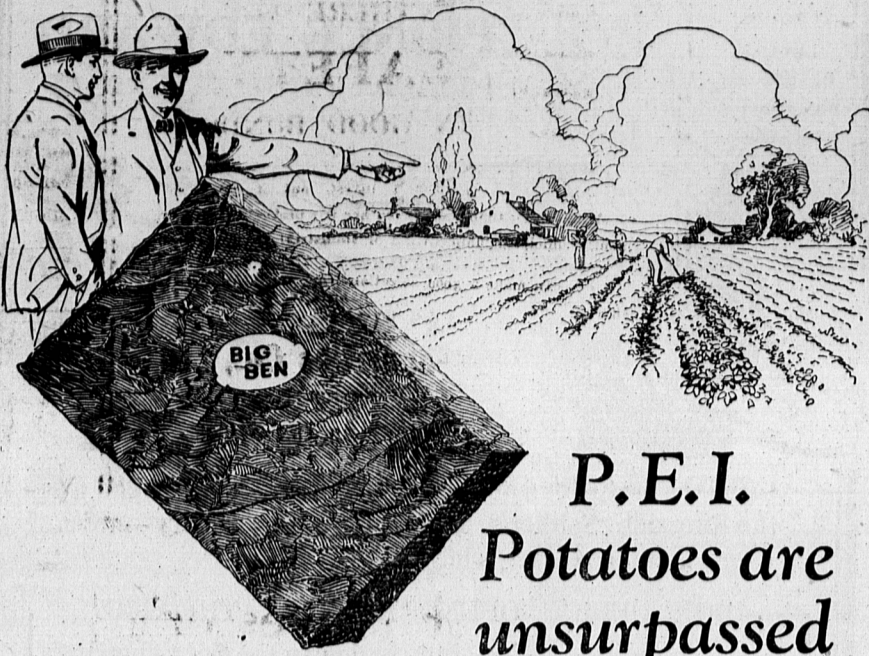


Of all forms of Chewing Tobacco the PLUG is the best!



P.E.I. Potatoes are unsurpassed

They are unexcelled for flavour and keeping qualities. The big majority of those who enjoy Chewing Tobacco prefer BIG BEN for these same qualities. Being in plug form, BIG BEN keeps fresh and moist; does not dry out, chip or crumble. It is always in the best possible condition for chewing; there is no waste; and the plug is more convenient to carry in the pocket.

BIG BEN

PLUG Chewing Tobacco

Mr. Henpeck (after seeing a drama): "She has a very difficult part in that play!"
Mrs. Henpeck: "Difficult? Why, she doesn't say a word!"
Mr. Henpeck: "Well, isn't that difficult for a woman?"

We will be buying—
POTATOES
TURNIPS
Live and Dressed POULTRY
at top market prices, throughout the season.
Please get in touch with us when you are ready to sell.
The Harris Abattoir Company

EYES TESTED
AND
Glasses fitted by scientific methods.
E. W. TAYLOR
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Registered Optometrists
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COAL
We can supply your wants for coal in any quantity required.
OLD SNEYD SCREENED.
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ALBION ROUND
ALBION STOVE
ALBION NUT
AMERICAN ANTHRACITE.
WELSH ANTHRACITE.
BESCO COKE
Prompt deliveries, lowest prices. Special prices on car lots.
W. D. GILLIS & CO.
Phone 179

Central Guardian

POLICE COURT—One prohibition case, at the Police Court this morning was adjourned until next Monday.

K. OF C. PARADE—Every member of the Knights of Columbus is requested to meet at the Home at seven p. m. tonight for the Annual Parade. 9640

HARD COAL CARGO—The schooner Esthonia arrived from New York with a cargo of hard coal for A. Pickard & Co. 9643

THE MONTHLY MEETING of Ladies' Aid of P. E. I. Hospital today 3:30 p. m. in St. Paul's Parish Hall. 9642

CENTRAL PARISH—(Church of Scotland)—Rev. D. M. Lamont will preach at Glasgow Road on Sabbath, October 16th, at 10.30 a. m. Lot 48 at 3.00 p. m. and in the People's Church, Charlottetown at 7.00 p. m.

MARKET—The market was fairly well attended yesterday. Spruce mackerel and cod were plentiful and fresh fish scarce. The following prices prevailed:— Eggs 41; butter 40; chickens \$1.00 to \$1.40; apples 30c; plums 20c; grape apples 3c per qt.; apples 6c dox.

Fall Colds
Attack them at the beginning. Heat and inhale Minard's Rub on throat and chest.

MINARD'S
"KING OF PAIN"
LINIMENT

LEUCORRHEA
And All Female Ills
Take Our Herbal Remedies Book on Skin Diseases. New Treatise on Chronic Disease by Herbal Remedies. Pamphlets on Loss of Manhood and Diseases of Men. Booklet on Female Ills and advice free by mail. 30 years' experience. (Without criticizing or disparaging your doctors write us before losing hope.) Treatment by mail only speciality.
English Herbal Dispensary Limited
1358 Davie, Vancouver, B. C.
Canada's Oldest Herbal Institute

E. R. BROW
146 Richmond St. Charlottetown
Fire, Life, Accident, Sickness and Plate Glass Insurance at Lowest Rate.
Good Strong Stock Companies
Agent at Summerside, Lloyd Lewis.

The Public Forum

This column is open for the discussion by correspondence of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

S. A. MacDONALD REPLIES TO CAPTAIN READ

Sir,—I must confess that I have committed an error in not receiving the consent of Captain Read before attempting to advocate improved transportation for the province.

He states that in his next letter he is going to give some reliable information, and to act on Lord Dufferin's advice with the "Never open your mouth until you are absolutely certain your brain is going to work."

First he is laboring under the delusion that I am advocating autos through the tunnel on their own power, I never discussed that phase of the question in any of my letters and why weary the public now with the minor details. What does it matter if we are pushed, pulled or even driven across by hot air.

My genial friend the Captain now informs us that he has spent several years in the gas carrying business. It is too well known to me.

While discussing this question of gas and its evils, let me remind the Captain that a tunnel has been built under the Hudson River connecting New York City with New Jersey, it is intended to have it in operation this fall. Let me further remind him that it is to be used solely for auto traffic driven under their own power. The proposal is to have the traffic go two abreast two going and coming in opposite directions. Anyone who is familiar with congested auto traffic in those large centres can best understand the managing of this. When completed the tunnel will be about two miles long.

So far as I am aware there have been no details in either of those two cities from that impending danger. If their engineers cannot solve this gas problem, let me trust their wisdom that they may deem it fit to consult some eminent authority here.

The Captain in his letter states, "Mr. MacDonald says we will never get our just share of the automobile tourists so long as they are ferried across the Straits to Borden. No never." The Captain further states: "It is only fair to assume that Mr. MacDonald knows what he is talking about and that he is willing to pass the information on to those of us who are not so fortunate."

Are we to infer from this that Capt. Read is not familiar with the present auto tourist service to and from the province.

I cannot answer Capt. Read's question better than by relating a brief detail of my own experience which is a common one, on September 3rd last and the public will then be enabled to judge if this service is the ideal one the Captain would lead us to believe it is. I arrived in Borden at 8.00 a. m. was informed I was in ample time at 8.15 there were about eight cars at the time, mostly foreign cars. We waited patiently to be shunted down to the boat, and the first intimation of trouble ahead was in seeing the Captain and his boat on the way to Tormentine. On enquiring at the Railway Station, we were informed that as the ferry could accommodate only 12 cars that we would have to wait for the Scotia. After the usual delays by shunting on either side we were unloaded from our flat car at Tormentine at 12.10 p. m. It took us from eight in the morning until 12 noon covering a distance of nine miles and this is Captain Read's idea of service and he ridicules the idea when I stated in my letter that the service was not fifty per cent efficient. I only wish my friend the Captain had been one of our number on that occasion he would then be reminded of Burns' "Oh that some power were giv' us to see ourselves as thers see us."

I would like to ask Captain Read why were the passengers in those automobiles not informed that they could not be taken across in the regular ferry and why were they not asked to take passage on the Prince Edward instead of being left there to be taken over in a tug that is entirely unsuited for passenger traffic. Anyone who wishes a real thrill take my advice and cross by the Scotia on a rough day.

Did Captain Read forget to tell that he did not foresee the needs of the present day traffic by ferry when only a few years ago accommodation was arranged for only six standard freight cars and no provision for auto traffic. Was Captain Read not consulted about the requirements of the province at that time?

If all governments, public men and corporations could see as far ahead as they can behind, what a changed world this would be.

I take it from Captain Read's line of reasoning that all great undertakings should be delayed until such a period when future progress or developments would be possible. Such a time never did and never will arrive. Each succeeding generation moves on to still greater achievements. According to his theory the ferry at Southport should not have been replaced by the Hillsboro Bridge.

What was considered entirely adequate twenty or even ten years ago is being replaced today with more modern ideas and made to meet today's requirements.

It must be borne in mind that nearly all great public works had to be so rearranged, enlarged or replaced so as to keep pace with

NEW ISSUE

\$2,000,000 Murray Bay Paper Company, Ltd. 6 1/2% First Mortgage 20-Year Sinking Fund Gold Bonds

To be dated October 1, 1927, maturing October 1, 1947. Principal and semi-annual interest (April 1 and October 1) payable at The Royal Bank of Canada, Montreal, Toronto, Halifax, Saint John, Winnipeg, Edmonton, Regina or Vancouver, or, at the option of the holder, at The Chase National Bank of the City of New York, New York. Coupon Bonds, denominations \$1,000 and \$500, with privilege of registration as to principal. Redeemable at the Company's option in whole or in part on any interest date, at sixty days' notice, at par and accrued interest, plus a premium of 5% if redeemed on or before April 1, 1929, such premium decreasing thereafter 1/2 of 1% each two years until maturity. Trustee: Montreal Trust Company.

CAPITALIZATION

(Upon completion of present financing)

	Authorized	Outstanding
First Mortgage Bonds (this issue)	\$2,000,000	\$2,000,000
7% Cumulative Preference Shares	2,000,000	1,250,000
Common Shares (no par value)		50,000 shares 50,000 shares

Descriptive circular, copies of which will be supplied upon request, contains a letter from Mr. George H. Mead, Chairman of the Board of the Murray Bay Paper Company, Ltd., from which the following is summarized:

THE COMPANY: The Murray Bay Paper Company, Ltd., is incorporated under the laws of the Province of Quebec for the purpose of manufacturing pulp and paper. It is now constructing a paper mill with a rated capacity of 120 tons per day of newsprint paper which is expected to be in complete operation early in the Spring of 1928. The Company has acquired wood cutting rights on Crown lands; lease of a going, modern groundwood pulp mill of 130 tons daily capacity, having its own hydraulic development with an installed capacity of 8,450 horse power, a contract for electric power, running well beyond the maturity of these Bonds and ample in amount for the operation of the entire plant; and a contract for sulphite pulp with Ste. Anne Paper Company, Ltd., which Company is controlled by the same interests.

ASSETS: The value of the Company's assets, after giving effect to this financing, and upon completion of its paper mill, is conservatively estimated as follows:

Electric Power Contract, Wood Cutting Rights, and Pulp Mill and Water Power Leases	\$1,550,000
Paper Mill	2,500,000
Working Capital	500,000
Total	\$4,550,000

EARNINGS: Upon completion of the newsprint plant, now under construction, it is conservatively estimated that the net earnings of the Company, based upon present price of newsprint paper, will be not less than \$565,000 per annum available for depreciation and interest on these Bonds. These estimated earnings are over 4 1/4 times the maximum annual charge of \$130,000 on these Bonds.

SINKING FUND: The Trust Deed will provide for annual sinking fund payments commencing January 1, 1930, estimated to be sufficient to retire at par all of the Company's Bonds at or prior to maturity.

OWNERSHIP AND CONTROL: The Company's Common Shares will be owned by a group comprising Abitibi Power & Paper Company, Limited, Spanish-River Pulp & Paper Mills, Limited, Mead Investment Company of Dayton, Ohio, and other interests prominent in the Canadian newsprint industry.

As a result of this ownership, the Company will be operated under the direction of principals having large financial resources, and who have taken a leading part in the development of the paper industry in Canada and the United States.

The production of the Company's mills will be marketed under contract of sale with the Canadian Newsprint Company, Limited, of Montreal, the largest distributor of newsprint paper in the world.

SECURITY: These Bonds will be secured by a Trust Deed of Hypothec, Mortgage and Pledge constituting, in the opinion of Counsel, a first hypothec, mortgage and charge on all of the Company's assets, present and future, specific as to real estate, plants, buildings, equipment and other fixed assets, which, upon completion of the pulp and paper mills, will have a value conservatively estimated at \$4,050,000, and a floating charge as to all other assets. All leases and cutting rights will be assigned to and deposited with the Mortgage Trustee as security for these Bonds.

We offer these Bonds for delivery if, as and when issued and received by us and subject to approval by our counsel of all proceedings at—

100 and accrued interest, to yield 6 1/2% Royal Securities Corporation, Limited Peabody, Smith & Co., Inc.

The above statements are not guaranteed, but are based upon information which we believe to be reliable and on which we acted in purchasing these securities.

AMPHITRITE

The steamer Amphitrite is engaged in unloading her cargo of coal at Carragher's Wharf.

ATTENTION IS DIRECTED to the advertisement Overseas Post Graduate Scholarships, which appears elsewhere in this issue which affords students a splendid opportunity for pursuing their studies in a British University.

FOOTBALL STAR—Mr. J. Glickman, Y.M.H.A., M.A.A.A. rugby star, who has been offered a position on the All Star American team arrived in Charlottetown Saturday and has been staying at the Victoria Hotel. He leaves by the early western train this morning.

SECRETARY TO LIQUOR COMMISSION—Mr. Henry Smith has been appointed Secretary of the Saunders Liquor Commission. The only other name submitted to the Commission for the office, was, we have reason to believe, that of Mr. L. P. Tanton, but on a vote, Mr. Smith received the appointment.

CUSTOMS CUTTER—The Customs patrol cutter "Baroff" which has been in port here for several days left yesterday morning to continue patrol work in the Northumberland Straits. The "Baroff" is a fast oil burner driven by the latest type of Diesel engines.

PERSONALS

Mrs. J. H. Hill, City, left yesterday on a visit to friends in Boston.

Mr. H. D. Dixon, Bradalbane was a visitor to the city yesterday.

Mr. John T. Valley, Peakes Road, was a visitor to the city yesterday.

Rev. and Mrs. W. H. Palmer and Masters Walter and Paige of Winsloe, motored to Nova Scotia on Tuesday to visit friends.

Miss E. R. MacAdam of the Cambridge Hospital, returned to U. S. A. on Tuesday, after spending a few weeks at the Parsonage, Winsloe, the guest of her sister, Mrs. W. H. Palmer.

Mr. John D. MacMillan, Collector of Customs, accompanied by his daughter Mrs. A. R. Gillis, left this morning on a holiday trip to Boston, Providence, R. I., and other American cities.

The many friends of Mr. Joseph Bolger of this city will regret to learn that he is at present confined to his home suffering from a severe attack of tonsillitis. However it is expected that the popular Joe will soon be convalescent and within a few days will be about his duties as usual.

Mr. Harvey McKee has returned from a short visit to Saint John, N. B. He was accompanied on return by his daughter, Mrs. W. H. Murray and her two children, and Mrs. Geo. McKee (nee Mary McQuillan) who is visiting her former home here for the first time in thirty-four years.

An Oil that is Prized Everywhere—Dr. Thomas' Electric Oil was put upon the market without any flourish over fifty years ago. It was put up to meet the wants of a small section, but as soon as its merits became known, it had a whole continent for a field, and it is now known and prized throughout this continent. There is nothing equal to it.

present day progress. Nearly all our large manufacturing plants find it necessary to scrap their machinery at certain periods. Electricity replaced the tallow candle, the automobile the ox-cart, our modern printing presses replaces the old hand press of the past and so on all along the line of progress. I would like Captain Read to tell which in his operation would be more beneficial to this province, a car ferry system or a tunnel.

Captain Read thinks that I am dropping the substance for the shadow, not so Captain, I am fully in accord with you that the present service must be maintained in a state of efficiency until such a time as the tunnel is built and I am pleased to have you admit that the need of a second and a more powerful boat. It has been a long grind, Captain, but we all thought you would eventually come to our way of thinking. We now gladly accept you into the fold even though an eleventh hour convert.

I have before me now figures giving the full cost of the pier at Borden and Tormentine, transfer bridges, electric light plants on both sides, cost of land, engineering costs, labor and cost of present car ferry.

In my last letter I stated that the present service, capitalized, is costing the country more than would a capital expenditure of \$20,000,000. I am now convinced that it will considerably exceed this amount. I will have this information ready in a day or two. In the meantime I repeat what I have already stated that the tunnel is the only solution to our transportation problem. The first and necessary steps to be taken is to have competent engineers submit a full report, then and then only will we be in a position to more definitely judge.

What appears to me as being a sane, sensible and businesslike problem, and with facts and figures such as we are able to produce, it must appeal to all fair minded people as the only solution of a great difficulty.

I am, Sir, etc.,
S. A. MacDONALD.

APPOINTMENT OF CHIEF

Sir,—I notice in your paper of this morning that Mayor Miller has decided that the motion of Councillor Hennessey to reconsider the appointment of Chief of Police, is not in order.

Section 39 of the By-Laws of the City of Charlottetown states:—"While the minutes of the preceding meeting are being read by the clerk, any member may move to amend an entry, to rescind or reconsider any resolution therein

contained, but a motion for rescinding or reconsidering shall not be permitted unless a formal motion of reconsideration or rescinding has been given on the day of the resolution being passed before adjournment. No such notice however, shall have the effect of delaying or impeding the action necessary to give effect to any resolution, unless the council should order otherwise."

There was a resolution passed at the previous meeting of the Council appointing Mr. Birtwhistle at a salary of \$1500.00, and at that meeting Councillor Hennessey gave notice that at the next meeting he would move for a reconsideration. This he did, but Mayor Miller ruled him out of order on the ground that Mr. Birtwhistle's appointment was made in the form of an amendment to Mr. Hennessey's motion and therefore not a resolution.

Will Mayor Miller hold that when a motion or resolution is put and an amendment is made to it, and the latter carries by a majority vote, that the amendment after being carried does not become a resolution of the Council?

I don't think he will get anyone to support him in that contention.

Again granting for the sake of argument that Councillor Hennessey was out of order in his motion, why did Mayor Miller consent to Councillor Hennessey's notice of reconsideration? After asking the advice of the City's Solicitor, surely he knew the rules then and it became his duty to tell Councillor Hennessey that his notice of motion for reconsideration was out of order. But he approved of it. And Mayor Miller further knew that the matter of the appointment of Mr. Birtwhistle would come up again as he had accepted the notice. Why in the name of common sense did he wait until the matter was finally settled before engaging Mr. Birtwhistle? You have the spectacle of Mr. Birtwhistle coming here attending his first meeting of the Council and listening to the Council wrangling over his appointment. It is totally unfair to a stranger, and what must Mr. Birtwhistle think of the business ability of our Council? I am sure that Mr. Birtwhistle would never have come here if he had thought his appointment was not definite and agreeable to the whole Council. Mayor Miller will have to do some explaining before the taxpayers will understand the reason for his action.

One reason given by Mayor Miller for ruling Councillor Hennessey out of order was that the city has made a contract with Mr. Birtwhistle and if the Council refused to ratify the contract, the city was liable for damages. When he approved how immensely the soul and

spirit of a people might be affected by such a course.

There is no liability to the city for damages for breach of contract, with Mr. Birtwhistle the cause for that liability must be placed squarely on the shoulders of Mayor Miller.

Sergt. Allan McInnis had the city well under control as he had when Mr. Baldwin ad Lord Willington were here, and there was absolutely no need for sending for Mr. Birtwhistle in the first place. This would have saved a lot of humiliation to Mr. Birtwhistle and would have saved the loss of a lot of respect for the Mayor and Councillors.

I am, Sir, etc.,
VOTE IN WARD FIVE.

BANKS ON QUALITY OF BRITISH PEOPLE

LONDON, Oct. 11.—Lord Birkhead, responding to the toast of the "British Empire as the British Empire," said that the British Empire was the "brightest jewel in the British crown." Of the self-governing Dominions in a complete constitutional sense it was not necessary to speak with particularity. "It is very difficult to realize how the British Empire as we understand it came into existence."

One fact emerged, that with perhaps one or two exceptions it owed nothing to any particular British statesman. It was true that the genius and presence of Champlain and Burke would have avoided, had they been permitted to breathe the freely and live their own lives.

FORM NOT REALIZED

It was certain that hardly an English statesman or a Dominion statesman, during the critical and decisive years in which these relations were growing up, realized the potential constitutional form which the British Empire, in its loose correlation might ultimately adopt. The history of the whole affair of the Anglo-Saxon people and the

Stock Quotations

HALIFAX, Oct. 11.—Quotations furnished by Johnston and Ward, Members of the Montreal Stock Exchange:

New York Exchange

At. Top. and Santa Fe Ry.	168 1/2
American Can Co.	63 1/2
Am. Car and Fdy. Co.	100 1/2
Am. Smelt. and Refng. Co.	167 1/2
Am. Bosch Mag. Co.	23
Anacosta Cop. Min. Co.	47 1/2
Can. Pacific Co.	196
N.Y. Cen. and Hud. Riv. R.R.	103 1/2
Hudson Motor Car Co.	193
International Paper Co.	59 1/2
International Petroleum Co.	30 1/2
Standard Oil of N. J.	28 1/2
Mis. Kan. and Tex. Ry.	25 1/2
Reading Co.	114 1/2
Southern Pacific Co.	121 1/2
Union Pacific Ry.	101 1/2
Westinghouse Electric	83 1/2
United States Steel	143 1/2

Montreal Stock Exchange

Abitibi	135 1/2
Laurentide Pulp	102
Montreal Power	91
National Breweries	87 1/2
Winnipeg Electric	89
Asbestos Cop. New	35
Asbestos Pfd. New	95
Brazilian Traction	207 1/2
Spanish River Com.	109
Steel Company of Canada	163
Shawinigan	84 1/2
Can. Steamship Com.	35 1/2
Can. Steamship Pfd.	91
Dominion Bridge	269

Banks

Bank Royal	320
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Wheat—Dec., 130%; March, 133 1/2%
May, 136
Corn—Dec., 91%; March, 94 1/2%
May, 96 1/2
Oats—Dec., 48%; March, 50 1/2%
May, 50 1/2
Wheat—Oct., 138 1/2%; Dec., 131 1/2%
May, 135 1/2

calculation and purposes of statesmen. It was not by calculating nor staccato that the British Empire had been made up. It was founded deeply on the indelible attachment of people who came from the same stock, thought the same thoughts and intended to adhere together in good or bad fortune. There could not have been a greater illustration of that than in the war. The Empire would stand indelible, and he believed, permanent because it was founded deep and sure on the character of the Anglo-Saxon people and the qualities that made them