THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded 1887)

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SUBSCRIPTION RATES
$5.00 per year (in advance) delivered to City
$4.00 per year (in advance) mailed to P. E. Island
$5.00 per year (in advance) mailed to Canada and U.S.
Members Audit Bureau of Circulations

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

TUESDAY, MAY 10, 1938

Hitler And Czechoslovakia

The suspicion that Hitler's visit to Rome has chiefly to do with Czechoslovakia, and that the Nazi ruler has obtained Mussolini's promise of a free hand in that direction, gains credence from the statements reported in yesterday's despatches. What is the reason that no sacrifice of German ambitions in the South Tyrol—the region where many Germans live and which Italy got as part of the Great War settlement—is too great, apparently, to weigh in the balance against the prospects Hitler sees across the Czechoslovakian frontier?

Bohemia, it is said, supplies the answer. In this western section of Czechoslovakia, right across the border, are 3,500,000 Germans who make the racial issue which is the ostensible reason for Nazi interference. But more important still is the fact that in Bohemia are great munitions plants, now largely controlled by a French concern. These plants supply the munitions of Czechoslovakia, Rumania, Jugoslavia and Poland. They dominate other key industries in the country, such as auto and aeroplane works, cable companies, power plants and road construction corporations. They own interests in other industries throughout the Little Entente. Besides this, there are important pig iron and steel, textiles and many highly developed industrial plants, lignite, coal and chemicals in Bohemia. The Aussig works, near the German frontier, are the largest on the continent outside Germany. If Hitler can add this rich middle-European Pittsburg to his assets he will have greatly enriched Germany's economic resources. He will also have gained in Czechoslovakia an open road across Europe to within 100 miles of the Ukraine, the richest grain growing area in Russia.

This does not necessarily mean that Hitler is planning to march German legions into Czechoslovakia, as he did into Austria. The problem is not so simple as that. Czechoslovakia not only has treaties of defense with Rumania and Jugoslavia, and a "mutual assistance" pact with France, but her German frontier is guarded by formidable mountains as well as by a strong army with immense stores of munitions. It seems more likely that Hitler will use a less direct course to his objective. This is where the racial issue comes into the picture. Bohemia's 3,500,000 Germans, now nearly completely Nazi-slovakian parliament. They are demanding a federated state on the Swiss model, with four cantons—German, Czech, Polish, Slovak—a step which would be of material importance in bringing the whole country, eventually, under German economic dependence.

Maine In The Argentine

The State of Maine is not going to neglect the Argentine as a possible market for seed-potatoes. Mr. Bryce M. Jordan, Assistant Farm Bureau Agent for Aroostook County, Maine, has returned after a six-week visit to the republic in South America and advises that Maine should have a representative in the country to sell Maine seed-potatoes.

This representative of Maine reports from his observations that Argentina would be dependent on foreign seed-potatoes for some time to come and was turning from European varieties to those of North America. Green Mountains and Katahdins were reported as "very popular".

Agent Jordan also gives other information, however. He states that he visited areas in the Argentine where neither spraying nor fertilizer was necessary and where potatoes can be stored "in the fields." Seed-potatoes there can be covered with cornstalks or grass and kept from harvest until the next planting without freezing. Late blight had never been serious in the Argentinian potato fields, and early blight although common appeared to cause little damage. Machinery for either planting or digging was practically never used there.

Taxation Burdens

Figures widely published in Canadian papers recently, comparing income tax rates in Canada and Great Britain, were, says the Financial Post, very misleading. They left the impression that the Britisher carries a tremendously higher tax burden than the Canadian.

Admittedly the income tax burden is higher in the United Kingdom—especially since the increase in rate from 25 to 27½% recently. But in Great Britain the income tax is the major source of government revenue—responsible for about one third the total. Britain has no sales tax as Canada has. Britain has no provincial taxes as Canada has.

In Canada, income tax is a minor source of public revenue (about 10%). Revenues from property, sales and other taxes have to be considered in any comparison.

A better test of the relationship between the taxpayer's pocketbook and the public purse, suggests the Toronto financial paper, would be the amount governments in each country are actually expending out of the national income. Comparable figures for 1935 indicate that all governments in Canada (Federal, provincial and municipal) spent just over $1,000 millions or about $90 per capita.

In the same year, the central and the local governments in Great Britain spent about $5,000 millions or $160 per capita.

Thus Canada does not lag far behind in public spending and taxation as the figures so widely published last week would indicate. As a matter of fact, since Britain's national income is estimated at 20% greater (per capita) than Canada's, this country is more heavily taxed.

But even that is not the whole story.

Great Britain is an old country with huge investments abroad. From these investments — the accumulations of prosperous years—she derives tremendous annual income. The League of Nations estimates at approximately $900 millions a year, the net amount she receives from dividends and interest. This is the "fat" Britain can live on. By reason of it her national taxing power is greatly increased.

Canada has no such wealth to draw upon. In fact she pays out over $200 millions annually to meet net interest and service charges on money she has borrowed from abroad, over and above what she receives.

In short, the Canadian taxpayer, with huge foreign commitments for dividends and interest, is having to support almost as heavy a per capita load of government expenditure as his British cousin, who has great accumulated wealth to draw upon.

The British taxpayer can afford to pay much heavier taxes than the Canadian taxpayer. We are a younger, a developing country. We ought to be much more lightly taxed in comparison with Great Britain, than we really are.

Election Anomalies

In the course of the debate in the House of Commons on Canada's voting system, the Conservative member for Qu'Appelle, Saskatchewan, made the striking but accurate statement that the King Government supported in the House by the largest following any Ministry has ever had, obtained only 46 per cent of the votes cast in the last election and only 36 per cent of the registered electors. These remarkable records were cited in support of an argument for electoral reform. Subsequently the House Committee voted 16 to 4 against the transferable vote in single-member constituencies where more than two candidates seek election. In view of all the facts, says the Sydney Post, most people will regard this overwhelming decision against voting reform as illogical. But it must be remembered, as a possible explanation of this reactionary attitude, that most of the members of the present House of Commons are "minority representatives,"—that is that they failed to get a majority of the ballots marked for them in their respective constituencies.

The campaign field in the last Dominion election was more over-run by parties, groups, and rival schools of political thought than ever before in Canada's political history. It resulted in the following curious alignment in its membership: Liberals, 171; Independent Liberals, 5; Conservatives, 39; Independent Conservative, 1; Reconstructionists, 1; Social Creditors, 17; C. C. Federationists, 7; Liberal-Progressives, 2; U.F.O.-Labor, 1; Independent, 1. Giving the 5 Independent-Liberals and the two Liberal-Progressive to the Government, its House following totals 178, as against only 67 members of all other political varieties. This means that the King Government, summoned to office in 1935 by only 46 per cent of the voters who cast ballots, has a majority of 111 in a House of 245 members.

The aggregate poll in 1935 amounted to 4,445,250 votes. This total was divided thus as between the various parties and groups: Liberal, 2,076,394; Conservatives, 1,308,688; Reconstructionists, 389,708; C. C. Federationists, 386,484; Social Creditors, 187,045; Communists, 31,151; Liberal-Progressive, 18,215; Laborites, 15,352; Independents, 15,765; Others, 16,448. Grand total 4,445,250. The figures reveal an extraordinary discrepancy between the distribution of votes and seats.

Editorial Notes

Licenses were first issued for theatres in London this date 1574.

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The backward weather is not delaying farm work to any extent.

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People who have spare land in Charlottetown and vicinity will be conferring a favour on themselves and the unemployed if they permit the latter to lease it free for cultivation purposes.

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Another transient killed on the railway in Quebec indicates that imprisonment for "free trippers" is no warning to those who wish to get somewhere for something for nothing.

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The late Mr. J. A. Brace of Summerside was long prominent in public affairs, especially where temperance and prohibition legislation was concerned. In politics he enjoyed the distinction of being Conservative federally and Liberal provincially.

* * * *

Social Credit Alberta is among the evicters, having turned their Lieutenant Governor out in the cold with no place to go to unless it be a caravansary. That is worse than cold-hearted Ontario which provided reception accomodation for their evicted Governor in parliament building.

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An invention has been patented for converting milk solids into automobile polish. The process involves the mixture of milk solids, including casein and lactose, with a weak acid, a tanning agent and an alkaline material. The mixture is treated with water at a temperature of 100 to 120 degrees centigrade, and then is dried.

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An influential delegation has urged on Prime Minister Right Hon. W. L. Mackenzie King the need for prohibiting the entry into Canada of "the scores of salacious, immoral, degrading and crime advertising magazines and publications that are freely exhibited for sale on the streets of Canadian cities." The Premier assured the delegation that he was heartily in sympathy with the proposal. To this public opinion will generally add its support. The vast flow of these suggestive publications into current vogue has a demoralizing, and even dangerous, influence on the minds of the young.

NOTES BY THE WAY

It seems a great pity that Grey Owl, that interesting nature lover, cannot be allowed to rest in peace. Some sensational writers are now claiming that Grey Owl was not an Indian at all, but an Englishman. Does it matter very much if he was not a full-blooded Indian? He was doing a good work when he was so suddenly cut off. We agree with a correspondent of the Ottawa Citizen that it is very unsportsmanl ke and cruel to attack this man after his death. We had the pleasure of meeting Grey Owl on the train between Kingston and Toronto a few weeks before his death. We found him a simple, kindly soul, with a great love for the wild and its denizens. He struck us as the very last man who would wish to sail under false colors. We can still hear the pathetic note in his voice as he said to the colored porter: "Please don't call me Sir," and see his hopeless gesture and little smile as the porter naively answered, "Yes, Sir."— Kingston Whig-Standard.

Men in small ships in the Navy are in future to have circulating libraries provided officially. Each destroyer flotilla will have 950 books in circulation among its 1,400 officers and men. The books will be divided into sets of 50. Each destroyer will have two sets at a time, the flotilla leader having three, and the senior officer will arrange dates for sets to pass on from one ship to another. Escort vessels and surveying ships on foreign stations or on duties where opportunities for exchange of sets are infrequent will be allowed an extra set, while the smallest craft of all, the fishery protection and mine-sweeping vessels, will have additional books available in their senior officer's ship. The books will be selected from the catalogue already used to supply libraries in battleships and cruisers, and the scheme means a considerable increase in purchase of books. At a rough estimate the publishers (and authors) will benefit by sales of an extra 18,000 volumes this year. The libraries will contain works of all kinds, from popular fiction to naval history, from biography to technical engineering works. — Manchester Guardian.

The wire companies will now sing Valentine greetings over the telephone for a reasonable price or will transmit a telephone kiss from New York to Chicago for less than $2. Esthetes who have trembled for the soul of America ever since the telepraph companies introduced form messages for Mother's Day will wring their hands harder than ever. But people with a touch of imagination will rejoice to see our commercialized United States following in the romantic tradition of the age of chivalry. It used to be quite the proper thing, when knighthood was in flower, for a gentleman to hire a bard to serenade his lady love. Now we have it done by a Postal Telegraph tenor or baritone. Tongue-tied lovers have sometimes hired fluent speakers to woo for them, as Cyrana de Bergerac was hired or as Miles Standish employed John Alden. The modern way is attended by no risks. The situation is hardly to arise where a young woman will say, "Why don't you speak for yourself, Western Union."— New York Times.

Many a true sportsman shares the feeling of Tom Barnes, past president of the Ontario Federation of Anglers, who is concerned about the fate of the bass due to the regulation which permits maskinonge fishing as early as June 20 this year while the bass season doesn't open until July 1. Since bass and "lunge" inhabit the same waters and both are attracted by similar bait, Mr Barnes fears that many a bass will be badly hooked during that interval of ten days and will have to be tossed back in compliance with the law. Many of the piscatorial casualties will be left to die and thus go to waste. There are good reasons why the opening dates for "lunge" and bass fishing should coincide. Furthermore, if we want to conserve our game fish we should not extend the privileges until such time as the supply warrants easing up on the regulations — Kitchener Record.

Anyone who has observed a rooster must have been impressed by the fact that he has entirely too much leisure for his own good. We once knew a hired man named Charlie who was disturbed by this same matter and undertook to do something about it. He arranged a nest in a soapbox, through the bottom of which he cut two small holes. He then deposited fourteen eggs in the nest, captured the largest rooster in the barnyard and placed the fowl on the eggs, with its feet sticking down through the two small holes and tied together underneath. We regret to report that this experiment was not wholly successful. The rooster remained on the nest, more or less, for full three weeks. His heart however, never seemed to be in his work. As the days passed he ceased to struggle much, but he continued to display a deplorably non-co-operative spirit, and while a number of the eggs were broken, none of them ever hatched.—New York World-Telegram.

For many years Brantford has been an outstanding example to the Dominion in the prevention of diphtheria by the use of toxoid. It has won the designation of "No Diphtheria City" This has been due to the energetic campaign carried on under the auspices of the health authorities. What has been achieved in Brantford, Hamilton and Toronto should be an example to the entire Dominion. If parents everywhere would earnestly accept the advice of medical authorities and have their children immunized by toxoid this virulent disease could be banished from the Dominion.—Brantford Expositor.

Grit may not taste good when it gets in the mouth, but it is simply grand for the teeth, according to Dr. Victor H. Sears, New York dentist, here for the convention of the Wisconsin State Dental Society at the Schroeder Hotel. A bit of grit with meals of good tough food would help to wear high, interfering teeth points down and true the teeth up, keeping the teeth and the individual in better health, he said.—Milwaukee Journal

Opinions are likely to differ over the request from the Peace River country—the latest in a number of such requests that have been heard

PUBLIC FORUM

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

RINGNECK PHEASANTS

Sir,—The Department of Agriculture, U. S. A., anxious to protect the interests of the farmer, have circulated the following which I judge is equally applicable to this country. I quote:

"Persistent efforts in some cases on a large scale are being made to establish pheasants in other states, and the farmers whose land they are likely to range over, should have access to information concerning their economic value.

"The birds are accused of digging newly planted and sprouting corn, oats, barley and beans and seeds of melons, cucumber and squashes. It is claimed that because of their depreciations it has been necessary to replant whole fields of corn. They are said to drive chickens away from their food and even to kill young poultry. Some land owners in Ontario County, N. Y., claim that the loss suffered on account of pheasants has been more than twice the amount of their taxes. The few pheasants' stomachs examined indicate that these birds are very fond of grain. From 200 to 960 grains of wheat and oats were taken by various birds, about 200 peas were found in one stomach. Twenty three acorns and 200 pine seeds were taken by one bird and about 800 capsules of chick weed were taken by the best weed-seed eater. What is most evident is that pheasants are gross feeders. Their capabilities for good or harm are great. I a number of them attack a crop, they are likely to make short work of it. or if they devote themselves to weed-seeds or insect pests they do a great deal of good. It seems, therefore, that the question of the economic value of pheasants is peculiarly a local one. Much depends on the proportion of land under cultivation, the kind of crops raised and the quantity of wild food available."

I am, Sir, etc.,
W. L. M.

BELFAST SETTLERS

Sir—A short letter appears this morning, in the Forum column signed by M. B. Ross, Kinross, in which he gives some information re the arrival of the Belfast settlers and referring to another ship supposed to arrive about the same time with a clergyman aboard.

I have in my possession a copy of the diary of Rev. William Drummond which contains almost daily entries covering considerably more than a year and detailing his experiences from the day he left his home in Scotland; it speaks of the ship being taken far from her course; the building of homes for the settlers and many adventures in his travels up and down the coast from Rustico to Three Rivers.

Below are a few extracts showing interesting dates:

April 5, 1770: Set out from Cowden about 5 o'clock morning; came to Glasgow at nine evening, having got a chaise of Mr. Graham in Sterling.

April 6: At morning set out for Greenock where I arrived about 6 forenoon. There I stayed all day being Sunday. Preached in the Old Kirk of Greenock and baptised 9 children, same evening baptised two more.

April 8: At noon went on board ship "Faimouth" John McWhae, Master;; Buchanan, Morrison & Company o- Greenock owners. At 5 afternoon the captain came on board, anchor weighed and set sail, about 2 p. m. we came to anchor in Richmond Bay.

June 3rd: Sunday, the captain and the rest of us went ashore and being convened in a house, performed divine service in Princetown.

April 11, 1771: John McLaughlan and Alex. Jamieson were drowned in Tracadie Harbor about 4 p. m. The lads had killed a goose.

May 7, 1771: Went in the boat to St. Peters with Mr. Lawson and slept that night in Mr. Urquharts house.

This diary is most interesting reading especially for those whose names are mentioned, such as Lawsons, Browns, McGregors, Jamiesons, etc.

If this is the information Mr. Ross or others have been looking for I am pleased to be of assistance.

I am, Sir, etc.,
IRA M. BROWN

Charlottetown, May 7, 1938.

THE NORTH RIVER BRIDGE PROJECT

Sir,—The recent meeting of the labor men of Charlottetown brought to the forefront, perhaps more prominently than could any of the foremost supporters in the country sections, the desireability of the Brighton Bridge. Stripped of all its sectional appeal, and viewed solely in the light of general public interest, it is extremely difficult to understand why this project has been ignored. From every reasonable standpoint there is not any public facility promoted by the Government and the citizens of this Province that would exert a stronger common appeal. May we encroach on space for the purpose of bringing some of the arguments in favor of such a structure into public view. In order to do so may we submit these arguments under five separate headings, namely — the country people, the city people, the laborers, the Government and the tourist traffic.

First, the country people: Every citizen of this Province recognizes the section of country extending from Charlottetown to Borden as the finest mixed farming area in the Province, and possibly from the Great Lakes East. Statistics would probably show a greater tax return in this area and a higher percentage of individual returns than in any other continuous area of similar extent in this Province. In early days this area was served, insofar as its transportation and marketing services were concerned, by vessel trade at its wharves and bridges, and by bonussed steamships and gasoline services. Gradually the vessels disappeared and steam and gasoline services, through the unaccountable withdrawal of subsidies quickly followed. The progressive farmers of this section were left with the old dirt road over which the products of this wide and potentially great area had to be hauled either West to Albany or East, converging on to one throughfare over a weak, narrow, if not to say dangerous, structure at North River to Charlottetown. Subsequently, principally through the efforts of the present Deputy Minister of Agriculture, the whole area was organized and petitions were forwarded to Ottawa, pointing out the great disabilities under which this district was laboring, and asking for railway connections. Then came the economic crash and the project was, at least, temporarily abandoned. Subsequently, the trans-Canada Highway was projected, and the Southern area justly considered, at least a partial solution of transportation difficulties had arrived. To the consternation of all the urgent necessities of this fine section were ignored and the road was established on the circumference of the circle to Borden, where it was never expected, and where it entered into direct competition with the Railway. Weak kneed politicians, and selfish representations locally sacrificed the interests of this district. The result is that farmers of the Southern territory are still compelled to haul their products over the old mud road for twenty-five miles out around by North River, over a one way bridge, which, it is admitted, has not a greater carrying capacity than nine tons. Politicians, governments, and businessmen have apparently completely forgotten these people, while remote sections have and are being served by and other facilities at a cost of millions of dollars. The large tax income of the district has gone, and not one improvement within the past twenty-five years may be located in this whole territory other than the passable upkeep of the remnant of obsolete services that have not been abandoned.

As a matter of fact, transportation facilities today are inferior to those of from twenty-five to fifty years ago, even taking into consideration the tremendous truck and car traffic throughout the district, which incidentally, is perhaps greater over a twenty-five mile stretch than in any other section leading to Charlottetown. The people of this area are not looking for anything unusual, but surely if the Wood Islands sections secure a ferry, terminals and hard surfaced roads along with an established Railway service, and the Souris and Tignish farmers secure hard surfaced roads along with permanent rail services, and the central and Rustico districts are similarly treated at a cost of millions of dollars, this district, situated at the door of the Capital with neither boat nor rail services, is entitled to the Brighton Bridge and a properly constructed system of roadways. The disability under which these people are laboring cannot be better illustrated than at the present time. Farmers have materials to haul to Charlottetown to be followed with business contacts with the Charlottetown merchants, only to find quagmires in the suburbs, which, if the City was in a state of seige, would be as effective as a measure of defence as the pill box fortifications on the Western front. Without rail communications the products of the territory extending to Crapaud and Victoria must go to market principally in late Autumn and Spring. The Brighton Bridge would cut off four miles of hauling. The farmers at Hampton would be brought within sixteen miles of Charlottetown, Bonshaw eleven miles, New Haven between seven and eight and other parts of the country would have the distances equally shortened. This bridge does not affect a few dozen farmers, it affects thousands, not to speak of other thousands of tourists, business men, travellers and those in Charlottetown and East who would travel by this route. It is one of the important demands which the farmers from York and Rocky Point to Cape Traverse are insisting on, and on the basis of equity, justice and necessity, this service must not be dismissed because some minor officials, ignorant of its importance and value, dismissed the suggestion with careless contempt or because some mythical survey like the phantom ship off the Northumberland has left a false impression in the minds of our people.

The City People: It is difficult to understand why the business men of Charlottetown have not taken a more active interest in the North River Bridge project. The Board of Trade has taken an active part in the promotion of the Wood Islands Ferry and other projects distant from Charlottetown and which bear very little relationship to the solution of Charlottetown's labor problem, while business men generally seem quite indifferent to the interests of the rich agricultural country near at hand. It is a well recognized fact that Charlottetown trade within itself is pretty much a question of swapping dollars. The life of the community depends on the country around. Tourist traffic may be of fine value, but the years when Charlottetown business boomed, when labor was prosperous and relief an unknown term, were the years when farmers prospered and came to town to do business. Any utility which facilitates development, adds to the prosperity of the farmer and facilitates his contacts with the City, has a **direct and substantial** influence upon the living conditions of every Charlottetown citizen. Under present conditions, the denying of necessary utilities in the South-ern section, are retarding normal growth and prosperity in this area, forcing mail order business, and obstructing a normal and valuable relationship between this broad agricultural country and the city people. Bring these people nearer their markets, and their business connections, and all enjoy increased trade.

The Laborer: The value of the bridge project to the laborer of Charlottetown must be quite apparent to all. The argument nas been advanced that half the labor required would go to the country. Of course, a portion would go to the country. Any government work must not be confined to sectional labor. But this project would employ hundreds of Charlottetown's laborers for a three year period, and would save the City of Charlottetown a huge amount in relief costs. Since relief grants have been established and public works have been promoted for labor and relief purposes, no project can compare with this Bridge proposal in providing profitable labor for the working men of Charlottetown. Incidentally, the City in general would enjoy the additional expenditure and extra circulation of money coming to the laboring classes and others from both city and country. No large project has yet been projected near the city to help relieve conditions in the Islands largest centre of unemployment.

The Government: What position is the Government in in relation to this project. At the present time a new bridge across North River is an immediate necessity. The old bridge is too light to carry modern traffic, and too narrow to accomodate it. Replacement is imperative within the next year or two. The sum of $500.00 is paid yearly for a ferry to York Point, while the upkeep of the present York Point wharf involves an additional burden. If pavement is to be laid, a saving of approximately four miles may be made. The lifting of relief costs as a result of extra labor provided will be a further consideration. These factors combined must surely impress themselves on any intelligent administration. The building of a bridge is not a temporary utility. A new bridge will be a thing of tremendously important thing. Old conditions have passed away; new situations demand rearrangement. Under the old regime the present site was probably the proper one. Today it is not so. The shortest route for all the people in coming and out going with the greatest convenience and value for all concerned should be the greatest consideration. If we are building for the future, building for economy, the saving of money, the convenience of the farmers and the general interests of all, the Brighton Bridge site must inevitably dominate in its appeal.

The Tourist Trade: By the tourist trade I mean those who visit the Province, the Islander goin-

(Continued on Page 6, Col. 4)

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The Poets' Corner

TWILIGHT ON TWEED

Three crests against the saffron sky,
Beyond the purple plain,
The kind remembered melody
Of Tweed once more again.

Wan water from the Border hills,
Dear voice from the old years,
Thy distant music lulls and stills,
And moves to quiet tears.

Like a loved ghost thy fabled flood
Fleets through the dusky land;
Where Scott, come home to die, has stood,
My feet returning stand.

A mist of memory broods and floats,
The Border waters flow:
The air is full of ballad notes,
Borne out of long ago.

Old songs that sung themselves to me,
Sweet through a boy's day-dream,
While trout below the blossomed tree
Flashed in the golden stream.

Twilight, and Tweed, and Eildon Hill,
Fair, and too fair you be;
You tell me that the voice is still
That should have welcomed me.

—Andrew Lang.