CENTRAL GUARDIAN

INDIAN RIVER plays at Hope river tonight. 7743

BEN'S POWER COACH will run regularly from office to Upton Park Races, Wednesday, 40 cts. return. 7736-7-28-2i

SEE THE "DUST OF THE EARTH" at Hope River tonight. 7743

BEN'S POWER COACH will run regularly from office to Upton Park Races Wednesday, 40 cts. return. 7736-7-28-2i

PERSONALS

Miss M. A. Berm, of Quebec City, is guest of her uncle, Col. and Mrs. Weatherbie, Bellevue.

Mr. and Mrs. M. N. McGowan have returned from a motoring trip through Nova Scotia and are staying a week with Mrs. McGowan's parents, Col. and Mrs. Weatherbie, Bellevue, Kinross.

New Car Ferry On Service

The largest ice breaking car ferry in the world the "S. S. Charlottetown" took over from the car ferry "Prince Edward Island" the work of transferring the trains of the Canadian National Railways across the strait of Northumberland between the mainland and Prince Edward Island for Sunday. A large number of people from the surrounding district and from Moncton were on hand to witness the inauguration of the new car ferry into regular service and fifty automobiles were carried between Cape Tormentine, N. B., the mainland terminal, and Borden, everything worked smoothly and motorists commented upon the ease with which automobiles were handled from the shore to ship and ship to shore on both sides of the strait. Motor cars were run up the ramp under their own power and onto the special deck and were then run around this deck in the order in which they arrived on board. It was just a contiuous stream of cars up the ramp and around the deck and on arrival at the opposite shore terminal they were run off the ship under their own power and continued on their way. A large number of passengers were also carried on this first trip. Captain John C. Read, the veteran ice breaking skipper, was in command of the "S. S. Charlottetown" which was constructed in Canada at Lauzon, Que., by the Davie shipbuilding and repair company.

DAIRY HERD PROFITS

A profit of $1,408.02 over cost of feed from a dairy herd of ten cows is an item of special interest in the annual report of 1930 for the Dominion Experimental Farm at Indian Head, Sask. This represents an average profit over cost of feed of $140.80 under the difficult conditions of last year on the prairies. The feed cost per head averaged $42.73, and on most farms practically all this cost would be added profit through the marketing of available feeds through the dairy herd. The low producer in the record was only milked 118 days, showing a profit over feed cost of $49.63, while the high producer was Tullochgorum Dorothy, in milk 355 days showing a profit over feed cost of $317.51. Butter fat average for the herd was 4.34 per cent.

HER MAJESTY RECEIVES WORKMEN

LONDON, July, 27—Among those presented to the Queen when she visited Bedford College for Women, University of London, recently to open the new Tuke Building were a master navy, the foreman bricklayer and the gene[illegible]man who had worked on the Tuke Building, her Majesty receiving [illegible] here usual gift flowers. In connection with the opening ceremony the Queen accepted from Sir Wilmot Herringham, chairman of the council, an unusual gift—a small 18th century globe of the world in enamel, set in a brass tripod, on a base of ivory.

"I hear your son is getting on."

"Rather, Two years ago he wore my suits—now I wear his."

DEATHS

BEATON—At East Point on July 9, 1931, Margaret A. Beaton, eldest daughter of the late James A. Beaton.—(Patriot please copy).

MCDONALD — Suddenly at Red House, on Wednesday, July 22nd, James A. McDonald, at the age of 69 years. Funeral took place Thursday morning to St. Frances de Sales Church. Little Pond.

Captain Read Presented With Gold-headed Cane

(Special to the Guardian)

SUMMERSIDE, J. E. I., July 27—As a mark of appreciation of his efforts and the number of years he has been engaged in the transfer service between Prince Edward Island and the mainland, the Summerside Board of Trade has presented Captain John L. Read, master of the largest ice breaking car ferry in the world, the S. S. Charlottetown, with a goldheaded cane. Since Captain Read left his native town of Summerside as a lad and went to sea, he has had a career full of strange incidents and hairbreadth escapes. In 1910 he entered the service of the Department of Marine and Fisheries and had command of the icebreakers Stanley and Minto. He has made several trips into the Hudson Bay and has operated with ice breakers in the St. Lawrence and is considered one of the ablest of ice skippers. When the war came on he continued in that service and in 1915 took the ice breaker Minto over to Russia to keep the water lanes open in the White Sea for shipping. Later he took over the then largest ice breaker in the world, the Mikula, which was formerly the J. D. Hazen for similar service in the White Sea. On the way over two submarines were lying in wait for him but these were destroyed before they could do any damage. At one time a mine exploded thirty feet from his vessel but he escaped unscathed, the mine being set off by the ice. Captain Read's hobby is raising race horses and high grade cattle. He has a foal from a mare which was the fastest horse of its class on the United States tracks. He is also interested in fox ranching.

Loan Arranged For Newfoundland

MONTREAL, Que., July 27—The Star today says: Financial difficulties which during the past two months have sent Premier Sir Richard Squires seeking from Wall Street to St. James Street and back for takers of his Dominion's last $8,000,000 loan may have been solved through the activities of a Canadian woman financier.

Miss Jeannette M. Lewis, formerly a Hamilton, Ont., girl, announced that she had come to the assistance of Newfoundland and that she had arranged credits for a sum totalling $100,000,000 or almost 14 times as much as Sir Richard Squires failed to obtain for his Dominion through regular financial sources. Of this amount $10,000,000 is immediately available according to Miss Lewis. Negotiations will be concluded this week, if all goes smoothly and the approval of Sir Richard Squires, his finance minister, and certain of the British and American lenders of the money is secured to the terms. The loan will be for 35 years and will bear interest at the rate of 5 percent. Miss Lewis announced she represents British and United States interests.

LONDON, July 27.—Rt Hon. David Lloyd George, veteran Liberal leader, was confined to his bed by an attack of Haematuria.

WESTERN GUARDIAN

—BORDEN PICNIC—The picnic at Borden interrupted by the rain, will be continued on the same grounds Wednesday evening July 29 next. Lunch served from 7 o'clock. Various games and amusements. If not fine on Thursday. 7739-7-28-2i

—SOUTH FREETOWN INSTITUTE — The monthly meeting of South Freetown Women's Institute was held at the home of Mrs. Alphonsus McCarville. There were ten members and five visitors present. Roll call was answered by each member and the minutes of the previous meeting were read and adopted. Two delegates were appointed to attend the Annual Convention of the Women's Institute at Charlottetown. The Institute considered getting screens for the school windows. They also considered getting a library for the school. This, however, is to be decided at the next meeting. After the business part of the meeting was over, a delicious lunch was servey by the hostess. Collection was taken amounting to $1.29. The meeting closed by singing the National Anthem. Next meeting to be held at the school.

—Mr. Doane, of Halifax, is relieving Mr. Jardine, manager of the Bank of Commerce at Summerside during his vaaction.—S

Tells How New Era Of Prosperity Can Be Created

Mr. R. W. E. Burnaby, Maritime Trade Commissioner, Gives A Most Inspiring Address To Members Of Charlottetown Gyro Club.

"Personal responsibility and united effort equals glorious achievement. If we assume this responsibility and realize that we are nation builders we solve the great problem of nation building," said Mr. R. W. E. Burnaby, Maritime Trade Commissioner, in Toronto, in addressing the Gyro Club at Beach Grove Inn last evening. In his opening remarks Mr. Burnaby referred to the gift of a radio to the Provincial Sanatorium and reminded the members that besides doing good they receive good from being members of a service club.

Mr. Burnaby brought a message to the members of the Charlottetown Gyro Club which was to bring home to them the great responsibility before them of building a nation. "We have a responsibility. We are building a nation," he said.

A nation is built like a building. First architects are consulted and plans and specifications are drawn up. Then consideration is given to the foundation, material and the question of laborers. In Canada, we have had a wonderful body of architects, the Fathers of Confederation, who started in Charlottetown, and later continued at Quebec. They had the British North America Act for a plan and intended Interprovincial Trade to be the foundation. The materials were the natural resources of the various parts of the country; the workmen, our citizens.

With this as a background let us consider our responsibilities. Maritime people are to be found all over Canada. The Maritime Provinces entered Confederation because of the hope of Interprovincial Trade. That is why the Intercolonial Railway was built. They hoped to have great national ports.

Now, we must have the support and co-operation of all our citizens to avoid delay. We must get together and try to understand each others viewpoint. Differences of opinion between the East and West because of geography should be overcome. No opportunities should be allowed to pass. Brush away sectionalism. There should be no West, Central, or East, but one nation.

One of the first steps is to get to know each other better. The Maritime Provinces Association was formed in Toronto several years ago because of a desire on the part of Maritimers in Toronto to render a service to their birthplace—the Provinces-by-the-Sea. The uneven balance of trade was most astounding. A Trade and Tourist office supported by the Maritime Provinces, was opened. The Island directors are Mr. Boulter and Mr. Bradshaw. An important object of the organization is to promote the sale of Maritime products in Central Canada and to direct tourist traffic from there to the Maritimes.

We should seek tourists not for the money they may spend but to get acquainted with them and exchange viewpoints. There was not much known about the terms of the B. N. A. Act till after the Duncan Report was made. If Ontario industrialists would visit the Maritimes and see the miners and fishermen at work their eyes would be opened in amazement at our great resources. If the rest of Canada was educated to our problems and desires there would be less trouble getting legislation passed. The new car ferry should be a tourist trade stimulant.

An object of the Association is to promote better trade relations. We should not say that if what we produce is also produced in Central Canada. We cannot sell our products there. If the Maritime Provinces could just sell Central Canada ten percent of what she imports we would have a new era of prosperity here.

Mr. Burnaby went on to enumerate some of the possibilities for Maritime trade with Central Canada. He spoke of a moss used for fuel. Large quantities are imported by Ontario from the States but ninety-two percent of all the North American supply is in New Brunswick and Nova Scotia. Central Canada imports large quantities of crushed oyster shell but there is enough here to keep Canada going. He also told of the possibilities for the sale of boxes, shooks, barrels, salt fish, etc. He mentioned that a tannery imported huge quantities of crude cod liver oil from Boston, but could be obtained in Nova Scotia. He told of a plan that has been put into operation for the sale of clams.

He went on to tell what the development of Interprovincial Trade means to us. It is developing the idea the Fathers of Confederation had in mind. The more Central Canada buys from the Maritime Provinces, the more the Maritimes can buy from Central Canada. Providence being their guide, the Fathers of Confederation builded better than they knew. They were great architects. They made the plans and specifications. Our natural resources, many unlimited, are the foundation upon which to build Interprovincial Trade.

A vote of thanks to the speaker was moved by Mr. C. M. Williams, seconded by Mr. Frank Clarke, and tendered unanimously by the chairman, President Russ Chandler.

The guests were Messrs. J. Wilfred Boulter, E. B. Fairbanks of the P. E. I. Trust Co., John O. Adams and Col. K. S. Rogers.

The report of the delegates to the Gyro International Presidents' dinner at Shediac was given.

Mr. C. M. Williams gave the report of the radio committee. A vote of thanks to Mr. Williams and CFCY for the success of the work in installing the equipment in the Sanatorium was moved by Mr. Stewart Jones, seconded by Mr. Phil Palmer, and tendered by the chairman. It was acknowledged by Mr. Williams, Col. Rogers, and Mr. Adams. Dr. Creelman spoke in appreciation of the gift on behalf of the Sanatorium.

Mr. R. R. Bell moved, seconded by Mr. W. D. Gillis, that a vote of thanks be extended by letter, to the artists who took part in the programme broadcast at the time of the presentation. The regular weekly dance followed and was largely attended.

PROBLEM OF PAY DAY IS NEW BURDEN

Reichsbank Must Pay Out $468,000,000, at End of Month.

BERLIN, July 27.—Germany's "Iron Chancellor"—Henrich Bruening—returned with Foreign Minister Curtius from the Seven Power Conference today and almost immediately proceeded to the presidential palace to report the results of the London meeting to the aged president, Field Marshal Paul Von Hindenburg.

Then Herr Bruening hastened the Chancellery for an urgent Cabinet session at which Germany's plight was discussed.

The Cabinet session was expected to last until a few minutes before the arrival late this afternoon of United States Secretary of State, Henry L. Stimson.

Meanwhile ordinary citizens worried about pay day.

At the end of the month, when pay day is supposed to come, the Reichsbank will have to meet payments of 2,000,000,000 marks (about $468,000,000.) Civil servants have been informed that "they'll get only half their due on July 31, with the rest to follow in ten days."

The enormous demand on the Reichsbank gave rise to universal debate about whether the cash would be available to pay off the nation. Citizens, who have been skimping along with little money, hope for the best.

Linked with this urgent matter is the problem of Reichsbang direction. The storm of criticism against Dr. Hans Luther, head of the bank, has not been confined to the press—even some of his friends in government circles privately point out that he is a capable man but should hold a Cabinet post rather than the bank presidency at such a time as this.

It was not out of the question therefore that Dr. Luther might emerge after today's cabinet meeting as Minister of Finance with the firey Dr. H. Jalmer Schacht supplanting him as head of the Reichsbank.

Lea Candidates

(Continued from Page 1)

intelligence he possesses. (Loud applause.)

"That is not the Conservatives' idea of a platform" Dr. MacMillan continued. "We don't go back and repudiate what has been promised by the party. We believe that a platform is a tentative agreement with the electors which, if elected, we are in duty bound to carry out. **You cannot point to a single plank in the Conservative platform of 1923 that was not implemented to the letter. But what of the Liberal platform of 1927? I heard Premier Lea the other night get up and repudiate that platform. He alleged that Mr. Saunders had made the platform and that the party had to swallow it. What do you think of that? (Increased applause.)**

ANSWERS PERSONAL ATTACKS

The touting of Premier Lea as the "farmer Premier' 'and the attempt to garble Dr. MacMillan's statements made at the Capitol Theatre in this connection, were also scored. "I have nothing to say against Mr. Lea because he is a farmer. But I have a good deal to say against him because he is Premier. **When a man becomes Premier it does not matter whether he is a lawyer, a doctor, a farmer, or anything else, he must measure up to his position and he must expect to be criticised when he makes mistakes. This silly prattle that the Patriot newspaper is putting out does not fool anyone. (Applause.) They think they will get a few votes on that account, but I will say what I said in Charlottetown, that Premier Lea has always put animals above human beings."**

"They say Dr. MacMillan never did anything for public health unless he was well paid for it. I have been well paid for it. I have the satisfaction of knowing that I have done something for the youth of this Province in Red Cross work, in the Children's Aid Society and in public health generally. I am not like that man who uttered the slander against me. I was not paid for my work as he was paid when he could land $500 of his shop-worn boots into Falconwood Hospital! That is the kind of payment that he exacted, but it is not the kind that I exacted." (Loudl applause.)

Vigorously scoring Mr. Mark McGuigan for his campaign in the last election in which he urged the people to "keep the Governments in line," Mr. J. A. MacDonald exposed the Liberal candidate's present inconsistency and asked the audience to take note of the fact that he had approved of the policies in the Conservative platform.

VOICE: "Why didn't he take up his own?"

MR. MCDONALD: **"He didn't have any to take.** (Laughter). **It is a good thing for Mr. McGuigan that he has the Conservative platform with him, otherwise he would not have anything to talk about.** (Applause).

"If he is going on Mr. Clark's platform, it is a pretty shaky platform to go on," he added, while the audience again applauded.

"Denying that he had made any personal attack upon Hon. Mr. Clark at previous meetings, Mr. MacDonald pointed out that as a public man the Government candidate must expect to have his record criticised and examined.

There was loud applause when Mr. MacDonald referred to the farcical prohibition enforcement and charged that there was a conspiracy on the part of certain members of the Lea Government to let certain bootleggers off. **"If they give us a proper tribunal," he stated, "we are prepared to prove that statement."**

"Where," asked Mr. MacDonald, "did the McIntyre road machinery commission go? Perhaps Mr. Clark can tell us. I asked him the other night, and I am asking him again. **What we do know is that the Public Works Minister was challenged on the floor of the House in 1928 to table all the correspondence in connection with this purchase, and he said there was no correspondence as he had ordered the machinery by telephone.**

Referring to the costly highway experiment which is now benig continued on the St. Peters Road, Mr. McDonald said: "I suppose he will call this the McIntyre Highway Number 2—or will he call it the Clark highway.

Hon. Mr. Clark, who followed Mr. MacDonald, tried vainly to offset the challenging criticism of his opponents by references to the Bennett sales tax and tariffs.

"What has local politics got to do with that," he was asked by the audience. And when he persisted, there were further interruptions:

"Stick to local issues."

"Are you running a Dominion election now, sir?"

Mr. Clark offered to discuss Prohibition—an offer which the audience received with ironical laughter. He then stated that he had not been guilty of any political interference and offered to pay $500 to the Orphanages if anyone could prove if he had "ever interfered with the Magistrate or the Prohibition Commission in any way with regrad to bootleggers or rum runners."

He declared that he was innocent of such interference in the McGuirk case; that he had been "drawn" into this case because the McGuirks came to see him and asked him to get them clear; that he had told them he could do nothing for them and that subsequently they threatened not to vote for him and Mr. McGuigan. The only question he had asked the Magistrate in the McGuirk case was how much fine their offense would carry, and the Magistrate had told him $200.

Mr. Mark McGuigan, the opening speaker at the meeting, defended the Lea Government's volte face on Statute Labour with the argument that when the Government abolished this system, "times were good," but now the people want work on the roads.

"Taking their whole platform," he said of his opponents, "it only means that they approve of the policy of the Lea Government. They have not anything new to offer the people.

Mr. McGuigan frankly admitted that the Stewart Government had done "a considerable amount" of work under the Dominion Highways grant, and that when the Saunders Government came into power **"they found the main roads in good condition."** The secondary roads, he claimed, had been neglected and the road machinery had been purchased on borrowed money for this work.

Mr. McGuigan defended Mr. Mackenzie King's notorious five-cent piece speech, arguing that Mr. King had not said he would not give five cents to a Tory Province, but that he would not give it to a Tory province "to squander."

The speaker also endorsed the political conduct of his colleague, Mr. Clark.

Mr. M. W. Wood enhanced the favorable impression he had made at previous meetings and drew rounds of applause as he scored the Government's irresponsibility in the purchase of the highway machinery, its extravagant expenditures, He spoke also of the disorderly conduct of certain individuals at the York meeting and expressed surprise at the Patriot's distorted report of the proceedings.

Mr. Gordon Holmes, Charlottetown, counsel who represented Hon. Mr. Clark, at the first hearing of the McGuirk prohibition case before Magistrate Tweedy and who on that occasion had asked that the newspaper report of the proceedings be suppressed, spoke in support of the Liberal candidates.

Mr. Holmes had much to say about prohibition under the Conservatives—but nothing as to the Lea Government's record in that respect.

Dr. MacMillan's whirlwind speech, to which reference is made above, was a fitting climax to a meeting which had registered enthusiastic approval of the Conservative platform and policies.

The chairman, Mr. Leonard Court, presided capably and impartially.

Legion President Gives His Views

(Canadian Press)

OTTAWA, Ont., July 27.—In a message sent to the entire membership of the Canadian Legion almost on the eve of the dominion convention and the arrival of Earl Jellicoe and delegates from all over the Empire for the biennial conference of the British Empire Service League, Major J. S. Roper of Halifax, Dominion President of the Legion, sets forth his official views on the administration of the present pensions legislation of Canada. Declaring that the has come for plain, speaking Major Roper says: "The deplorable state of affairs which now exists was never contemplated by anyone and it is so cruelly unfair that in the interests of the country it ought not to continue."

He states after review of the situation, that unless within a very short space of time, a complete transformation takes place, the Legion will have no alternative but to again approach parliament for a revision of the pensions administration on drastic grounds.

"Last year, Parliament, among other actions, designed for the welfare of ex-service men, particularly the disabled and their dependents, a new pension system which went even beyond the proposals advanced by the Canadian Legion," Major Roper said. The legislation proposed to create a form of machinery for the hearing and disposition of pension claims which would provide the applicant with the widest facilities for the establishment of his case, and would ensure to him the benefit of any reasonable doubt that might exist. As it reads in the statute books, the legislation is without question the fairest and broadest pension law in the world. Upon its enactment, Parliament, the public, and certainly the exservice men's organizations believed that, insofar as the machinery was concerned, the last word had been said and the last act done, with the possible exception of minor adjustments. The record of the cases disposed of by the pension tribunals and the pension appeal court, at the end of June, 1931, however will tell a graphic story. The outstanding fact is that at the present rate of progress more than one half of the favorable decisions rendered by the tribunal are being appealed to the appeal court, and more than one half of the appeals being so taken are being upheld. This means that a very large number of men and women who have had or may have decisions in their favor from the tribunal are doomed to bitter disappointment.

Economy — Red Rose Orange Pekoe gives many more cups per package

RED ROSE TEA "is GOOD tea" 239

2 CHOICE BLENDS — Red Label & Orange Pekoe

LEPAGE

(Continued from Page 1)

attempt to discuss very deeply the local questions.

Mr. MacPhee said it took a man of some brains and ability to address such an audience. (Laughter). He complimented the people of Rustico on their spacious hall, remarking that it showed the kind of stuff our grandfathers were made of when they hauled the stones a distance of ten miles.

When Mr. MacPhee made the remark that all the planks in the Conservative platform had been already implemented by the Liberals, there was a storm of protestation and the chairman had much difficulty in quieting the audience.

Almost a complete lull in the racket followed when Mr. MacPhee completed his address.

MR. JENKINS' SPEECH

"If you elect a party on their record, you give them a blank cheque with which they can do what they like and you have no comeback," said Mr. L. L. Jenkins. "Look at their record. They doubled the debt of the Province. Money was nothing to them. The machinery they bought could not have been sold to anyone but the Government of Prince Edward Island. $400,000 went over to the other side for gravel. Premier Saunders told a committee which waited upon him, that he would go to the country on Prohibition, Government Control, Light Wines and Beer, Free Rum or any other policy which would ensure his election." Mr. Jenkins then repeated what he had said at other meetings about liquor being landed at Rustico in daylight.

Voices: "That's right!"

The Subsidy settlement, Railway taxation, and old age pensions were dealt with in turn. Also the political pressure brought to bear in the enforcement of the Prohibition Act under the Lea Government.

MR. LEPAGE

"Being a member of the executive I was in a position to help you people more than an ordinary member," said Hon. B. W. LePage.

Voices: "But you didn't!" (Applause and jeers).

Mr. LePage repeated his statement that he had never promised anyone an Old Age Pension. If he did so he wished him to come forward.

A gentleman appeared on the platform stating that he was one to whom the pension was promised. Mr. LePage ignored him and continued to roar at the top of his voice, but the meeting by this time was also in an uproar, and it is doubtful if many heard him.

Mr. LePage declared that only two men were released on Ticket of Leave.

Voice: "Are you one?" (Laughter).

Finally Mr. LePage was forced to sit down without concluding his speech.

Mr. Bethune came back strongly in rebuttal, stressing the importance of electing a Government that would be in line with the progressive policies of the administration at Ottawa and which could be depended upon to press successfully our subsidy claims.

A vote of thanks was given to the chairman for his effort at keeping order, and his impartial attitude.

CARDIGAN

(Continued from Page 1)

crease although the Government had expensive facilities for law enforcement.

"In comparison with the record of prohibition enforcement, and law enforcement generally of the Lea Government, the record of the Stewart Government is resplendent" Mr. McPhee stated. "We feel very confident of making our enforcement compared with that preceding a splendid enforcement."

Mr. John Mustard

Mr. John Mustard first dealt with the prohibition question. He argued that the position of the Conservative party with regard to the Prohibition Act was an awkward one.

"They say we promised to make the province a new heaven and a new earth. **Now that their opportunity has come,** perhaps they will make it hell with the lid off" said Mr. Mustard, thus unintentionally admitting his belief that the Conservatives would be elected. Mr. Mustard criticised the policy of public works of the Stewart Government. There was no other policy that the succeeding government could adopt except to purchase road machinery. Mr. Mustard contended that the Conservative policy had been borrowed from the Liberals.

"If you will glance over that you will find that there is nothing new, nothing constructive, nothing original, it was the policy followed by the Liberals," he said.

Mr. Mustard discussed old age pensions at considerable length.

Mr. Leslie Hunter

Mr. Leslie Hunter remarked that the first speaker, Mr. Hessian, dealt with neither the record of the government nor its program for the next term if returned to power. He congratulated Mr. Mustard on sticking to the issues before the people. He had said that there was nothing new in the Conservative platform, but the speaker contended that if rigid economy were begun it would be something new.

It was hoped that a reduction in the cost of school books might be effected through co-operating with the other two Maritime Provinces. Special attention should be given to the winter roads as there was much hauling done in the winter, and as there were large sums of money spent on the roads in the summer. Mr. Hunter criticised the public works department for not following up the road work after machinery and widening the roadway. The Liberals had but one plank in their platform, that is to continue their policy of hard surfacing the highway. Mr. Hunter contended that the debt of the Province did not warrant the continuance of that policy. At $18 an acre it would take 186,000 acres of land to pay off the present debt. The Liberals have a "broadening out" policy of, as Mr. McIntyre said in the Legislature, spending more money.

The chairman, Dr. Allan, congratulated the audience on the splendid order maintained.

(Special to the Guardian)

LONDON, July 27—Two Canadians of importance in imperial circles here are travelling back for a visit to Canada, on the same ship next week. Lord Beaverbrook, newspaper magnate, and Hon. C. Howard Ferguson, Canadian High Commissioner to Great Britain, are among those sailing on the Empress of Britain Wednesday. The High Commissioner will be accompanied by Mrs. Ferguson.

CLASIFIED ADS

FOR SALE — ANTIQUE FURNI ture, etc. Apply Guardian. 7737-7-28-3

FOR SALE — ANTIQUE FURNIT ure, etc. Apply Guardian. 7737-7-28-1

TO LET—SIX ROOM APART ment with bath. Centrally located. Apply at 173 Sydney St. 7741-7-28-3

LOST OR STOLEN — 15 FOO[illegible] lapstroke rowboat. Last seen be[illegible] low old Marine Hospital, Thurs[illegible] day, 23rd. A liberal reward fo[illegible] information leading to recover[illegible] Apply Dr. C. H. Beer, 126 Rich[illegible] mond St. 7738-7-28-