

Coming the Motion Picture Masterpiece.

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PRINCE EDWARD

Today 3 P. M.
Night 7 and 8.45

R.P. Schulberg presents A TOM FORMAN production

BROKEN WING

By Paul Dickey and Charles W. Goddard

What a Great Show This Is!

A wonderful stage success turned into a stirring story of crashing of airplanes and amazing of hearts!

Laughs! Gasps! Thrills!

PREFERRED PICTURES

This is a special holiday week-end show and includes a Two Act Comedy "ON THE JOB" and Ruth Roland Serial

"THE HAUNTED VALLEY"

PRINCE EDWARD THEATRE
MONDAY AND TUESDAY



HELD TO ANSWER

A fighting parson!
An Actress!

and the criminal courts—a picture not to be missed

Superb Cast including

House Peters Grace Carlyle

EXTRA

Will Rogers in his latest Comedy "Hustling Hank"



ROD AND GUN

The beautiful and advantage of Ontario are stressed in the special Tourist issue of Rod and Gun in Canada. In addition to a description of the most tourist attractions and the best of beauty in the province, the illustrations for summer and winter sports and the stories in the magazine deal with fishing and camping in Algonquin Park, with timber surveying in northern Ontario and hunting and out-of-door stories in other parts of the province. Of special interest this month

with be the story of the Le Pan Dog Derby, which has been written by M. U. Bates who was Rod and Gun in Canada's special representative at this picturesque event. A large number of unusually fine photographs illustrate this description. The June number of Rod and Gun in Canada contains eighty-eight pages bristling with stories and articles dealing with practically every phase of sportsmen's interests.

Rod and Gun in Canada is published by W. J. Taylor Ltd., Woodstock Ont.

The Public Forum

WINTER ROADS

(Continued from Page 5)

Central Guardian

SHOP from Hoffman's Catalog

JUST ARRIVED—One car of lime and one car cement. Lowest prices.—J. W. Fyfe, Montreal.

MT. A. GRADUATES—The following young people graduated in stenography at Mt. Allison—Miss Clair Benoit, Ch'town; Miss Gene McLeod, Montague; Miss Georgie Offer, and Miss Dorothy Williams, Charlottetown. Miss Miriel Johnstone graduated in book-keeping.

SPECIAL SERVICES IN CRAPAUD on Tuesday 27. Celebration of Holy Communion in the Church 10 a.m. Dedication service in evening 3 p.m. when two memorials will be dedicated by Rev. C. de W. White, Rural Dean, assisted by Rev. E. Malone of Charlottetown. Special music will be rendered by friends from Charlottetown in the evening.

TO ENGLAND FOR STEAMERS.—Said to be going to England to place a contract for two new steamers for the Vancouver-Alaska run. R. B. Teakle, general manager of the C. G. M. Limited, accompanied by J. E. Duffly and B. O. Wood, two officials of the C. N. R., were passengers from Quebec on the last trip of the Cunard liner Caronia. The wives of the three also went by the same steamer. —Halifax Herald.

WAS DESCENDENT OF CAPT. HARDY.—A Glace Bay despatch says:—The death occurred here on Tuesday of Mrs. James M. Richards, aged 94, one of Glace Bay's oldest residents and a descendant of Captain Hardy, one of Admiral Nelson's captains at the battle of Trafalgar. Deceased was a native of York, Prince Edward Island, being born in 1830. Her maiden name was Dinah B. Hardy. She lived the major portion of her life in Charlottetown, P. E. I., coming to Glace Bay on the death of her husband to reside with her daughter. Surviving are two daughters, Mrs. J. J. Proulx, at whose residence on King Edward Street, her death occurred, and Mrs. F. C. Proulx, also of this town; and two sons, William James Richards and Robert L. Richards, both of Sydney.

PERSONALS

Mr. F. C. Biette of Montreal of the Colonization Department C. N. R. leaves for the mainland this morning after a business trip to the city.

Mrs. Christopher LePage of Rustico, is spending a few days in the city, the guest of Mr. and Mrs. E. W. LePage, 133 Fitzroy St.

Mr. Simons of Halifax, owner of the "S. S. Hochelaga," which is to run on the Charlottetown-Pictou route this season, is in the city.

Mr. J. A. Benton, General Merchant Bonshaw, Mr. Daniel McNeven and Mr. W. A. Hobkirk motorized to the city yesterday. They report the roads in excellent condition.

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gives you a recipe for beautiful teeth

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product of the producers is potatoes—but as all know it is impossible to haul them in winter, without the great risk of having them frozen and ruined.

Another product of the soil may be said to be wood and lumber, but at present in the province, there is almost a negligible quantity—not enough wood being available in many communities for heating purposes, as proven by the large quantities of coal that are imported every year here.

This it can be seen very clearly that the producers from the soil do not have any heavy loads of produce to haul on the winter roads in this Province, and if the producers from the soil do not have any heavy loads to haul, certainly the non-producer will not have any heavy loads to haul, hence no need for double teams.

It is acknowledged, even by the few advocates of the side shift, that a good double team road must first be made and maintained, before the side shift can be used at all—even on light driving sleighs, which should be enough to convince even the least discerning of the absolute impracticability of using the side shift bar in this Province under the existing conditions. More over, it would be almost impossible to almost all cases, after snow storms, to use a double team (two horses) in the narrow track sleighs universally used here, with the horses crowding each other sideways, making it dangerous, in deep snow, to the life of the driver and horses on becoming entangled in the harness.

For this reason in order to haul with a double team on the winter roads it would first be necessary to discard all present sleighs of the narrow width and purchase sleighs of greater width, as used in the lumbering sections of the neighbouring Province, to which the few advocates of the side shift bar so often refer.

There is also (due to the pulling strain on one side only)—in all sleighs used with the side shift, always the tendency to twist the sleigh so that it will not be in perfect alignment, which would mean more frequent purchases of sleighs due to this cause, and the wider the sleigh, the more this tendency to maintain a double team road would also mean double the amount of shovelling snow in order to make it safe for two double teams to meet, and the wider the sleighs, the more shovelling of snow would have to be done.

The producers from the soil have almost in all cases lived here all their lives, and as property owners and permanent residents as heavy tax payers on their farms, have the very best interests of their native Province at heart. Thus they will know the conditions that obtain here year after year in the winter and it can be guaranteed that they are intelligent and enlightened enough to be able to choose for themselves the methods best suited for hauling what loads they may need to haul on the winter roads.

The producers from the soil constitute almost all those who pay for the upkeep of the winter roads in addition to paying heavy taxes on their farms into the Provincial Treasury and for school upkeep and education, and in addition to all this, every farmer puts in very many hours hard work on the roads every year shovelling snow. As they comprise about 95% of those engaged in production the matter of winter roads can safely be left to them.

To summarize briefly:—
1.—The side shift bar is absolutely impracticable unless there first be a good double team road maintained.

2.—There are scarcely any loads of produce to be hauled on the winter roads by the farmers, and there is no need for the producers to use double horse teams on the winter roads.

3.—In order to maintain the side shift bar system here in winter, it necessitates the instances of double team roads, which will make it necessary to discard all the narrow track sleighs as now universally used here, and purchase wide sleighs and double harness at great unnecessary cost to the farmers in addition to cost of side bar.

4.—Side shift bar used on sleighs, has a tendency to twist them out of proper alignment, making more frequent purchases of new sleighs necessary.

5.—The farmers of the soil pay about all the taxes for the rural roads and schools and they also do all the work on the winter roads, and they constitute about 95% of the rural population.

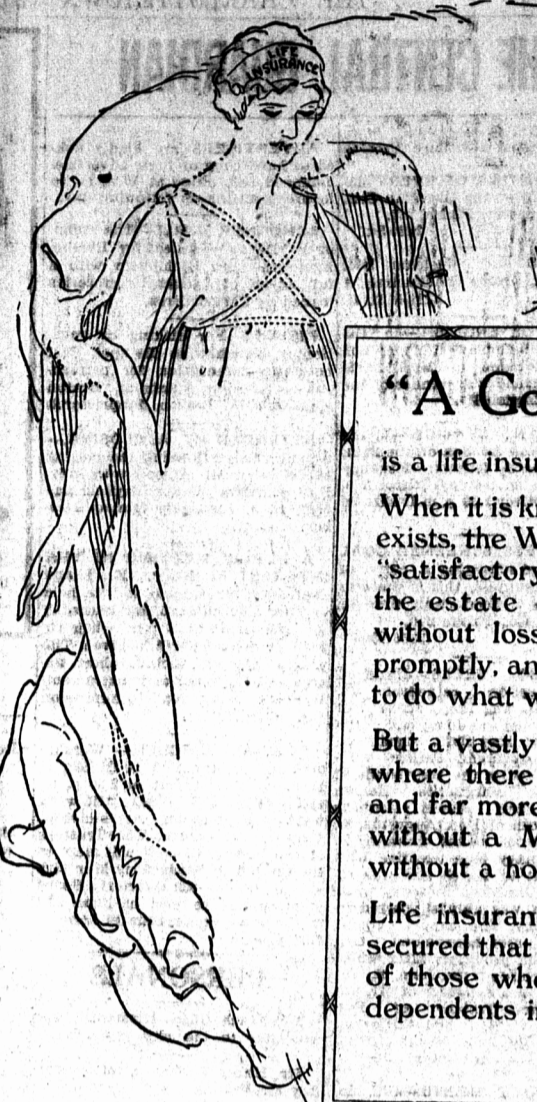
6.—The producer, from the soil are almost all native born residents and property owners and thus know the yearly conditions and are intelligent and capable enough to adopt the methods of hauling, what products they may

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Red Pepper Rub takes the "ouch" from sore, aching joints. It does not hurt you, and it certainly stops that old rheumatism torture at once.

When you are suffering so you can hardly get around, just try Red Pepper Rub and you will have the quickest relief known. Nothing has heat as concentrated, penetrating heat as red peppers. Just as soon as you apply Red Pepper Rub you will feel the tingling heat. In three minutes it warms the sore spot through and through. Pain and soreness are gone.

Ask any good druggist for a jar of St. John's Red Pepper Rub. Be sure to get the genuine, with the name in red on each package. 17



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The Love that never Dies



have, which are best suited to their needs.

I am Sir, etc.,

PRODUCER TARIFFS, ETC.

(Continued from Page 4)

Again we are over-burdened with railroad lines—and yet it is said here is 25 branch lines proposed for building, costing near thirty millions—and many going to be built merely to help re-elect members to a second term. One is said to be the completion of the Hudson Bay Railway which has been abandoned and will be another gigantic blunder made in railroad building in Canada. This road was commenced to reach one of the greatest shipping ports—for great ocean ships calling carrying freight to Europe—and costing away up in millions of dollars—that is not all the cost; it was found to make a harbor for ocean ships it would cost millions more; then away up into the thousands yearly, dredging and upkeep of the harbor. What is to keep up the huge cost to Canada with only from six to eight weeks open season for shipping. This is a shell-hole bay for a long distance out from the port with a shifting sand bottom liable to fill in any dredging being done in a short time. It was part of two years near there and had the chance to know something about Hudson Bay. For ocean ships going in for cargoes, a few calls might be all they would care to visit. Hudson Bay could be navigated by suitable ice breakers kept there, but no ship could be constructed to keep clear the ice barriers outside of the Bay for ships to pass in or out, once the cold weather sets in.

The Americans are increasing their tariff against Canada and now our government propose letting in their manufactured goods duty free and some government supporters declare this is only sounding the death knell to protection in Canada later on. This budget proposal certainly looks un-Canadian. What may farmers expect when America can come into our markets duty free with corn, pastured pork and other things, and we can produce it in our way of feeding horses? Not so good a quality but supplying our markets. Beef and eggs and many kinds of fruits and vegetables coming in duty free—before our are ready for market, selling at a high price, and by the time our stock is ready our markets are pretty well supplied and we are asked to buy at a lower price. I have been told that twelve car loads of corn have been shipped from the States to St. John's and Miramichi, because cold storage eggs that could not be sold to pay in the U. S. Then they propose letting in all manufactured

goods free. This is where we farmers must lose, when Canada becomes a dumping ground for the foreign countries producing such products as Canadian farmers and they with a tariff so high against us that we are unable to sell in their markets. If this is to continue most of our manufacturers must close; some have closed now, and our skilled labor will go to the U. S. and manufacturing goods. We may buy from them at their prices when they once get the monopoly of the trade. This was well demonstrated when the war was on and our factories had to reduce the manufacture of binders, to prepare war material. What happened? American right foot binders could not be bought less than \$40. When our binders were producing little but binders we could buy some binder at about \$160 out west. Let the Americans capture and control our markets it is then high prices will be paid.

Till a duty equal to American duty is put on any of their manufactured goods or farm products coming into Canada and the tariff shield there will be little capital invested in Canada for manufacturing purposes, and our home market for our farm products destroyed. Our American neighbors seem to want anything we have of value and give nothing for it in return. They are now looking for control of our great water ways, one of our greatest assets—our pulpwood and many other articles we have of value, all now have come to the conclusion that our American neighbors will trade with Canada providing they see 30 to 50 per cent the best of the deal.

Sir John Macdonald in his time went and sent delegations to Washington many times to make trade on a fair basis, but little trade on fair lines could be secured. All the decided delegations to Washington was good as lost time, when for trade on fair lines. He decided Canada had best look for trade in the best markets of the world and build up large markets in Canada. Now there was never a time in the history of Canada when everything in every way possible was needed so much as the present time, to get Canada in a safe position, no matter which party has the government. This present party propose to let in foreign manufactured goods free of duty and they wish a tariff against us which exists us out of their market only when there might be a general failure in some article in their country, even we may be able to pay the duty and have something left. There is in the line of economy this present government is making but little move towards reducing expenditure and cost of civil service, and other over paid high officials paid by the heavily taxed payers.

It is found the Civil Service of Canada is costing fifty million dollars yearly, and proposing to build many branch railroads, some for the purpose of assisting the re-electing of some members for a second term costing millions. Sixteen thousand dollars salary yearly is not enough but must be furnished with autos and a chauffeur costing thousands more for moving about with. From our judges down everyone could live with much less, millions of tax payers have to cut down their expenses and those getting their salaries out of the tax payers have just as much right to help reduce expenses. Canada today is the most extravagantly governed nation known today with the same population and still increasing debt, when other nations are reducing their debt—even in Holland Queen Wilhelmina is reducing her salary and all civil service salaries are reduced, till now Holland's income is away above her expenditure. Our present government parties will soon have to waken up to our situation or there will in the near future be a different party ruling in England at the present time and going to become much stronger. I am, Sir, etc.,

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