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The finest quality of BEEF and PORK. Fresh and cured. Also LAMB, Pork SAUSAGES and Hamburg STEAK made daily!

The best assortment of COOKED MEATS. Try our boiled HAMS.

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**Roops Ltd.**

125 GRAFTON STREET

**AUTO ACCIDENTS** rate from this cause was 6.5 per 100,000 of population, the individual Provinces giving the following rates: Prince Edward Island; 1.1; Nova Scotia, 5.2; New Brunswick, 2.7; Quebec, 7.1; Ontario, 7.7; Manitoba, 4.2; Saskatchewan, 2.6; Alberta, 5.4; and British Columbia, 10.6.

In the nine Provinces 445 of the deaths due to automobile accidents, 73 per cent. of the total, were males, deaths of females numbered 161, or 27 per cent. of the total. Children under 15 years of age contributed 186 deaths, or 31 per cent. of the total. In this age group there were 123 male and 63 female deaths, a proportion of 66 to 34 in the mortality of the two sexes.

For the whole country the death

**Central Guardian**

**MARSHFIELD BAPTIST Church**—Preaching service on Sunday afternoon, Sept. 25th at 3 o'clock, conducted by Rev. Ross C. Eaton.

**MARSHFIELD HALL UNITED CHURCH** service Sunday morning at 11. Arrangements just made that Rev. A. P. Quentin, returned missionary from China, after thirty years work there will appear in native costume, show curios and give address. All are invited to see and to hear this great missionary.

**BAPTIST CHURCH**—Rev. R. C. Eaton will preach tomorrow morning in the Baptist Church, subject "Missionary or Millionaire?" The sermon in the evening will be by Rev. J. Phillips Jones, General Secretary of the Social Service Council of Canada. Mrs. Pashley will, at the evening service sing "Come Unto Me," from Handel's Messiah.

**RETURNS HOME.**—Mr. W. B. Bell has returned safely to California after a visit to Summerside, P. E. Island, his old home town. Mr. Bell was for many years in business in St. Helena, Calif. and is now retired. He was accompanied on the trip by C. B. Wheeler, also of St. Helena. It was the latter's first visit to the East. They went by way of the Panama Canal and returned from Michigan to the Coast by automobile. While in Summerside, Mr. Bell was greeted by many old friends and several relatives, among the latter being a nephew, Mr. Herbert Sharp, who made the visit of his uncle a most pleasant one. It was a treat to have Mr. Bell call on the writer and speak of the people he met in the old town which he describes as one of the most beautiful towns of its size he has seen anywhere.—Oakland Maple Leaf.

**PERSONALS**

Mr. Reuben McDonald has returned from a visit to New York.

Mr. R. E. Mutch has returned from a business trip to Halifax.

Mr. Alex. McDonald, Glenfinnan, was in the city yesterday.

Mr. W. K. Rogerson, New Haven was in the city yesterday.

Mr. John Stockman, Winsloe was a visitor to the city yesterday.

Mr. Asbert Enman, Vernon was a visitor to the city yesterday.

Mr. Allan Stewart leaves this morning to resume his studies at Toronto University.

Mr. Joseph Egan, Mt. Stewart is spending a few days in the city visiting friends.

Mr. and Mrs. Chas. Leach, and daughter left yesterday morning on return to Fall River, Mass. after visiting friends here.

Mr. Walter Burke of Carter & Co., has received word of the serious illness of his sister, Mrs. P. E. Laythen, in the hospital in Boston, Mass.

Prof. Hiram Ball, organist of the Central Church, Moncton, and formerly organist of the Baptist Church in this city, left this week for Montreal to meet Mrs. Ball who is returning from a visit to the Old Country.

Hon. J. P. McIntyre, Minister of Public Works, left Thursday morning for Niagara Falls, where he will attend the Good Roads Convention.

Mr. W. L. McEachern of Mermald returned home on Wednesday evening from a trip to Europe, where he visited England, Holland, Belgium, Germany, Switzerland, Italy and France. He made the trip from Amsterdam to Brussels by aeroplane. While abroad Mr. McEachern visited a number of the fox ranches although his trip was mainly one for pleasure.

Mr. and Mrs. Alexander Coady wish to thank their many friends and neighbours for the loving kindness and sympathy shown them in their recent sad bereavement.

During a music-hall performance in a small Irish town, one of the lady trapeze artists sustained a slight accident to her attire. Immediately a man in the audience arose and announced, "Let every man avert his gaze or he will be struck blind." Dennis and his friend Pat were seated together in the gallery. Dennis nudged Pat and whispered, "Pat... let's chance one o'ye."

Sympathy is the only charitable gift of some people.

**COAL**

We can supply your wants for coal in any quantity required.

OLD SYDNEY SCREENED.

SPRINGHILL.

INVERNESS.

ALBION BOUND

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AMERICAN ANTHRACITE.

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Prompt deliveries, lowest prices. Special prices on car lots.

S. A. MacDONALD

Charlottetown.

**The 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.

**TUNNEL AT THE CAPES**

Sir,—The people of this province as well as those of the two Atlantic Provinces, who are interested in the Maritimes, will have to unite with our Province in an effort to give this Island the only solution of our transportation difficulties namely a tunnel at the Straits.

It is true that certain progress in our transportation has been made and some improvements have been effected, but on reviewing it all has not been more or less a makeshift.

This province will never, never receive proper treatment so long as we have the handicaps of navigation in the Maritimes.

The Maritime Provinces have received more consideration from the Government of Canada during the past three years than probably during any other period of their history. This is simply because the people of the Provinces as a unit made a determined demand for the removal of certain grievances. We made our case so plain and so impressive to the Government of the day that a Royal Commission was appointed resulting in the passing of certain legislation which is now more or less familiar to all.

Since Confederation we have been handicapped in this Province. It is true we have a class of people here as in every other Province who seem satisfied with most anything. When we had to cross the Straits strapped to the ice boats there were many who said it was all right, and why complain. And then we had the Northern Light, Stanley, Minto and Earl Grey. We suffered it all in those days, anything seemed good enough for P. E. Island.

The time has now undoubtedly arrived when we must place a united demand for a tunnel at the Straits. There are those among us it may be as well as in other portions of Canada who will immediately exclaim, "Too expensive, we cannot afford it." Let us consider the question first from a financial standpoint, and then from an economic point of view. Let us endeavor to look into this matter first from the financial side. Have we ever considered the tremendous cost to Canada in providing the present cost of maintaining our Car Ferry and the Scotia and consider the annual depreciation which will be nearly 10 per cent. of the total cost. Capitalize the annual charges of maintaining the present service how far short will it be of paying the annual interest charges of the capital invested in the construction of a tunnel.

Now let us look to the other side of the question which is the larger of the two great economic losses to this Province and Canada. Every fair-minded citizen must admit that our present Car Ferry System was a great improvement over any other system we ever had. Where would our great potato industry be today without a Car Ferry? Can one figure the loss to this Province if the Car Ferry had not been built? Take the volume of our shipping today and compare it with fifteen or twenty years ago and we must give considerable credit to our improved transportation system.

During the present season the two boats have been busy almost the entire season, and this trade is growing each year. Will we ever get our just share of the tourist traffic by automobile so long as the tourists have to be ferried across at Borden with its consequent delays. No, never, we will always be looked upon by the outside world, more or less as a back number—no matter how we may view it.

I am fully convinced that the productions of the province and their prosperity would increase infinitely more with a tunnel to the mainland than they have as a consequence of the placing of our Car Ferry service.

Let the people of this Province prepare their case in a proper manner and have it placed before the rest of Canada and we will receive justice; but never so long as we are satisfied to let well enough alone. How did the people of the West get the Hudson Bay Road on the map? Simply by persistent effort.

If the case of the West was one for consideration for the Government surely ours is so apparent, that when it is considered in the light of an economic and a financial viewpoint it will at once receive the earnest and thoughtful consideration of every student of our present insular position.

The Dominion Government should at once secure full data, on this important question with a view of settling for all time the matter of our transportation by placing a tunnel across the Straits of Northumberland.

At the present time there is under consideration in the Province of New Brunswick of securing electric energy at Pettitcodiac estimated at a cost of \$30,000,000. It has been suggested, I am informed, by Sir Henry Thornton that this might mean electrifying a large portion of our railroads in the Maritimes. This would undoubtedly be another obstacle removed by making it easier for the operating of our train service through the tunnel.

I will have more to say on this in the near future. This communication is simply to start the ball rolling and get our people thinking along the lines of a more vigorous and progressive policy for our Province.

S. A. MacDONALD

Charlottetown.

**New Brunswick Too!**

**BORE A NOBLE PART AT QUEBEC CONFEDERATION CONFERENCE**

Her End Was Kept Up by Hon. Col. John Hamilton Gray

(Historicus)

In our literary rambles for overlooked types of eloquent speakers from the four Maritime Provinces in the Report of the Confederation Conference 1864, we have not until now made reference to one excellent sample viz., the speech of Hon. Lt. Col. John Hamilton Gray, of New Brunswick. We have selected his able speech at Montreal. It is, in our opinion, a model of eloquent language and graceful oratory. Our own Col. Gray's efforts were published during the late Jubilee. The report of the New Brunswick orator says:

Lieut. Col. the Hon. John Hamilton Gray rose to respond in behalf of that Province, when the cheering had ceased, he proceeded to say: "That reminded me that I am in every other Province who seem satisfied with most anything. When we had to cross the Straits strapped to the ice boats there were many who said it was all right, and why complain. And then we had the Northern Light, Stanley, Minto and Earl Grey. We suffered it all in those days, anything seemed good enough for P. E. Island."

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among the nations of the earth; (Cheers). Ten years ago he had visited Montreal on a public mission of importance to his own Province, and he could only say that the rapid advance made by this city in the intervening period was sufficient to paralyze the most powerful imagination. He now saw costly structures where before there were none. He saw numerous buildings which indicated not only wealth, but refinement, rising in places which were then open fields, almost a morass; broad streets and noble edifices. It was impossible for any man not to see that this city was making strides which would soon place it among the first commercial cities of the Continent. (Cheers.) In the vastness of the matters with which they had to deal, Canadians had paid but little attention to the Maritime Provinces. Probably some few who had visited them were not entirely ignorant of their advantages; but, as they did lie immediately on the shortest, at present, available route to Europe, the tendency of the Canadians had been rather to look in some other direction. Another day, however, would shortly come. They would be better understood and appreciated. The Maritime Provinces were worthy of their regard. The amount of Capital, the extent of the resources, they would bring into the Union, their exhaustless mines, their broad coal fields, their deep sea fisheries, their hardy and enterprising population, would form an unconsiderable element in the foundation of a great nation. The revenue of the four Maritime Provinces for the year 1863, by the official returns, amounted to \$2,340,000; but so far as had yet been ascertained for the year 1864, there had been an increase of 20 per cent, bring the amount to nearly \$3,000,000 (three millions), an increase which judging from the past financial history of those Provinces, might fairly be counted upon as still progressive.

(To Be Continued.)

**FINISH HARVESTING THROUGHOUT ONTARIO**

TORONTO, Sept. 23.—Even in Eastern Ontario the harvest operations are now practically completed, according to the weekly survey of the Ontario Department of Agriculture. One Durham farmer reported a yield of fall wheat of nearly 60 bushels to the acre. Field peas in the same county have run from 18 to 20 bushels per acre, and one 12-acre field of canning peas went 35 bushels to the acre. Oats are running around 45 bushels and barley 40. These yields would indicate a very good grain crop in this section of the Province.

Dufferin County one of the heaviest crops of oats, barley and mixed grains in the history of the county, has just been harvested with the

exception of a few late fields. Late-sown crops in Glenora are said to be badly rusted, with very light grain. Yields of early sown grain in the same locality, however, are fair to good.

While some early sown fall wheat is now up in the Southwest, and in Middlesex the dry weather has affected the yield. American buyers have been very active in Dundas County in search of dairy cattle, inquiries for four carloads of T-B tested dairy cows will not be more than average, although many farmers had planned an increase. Reports from Middlesex, Elgin and Waterloo state that the acreage will not be as large as was hoped for.

Hot weather has stimulated the growth of corn in Oxford County, and the crop may be considerably better than earlier indications gave hope for. Similar reports come from the East. Potatoes have suffered from blight and rot in Leeds, and in Middlesex the dry weather has affected the yield. American buyers have been very active in Dundas County in search of dairy cattle, inquiries for four carloads of T-B tested dairy cows will not be more than average, although many farmers had planned an increase. Reports from Middlesex, Elgin and Waterloo state that the acreage will not be as large as was hoped for.

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