several different boats were learned of and investigated but were found to be unsatisfactory.

As the editorial suggests, three different boats were mentioned this spring. All of these were at New York, two of them operating as Hudson River ferries, the third was a hull which it was suggested could be rebuilt and converted into a car ferry.

In the case of the two ferries, one of the principal steamship inspectors of the Department of Transport was sent to New York to make a thorough inspection personally and on both occasions he reported unfavourably. These river ferry boats are not constructed for operation under sea-going conditions such as are met with in the Northumberland Strait. Consequently the basic reason for their rejection was that they would be unsafe for the Borden-Tormentine run. This was apart altogether from other conditions affecting them such as age—one was approximately 60 years old, the other 40—and the general condition of their hulls which in neither case was good. I might just add that at no time was the question of cost allowed to be a factor.

The third proposal was to purchase the hull of a steamer at New York which was 46 years old. This boat was a paddle steamer and the owner suggested it could be converted into a ferry and new diesel engines installed. I immediately requested an investigation by the appropriate officials in the Department of Transport and arranged for an interview with the owner and these officials. Following this interview an adverse report was made showing its unsuitability because of insufficient strength in hull and decks and because it would not fit the slips or automobile ramps, and for other reasons. In short, the proposal was just not a practical one.

In addition to what was done regarding the last three boats I have mentioned, there have been probably half a dozen boats at least examined. I have had enquiries made at every possible source of which I was aware and I have not neglected to have investigated any possibilities suggested some of which, as it developed, were only based on idle rumour.

I trust I have said enough to indicate to the fair-minded citizens of Prince Edward Island that there is no ground whatever for suggestion that "effort was not made" to secure an auxiliary ferry or that those of us who have to do with these matters of public service were "apparently not interested". On the contrary there has been, as I have shown, the most active effort and interest in trying to find a suitable boat and to have the most prompt and thorough examination of any craft which might in any likelihood be fit for service.

I have been rather disturbed by statements which appear some times regarding the transportation situation. Those of us who represent Prince Edward Island have always been fully aware of the difficulties. We have not waited for nor needed any urging to make our best endeavour to help to meet these difficulties. We know the conditions. Our task has been to impress those conditions on others who are responsible in transportation matters. This has been done by personal interview and by correspondence rather than by unduly publicizing these conditions to the world in the House and in the Press. I doubt if it does the Province any good to advertise these conditions, on the contrary. It seems pretty obvious that exaggeration of the situation — and I believe any fair-minded citizen will admit there has been exaggeration on occasions — does not help in efforts to have new establishments located in Prince Edward Island which would be of present and future value.

To sum-up regarding the efforts made to procure an auxiliary ferry, I think I can say with assurance that I believe nothing has been left undone by the elected representatives of the Province or by the Canadian National Railways or by the Departments concerned which might have resulted in securing another boat.

Perhaps at this time I should just say a word with reference to the new boat. It is generally known that the new car ferry now under construction will cost in the vicinity of five million dollars. This boat will be, I believe, the most modern and best designed of its type in the world. I think that fact alone speaks for the interest which those who are concerned for the welfare of Prince Edward Island take in the matter.

But further than that I am quite sure that anyone who stops to think will readily admit that the transportation problems of Prince Edward Island have been given an outstanding degree of importance and attention when they recall that, although it was war time, a berth in one of our best shipyards was taken for the exclusive construction of the new ferry, and authority was given to procure the necessary materials notwithstanding the heavy demands for war purposes.

Some time ago I dealt with the reasons for the delay in starting construction of this boat sooner and I do not think it necessary that I go into those details again. I can just add at the moment that I am doing and shall continue to do everything I can to ensure that the boat is completed as soon as possible. I have personally kept in touch with officials in the Department of Transport and with the contractor to impress upon them the necessity of the utmost speed. I expect to go personally to the shipyard very shortly.

I am writing this letter personally and take full responsibility for it, but I want to say that in my position as Cabinet Minister representing Prince Edward Island I have had the closest co-operation and assistance from the other Island representatives, not only in regard to transportation problems but equally in connection with the many other matters with which we are constantly concerned in our efforts to increase and promote the welfare of the Province and its citizens.

Yours very truly,
J. L. RALSTON,
Minister of National Defence
Ottawa,
Aug. 30, 1944.

(We appreciate the fact that an editorial in The Guardian has drawn this report from the Minister of National Defense. It is the first detailed official information the public has received of the endeavors made by the Minister and other representatives to remedy the intolerable conditions this Province has had to endure since the sinking of the S.S. "Charlottetown". While everyone rejoices to know that progress is being made with the construction of the new car ferry, anxiety still remains on the part of the public generally, and of our shippers in particular, as is evidenced by Mr. Gillies' letter in yesterday's issue regarding the prospects for the coming fall and winter.

(As for the Minister's complaint that the situation has been "exaggerated" in the Press, to our detriment, we may point out that nothing has appeared in The Guardian or any other newspaper to compare with the condemnation voiced in the Legislature by the Premier of this Province. Speaking there on March 8 last the Premier said:

"One hesitates to speak about the difficulties today because they are so extremely serious. If the public knew all about them, I think they would be shocked and alarmed. A few of them might even move to the mainland. Conditions have been very bad, so much so that there has been a hush-hush policy this winter. I stated before that the new car ferry cannot be ready before September of next year. I do not see any reason to modify that statement. At any rate, the fact is that we have got to go through another winter without a new boat, and we have got to get along with the one we have The ferry we have has broken her rudder shaft on three occasions. On the last occasion the spare shaft was not on the boat as it should have been, and it took a couple of days to make the repairs — with about 500 cars at Tormentine waiting to get across to this Province. **It seems to me that under the terms of Confederation, when something has happened to interrupt our communication for which the Dominion failed to make adequate provision, we have a claim against Canada for the loss sustained. The delay of even a day or two might bring up claims amounting to thousands of dollars. I believe that we should claim from the Dominion Government, on account of delinquencies on their part for transportation across the Straits, hundreds of thousands of dollars — it may be millions."**

(This statement of the Premier was received with loud applause by both sides of the House.—Ed. G.)

The Poet's Corner

HAPPINESS

Far away from noisy cities and the rush of business life
Along the lonely homelanes, you'll find no mingled strife;
Beside the rocky shoreline where the home like lovers dwell
Is a happiness that's surging like the rise and falling swell.

So simple in it's finding, so hard to find by some
It's a feeling, lived in taking, like a sixth sense overnumb—
In a quiet village outpost, where no home like lovers shirk
A hard earned bit of restfulness, a happiness at work.

'Tis true there's city dance halls with the midnight masquerade,
A forced attempt at happiness, — the glowing color fades,
So lost and spent beside the road that winds yon willowed brook
Where happiness is lingering beneath each shaded nook.

There each day is filled with usefulness, each night with reverie
A happiness that's bursting from the soil, the air, the sea;
When you've found it there's no worry, no war upon the land
An everlasting happiness as ancient as the sand.

If you live in crowded cities and search each building there,
Or you rush into the sidewalk and breath the stifling air
You're still lost on the roadway to the happiness in life
For you'll find it in the simple things, the peace and not the strife.

—Erma F. Bain.

Free Enterprise
GAVE HIM HIS CHANCE

FROM office boy to president, from factory hand to general manager . . . the annals of Canadian industry are filled with such "success" stories. The man at the desk who heads a great organization is often the man, who, twenty years before, worked for that same organization in overalls and shirt sleeves. In such a manner does labour provide the roots of management. This is free enterprise . . . the healthy instinct of the Canadian workman to forge ahead through his own hard work, ability and initiative . . . to get to the top of the business he is in, or create his own business. This century-old Bank has assisted ambitious Canadians . . . helped them save . . . loaned them money . . . contributing to the growth of a self-reliant people and a prosperous Canada.

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