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ROCHON, P. Q., JAN. 14th, 1915.

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Time Table

ROCKY POINT FERRY
S. S. HILLSBORO

Leave Ch.Town	Leave R. Point
7.00 A. m.	7.30 A. M.
8.00 "	8.30 "
9.30 A. M.	10.00 A. M
11.00 "	11.30 "
1.30 P. M.	2.00 P. M.
2.30 "	3.00 "
3.30 "	4.00 "
4.30 "	5.00 "
6.30 "	7.00 "

SUNDAY.

9.30 A. M.	10.00 A. M.
12.45 P. M.	1.00 P. M.
2.00 "	2.30 "
3.00 "	3.30 "
4.00 "	5.00 "

9893-5-23Mmwf1Mo.

PLANT LINE

Commencing Wednesday, June 7th, the S. S. HALIFAX will sail from Charlottetown for BOSTON via HAWKESBURY and HALIFAX at 7 a. m., and every Wednesday at the same time thereafter. For further information apply to.

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Agent...

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The S. S. Amelia carrying H. M. mails, passengers and freight leaves Pictou every Monday and Thursday after arrival of morning express from Halifax, for the Magdalen Islands calling, going and coming at Souris.

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W. H. Starratt, Manager, Amherst, Harbor, M. I.
132-6-3Mtl.Dec.25th.

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Direct between Portland and New York. Steamship North Land and North Star.

Leave Franklin Wharf, Portland, Tues., Thurs., and Sat., at 6.30 p. m. Also Mondays at 10.30 a. m., June 19 to Sept. 11, inc.

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The Eastern Guardian

..*IT PAYS to buy in this Province

..*D. F. TIERNEY is Guardian representative in Souris. metf

..*T. GORDON IVES is Guardian Representative in Montague.

..*ONE PER CENT will be due on the Montague Stake Races June 10th. Don't forget the date. 218-6-7M4iE11.

..*THE PURSES FOR the Montague Stake Races are $250, in each class, and one per cent, two dollars and fifty cents, is due on them Saturday June 10th. 218-6-7M4iE11.

..*MONTAGUE HAS two stake classes for Aug. 30th. A 2.30 trot, and a 2.30 pace, and they are offering the largest amount of money for one days racing, ever offered by any place on the Island barring Charlottetown Exhibitions. 218-6-7M4iE11.

..*ONE CENT per word each insertion for advertising in this column. Cash must accompany order.

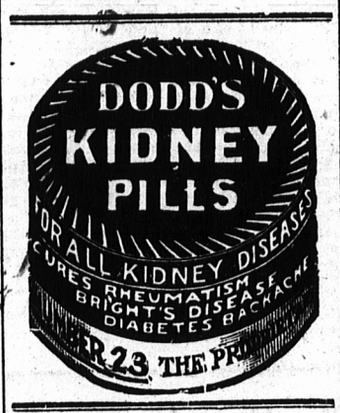
..**ANNUAL MEETING.—The annual meeting of Ives' Black and Silver Fox Co., takes place at Montague on Saturday June 10th.
9958-5-27M.MwfEttstd.

..*DON'T FORGET that the stake entries for the Montague Races August 30th close with the secetary T. G. Ives on this Saturday, June 10th
218-6-7m4iE11.

..*SYDNEY RACES—Who won? Bob Mac. New Glasgow races, who won? Jellico. New Glasgow races who won? Kitchener. What is their sire? The Celebrated Commodore Ledyard which can be seen at his owner's stables Montague, any time—now then breeders, choose which you shall breed to those that have produced speed or otherwise watch for ad after Jine 3rd
125-6-2Mtf.

GERMANS THREW OUT LARGE NUMBER OF MINES

LONDON, June 4.—A Copenhagen despatch says the Germans threw out a large number of mines in their retreat, which did much damage to the smaller class of British ships, evidently meaning the swift destroyers which were pressing them hard, but with small calibre guns.



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Our new Pumps are here, the largest assortment ever shown. See the new Colonial pumps shown with large and small ornaments.

All that's new in Pumps.

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Farmers Attention!

Insure your wheat against 'Smut" by using our guaranteed "Formaline" equally good for protecting Potatoes against Scab. Easy to use! inexpensive!

40 or 50c bottle

treats about 35 or 40 bushels of Seed.

Ellis Pharmacy, Ltd.

Montague, P. E. I.

CH'TOWN MARKETS

Butter (creamery) in prints	35
Butter (Tub) lb.	28
Butter (fresh) lb.	30 to 32
Eggs, doz.	23 to 25
Beef lb. (retail)	12 to 18
Fowls lb.	13 to 14
Chickens, lb.	12 to 15
Hay (pressed), ton	$15 to $16
Straw (pressed) ton	$6.50
Pork lb.	13½
Turnips, bus.	20 to 25
Potatoes, bus.	75 to 85
Oats (black) bus.	.60
Oats, (white) bus.	.60
Beets, bus.	40
Carrots, bus.	45
Wool lb.	35 to 40
Parsnips, lb.	1¼
Geese	15
Ducks	15
Hides	14 to 15
Turkeys, per lb.	20 to 22

S'SIDE MARKETS

Buckwheat, per bus.	.75—1.00
Barley, per bus.	.75 —.90
Butter, per lb. dairy.	.30
Butter, per lb. creamery.	.33
Calfskins, per lb.	.15
Eggs, per dozen.	.19
Hay, loose, per ton.	$10.—$12.
Hay, pressed, per ton.	10.—13.
Lamb pelts, each.	.40—.60
Hides, per lb.	.14
Oatmeal, per 100 lbs.	$3.25
Oats. black , per bus.	.56
Oats, white, per bus.	.52
Potatoes, per bus.	.30
Pork, organs att'd, per lb.	10½ to 13¼
Straw, pressed, per ton.	$6.50
Wheat, per bus.	1.20—1.40
Wool, per lb.	.26—.40

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Barrister and Attorney-at-Law

Offices—Bank of N. S. Chambers
Charlottetown, P. E. I.

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Charlottetown, P. E. I.
Mwfm2m.

DEVELOPMENT COMMISSION REPORT OF CONFERENCE

(Continued)

Mr. Nelson Rattenbury, continuing his address on transportation and production, said:

In the European potato-growing countries the same difficulty was experienced. The farmers there co-operated and established plants for potato desiccation or drying to take care of the surplus. Referring to this, the report issued by the Department of Trade and Commerce, Ottawa, says:—"The situation changed as soon as the desiccation establishments began working. The farmer is no longer obliged to sell at any price, for the reasonable exaction of the price, which the general condition of the market makes possible, can be insisted upon by the farmer, as the Desiccation Factories are always ready to buy up all the potatoes for which there is an appropriate price offered." The employment of desiccated potatoes as a stock food is increasing without interruption. The product has a good smell, a bright and beautiful appearance, and because for its flaky propensity is called potato flakes. The potato flakes by a refining process are converted into potato meal and is then used for human consumption. It has unlimited durability and does not deteriorate through continued storage. After thorough investigation it has been established that dry potatoes as a stock food is capable of taking the place of corn, oats and barley.

For stock food chiefly Canada imported in 1912, 15, 000,000 bushels corn valued at 9¾ million dollars; in 1913, 8,750,000 bushels corn valued at 5½ million dollars.

Large quantities of cotton seed meal are also brought in for stock food. With our surplus potatoes manufactured into stock food we would be able to displace this imported corn to a large extent in the Dominion markets.

Complaint is made that our young men are leaving the farms and seeking their fortunes elsewhere. I think the difficulty has been opportunities here were not so good as in at least some other places, and that this lack of opportunity resulted from the want of regular unbroken communication and transportation. With the successful operation of the Car Ferry conditions here will be greatly improved. I have tried to indicate one direction in which a forward movement can be made without injuring or interfering with what we are doing now, but rather building up and making more profitable the dairying and other industries already established.

CAPT. READ.

Capt. Read, continuing the subject of transportation said:

Premier Mathieson intimated to me that I would be expected to say something on the subject, and I agree very much with the last speaker. I believe that the Car Ferry is going to revolutionise the whole condition of things in Prince Edward Island, and that the difficulties that have obtained heretofore will be solved more by the inauguration of the Car Ferry system than by anything else that has been done or can be done. It is one of the good reasons why this very meeting should be called. The revolution that will take place in the province of Prince Edward Island as a result of the inauguration of the Car Ferry system is absolutely something that we can only guess at; but it will be tremendous. Already—as probably others of you are aware, who are engaged in the same class of business as myself, the export of produce—the Dominion Government have put in what is known as the "T" tariff," which has practically eliminated the three short hauls, although I want to say that as yet the water porton of it remains the same as heretofore, that is to say, the Steam Navigation Company and the winter boats charge the same "arbitraries" as they did before; but the freight rates from all points of the province are practically the same for long hauls. For instance, the freight rate from Charlottetown, St. Dunstan's, Milton, and in fact every station between here and Summerside, including the branch line to Cape Traverse, are the same for carloads of all classes of goods to Montreal. What is the result? The farmers do not know it yet, but it has enchanced the value of every acre of land between here and Summerside, until to-day all that land, acre for acre, is worth nearly as much as it is within the confines of Summerside or Charlottetown. Acre for acre—other things being equal, of course,—the prices of product are quite the same out in the country as they are in Summerside and Charlotetown. The inauguration of the Car Ferry system, therefore, is going to double the value of every acre of land in this province, and the result will be that better returns will be secured by the farmers, because after all the value of land is just what it will produce, just the earning dividend that it will give. And thus the great difficulties that we have had heretofore in this beautiful Island by the sea will be solved, as some of the speakers have pointed out tonight. The Premier himself pointed out that nature had done more for us than any other spot of equal size on the face of the earth,—and it has. My friend the American Consul knows that a small State in the Union, the State of Rhode Island, is not one-half the size of Prince Edward Island and yet has a population of 500,000—one of the most prosperous States of America. It is only one-half the size and not one-half as valuable as far as land and fisheries are concerned; but it is what it is because it has been connected with that great body known as the United States and has had absolute free trade with it. I hope my children will see the day when the province of Province of Prince Edward Island will have quite as large a population, if not twice as large, as Rhode Island has got. Nature has done much for us and we have everything here in this province that we can desire. When we get that transportation question settled—and I believe the Car Ferry is going to do it—we will have made a great move towards that end. She is simply a marvel, and I have every hope that when she is put on the Car Ferry service she will not miss three days in the whole winter. I want to say that for the next month, or until the Car Ferry and the Stanley can both run to Charlottetown, it is an absolute crime to ask the Government to keep the Car Ferry running to Charlottetown. If the Car Ferry and Stanley were both running to Georgetown they would be in to-day. If they were running to Georgetown, on Saturday they would both be in their ports.

ONE OF THE AUDIENCE: Why didn't the Stanley get in on Saturday?

CAPT. READ: The Stanley left Georgetown at 7 o'clock in the morning; the Car Ferry left Pictou at 7. There was no storm before 12 or 1 o'clock. Both would have been in their ports if they ran together. The Car Ferry is nearly twice the width of the Stanley. She had three times the power and a bow propeller. There was no difficulty for the Car Ferry to be in port at 11 o'clock. She would have left a wide-open track for the Stanley, and she would have been in Pictou early and would have had the last part of her trip left open for her.

The carrying of mails and passengers is an important thing—and particularly mails. We have not being getting our mails regularly, and it is one of the things we want to have assured.

Apart from the question of the Car Ferry, there is another matter in reference to transportation which I would like to see our Premier and Government take up with the Trade and Commerce Department of the Dominion, and that is the transportation question as it applies to Newfoundland—between here and Newfoundland. You know, Mr. Premier the difficulties were so great last year that we took it up too late, probably. But they are even greater this year. The difficulty of getting a steamer this year to carry on the trade between here and Newfoundland has been greater this year than last year, and it seems to me that it would be a very disastrous thing both for our province and for Newfoundland. It would be a great thing for the United States, because the great importations of Newfoundland must of necessity come from somewhere, and they are going to come from New York if they do not come from Prince Edward Island and Montreal. If we do not take steps to have the boat call at our ports and Newfoundland it will be disastrous for this province. I don't know if you are aware, Mr. Premier and Mr. Chairman, but as a matter of fact during the past six months there has been an embargo on the Intercolonial Railroad on exports to Newfoundland on nearly everything except perishable goods probably two-thirds of the whole time.

THE PREMIER: That is a blockade rather than an embargo.

CAPTAIN READ: It is an embargo the result of a blockade. If we are to keep up and maintain our Newfoundland trade it is going to be absolutely necessary to get a steamer to do it; it cannot be done by the railroad. That is another point with regard to transportation.

The next point is the question of transportation between Summerside and Point du Chene and between Charlottetown and Pictou. While the Car Ferry will doubtless do all that I have stated here I believe it will do, nevertheless it will still be necessary to get a boat between Summerside and Point du Chene and between Charlottetown and Pictou. They may not be such large boats, but they will need to be fast and strong passenger boats and capable of carrying a certain amount of freight. Mr. Rattenbury pointed out in his paper the possibilities of the potato crop in this province. Does anyone realize what the exportation of 20 million bushels of potatoes in the Car Ferry would mean? It would mean she could not do half the work, running night and day and five trips a day. Before closing I would like to deal with the statement which some have made, that the running of the Car Ferry will ruin the town. That is the greatest piece of nonsense imaginable. If there is anything that will benefit Charlottetown and Summerside it is the Car Ferry. What are towns. They are adjuncts of the country, and it is an axiom of political economy that an industrial centre can only prosper if its clientele is prosperous. Make the people of the country rich and the towns will of necessity become rich in proportion as the country increases in wealth and prosperity.

The evening session began at 7.30 o'clock, Mr. F. R. Heartz in the Chair. Before addressing the meeting, the Chairman announced that Mr. Joseph McCarey, President of the Anti-Tuberculosis Society, would read a paper on "Public Health," which he said was a matter of great importance to every citizen.

Mr. McCarey accordingly read the following paper:

THE PUBLIC HEALTH

As this meeting has been called to consider matters for the well being of the Province it is incumbent upon me as President of the Charlottetown Anti-Tuberculosis Society to request your indulgence for a review of some facts pertaining to the public health, with particular reference to Tuberculosis which is the greatest scourge with which the country suffers. Being sensible that the subjects considered on this occasion must necessarily be treated as briefly as possible so that all important matters may be introduced I am constrained to confine my comments to as small a compass as the importance of the subject will permit.

While we realize the tremendous work for each and all to do at this critical time it is our aim to forward every good movement for the betterment of our country and people and, as healthy citizens is the best asset the Province or City can have, careful consideration should be given to this subject. If in measuring the importance of our duties we ask ourselves what most concerns the welfare of the whole people, the uniform answer is naturally the public health. Without health there can be no wealth, nor without health can we take our share in suppressing the evils that are thrust upon us by the gods of War at the present time. To know the efficient, economic and right way of work and to insure desirable results in lessening disease there must be concentration of effort and authority. To this end representatives from the Government, the City Council, and a public health association, might meet and form a central council, which need not conflict with, but may be a part or the whole of, the Public Health Department. A plan could be formulated by which all associations, clubs or societies such as the Teachers' Association, the Medical Society, the Ladies Club, the Gentlemen's Club, the Board of Trade, Insurance Societies, the Board of Education and Fraternal Societies might be brought together for the common interest of the public health,—there will be no dissent from the view that the public health is of common interest. Different phases of work could be apportioned to each Society and at stated times they could co-relate their results through a delegate representative to the central council. There are other details in this regard but details must not be permitted to infringe on the valuable and limited time at your disposal on this important occasion.

Much good work has been done by the Charlottetown Anti-Tuberculosis Society in education along sanitary and hygienic lines and in the relief of distress no matter from what sickness without regard for creed or nationality, but its special functions are to deal with Tuberculosis. This disease is of vast significance to the Province and City and general public inasmuch as its victims are often the most industrious and self respecting citizens of the community, and the largest percentage of deaths occur in the productive years of life. It is authoritatively stated that 75 per cent of the deaths from this one disease could be prevented, and that the eradication of tuberculosis would save on an average at least twenty-four years for each person who now falls a victim. There are many bravely fighting for their country who under the old system were supposed to be incurable but who are now valuable acquisitions to the army because of the modern Sanitorium idea. It is estimated that a period of three years is the term of disability in a fatal case of Consumption during which time the victim has not only lost his earning power but in most cases is a tax upon society; and who can measure the cost of human misery to the family and friends? The loss to the community from the death of each consumptive is estimated at $5,000, and the deaths in Canada number 7,000 annually which means an economic loss to the Dominion of thirty-five millions of dollars; and a billion dollars is the estimated loss to the United States from preventable tuberculosis in a year.

The philanthrophy of Hon. Charles Dalton in providing a Sanitorium for the treatment of incipient cases of Tuberculosis, at the enormous cost of $60,000 places this Province under a deep debt of gratitude to the generous donor, and will be a lasting memorial to his patriotism. This institution is completed and it is sincerely hoped that Mr. Dalton may enjoy many years to witness the results of his generosity on behalf of the afflicted. But this institution provides solely for those in the initial stage of the disease, and it devolves upon some other agency to provide for advanced cases. For the advanced cases among the poor there is a cottage in connection with the Provincial Infirmary where tuberculosis patients are segregated, and this is an encouraging initiative, but as a people we are far from being up to date in hygienic measures.

I think that by a succinct statement of what, has been done in the other Provinces and what is already accomplished at home I will assist those present in their consideration of the health question.

The Society for the Prevention of Tuberculosis here has excellent results to its credit in the distribution of literature bearing on disease, the supplying of nourishment and nursing, and the establishment and maintainance of the Dispensary, still a comparison of the work done with that accomplished in the other Provinces will prove that the Public Health problem is not receiving at our hands the sympathy and support that it deserves.

The Canadian Association for the prevention of Tuberculosis which has its headquarters at Ottawa has been in existence for sixteen years, and branches have been established in all the Provinces of the Dominion with the result that the aggregate Sanatorium accomodation provides for nearly two thousand tuberculosis patients. Ontario has twenty active Sanatoria with 1190 beds in all,— the largest of which provides two hundred beds and the smallest twenty beds. The Province of Quebec has 5 such institutions with 165 beds; Nova Scotia has two with 55 beds; New Brunswick two with 100 beds; Manitoba three with 210 beds; Saskatchewan one in course of erection to accomodate 60; Alberta one hospital with 20 beds; British Columbia two with 140 beds and P. E. Island one, not yet occupied with 24 beds.

The list of Officers of the Canadian Association embraces His Royal Highness the Governor General, Sir R. L. Borden, Sir W. Laurier. The Lieut. Governors of all the Provinces are Honorary Vice Presidents. Hon. Charles Dalton is Vice President for this Province, Sir L. H. Davies is on the Executive, and most of the Ministers of the Crown and the eminent physicians are on the official Board.

In order that the meeting may become acquainted with our local work special reference should be made to the Public Dispensary which is controlled by the Ladies' Executive of the Anti-tuberculosis Society. The Nurse in charge spends part of every day visiting the sick and relieving distress wherever poverty and sickness are found, and they are seldom inseparable. Not only are medicines and food dispensed through this medium, but clothing is received and distributed to the needy. The society is supported by the voluntary contributions of the charitable public, with small grants from the City and the Provincial Government and generous responses have been made from time to time when financial assistance was requested. Ex-Mayor Sterns personally contributed $100 a year during his term of office, and the Government has been generous when the funds were depleted. Judge Fitzgerald, Hon. Dr. Jenkins. Canon Simpson, Mr. Paton and Mr. Tidmarsh have ever been active in the good work of the Anti-tuberculosis Society, and these gentlemen have been generous beyond the knowledge of the public.

The good work so readily done by the physicians is very often backed by them in acts of generosity which can only be appreciated by those who are in a position to know of their self sacrifice. The Doctors are aware of a void in the health machinery, but they have no remedy against conditions which permit the cause of disease to continue in existence. They see in their busy and anxious life the ordinary rules of health disregarded by expectorations in public places under the eyes of the authorities, and they are obliged to place on their own tables beef that has been butchered and vended without inspection. They know also that we greatly need increased accomodation for advanced cases of consumption to properly control the infection as well as to care for the patients.

As to the responsibility, the British North American Act places the matter of the health of the people upon the various Provincial Authorities, and as this meeting represents the combined intelligence of the Government and people I respectfully submit that it devolves upon every person in attendance here to give serious and careful thought to the health and sanitary conditions of the community, for there must be an impetus given to public health in general, and an awakening as to the seriousness of the tuberculosis problem if the country is to meet with the prosperity which we all desire shall result from this important convention.

(To be continued.)