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Chevrolet Landau — 1927 Model
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Dealers for Prince Edward Island

British Migration Activities

By F. Hout Fisher
(By British United Press)
LONDON, May 9.—If Canada does not get all of the British emigrants it wants this year it will not be for lack of trying on the part of the many agencies engaged in migration work in Great Britain.

Official records have just been issued showing the activities of some of them during the first three months of the year. Thirteen different agencies have handled 1088 individual migrants, and 318 families.

Allowing an average of five persons to each family this means that 2678 people left for Canada through the efforts of 13 agencies—an average of 206 persons per agency.

Their efforts cover nearly every possible branch of emigration work—in fact some criticism has been made that there is not enough co-ordination between emigration societies, and that a central house for emigration work might be set up to prevent overlapping and waste effort.

Outside the scope of the agencies is the migration of the ordinary settler under the "ten pound" scheme. His application is made either directly to the shipping companies or to Canadian authorities here.

The largest single group was that of 109 families who went to Canada under the Canadian Pacific Railway Settlement Scheme. The next group was that of 90 families who migrated under the Ontario Government Settlement Scheme.

Other figures were as follows: Alberta Training Scheme for Boys, 47; Hudson Bay-Canadian Pacific scheme, 81; MacDonald College scheme, 17; Hudson Bay scheme, 11 couples; Canadian National Railway Settlement scheme, 60 families; Clan Donald (Highlands) scheme, two families; Alberta Settlement scheme, two families and 15 couples; British Settlement Society, 42 families; Orange Lodge scheme, 13 families.

Added to this is a total of 917 men, all single, who have gone to Canada through the assistance of various societies, or taking advantage of the different settlement schemes.

These are not the only organizations working for Empire Migration. The Church of England, for example, has just started a campaign. It has 300 families on a waiting list, and it is hoped by pulpit appeals and other methods to raise funds to send them to the Dominions.

Eastern News

Mr. J. F. Doyle of Charlottetown, passed through Souris lately, en route to the Magdalen Islands.

Mr. J. C. McKinnon, son of Mr. Charles McKinnon, Little Harbor, left some time ago for Providence, R. I., and will remain there for the summer.

Mrs. Harry Francis of Fortune, was a recent visitor to Souris.

Mr. William Huestis, the veteran commercial traveller, is in Souris at present in the interest of his firm.

Mr. Daniel McLean has returned to St. Georges, after spending the last two months in Souris with his brother, the Rev. Monsignor McLean. Mr. McLean is a retired contractor and spent the greater part of his life in the United States.

Mr. Arthur McCallum of the firm of Matthew and McLean, met with a serious accident a few days ago. While assisting in unloading some lumber a heavy log fell on his leg, causing very severe injuries to his knee. He was treated by Drs. MacDonald and Wood, who afterwards sent him to the Hospital to have an X-ray. His friends are pleased to learn that he is doing well.

Fairly good catches of lobsters are reported all along the North Side, but there is a great scarcity of bait. The Spring herring have not arrived as early as usual, but the indications are that they will soon be here. The fishermen are hopeful that the season will prove to be a profitable one.

Farming has not begun in the Eastern part of the Island yet. The spring is a backward one. There has

been so much rain, and so little sunshine that the ground has not hadly an opportunity to dry. It will be some days before the farmers will be on the land.

Mrs. Worth of Charlottetown, is visiting her parents Mr. and Mrs. John Ganet. Mrs. Worth before her marriage was assistant to her father in the Post Office and in that capacity made many friends, who are always glad to welcome her back to Souris.

Mr. John Ryan has been appointed road inspector for this district. Mr. Ryan has many friends and the appointment is an extremely popular one. He will have his energies tested to the utmost this year, as the elements have played havoc with the roads. Being a former resident of St. Columba Church, which was saddened by the death of the last two years, an opportunity to dry. It will be some days before the farmers will be on the land.

It is with regret that we chronicle the death of Mrs. Daniel Campbell, of Priest Pond. The late Mrs. Campbell was a very estimable, and much beloved lady. She was in poor health for quite a long time. She will be greatly missed in that community. The burial took place at St. Columba on Tuesday, May 7th. Fr. Croken of Souris, celebrated the Mass.

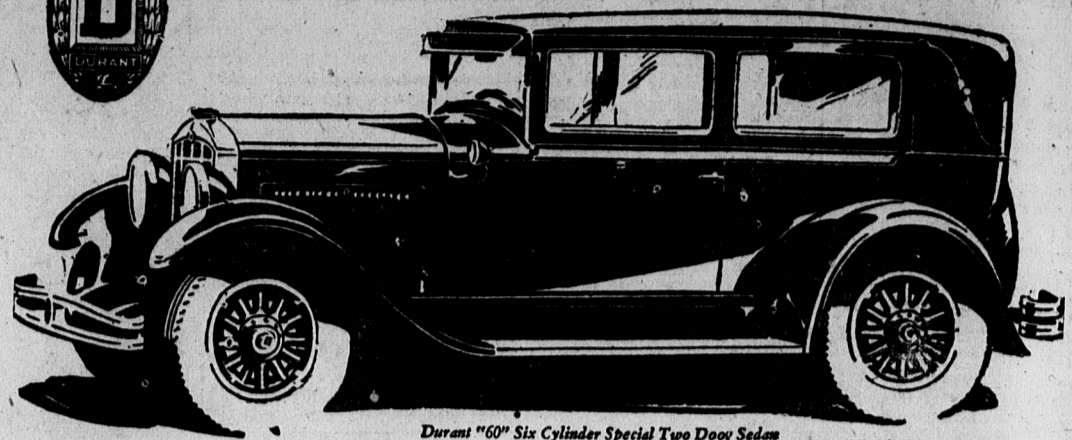
The Magdalen Island boat, the "Lovat" made her first trip of the season on Saturday last. Capt. Campbell in command. There was a full cargo of freight. There were about sixty passengers, mostly commercial travellers who, for business reasons were anxious to get the first passage. "The early bird catches the worm." On her return trip Reverend Martin

Monaghan, formerly a curate at Souris, but now parish priest at Apperth, came home to visit his parents and his many friends. Accompanying him were Master Alfred Duggan of Charlottetown, and Master James McIntyre, of Souris, two boys whom he took with him to the Magdalen Islands last fall, when he took charge of a parish there.

Prepare the Upholstery

It is a relentless sun that beats down upon the open car upholstery when the top is lowered. That is what makes it an excellent idea to clean and revivify the leather occasionally with one of the many special dressings on the market. It keeps it soft and pliable.

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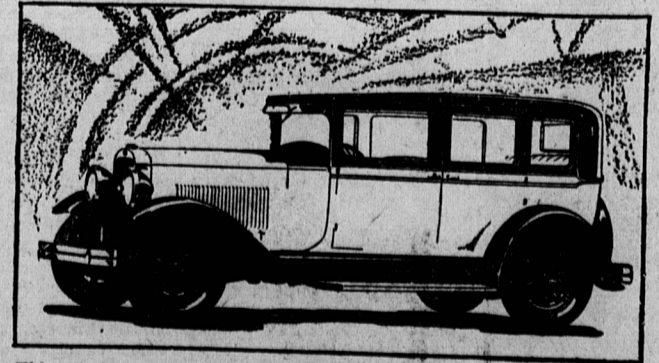
Charlottetown and Montague

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TAKE Oldsmobile out and try it — in the swift press of traffic and on the open road. You'll find dazzling acceleration, as smooth and stageless as the pick-up of an electric motor. You'll find exhilarating speed, with freedom from noise or vibration throughout the entire range. You'll find a tireless, effortless flow of power, with a tremendous reserve for steep hills and hard pulling.

Oldsmobile's big 62-horsepower engine rests on sound-deadening, vibration-absorbing rubber mountings of special design. The chassis, too, is rubber-cushioned. Fabric beading eliminates annoying body squeaks. And a special sound-insulating material between the body and the chassis creates a silenced interior.

Controls are conveniently arranged. Both the front seat and the steering wheel are adjustable. Gears mesh easily and silently. Clutch action is light and smooth. Effortless steering provides handling ease in traffic and simplifies parking. And Oldsmobile's quick-acting four-wheel safety brakes respond to the slightest pressure.



The Fisher Body interiors are luxuriously comfortable, with wide, deep-cushioned seats. And four Lovejoy hydraulic shock absorbers assure restful riding ease on any road. Come, drive this finer Oldsmobile. Then . . . compare its value!

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