

THE SUMMERSIDE GUARDIAN

and PRINCE EDWARD COUNTY CHRONICLE

Western Locals

This column is reserved for news of local interest but advertising of new nature may be inserted at any time at a word strictly payable in advance.

RICH new colors in quick drying paint and enamel, in stock at L-5301-3-13-21.

ROBIN HOOD FLOUR is economical. More loaves from each bag at the better stores. L-2470-11-26-2wks.

FOR STUBBORN COLDS or coughs use Cresvin. Taylor Bros. Co., Kensington.

TRIFE, beef, horse meat, hearts, in stock at L-5301-3-13-21.

CONCERT in King George Hall, Kensington, on Tuesday, March 12, P. M. in honor of Winners Baker Trophy. Admission 25c. Children 10c. L-5268-3-12-11.

DOUBLEHEADER HOCKEY at Kensington Wednesday, March 13, 1935, first game Abbie Sisters vs. Granite Sisters; second game New Annan vs. Silverwings. Elimination game of the Lea and Wright trophy. First game commencing at 7:30 sharp. Admission 10 and 20 cents. L-5270-3-12-21.

TIE IN LEA & WRIGHT LEAGUE GAMES—The opening game for the Lea and Wright trophy was played Monday night in Bedouque rink. The old rivals, Wilmet and Bedouque Maple Leaves, battled to a two all draw. The return game will be played on Thursday, goals to count. S.

DEATH OF MRS. ARCHIBALD MACKEY—Friends in Charlottetown will regret to learn of the passing of Margaret Esther, beloved wife of Mr. Archibald Mackey of Freehold, Lot 11 after an illness of some months. Mrs. Mackey was well known in Charlottetown where she was formerly a resident. She remained in Freehold about four years ago. There are left to mourn besides her husband, four daughters, Edith, Mrs. Elmer Foster, Pearl, Mrs. Hugh Mackay both of Charlottetown; Miss Minnie Mackay, teacher, and Ethel, Mrs. Frank Lund, Mount Herbert to whom sympathy is extended. The funeral will take place on Thursday at 2 p. m.—S.

PASSED AWAY IN CHARLOTTETOWN—The death occurred in Charlottetown on Monday of Mr. William Alexander Massey, formerly of Summerside, of the age of 62 years. He was a brother of the late T. D. Ramsey and has one remaining brother, John, living in Western Canada. His remains were forwarded to Summerside on the evening train and taken to Compton's Undertaking Parlours. The funeral service will be held on Wednesday afternoon at two o'clock from the undertaking parlours to the People's Cemetery, S.

FUNERAL SERVICES—The funeral of the late Hugh John Campbell, Freeport, was held on Thursday, March 7, 1935. The service was held at the home and was conducted by Rev. Mr. Rhoad of Kensington, assisted by Revs. Nicholson and Crowe of Bedouque, and was very largely attended. Interment was in the People's Cemetery, Freeport. The pallbearers were six nephews of the deceased, namely: Daniel McLeod, Daniel McDonald, Russell McArthur, Elsworth Mayne, George Jardine and James Jardine.

SAD NEWS RECEIVED—Mrs. Holden C. Mills received word on Sunday of the sudden death of her sister-in-law, Mrs. James Auld, at the home of her daughter, Mrs. Freeman Roberts, Sidney, N. S. Mrs. Auld was the daughter of the late Benjamin Mills of St. Elizabeth's and a sister of the late Holden C. Mills and Hubert Mills. Mrs. Auld had resided for some years in Summerside before returning to Sidney. She was a faithful member of Christ's Anglican Church and was an ardent church worker. She leaves to mourn her daughter, Mrs. Freeman Roberts, two sons, Berle and Holden, previously deceased. The funeral took place on Tuesday from her late residence to Christ's Church. Interment was in Hardwood Cemetery, Sidney, S.

Perian Balm, Ointment and refreshing, soothing and protective. The perfect aid to beauty. Unrivalled in its softening and beautifying effect on the skin. Imparts a fresh and fragrant charm to the loveliest complexion. Banishes roughness caused by weather conditions. Safeguards the skin and keeps it smooth, soft and flawless. Use it for the hands and face. Always results in the highest expression of beauty.

SUNGLO

Breeding Ration, and Gestation & Weaning Ration for foxes at your nearest dealer.

Bedeque Rink

TONIGHT
Lea and Wright
Read's Corner
vs.
Albany.
Come and see the old rivals.
Skate after.
Admission 15 cents.
L-5305

IN MEMORIAM

PETER R. DOYLE
The death occurred at Tignish on February 7th, of Peter R. Doyle, at the home of his brother John, after a long illness, which he bore with great patience.
Mr. Doyle was born at Alma, P. E. I., about 59 years ago, the son of the late Richard Doyle and Mary O'Connor. He was a man of many fine characteristics and will be greatly missed in the locality where he lived. During his illness he was visited by Rev. Father MacDonald and Rev. Father McNeil, who administered the last sacraments of the Roman Catholic Church, of which he was a devout member.
He is survived by three brothers and three sisters: John R., Tignish; William, Draught, Mass.; James, Norridgewock, Maine; Mrs. Gallant, Boston, Mass.; Ellen Rebecca, Tignish.
The funeral services were held in the Church of St. Simon and Jude, where Requiem High Mass was celebrated by Rev. Father McNeil, who also officiated at the grave.
The pall bearers were: John Murphy, Urban Arsenault, Stephen Arsenault, Aurele Arsenault, Sylvain DeRoche, Michael DeRoche—R. I. P.

ASCENSION SCHOOL

Honor roll of Ascension School for the month of January:
Grade IX—1, Sylvia Morrissey; 2, Esther Handrahan and Helen Morrissey.
Grade VIII—1, Jas. Handrahan; 2, Francis Gavin; 3, Anna Gavin.
Grade III—1, Eloi Gallant; 2, Alvin Aylward; 3, Almere Gallant and Herbert Gavin.
Grade II—1, Levi Handrahan; 2, Marguerite Handrahan and Zoe Gavin; 3, Josie Fortier.
Grade I (a)—1, Jos. Aylward; 2, Eddie Aylward.
Grade I (b)—1, Alvin Perry; 2, Isidore Chaisson; 3, Jude Gallant.
Grade I (c)—1, Evelyn Fortier; 2, Fidells Gallant; 3, Gerard Chaisson. Bertha Doyle—Teacher.

PREMIER IS MAKING GOOD PROGRESS

(C. P. By Guardian's Special Wire)
OTTAWA, March 12—With an announcement today that the rest cure prescribed by his physician for Prime Minister R. B. Bennett will keep him inactive for a month at least, a fresh crop of rumors of a national government grew up in political circles. Inquiries among ministers and members failed to disclose any foundation for such a surmise.
It is believed possible, however, that Mr. Bennett's indisposition may result in the general election coming much later in the summer than had been anticipated. This will depend considerably upon the progress of his recovery.
Members of the government have been advised that according to present diagnosis the Prime Minister could very well expect to recover the vigor and stamina required for leading the party in a political campaign. But it would require a long and arduous rest prescription upon which Mr. Bennett entered this week.
Party associates of the Prime Minister have urged he leave the remainder of the session in the hands of his cabinet colleagues and devote himself to recuperation so that he may be in perfect condition for the campaign. This would possibly mean selection of a day late in the summer or early fall for the polling.
Meanwhile Mr. Bennett was strictly obeying doctor's orders and tonight was reported to be resting comfortably and making satisfactory progress. He has shut himself off entirely from visitors and from news of state, leaving administrative matters in the hands of Sir George Perley and his cabinet associates.
Much of the reform legislation had been drafted before Mr. Bennett was stricken Feb. 24, and it has been stated authoritatively that there will be no delay in advancing it in the House.

URLING UP NORTH

FLIN FLON, MAN., March 12—For its size, this northern Manitoba mining town is probably Canada's greatest curling centre. Flin Flon curling clubs have a membership of 65 rinks composed of 37 men, 18 ladies and 10 boys' from public and high schools—a total of 260 players. The "North of 53" annual bonspiel is being staged in the new \$20,000 rink here this year.

MARCH TERM OF COUNTY COURT AT ALBERTON

The case Brenton Hudson vs. Bruce McNaught was heard at the March term of the county court held in Alberton last week. Judgment with costs was given to the plaintiff.

The case was an action for damages alleging negligence in operating a motor car whereby plaintiff's horse was killed.

Judge Inman gave a written decision of which the following is an outline:
Plaintiff is a farmer living on the Cascumpe Road. This road intersects plaintiff's farm, and there is a lane on plaintiff's farm running lengthwise of farm and intersecting the said road.

On August 4th, 1934 plaintiff's son was driving a horse out of a pasture into the lane on the east side of the Cascumpe Road and thence across the said road into the extension of said lane into the western portion of plaintiff's farm. The horse was on a pasture on the east side of the Cascumpe Road, said pasture adjoining the said road and the said lane, and was led into the lane by means of letting down a set of bars; those bars were only a short distance from the road. At this point of intersection and for a considerable distance therefrom in all directions the land is level and there are no trees of any account to intercept a clear view of the road and lane.

The horse walked out of the lane on to the road and when it was about the middle of the road was struck by the defendant's car and killed.

Immediately after the accident several people were present and examined the car and the tracks of the car on the road, but the testimony was conflicting as to both the condition of the car and the condition of the road. There was also conflicting testimony as to the rate of speed at which the car had been going; the speed being given by some at 50 miles an hour and by some as low as 25 miles.

It was established however, beyond doubt, that the defendant's car had caused the death of the horse and the judge then quoted the law applicable to such circumstances, being section of "The Highway Traffic Act 1930," which is as follows:—

65. (1) "When loss or damage is sustained by any person by reason of a motor vehicle upon a highway the onus of proof that such loss or damage did not arise through the negligence or improper conduct of the owner or driver shall be upon the owner or driver."
Also the following extract from the case of Tart v. Chitty (1931) 2 K. B. 463:

"It seems to me that when a man drives a motor car along the road he is bound to anticipate that there may be things and people and animals in the way at any moment and he is bound to go not faster than will permit of his stopping or deflecting his course as he may see fit. In a case like this, when a man is struck without the driver seeing him, the defendant is in this dilemma, either he was not keeping a sufficient look-out, or, if he was kept in the best look-out possible, then he was going too fast for the look-out that could be kept."
The judge was of the opinion that the above reasoning applied to the instant case.

After reviewing the evidence the judge said he thought the defendant, under the circumstances, ought to have seen the horse when at least 150 feet from it. While the defendant's own evidence was that he did not see the horse until he was within 10 to 12 feet of it.
Reference was made to the further authority:—Mr. Justice McCarthy, in the Alberta Court of Appeal in Johnson v. Griffin, 62 D. L. R. at p. 636-637, wherein the latter judge said:—
"All operators of motor vehicles in addition to exercising reasonable care and caution for the safety of others who have the right to use the highways must anticipate the presence of others."
"They have no right to assume the road is clear, but under all circumstances must anticipate and expect the presence of others."
"Accordingly the fact that he did not know that any one was on the highway is no excuse for conduct which would have amounted to negligence if he had known that some one else was approaching."
Drivers of motor cars must be specially watchful and in anticipation of the presence of others, and where individuals or cattle are liable to be crossing or on the highways and a failure to see or care for them amounts to negligence."
The judge said that, after hearing the evidence and having a "view" of the place where the accident occurred he was of the opinion that the defendant had not discharged the onus placed on him by the "Highway Traffic Act 1930."

Judge Inman also dealt with the necessity of the motorist being aware of and recognizing the peculiarities which animals exhibit when encountering an automobile on a highway; that cattle will stupidly gaze at an on-coming car for many seconds, and then, when a car comes within a short distance of them, suddenly bolt across the road in front of an advancing car. Those eccentricities on the part of dumb animals should be known to, and recognized by, motorists, and hence the driver should have his car under such control as to be ready for any emergency that

PROVINCE

(Continued from Page 1)

A Marketing Board for the four eastern Provinces was later appointed. "Perhaps we have not met with the success that we expected," Mr. Sharp said; "but we have been labouring under difficulties and the fact that there really was no market for horses at a very low price, not only in Canada but in the West Indies, in the United States and everywhere. However, it is perhaps a little early yet to condemn the organization and the work they are doing."

"Political Bias"

"From time to time we hear criticism which perhaps might have a little political bias. I am not saying that the leader of the Opposition expressed any such sentiments in his speech the other day; but there is that in his speech which is a son of our party papers rather inclined to feature it with regard to the marketing board and its activities."

As an example of the criticism to which he referred, Mr. Sharp cited the following article from the Montreal, N. B. Transcript, a Liberal which had been republished in the local Liberal organ a few days ago:
"J. W. Boulter of Charlottetown, manager for the Prince Edward Island Potato Growers' Association and formerly minister of agriculture for that province, here yesterday en route to his home after a visit to Ottawa, Toronto and Montreal in the interests of the association. He was invited to the Legislature by the New Brunswick legislature last week by F. W. Price, M.P.P., on the subject of the effect of the marketing board regulations were having on the sale of New Brunswick and Prince Edward Island potatoes. There was no doubt that the marketing board had had an adverse effect on the sale of Maritime potatoes. For one thing, it had resulted in the complete loss of the United States market to growers in New Brunswick and Prince Edward Island. Potatoes are selling at such a low price in Maine at present that even before the price was pegged the United States growers enjoyed an advantage of 15 cents per bushel, owing to the duty on imported stock which was imposed by the United States customs, and when the pegged price in Canada came into effect it automatically destroyed any chance Maritime growers might have of marketing their potatoes across the border."

Swine Production

He did not intend, Mr. Sharp continued, to encroach on the Agricultural Minister's department, but as the Opposition leader had referred to his administration of that department, it was only fair that these statements should be answered.
"One statement made by the Opposition leader was to the effect that bacon hogs had been reduced at Falconwood Farm, and reference had been made to the smaller number of brood sows carried over from the first or second years of this administration as compared with the Liberal year."

Quotes Agency Order

In reply to the statements made in the article, Mr. Sharp quoted an order, dated Feb. 23, issued by Mr. J. J. Trainor, provincial marketing agent under the Marketing Board, listing all representatives to the following effect:
"Effective Monday, Feb. 25, 1935, and until otherwise advised you are hereby authorized to make shipments of potatoes to the United States and Newfoundland markets that may be established for the Canadian markets from time to time."
"You are also exempted from orders under 'Terms of Sale' as set out in our Circular No. 1-25, dated Jan. 28, 1935, so far as sales to the United States and Newfoundland markets are concerned."
This means, Mr. Sharp pointed out, that there are no restrictions whatever against exporting Island potatoes to the United States and Newfoundland, and that was plainly evident from the matter had been misrepresented in the article published in the New Brunswick Liberal paper and reprinted locally in the Patriot.

On this subject, Mr. Sharp had just received a letter from the Federal Minister of Agriculture, enclosing a letter from Dr. L. F. Burrows, chairman of the Eastern Canada Potato Marketing Board, in which figures were given showing the comparative prices being paid for potatoes to the farmers in the area under the regulation of the Board (namely, in Ontario, New Brunswick, Prince Edward Island and Nova Scotia) on Jan. 21, before the price pegging regulations became operative, and on Feb. 28, after they had been put into effect. The figures showed that Prince Edward Island potatoes were quoted on Jan. 31 at from 8 to 10 cents a bushel; they are now quoted at from 13-14 cents. The information was based on reports of what four large dealers were paying.

Car Shipments

Again, Mr. Sharp cited figures he had obtained from the railway department here. These figures showed that in January, 151 cars of potatoes, or about 112,500 bushels, had left the province by the car ferry. In February, the number was 198 cars, or 148,500 bushels. For the month of March to date, 58 cars or about 43,500 had been shipped.
The reports showed that since Feb. 1, when the marketing scheme came into effect, 193,000 bushels of Island potatoes had crossed the Northumberland Straits and that 31 cars of 100 bushels each had been shipped, according to the Marketing Board chairman, had increased from 8-10 cents, to 13-14 cents per bushel. "This," said Mr. Sharp, is not very much, we admit. We do not claim it will even pay the operating costs; but it shows that some honest attempt is being made to get the potatoes to market."

under the present conditions to do the very best possible under the circumstances."

Regarding the leader of the Opposition's statement in connection with importation of stallions and assistance to the horse industry when he, Mr. Lea, was Minister of Agriculture, Mr. Sharp said the records showed that four horses were brought into the Province at that time. One of the four, Ballarat, was apparently a very nice type of Clydesdale for which \$2,198.00 was paid. A second Clydesdale, Baron Triumph, was a shallow ribbed, undemized, light weight Clyde which no discriminating horseman would breed to. He cost \$500.00 and his quality as expressed by price was in about the proper relationship to the first mentioned animal. The third was small inferior Shire, Prince of Huron for which there was absolutely no demand in this province and for which \$1,000.00 was paid. The fourth was a Percheron Julius which cost \$2,000.00 at eight years of age and which was later inspected for a Bonus Premium and failed to pass. It is rather worthy of note that almost simultaneously with the importation of these horses that importations of horses from Western Canada began to develop.

"As a matter of fact, added the Minister, 'during the period which my friend was Minister the greatest number of Western horses were imported into the Province and breeding here was almost at a standstill. Possibly our farmers became so disgusted with the imported stallions I have referred to that they decided to discontinue raising horses at home and secure their requirements from the far west. There were eleven in 1932 and last year there were fourteen, and there were a number of young horses which will be coming of serviceable age this summer."

Mr. Lea: "That shows the benefit of our policy." "Not that class. All these horses are imported horses, or horses from imported stallions, and they all passed the premium test."

Swine Production

He did not intend, Mr. Sharp continued, to encroach on the Agricultural Minister's department, but as the Opposition leader had referred to his administration of that department, it was only fair that these statements should be answered.
"One statement made by the Opposition leader was to the effect that bacon hogs had been reduced at Falconwood Farm, and reference had been made to the smaller number of brood sows carried over from the first or second years of this administration as compared with the Liberal year."

Quotes Agency Order

In reply to the statements made in the article, Mr. Sharp quoted an order, dated Feb. 23, issued by Mr. J. J. Trainor, provincial marketing agent under the Marketing Board, listing all representatives to the following effect:
"Effective Monday, Feb. 25, 1935, and until otherwise advised you are hereby authorized to make shipments of potatoes to the United States and Newfoundland markets that may be established for the Canadian markets from time to time."
"You are also exempted from orders under 'Terms of Sale' as set out in our Circular No. 1-25, dated Jan. 28, 1935, so far as sales to the United States and Newfoundland markets are concerned."
This means, Mr. Sharp pointed out, that there are no restrictions whatever against exporting Island potatoes to the United States and Newfoundland, and that was plainly evident from the matter had been misrepresented in the article published in the New Brunswick Liberal paper and reprinted locally in the Patriot.

On this subject, Mr. Sharp had just received a letter from the Federal Minister of Agriculture, enclosing a letter from Dr. L. F. Burrows, chairman of the Eastern Canada Potato Marketing Board, in which figures were given showing the comparative prices being paid for potatoes to the farmers in the area under the regulation of the Board (namely, in Ontario, New Brunswick, Prince Edward Island and Nova Scotia) on Jan. 21, before the price pegging regulations became operative, and on Feb. 28, after they had been put into effect. The figures showed that Prince Edward Island potatoes were quoted on Jan. 31 at from 8 to 10 cents a bushel; they are now quoted at from 13-14 cents. The information was based on reports of what four large dealers were paying.

Car Shipments

Again, Mr. Sharp cited figures he had obtained from the railway department here. These figures showed that in January, 151 cars of potatoes, or about 112,500 bushels, had left the province by the car ferry. In February, the number was 198 cars, or 148,500 bushels. For the month of March to date, 58 cars or about 43,500 had been shipped.
The reports showed that since Feb. 1, when the marketing scheme came into effect, 193,000 bushels of Island potatoes had crossed the Northumberland Straits and that 31 cars of 100 bushels each had been shipped, according to the Marketing Board chairman, had increased from 8-10 cents, to 13-14 cents per bushel. "This," said Mr. Sharp, is not very much, we admit. We do not claim it will even pay the operating costs; but it shows that some honest attempt is being made to get the potatoes to market."

Sharp continued, "we introduced the split log drag in every school district. The first order the superintendent in each district gets is to notify the men who have charge of the work in that particular district to have the split-log drags in operation as soon as it is possible to properly grade the roads. The roads are then dragged and put in proper shape very early in the Spring. We have only a limited number of tractors and these tractors commence regular operation just as soon as the ground is hard enough to work on. We were criticized because we did not do all the work in the month of June. At the present time we have 25 road divisions in this Province, and approximately two tractors for every road division. You can easily understand that with nearly 4,000 miles of road in the Province to be gone over and machined and widened, and put in each electoral division cannot do the work in a month; in fact we have had them in operation 175 days this year. In the district of my hon. friend from Tignish there is a very great mileage. Evidently there were many roads there that had been neglected in the past. We put a large machine on the job, and have machined miles of that road—widening it out where the trees had grown it out. We did not condemn the old machines, but we claimed that the work should be done, as much as possible, in the summer and that the money should be put into the hands of the farmers in the districts."

The department, Mr. Sharp explained, had purchased altogether new machines, which he described in detail. These are all heavy machines. Mr. McIntyre: "What did they cost?"
Hon. Mr. Sharp: "I have not the figures here, but I may say that the total cost has been charged to ordinary expenditure." (Applause.)
Mr. McIntyre: "What difference does that make when you have deficits on ordinary expenditure and fund it?"
Hon. Mr. Sharp: "You charged up gravel to capital expenditure. We believe that anything included in capital expenditure should live the life of the horse issue to take care of it. When you put gravel in capital expenditure, how do you expect that will last the life of the bonds, and be a revenue producing asset—as the Opposition leader claimed his capital expenditures were during the last session of his administration." (Applause.)
Mr. Sharp explained that when he had the opportunity of speaking in the Budget debate, he would have cost figures and other information available, and would be glad to answer questions respecting detail in any matter dealing with his department.

The Department, he continued, had found a great many roads that were narrow and needed widening. The programme was started on the Malpeque Road, and the work has since been continued on the secondary roads, a considerable mileage having been widened in the last two years.

Trans-Canada Highway

The dust nuisance, however, has been a matter of increasing complaint, especially on the part of automobile tourists. This matter also had been receiving attention, and a start had been made last year, in co-operation with the Dominion Government, to build hard-surfaced highways.
At the last session, Mr. Sharp had stated that the Dominion Prime Minister's understanding of a trans-Canada highway was not a hard-surfaced road, but a gravelled road. This was the type of trans-Canada highway constructed in other Provinces. The Provincial government representatives had explained to the Prime Minister, however, that gravel was not sufficiently available in this province, and he had agreed to send an engineer here to look over the situation. Mr. Sharp, in mentioning this in the House last summer, had expressed the hope that the work would be started in the summer, but he had not said the Prime Minister would pay 100 percent of a hard-surfaced road.

Continuing, Mr. Sharp explained what the cost of a gravelled highway in this Province would be. Gravel can be obtained at a cost of 80 cents per ton; it can be hauled to Charlottetown for 4 cents per 100 weight. With the co-operation and assistance of the different companies, the Government had been able to get a reduction in railway carrying charges down to 2 cents per 100 weight, or 80 cents a ton. This would make the cost of gravel \$2.00 a ton to place on the road. At the least calculation, 2,000 tons per mile would be required, or \$4,000 a mile to gravel the Charlottetown-Borden highway. If the Bennett Government had given this gravel road and paid the full cost, their obligation to construct the trans-Canada highway would have been fulfilled, and their 1930 promise implemented, this being the type of Trans-Canada highway from the Atlantic to the Pacific.

Potato Growers' Association

Dealing with the difficulties experienced by the Potato Growers' Association, Mr. Sharp said the Government believed, and firmly believed, that the Association should not cease to function, and that it had done a great service in making fertilizer available at reduced cost to our farmers. He reviewed briefly the steps taken by the Government to assist the organization, which had been dealt with in a comprehensive way by the Premier in the course of his speech. The Government had assisted by guaranteeing payments on fertilizer and spray material. "This year," he

added, "we again financed them to the extent of storage points in Canada for their potatoes. But we have not agreed to pay their large deficit, which was due partly to frost and low prices, but also to the fact that during the prosperous years they had not built up a reserve of capital, as their constitution required them to do."
"I would judge from the statements made by the leader of the Opposition that he blamed their difficulty entirely to frost. He said it would be too bad if we allowed the organization to go under. I would ask him, would he be prepared to go any further than we have gone, and pay that old bill of the Association?"
Mr. Lea: "You are not asked to pay the bill."
Hon. Mr. Sharp: "We are asked to guarantee it."
Mr. Lea: "That is a different thing."
Hon. Mr. Sharp: "Would you guarantee it?"
Mr. Lea: "I will give you my answer when I speak on the Budget."
Hon. Mr. MacKenzie: "It was the same with the O'Leary Produce Company. You people guaranteed it and we had to pay it."
Mr. Lea: "Not the same at all."
Hon. Mr. Sharp: "We are willing to help them all we can, but you can hardly expect us to pay their old debts. That would be to ask 80,000 people of this Province to guarantee a debt contracted by some 1400 members of the Association."
Mr. Lea: "All the people had the profit."
Hon. Mr. Sharp: "That may be, but would my hon. friend say that we should guarantee that amount?"
Mr. Lea: "I will not attempt to discuss it now, but I will later."
(The debate was continued by Mr. B. W. LePage, a summary of whose remarks will appear in a subsequent issue.)
The House adjourned until 3 p. m. today.

C.N.R. Audit Bill Given 3rd Reading

(C. P. By Guardian's Special Wire)
OTTAWA, March 12—The bill substituting Clarkson and Company, Toronto, for George A. Touche and Company, with head offices in London, England, as auditors for the Canadian National Railways, today was put through second and third readings in the Senate.
It was better to change auditors periodically and this principle was imbedded in the Bank Act, Rt. Hon. Arthur Meighen, Senate leader said. Another firm performed the duties before Touche and Company were appointed 12 years ago and there was no reflection on the auditing firm which was being replaced, he added.
Rt. Hon. George P. Graham, former Liberal Minister of Railways and Canals, declared a writing-down of the system's capital structure would give it a better chance to show its ability as a going concern.

Was the system charged with anything for which it was really not indebted? Senator J. J. Hughes (Lib. Prince Edward Island) asked. The indebtedness was owed to someone, replied Senator Graham. The system could never pay over-head charges on all the indebtedness as millions of dollars had been spent to make operable some of the roads now forming part of the system.
The Senate will meet again tomorrow afternoon.

Urge Federal Grant To Aid N. B. Potato Growers

(C. P. By Guardian's Special Wire)
FREDERICTON, N. B., March 12—The New Brunswick Legislature, by amended resolution today urged the government to request immediately that the Federal government grant to the potato growers of New Brunswick such bonus or other assistance as will be of the greatest advantage to those engaged in the potato industry in this province.

The amendment was adopted by a vote of 21 to 9 on a division on straight party lines, the second division of the present session of the House, and an Opposition resolution was defeated by a vice versa vote. The latter would have had the government "demand that the government of Canada, in order to

chinery was obtained by paying a proportion of the charge. The sand for the asphaltic mixture was purchased from the farmers at a reduced price, the money being distributed with a view to the widest benefit possible. He also described the "mixed in place" process, in which experimental work was carried on, for which a contract had been given to the Maritime Paving Company. He gave details of the processes in each case. The Government does not claim that these roads will be satisfactory, Mr. Sharp insisted. They are merely an experiment; but if successful they may prove to be the solution of our problem of low-priced, dust-proof highway construction. He also described in some detail the nature of the work on the trans-Canada highway, which is expected to stand up well to conditions in this Province. About four miles of the work contracted for last fall are uncompleted, the extension of the work being obtained from the Dominion Government and the work will be pushed forward next season.

SIMS BUILDING LEASED

Satisfactory arrangements have been made to lease the old Sims building, Mr. Sharp said. The agreement has been signed with the building to be leased for \$100 a month to the Department of National Defence, lighting and heating to be paid for by the tenant. This amount will come within \$300 annually of paying for the rent of the old Prince Edward Island Hospital, in which 120 Falconwood patients are housed.

Opposition criticism that the old west wing at Falconwood could have been salvaged and rebuilt was answered by Mr. Sharp, who cited the report of Mr. Gavin, the architect of the new Prince Edward Island Hospital, and other authorities, who after a thorough investigation had advised against reconstruction.
"Of course," added the Public Works Minister, "my hon. friends consider it a good political issue to say that we should have rebuilt the west wing. We do not blame them for stressing it, because they have very little to talk about. We expect them to make use of every story to embarrass this Government. But the Government has nothing to be ashamed of. We have carried on a business war, and we are prepared to stand on any platform in this country and say so. And we are prepared to meet any of the Opposition there, and debate the subject with them." (Applause.)
Mr. Sharp expressed the hope that substantial benefit would accrue to our farmers from the Farm Loan Act and the Farmers Creditors Arrangement Act, the purposes of which he briefly reviewed.

Potato Growers' Association

Dealing with the difficulties experienced by the Potato Growers' Association, Mr. Sharp said the Government believed, and firmly believed, that the Association should not cease to function, and that it had done a great service in making fertilizer available at reduced cost to our farmers. He reviewed briefly the steps taken by the Government to assist the organization, which had been dealt with in a comprehensive way by the Premier in the course of his speech. The Government had assisted by guaranteeing payments on fertilizer and spray material. "This year," he

meet the present emergency conditions, grant to the potato growers of New Brunswick on the merchantable portion of their 1934 crop a sufficient bonus to ensure them a return of 50 cents a barrel on all stock marketed or to be marketed by them, and on all excess stock a bonus of 25 cents a barrel."
The resolution was moved by F. W. Pirie (Opposition, Victoria) and seconded by A. A. Dysart, K. C., Opposition leader, and the amendment was moved by Hon. Lewis Smith, Minister of Agriculture, seconded by E. W. Melville (Government, Charlottetown), H. M. Groom (government, Charlottetown) and G. W. Perry (government, Charlottetown) joined in the debate. Mr. Pirie gave notice of his motion on Friday.

added, "we again financed them to the extent of storage points in Canada for their potatoes. But we have not agreed to pay their large deficit, which was due partly to frost and low prices, but also to the fact that during the prosperous years they had not built up a reserve of capital, as their constitution required them to do."
"I would judge from the statements made by the leader of the Opposition that he blamed their difficulty entirely to frost. He said it would be too bad if we allowed the organization to go under. I would ask him, would he be prepared to go any further than we have gone, and pay that old bill of the Association?"
Mr. Lea: "You are not asked to pay the bill."
Hon. Mr. Sharp: "We are asked to guarantee it."
Mr. Lea: "That is a different thing."
Hon. Mr. Sharp: "Would you guarantee it?"
Mr. Lea: "I will give you my answer when I speak on the Budget."
Hon. Mr. MacKenzie: "It was the same with the O'Leary Produce Company. You people guaranteed it and we had to pay it."
Mr. Lea: "Not the same at all."
Hon. Mr. Sharp: "We are willing to help them all we can, but you can hardly expect us to pay their old debts. That would be to ask 80,000 people of this Province to guarantee a debt contracted by some 1400 members of the Association."
Mr. Lea: "All the people had the profit."
Hon. Mr. Sharp: "That may be, but would my hon. friend say that we should guarantee that amount?"
Mr. Lea: "I will not attempt to discuss it now, but I will later."
(The debate was continued by Mr. B. W. LePage, a summary of whose remarks will appear in a subsequent issue.)
The House adjourned until 3 p. m. today.

added, "we again financed them to the extent of storage points in Canada for their potatoes. But we have not agreed to pay their large deficit, which was due partly to frost and low prices, but also to the fact that during the prosperous years they had not built up a reserve of capital, as their constitution required them to do."
"I would judge from the statements made by the leader of the Opposition that he blamed their difficulty entirely to frost. He said it would be too bad if we allowed the organization to go under. I would ask him, would he be prepared to go any further than we have gone, and pay that old bill of the Association?"
Mr. Lea: "You are not asked to pay the bill."
Hon. Mr. Sharp: "We are asked to guarantee it."
Mr. Lea: "That is a different thing."
Hon. Mr. Sharp: "Would you guarantee it?"
Mr. Lea: "I will give you my answer when I speak on the Budget."
Hon. Mr. MacKenzie: "It was the same with the O'Leary Produce Company. You people guaranteed it and we had to pay it."
Mr. Lea: "Not the same at all."
Hon. Mr. Sharp: "We are willing to help them all we can, but you can hardly expect us to pay their old debts. That would be to ask 80,000 people of this Province to guarantee a debt contracted by some 1400 members of the Association."
Mr. Lea: "All the people had the profit."
Hon. Mr. Sharp: "That may be, but would my hon. friend say that we should guarantee that amount?"
Mr. Lea: "I will not attempt to discuss it now, but I will later."
(The debate was continued by Mr. B. W. LePage, a summary of whose remarks will appear in a subsequent issue.)
The House adjourned until 3 p. m. today.

added, "we again financed them to the extent of storage points in Canada for their potatoes. But we have not agreed to pay their large deficit, which was due partly to frost and low prices, but also to the fact that during the prosperous years they had not built up a reserve of capital, as their constitution required them to do."