

ANNOUNCING MISS ALDRED from BUTTERICK

Pattern Department
April 28th. to 30th.

We are especially fortunate in securing the expert services of Miss Aldred for our customers for three days beginning April 28th. Bring your home sewing and fitting problems to the Butterick Pattern Department while Miss Aldred is here. She'll help you select the right size pattern and show you how to adjust it to your figure.

This unusual service is available to our customers for three days only

Remember the Dates
April 28th. 29th. and 30th.

Moore & McLeod Limited

British Steel In Canada

SHEFFIELD, England, April 28.—(By the Canadian Press)—In an article on "Marketing Steel in Canada," a special contributor to the Sheffield Chamber of Commerce official publication examines the difference in transportation rates in seeking to find why Canada takes such an overwhelming amount of steel from the United States, in comparison with British steel.

"Canada imports over a million tons of iron and steel a year (1,385,000 tons in 1929) mostly from the United States," he says. "The quantity supplied by the Americans in that year was 1,119,000 tons, whereas we sent only 117,000 tons to the Dominion. Why have we failed to meet American competition? There has long been an idea that the Americans have had the benefit of cheap transport. Please let this idea be tested.

"A steel making firm with its plant near Sheffield, almost as far from a port of shipment as a British steel works can be, and a plant, moreover, with no iron ore mine near-by, has figured out its total inland transport costs at \$7.20 per ton of finished steel up to the ship's side. That is to say, the inclusive railway rates on the ore, lime, fuel, etc., used to make the pig iron for one ton of steel; the rail rates on the fuel and other materials used in the steel works, per ton of finished steel—all the costs of inland transport. A calculation made today would scarcely show \$6 per ton. In the case of steel made in the West of Scotland, South Wales, or the Middle-borough district, where the works are nearer shipping ports, and in some cases much nearer iron ore mines, than are works in the Sheffield area, the inclusive inland transport costs are obviously considerably lower. But Sheffield and other inland steel makers can meet American competition in Canada if they try.

"To the \$6 per ton, or less, here calculated as the inland transport cost carried by a ton of our steel up to the ship's side, there has to be added the freight to Canada. Except when the St. Lawrence navigation is ice-blocked, steel products up to \$100 per ton value are carried from British to Dominion ports—Liverpool for example, to Montreal—for not more than \$5 per ton. Even light products, many of them difficult to stow, or which occupy much shipping space are carried across the Atlantic for a freight rate of only \$8 per ton. However, for ordinary steel products—plates, beams, bars, structural shapes, and even thin galvanized steel sheets—the transport cost per ton up to Montreal, is little more than \$8 per ton on Sheffield steel, or Midland counties steel, whilst on steel made in Middle-borough and other places near our docks, the inclusive transport cost is less. How does this compare with American costs.

"American steel makes have testified over and over again to the Government and the Tariff Board that their assemblage costs range from \$7 to \$10 per ton of steel, and to carry the finished steel products from works to port—seaport, riverport, or lakeport or to land boundary stations in the United States—costs from \$5 to \$12 per ton according to the point of exportation and the shape of the goods. The transport cost expert of the 'Iron Age' says that the average inland transport cost, inclusive, on a metric ton of American steel up to point of shipment or export is \$11.75 compared with about \$5.30 in Britain. The bed-rock minimum assemblage costs on the materials to make a ton of crude steel in the United States is not less than \$7.50. The average is considerably more. It stands to be noted that haulage distances are very long in the United States, and stuff like iron ore, limestone, coal, coke and pig iron cannot be carried long distances overland economically.

"However, compared with, say \$8 total transport cost on a ton of British steel up to the port of Montreal, or Quebec, the following are the transport charges on American steel, from American to Canadian stations, plus the high costs of assem-

MONK'S GOLD BIG FORTUNE FOR RUMANIA

Yellow Bars, Willed
Brother at Death,
Remain Intact.

By Alexander Hurlig
United Press Staff Correspondent
BUCHAREST, April 28 (U. P.)—A modest landsman in a small provincial town in western Rumania possesses the country's largest fortune, about \$6,000,000,—most of it in bar gold.

His name is Dinu Mihail, and he rates above the country's wealthiest bankers, industrialists and big business men. He is a bachelor, has no living relatives, and leads a retired life in the town of Craiova. The amassing of his wealth is an unusual story.

Dinu had a brother who lost his personality in religious mysticism and became known only as "the Monk Mihail." He lived in a cloister in the Pyrenees, deserting the life on the family estate to which he had fallen heir. He had one other obsession besides religion—gold.

The Monk Mihail took his frugal living from the meager land of the cloister, and converted the entire income from the estate into gold. He never spent a penny for his personal needs. In the course of years, he amassed millions in bar gold, most of it deposited with the Credit Lyonnais. He left it all to Dinu when he died. Dinu leaves it as he received it.—in gold. His wants are simple and he receives enough from the income of the estate, now somewhat curtailed by the new land laws, to give him his living.

The gold has withstood the financial storms which leveled other fortunes in recent years, and, although it is unproductive, Dinu is content to leave it deposited abroad, where he knows it is safe even if it is not earning anything,—six million dollars of it!

Banker Next.
The family Bercovitz, headed by the banker Eli Bercovitz, perhaps come next to Mihail. Reckoned by West European standards, their fortune is not large, but the family is an influential one, and for Rumania, its holdings are sizeable, a little over \$4,000,000. Eli Bercovitz is president of the Jewish Community organization of Bucharest, lives a very simple life and does no public entertaining.

Then comes Tavered Constantines, before the war a struggling engineer, later a member of the Cabinet. His fortune is about \$3,000,000. Another three million dollar bank roll is possessed by Constantin Neamtzu, banker. He came to Bucharest as a young worker from the province of Siebenbuergen, opened a small exchange bureau. Today he is one of the leading bankers of the country.

lance, already noted: On crude steel, and easily loaded and packed commodity, in full car loads, Pittsburgh to Montreal, \$7 per ton; on crude steel from Uniontown to Quebec, \$8.75 per ton; on ordinary iron and steel articles unenumerated, Allantown or Bethlehem to Montreal, \$16 and, adding only \$7.50 for assemblage of the raw materials, both per ton of steel at the works, we get, therefore, transport costs on American steel up to the leading stations in Eastern Canada ranging from \$13 to more than \$22 per ton, against \$18 or less on British steel when the St. Lawrence navigation is open. If our steel is sent to Halifax or St. John, when the St. Lawrence is frozen, and thence transported overland to stations in Ontario or Quebec—or even to Moose Jaw and Calgary and many other stations that might be named—it will carry less total transport cost than American steel for the same stations. This truth ought to have been realized long ago, and the Dominion market ought to have been cultivated by our people.

"Furthermore, there is Fiscal Preference for British steel in Canada, but not for American steel. Yet, for every ton of British steel marketed in the Dominion since the war eight or ten tons of American steel have been sold there."

Great Week-End Sale

Thursday Friday Saturday

April 30th. May 1st. May 2nd.

LADIES' READY TO WEAR

Clearing of broken lines of Lingerie at half price.
Ladies' Good Quality Broadcloth Slips at 69c
New Pull-over Sweaters in all summer shades, a real bargain at \$1.95
House Dresses at 98c to \$2.95
Silk Bloomers at 39c
Vests to match Bloomers at 39c
Curtains in all shades and patterns from 79c up

YARD GOODS

Black Tricotine, 54 inch at per yard \$1.49
Poirot Twill, 54 inch, at per yard \$1.39
Special in Figured Rayon at per yard 39c and 59c
La Belle Crepe in twelve shades, per yard \$1.19
Pongee Silk, 36 inch, per yard 34c
Brocade Rayon, per yard 39c

STAPLES

Print Cottons, per yard 19c
Ginghams, per yard 12c
Rayons, per yard 22c
Lace Curtain Net, per yard 25c
Tovelling, per yard 15c
8-4 Sheeting, per yard 49c
Bath Towels, pair 49c
Bath Towels, pair 24c

BARGAIN BASEMENT

Children's Sweaters at 69c
Ladies' Silk Dresses at \$1.69
Ladies' Spring Hats at \$2.69
Ladies' Silk Hose, pair 39c
Ladies' Silk Hose, at pair 49c
Ladies' Silk Hose, at pair 69c

GENT'S FURNISHINGS

Men's Engineer Special Overalls, special value at \$1.19
Men's Good Quality Khaki Pants at pair \$1.39
Boy's Good Quality Khaki Pants, special at pr. 98c
Men's Balbriggan Underwear, two piece at 49c
Men's Balbriggan Underwear Combinations 89c
Boy's Cotton Jerseys 29c

MILLINERY

Ladies' Straw Hats, assorted colors at \$1.98
Ladies' Straw Hats, assorted colors at \$2.75
Ladies' Straw Hats, assorted colors at \$3.98
Berets, assorted shades at 98c
Veils at 35c

HOSIERY & GLOVE DEPARTMENT

Ladies' Full Fashioned Hose, at pair \$1.39
Ladies' Full Fashioned Hose at pair 89c
Ladies' Silk Hose at pair 59c
Kiddies' Hose, special, pair 49c
Kiddies' Short Hose, special pair 29c
Special Line of Ladies' Suede Gloves at pair \$1.79
Special Line of Chamoisette Gloves at pair 59c
Special Line of Ladies' Kid Gloves at pair \$1.98

MANTLE DEPARTMENT

Ladies' Tweed Coats at \$10.75
Misses' Tweed Suits at \$6.98
Ladies' Coats worth up to \$35.00 for \$16.50
Ladies' Silk Dresses at \$4.98
Leatherette Sport Jackets at \$3.98
Trench Coats at \$1.98
Silk Print Dresses at \$10.75
Rayon Prints at \$3.98
Cloth Sport Skirts at \$1.98

MEN'S & BOY'S CLOTHING

Largest East of Montreal

Men's Brown Worsted Stripe Effects, special ... \$25.00
Men's Dark Grey Oxford Suits, standard models \$16.50
Men's Plain Blue Botany Worsted Suits, single and double breasted \$22.50
Men's Tweed Spring Coat, Guard & Slip-on Models \$13.50 to \$22.50
Boy's Bloomer Pants, sizes 26 to 35, special on sale at pair \$1.49
Child's Odd Pants, 2 to 10 years, shorts at 69c to 98c pr. Special, 200 Pairs Men's Odd Pants, Blue Stripe and Grey Stripe \$1.98
Juvenile Suits 2 to 8 years \$1.35
Boy's Middy Suits, Long Pants at \$3.50 to \$5.00

S. A. McDONALD

Paris Letter

BY RALPH HEINZEN

(United Press Staff Correspondent)
PARIS, April 27. (U. P.)—The French Government decided to spend 3,520,000 francs this year in developing French literary and scholastic influence in North and South America, as part of a world program of fostering French culture.

In the United States, the principal efforts will be in encouraging university students to study French. Orations and addresses of French personalities will be registered on records for French classes in America, along with educational films, French captions on the silent films, and French dialogue in the talks.

A number of scholarships will be created in American universities, particularly scientific schools, to encourage an exchange of students. French students will be encouraged to spend at least one year in an American school and American students coming to France will be furnished with an opportunity to meet French families.

Mexican Chair

The principal cultural propaganda effort will be in South America and Mexico. Under Professor Rivet, a chair will be created in some Mexican university and subventioned by the French Government to the extent of 100,000 francs, for the study of ancient American civilization. A new credit of 100,000 francs was

voted to the French school of Montevideo, which already has 1,000 students and needs room for expansion. The same sum is given to a Franco-Brazilian school at Sao Paulo, to permit the creation of two more teaching posts for French professors.

Modeled on the Alliance Francaise at Buenos Aires, two new public classes in French language and literature will be opened with a credit of 205,000 francs at Rio de Janeiro and in Santiago-de Chile.

If pianos have not killed real music in the Western World, they have done a great deal to stifle its growth according to the eminent Japanese composer, Kosok Yamada, who has come to Paris to produce the first Japanese opera—written in collaboration with an American—at the Opera House.

Owing to the restrictions in tone imposed by the twelve notes of the piano, western music is unable to express the deep subtleties of Japanese music, which has 32 notes. A Japanese never plays the piano because it is unable to express the hidden cadences of Japanese music.

Yamada explained that Japanese play and enjoy the works of the great western masters, just as they play, enjoy and dance to jazz. But in the case of jazz, at least, they introduce variations, giving the subtleties of the Japanese quartertones, which it is possible to do with the saxophone. In this way, a sort of Japanese jazz results.

Although still a young man, Yamada is described as the father of modern music in Japan. After studying at the Imperial University at Tokio, he went to Germany, remaining as a student for seven years. He has given performances of his compositions in New York at the Carnegie Hall, in Philadelphia and San Francisco. He confesses that every time he hears a piano he is filled with sorrow, realizing how it has cramped the development of western music.

Canadian Good Roads Convention

MONTREAL, April 28—The twelfth Interprovincial Conference on highway and allied problems, sponsored by the Canadian Good Roads Association, will be held in Ottawa on May 20 and 21 next. The wide scope of the agenda is indicated by the fact that among the subjects to be discussed will be Federal aid for highways and for railway grade crossing elimination; uniformity of traffic codes for all the Canadian provinces, urban responsibility for rural highway construction and maintenance; uniform control and equitable taxation of commercial vehicles; promotion of tourist traffic; dustlayers for gravel roads, international reciprocity in recognition of license registration and plates, compulsory insurance or financial responsibility legislation for motorists, and education of all users of the

highways in the interests of the public safety.

It is expected that between thirty and forty delegates will attend the conference. The Dominion Government will be represented, both directly and through a member or official of the Board of Railway Commissioners. Each province is entitled to be represented by its Minister of Highways or of Colonization and by deputy ministers and executives of these departments, and in previous years a majority of the provinces have been so represented. Both of the two large transportation systems will have delegates, while other bodies joining in the conference include the Canadian Auto Manufacturers and Exporters' Association, the Railway Association of Canada, the Rubber Association of Canada, and, of course, the Canadian Good Roads Association, which called the first conference in 1922 and has continued to organize them in each succeeding year.

An important feature of the conference's proceedings will be the report of its fact finding committee, which functions throughout the year and holds frequent meetings for detailed study of the various problems which come before the annual gathering. The committee's reports, and the decisions taken thereon by the conference, are taken into careful consideration by the Dominion and provincial Governments when any legislation touching upon highway and motor vehicle matters is in hand.

Minard's Lintment for Colds.

By George McManus

BRINGING UP FATHER

YOU MAKE ME SICK-YOU NEVER BRING ANY ONE HOME TO DINNER. WHAT IS THE USE OF YOU BELONGING TO A SWELL CLUB?

HOW DO I KNOW WHO IS HUNGRY?

I INSIST ON YOU BRINGING SOME ONE HOME TO DINNER. THERE ARE AT LEAST FIVE DUKES IN YOUR CLUB.

ALL RIGHT, I'LL BRING ONE.

WHAT IN THE WORLD IS ALL THAT RACKET ABOUT?

6 HOURS LATER

WELL, HERE'S A DUKE - HE TRIED TO GET OUT OF COMIN'. SO I HIT HIM IN THE EYE - I TOLD HIM HE HAD TO COME.

MONUMENTS

The memory of one we love is a priceless heritage which no change of fortune can take from us. It is ours forever. If we erect a memorial as a tribute to this memory must it not be so wrought and of such material that its beauty, also, may endure?

We aim to serve you with the best that knowledge, training, and equipment can produce, at prices that meet all competition. Consult us now.

VERE BECK & SON

Montague 181 Gt. George St. Charlottetown
If you are thinking of a memorial window get our designs and prices.

