

AGNEW-SURPASS FOR LOWER PRICED RUBBERS

FOR MEN & BOYS
Note the Low Price



Heavy, hard-wearing First Quality BLACK RUBBER KNEE BOOTS, husky roll-edge soles and solid rubber heels at a price that will appeal to everyone.

Men's Sizes 6 to 11 . . . **\$2.39**
Boy's sizes 1 to 5 **\$1.95**

All Rubbers Guaranteed First Quality



RUBBER OVERSHOES
Misses and Girls three-dome fastener style, warm fleecy lining. Black or Brown.

Sizes 6 to 10½ and 11 to 2 **\$1.25**

Heavy Cashmerette Top Felt Lined Gum Rubbers.
Men's Sizes 6, 11 **\$2.98** Boy's Sizes 1 to 5 **\$2.59**



SURPASS SUPER VALUE!

Men's First Quality BLACK GUM RUBBERS—built with rugged wear in every pair of them! Look at the illustration—note the sturdy ribbed backs, the heavy thick roll-edge soles and solid rubber heels. SERVICE at low cost. Sizes 6 to 11 only.

\$1.95 per pair

MEN'S RUBBERS



Good quality BLACK RUBBERS, medium round toes. Half sizes included. Note the low price.

Sizes 6 to 11 **75c**

FISHERMAN'S RED SOLED BOOTS



Made from first quality BLACK GUM RUBBER with heavy RED rubber soles and heels. Dependable, long wearing rubber boots. Excellent value at lower prices.

Sizes 6 to 11
Hip Length 4.04
Thigh 4.45
Knee \$2.95

BOY'S GUM RUBBERS

1st Quality

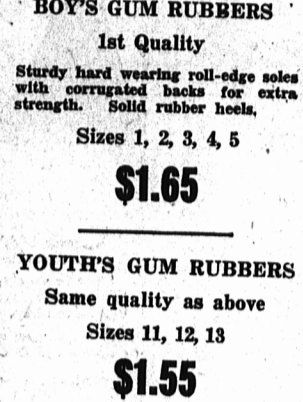


Sturdy hard wearing roll-edge soles with corrugated backs for extra strength. Solid rubber heels.

Sizes 1, 2, 3, 4, 5 **\$1.65**

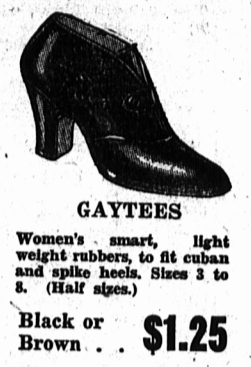
YOUTH'S GUM RUBBERS

Same quality as above



Sizes 11, 12, 13 **\$1.55**

GAYTEES



Women's smart, light weight rubbers, to fit Cuban and spike heels. Sizes 3 to 8. (Half sizes.)

Black or Brown . . **\$1.25**

- MISSES RUBBERS, sizes 11 to 2 59c
CHILD'S RUBBERS, Sizes 5 to 10½ 55c
YOUTH'S RUBBERS, Sizes 11 to 13 63c
BOY'S RUBBERS, Sizes 1 to 5 69c
(Half Sizes in Child's and Misses)

MEN'S RED SOLE RUBBERS



Sizes 6 to 11 **95c**

BOY'S RED SOLE RUBBERS

Sizes 1 to 5 **85c**

YOUTH'S RED SOLE RUBBERS

Sizes 11 to 13 **75c**

WOMEN'S RUBBERS



Fine quality BLACK RUBBERS, light and neat fitting. Low, Cuban and spike heels.

Sizes 3 to 8 Half Sizes **65c**

COMPARE THESE WITH MAIL ORDER PRICES

Canada's Largest Chain Shoe Stores.

AGNEW-SURPASS SHOE STORES LTD.

68 Stores In Canada.

THE CENTRAL GUARDIAN

This column is reserved for news of local interest but advertising of a new nature may be inserted at a rate of 4 cents a word strictly payable in advance.

BELFAST RALLY DAY SERVICE—The Rally Day programme of the Presbyterian Church of Belfast, which was held Sunday evening, under the auspices of the S. S. and Y. P. S. was a great success; being a source of edification as well as enjoyment to the vast throng which filled the pews of the large ground floor. The printed programme was carried out in full, including, as it did, recitations of Scripture, separately for boys and girls; responsive readings; addresses and hymns; all of which were carried out in a most creditable manner, and devotional. Rev. D. L. Griffiths presided and also led the song service, which under his enthusiastic direction, reached a high level. The work of the classes had been arranged by Mrs. Emily West. Addresses were also delivered, including: "A Rally Day Welcome," Mrs. Mabel McEachern; "Our Hearts for God," Mr. Reggie McLean; "Our All for God," Mr. Dave E. Griffiths; solo, Miss Joyce Mac-

Sees Future

(Continued from Page 3)

ferred a net loss of 24,000 of its people in 45 years, or just about 20 percent.

The above figures, however, do not tell the whole story by any means, for, while the 24,000 Islanders were migrating to the United States and to other parts of Canada, a natural increase was in process, i.e., the excess of births over deaths, of considerable proportions. (Again, one is met with difficulty in determining the exact figures, because of the fact that there were no recorded Provincial registrations of births and deaths until 1906. I have, however, made some calculations that I believe are fairly dependable and, without wearying you with details, I am going to ask you to accept my figures.)

From 1878 to 1906, the births I believe exceeded deaths by 725 per annum, amounting for the 30 years to an increase of 21,750. From 1906 to 1931, 25 years, taking the Year Book figures, the excess was 620 per annum, equal to 15,500, or a total for the 55 years of 37,250. Now this additional number of people must have emigrated along with the 24,000, so that we have, in all, the formidable figure of 61,250 as an actual loss of the Island's population by emigration in the 55

years, or at the rate of 1114 persons per annum, about one family every working day of the year, surely a very serious matter indeed, and one the correction of which, you will agree with me, merits the most strenuous efforts of all who have the interests of the Province at heart.

In order more fully to appreciate how great has been the drain upon Prince Edward Island, let us compare the above figures with those of Quebec and Ontario during the 55 years from 1881 to 1931. In 1881 the combined population of these two central Provinces was 2,812,367, while in 1931 it had grown to 6,306,138, an increase of 3,493,771. In other words, while Quebec and Ontario showed a growth of 120 percent, Prince Edward Island experienced a loss of 20 percent, or, if we allow for the natural increase, of 60 percent.

In discussing this matter with friends, I have usually been met with the rejoinder that the obituary has been sterner and that in future we shall at least show no loss and possibly a gain, an opinion based upon the fact that the census of 1931 showed a very slight decline from that of 1921. In arriving at this conclusion, I feel that all the facts have been taken into account. In the first place, a natural increase of 620 per annum—6200 for the 10 years—has vanished, and no community can be said to be holding its own unless it retains its full natural increase. In addition to this, the number of deaths has been special additions to the population during the past decade which are not likely to be repeated during the present 10 years. For several years after the war there was an extraordinarily large birth rate on the Island, resulting in an increase of the population of 12,000 in 10 years. None of these children have as yet left school or college, and it seems to me that it will be a serious problem to find employment for them when they graduate. Another factor has been the considerable number of mechanics and others connected with the introduction of the automobile trade, and which I believe has now about reached its limit. The Railway Company added 287 to the number of its employees between 1921 and 1931, and as these men are mainly heads of families, that would account for an extra 1,000, which is not likely to be repeated.

1910 or 1911, there was quite a serious shortage of labour in the Canadian cities and towns and, as the industries grew in number and size, many mechanics were brought from the United States, Great Britain, and from some European countries.

How to Provide Work for Unemployed

Now the question that I have been asking myself is whether there is any way by which work of a remunerative character can be found for our present unemployed, and particularly for the boys and girls of the rising generation as they leave school or college. It is certainly discouraging to see the population continually diminishing. On the other hand, it is much more difficult to have any considerable number of people unemployed, for not only do they suffer intense hardship, but they are a heavy drag upon the community. Moreover, the question of providing food, shelter and shelter for those of our people who are out of work increases in seriousness when it is considered how large a number are on relief in the other Provinces and in the United States, to which latter country entrance is no longer difficult while our sister Provinces are making it much more difficult for migrants from other Provinces to find work. It certainly looks as though we shall have, for some years to come, to take care of a constantly increasing, rather than a diminishing, number of unemployed, unless we can provide steady work of a nature different from and in addition to anything now being offered on the Island. I believe that business conditions will gradually and steadily improve, but I cannot persuade myself that any appreciable improvement will, to any appreciable extent, provide additional work either on the farms or in the cities and towns of this Province.

Of our boys and girls, an average of 2750 leave school and college each year. From this figure may be deducted about 950 for those who take the places of persons who retire or die. This means that we shall have annually to take care of 1800 young people, or 9000 in the next five years. What are we going to do with them? Are we going to make paupers of them? Are we going to tax ourselves to support them or are we going to find work for them?

This is a matter that should appeal very strongly to all who have the interests of the Province at heart. There is nothing more demoralizing in the moulding of character than for the young people, particularly the boys, to realize, when they reach maturity, that they are unable to support themselves and their families, and that they are dependent upon the charity of others. You no doubt will have noticed, in reading accounts of hold-ups, house breaking and robbery generally all over the continent, what a large proportion of the criminals are under 25 years of age, and why of them yet in their teens. There is no gaining that it is a paramount duty of every well-informed citizen to use all his or her influence, and to work night and day, to apply this wrong to the young people of the coming generation.

mines are proving a great saving clause, with their attendant industries of smelting, refining and manufacturing, but metals are not likely to be found on a sand bar. On this Island there is no commercial timber to speak of, and the hope of discovering oil apparently has been abandoned. What, then, is the outlook? To this question I believe there is only one answer, and that is manufacturing. Now don't smile and tell me that I am building castles in the air. I am not going to say that the introduction of factories into this Province is going to be an easy matter. Nothing easy is worth having. On the other hand, I have been convinced myself, after a considerable amount of investigation, not only that manufacturing is possible in Prince Edward Island, but that in some respects the outlook is more encouraging here than anywhere else in Canada.

The Production of Wealth

Now, let us leave this question for a moment and regard conditions from another standpoint, viz: that of the production of wealth. In order to do so, let us compare the per capita wealth of Prince Edward Island with that of Ontario and Quebec combined. There are no reliable figures extant regarding the wealth of the Provinces in the '70's, but there are several reasons to believe that in 1873, when Prince Edward Island joined Confederation, the average wealth of its people exceeded that of any of the other four Provinces, viz: Nova Scotia, New Brunswick, Quebec and Ontario. In considering the per capita average wealth of a community, it must be remembered that it is a very different matter from the aggregate wealth, for it is obtained by dividing the latter, the total wealth, by the number of people, and if there are many poor people in a community, then the average per capita wealth is, of course, much smaller than it would be if there were only a few poor people. As I understand it, there have never been many poor people on this Island, for the simple reason that, when work became scarce, the unemployed migrated to the mainland; and, doubtless, this would be the procedure today were it not that Islanders know that employment conditions elsewhere are even worse than they are here, and that if they migrate they are apt to become stranded.

Now, the per capita wealth of Prince Edward Island in 1928, as figured by the Dominion Statistician, was \$1,759, while that of Quebec and Ontario was \$2,926. The latter figure would, however, be far greater if the large number of poor in the cities, particularly in Montreal and Toronto, were eliminated, and conversely, if we had not lost the 61,000 people by migration, our average figure today would probably not exceed \$1,000.

Wealth-Producing Value of Manufacturing

I have brought up this question of per capita wealth because I want to impress upon your minds the intrinsic wealth-producing value of the manufacturing industries, altogether apart from the employment that the industries provide, for it is mainly to manufacturing that we have to attribute the wonderful growth in population and wealth of Canada's two central Provinces. To further emphasize the latter fact, I shall risk quoting some statistics, in other parts of Canada, the

ships to central and western Canada, Prince Edward Island should be able now to lay down goods in London or Liverpool at a lower freight rate than is possible on similar goods from Ontario, where most Canadian foodstuffs are processed, while in winter we have ships leaving the two ports of St. John and Halifax every few days, and within 24 hours' rail haul from Prince Edward Island. Furthermore, when the volume of our shipments will have grown to a size that will warrant the shipping companies and tramp steamships calling at Charlottetown, our harbour will become a regular port of call so long as it is free from ice, and then we should indeed have a substantial freight supremacy.

Can We Compete?

Now, I fancy that I can hear someone say: "What chance would we have on this little Island to compete with the long-established factories in Upper Canada, with their large capitalization, wonderful machinery, and long experience?" Well, in the first place, if we take that stand we shall never accomplish anything. No matter what we do, we must make a beginning some time. In the second place, I am not so sure but that we would have some real advantages over the older firms, for we should be making a start where they are leaving off, as we should have only the very latest machinery, appliances and methods, whereas many, if not most, of the Canadian manufacturers have plants, heavily overvalued and more or less obsolete, that they would be only too glad to scrap if they could afford to do so, and many of them are clinging to old-fashioned methods under which the cost of their goods is too high and the quality is not up to present-day standards. By employing superintendents of the highest skill, versed in all the latest scientific methods, by buying machinery of the most recent design and erecting buildings specially suited to the work in hand, there is good reason to believe that we should, from the outset, be in a position to meet competition from any source.

Essential Conditions In Manufacturing

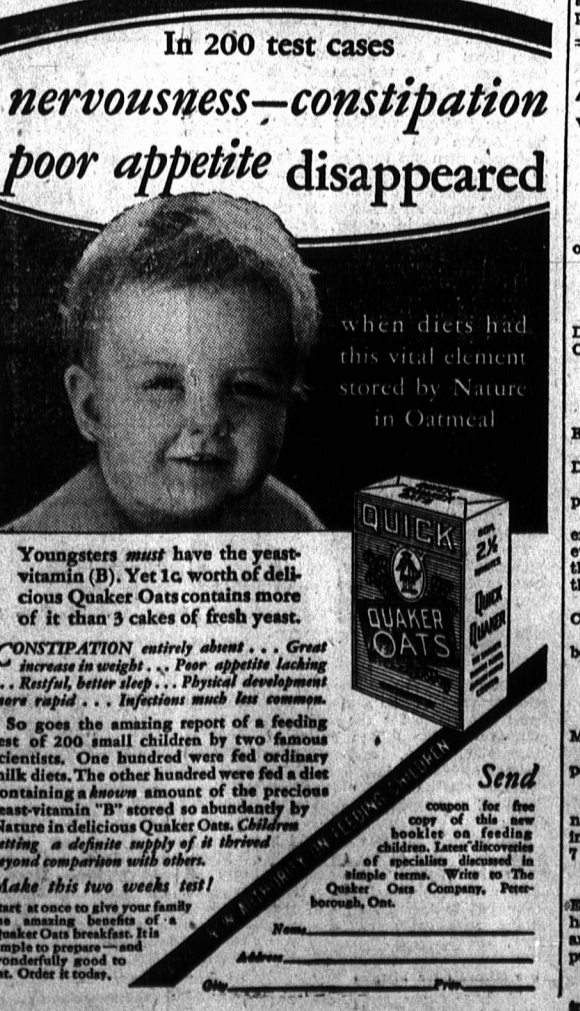
Success in manufacturing depends upon four primary basic conditions:—

1. High class, experienced, up-to-date, and enterprising management.
2. The most efficient machinery procurable.
3. Materials high in quality, ample in quantity, purchased at prices no higher than are obtainable elsewhere.
4. Intelligent labour, willing to accept a fair wage.

Of the above, we should have to go off the Island for at least the technically skilled members of our management, and for most of the machinery, but we certainly have, right at our hands, raw materials and a labour supply equal to, if not better than anywhere else on the continent, and the one great object of any effort put forth would be to provide a market for the products of our farmers and fishermen, and employment for our people, who otherwise will be compelled to leave the Island.

(To be continued)

In 200 test cases
nervousness—constipation
poor appetite disappeared



when diets had this vital element stored by Nature in Oatmeal

Youngsters must have the yeast-vitamin (B). Yet 1c worth of delicious Quaker Oats contains more of it than 3 cakes of fresh yeast.

CONSTIPATION entirely absent . . . Great increase in weight . . . Poor appetite lacking . . . Restful, better sleep . . . Physical development more rapid . . . Infections much less common.

So goes the amazing report of a feeding test of 200 small children by two famous scientists. One hundred were fed ordinary milk diets. The other hundred were fed a diet containing a *measurably* amount of the precious yeast-vitamin "B" stored so abundantly by Nature in delicious Quaker Oats. Children getting a definite supply of it thrived beyond comparison with others.

Make this two weeks test!

Send coupon for free copy of this new booklet on feeding children. Last discovered of specialists discussed in simple terms. Write to The Quaker Oats Company, Peterborough, Ont.

Name _____
Address _____
City _____

Along The Waterfront

Island Fertilizer Co. Wharf
S. S. Hochelaga, Captain Welles on the Pictou-Charlottetown route.

Ferry Wharf
S. S. Hillsboro, Captain MacDougall making daily trips between Charlottetown and Rocky Point.

Marine Wharf
C. G. S. Brant, Captain Basil Kelly in port.
C. G. S. Aranmore, Captain MacDonald has sailed.
Customs Sloop Gulf Ranger in port.
H. M. S. Scarborough, Commander O. W. Cornwallis sailed last evening for Sheburns, N. S. from there she will go to New York thence to Bermuda for the winter.
Government Launch D. P. W. Captain Lund in port.
C. G. S. Cartier, Captain Roach being laid up for winter months.

Paoli's Wharf
Schr. Nellie J. King, Captain Murray in port.
S. S. Harland, Captain Hughes in port.

Motorists who sound horns in a new five-mile "Zone of Silence" in London between 11.30 p. m. and 7 a. m. are subject to a \$10 fine.

Telephones poles are doomed in England, 9,000,000 miles of line having been placed underground and the last 1,000,000 miles will be put there at once.

Railways of India are reporting increasing earnings.