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Board Of Trade Reports

(Continued from page 5)

days of the "Earl Grey" and the "Minto", which were the equal, or the better, of the stand-by steamers suggested, to realize the inadequacy of such steamers.

Since the inauguration of the Car Ferry service in 1917 the whole economic life of the province has undergone a distinct change, and while it is true Prince Edward Island would not starve during a period of isolation, the matter of fuel to heat homes and institutions, and to operate electric light and power plants, not to mention defence projects, would be acute. The oil situation would also be difficult, as various power plants, industrial plants, and many homes now require oil fuel. The fact that potatoes are our large cash crop, and are normally shipped in the ice season, and generally deteriorate very considerably in both quality and price after the opening of navigation in the spring, is a further difficulty.

It is said that we might secure a new boat after the war, but your Committee cannot point out too strongly that the order is not placed till then, the drawing of plans and the construction of the boat may take two or three additional years. As we do not know the date on which the war will con-

clude, it is easily seen that the present steamer, which was built in 1915, must run many risks, and many chances of loss, before the new boat appears. One wonders how officials of the Canadian National Railways can be so sure that they will be able to maintain the service.

Wood Islands Service

The innovation of the Wood Islands-Caribou service was indeed a forward step, and the figures of traffic handled over this service speak for themselves. The many difficulties met with by Northumberland Ferries Limited in establishing the service are generally understood, but possibly the fact has been overlooked that the unsatisfactory depth of water in the harbors to the necessary depth will be the greatest trouble. It is hoped that the Steamship Company's efforts to have the Dominion Government dredge the harbors to the necessary depth will be successful. Roads capable of standing up to the traffic are the responsibility of the Provincial Government, and will surely have their attention early in the coming season. Figures of traffic carried and traffic left behind at these points definitely indicate the need for a larger or additional boat, and it is earnestly hoped that the Steamship Company's efforts in this connection will be successful.

In the field of aerial transportation it was interesting to compare the record of Trans-Canada Airways during their short term of service with that of Canadian Airways, which for many years successfully coped with this problem. Just why Trans-Canada Airways withdrew has not been made public, but as is natural, air traffic is heavier in the winter season than in summer. It is possible that the unusually inclement summer season this year in Prince Edward Island interfered with their schedules, which in any event were not maintained on a basis acceptable to those accustomed to use air transportation. We understand that Maritime Central Airways, which have recently taken over the service, have been doing reasonably well, and an improvement has been noted in the delivery of air mail. It is sincerely hoped that the operations of this Company will prove successful to all concerned.

We are pleased to note that the Travel Bureau are active in transportation matters and interesting themselves in the travel problems of our own people, as well as visitors. In closing, we cannot impress too strongly upon all those interested the necessity for continuing pressure on the Government of Canada for reinforcement of its lost Ferry, and the necessary improvements at the harbors, and to the communications of the Wood Islands-Caribou service. Submitted on behalf of the Transportation Committee.

INDUSTRY

The following report on industry was read by Mr. V. A. Alnsworth: "Even the most casual glance over the productive activities of Prince Edward Island will show

that the livelihood of its inhabitants depends predominantly on products grown in its soil, livestock reared on its pastures, fishes raised in part upon by-products of the farm, fish taken from the waters surrounding the Island, and that industrial manufacture contributes only in a small measure to its welfare. Because of this condition, reports made by the Committee on Industry in past years have tended to deal quite largely with the raising and, to some degree, of the processing of agricultural products. Previous reports have also dealt at some length with our rapidly growing tourist business, which, in an increasing measure, is contributing to the provincial income.

"While a broad study of the industrial activity of the Island would necessarily have to include the fields of agriculture and tourist travel, your committee for the year now ended has placed a more specialized meaning upon the word 'industry' and has construed it to mean something closer to the word 'Manufacturing.' It has done this in order to separate its findings from those of the Agricultural Committee, and to deal with the entire field of manufacturing. This has resulted in narrowing the field of investigation and throwing a clearer light on the portion of the Province's industrial activities, which we have felt to be the true work of this Committee. It may be said by some that, by process of elimination, we have narrowed the field of investigation to the disappearing point, and that in a sense may be true, but, if so, it at least indicates that there is very broad scope for future endeavor on the part of the Board to have this condition changed as the years pass.

Manufacturing Activities

"If one seeks to examine and evaluate manufacturing activities in and around the City of Charlottetown, it is immediately apparent that with one or two exceptions these institutions are of such small size and capacity that they do not bear comparison with similar undertakings in other parts of Canada. A number of them are engaged purely in serving local demands within the City or within the Province, without any export business, and it should be sufficient for the purposes of this report to say that these businesses are well run and, in general, are showing satisfactory results as compared with their previous years' operations. The tendency indicated is for their business to have improved over last year where their product is used for the local market because of the somewhat increased demand occasioned by the Air Training establishments here. One of our larger establishments dealing with the packing of meat and products for domestic and export markets reports improved business in part resulting from the export of produce to the British Isles. There are one or two small machine shops in the City who report an improvement in business, one of these partly because of war contracts. Last, but by all means not least, we have a comparatively large general engineering establishment in town, which, aside from emergency work on the remaining car ferry at Borden and some small war contracts, has not been operating to its fullest capacity. Figures were recently published in the press, quoting employment figures and earnings in the different provinces of the Dominion, as compared with the previous year. It was both interesting and alarming to notice that, whereas these fig-

CENTRAL GUARDIAN

This column is reserved for news of local interest, but advertising of a serious nature may be inserted at a cents a word, strictly payable in advance.

CONFEDERATION LIFE INSURANCE

HAMPTON UNITED CHARGE—Services on Sunday, January 18th at 11 A. M. M. Desab's 3 P. M. Hampton 7 P. M. L-582-1-16-11.

SUNDAY, JANUARY 18th—Burnside Church, Clyde River 11 A. M. Churchill 2:30 P. M. Canoe Cove 7:00 P. M.

WINSLOE PASTORAL CHARGE—Services Sunday, January 18th are as follows: Highfield 11 A. M. Prospectown Road 2:30 P. M. Walsby South 7 P. M. Rev. J. R. Skinner, Minister. L-559-1-16-11.

BELFAST-BELL RIVER UNITED CHURCH SERVICES—Sunday January 18th, Eldon 3 P. M. Bell River 7:30 P. M. Annual congregational meeting at Eldon Tuesday, January 20th. W. E. MacPhail, Minister. L-500-1-16-11.

TRYON—BONSHAW BAPTIST CHURCHES, Sunday, January 18th, Albany 11:00 A. M. Westmoreland 3:00 P. M. Tryon 7:30 P. M. The pastor will speak on the subject: "The Cross in Our Daily Lives." Participation is extended to all who find it possible to do so, to join with us in these services of worship. L-5700-1-16-21.

NORTH RIVER BAPTIST CHURCHES January 18, 1942. Fairview Service 10:45 A. M. Combsville Church and Sunday School Program North River: Service 3 P. M. Kingston: Service 7 P. M. Clyde River: Sabbath School 11 A. M. Kindly note the change of hour at Kingston 7 P. M. Come and worship with us. Rev. A. E. Todd, Minister. L-509-1-16-11.

BRIDE SHOWERED—Friends of Miss Rita Champion, gathered at the home of her parents, Mr. and Mrs. C. E. Champion, at the Hotel Airport on Monday night to tender a surprise party and bid farewell before her leaving the latter part of the week for Montreal where she will become the bride of Mr. James Fraser of the Percy Command. Many useful gifts were received by the bride-to-be who in a neat speech thanked her friends. Music and dancing were enjoyed. An excellent luncheon was served by Miss Champion's girl friends.

uses in all provinces except Prince Edward Island showed increases as high, in some cases, as 20 per cent. This province showed a decrease. Since it is reasonable to believe that these increases in the other provinces have been the effect of rapidly increasing production of war supplies, and the decrease in Prince Edward Island is, doubtless, due to the fact that the previous year's figures were increased somewhat by the construction of Air Bases, it would seem obvious that with restrictions upon purchases which are expected in 1942 and succeeding years, Prince Edward Island will be still more adversely affected.

Effect Of The War

"Briefly, the war has created a condition where a very large proportion of our younger men have left this Province either to join the Active Forces or to engage in industrial work in Upper Canada. This, as no doubt the Agricultural Committee will report, has resulted in a shortage of farm labor, and the difficulty of obtaining raw materials, it is unlikely that any private industry of great consequence can be initiated in setting up in this Province at the present time. Nevertheless, it seems to your Committee a strange thing that the engineering concern previously referred to has been unable at least up to the present, to launch its plant in the Province of Nova Scotia. This is more fortunate than ourselves in this regard, and has been able to secure Governmental assistance in connection with the construction of ships. While it is probably true that we should need Government capital to equip ourselves to handle this type of job, or perhaps any of the intricate types of machine work which are necessary for the production, it is equally true that such assistance is forthcoming in other provinces where the need can be certainly no greater than it is here. It is recommended that the Board should interest itself in attempting to have this condition changed. In the United States attempts are being made to have every available shop and every piece of machinery working on war production, no matter how small. Surely, then, it is little enough for us to expect some measure of activity in our own case. This recommendation is not made with any sense of criticism of our Government either Provincial or Dominion, but to indicate that the matter might profitably be investigated.

The Future

"No one, especially nowadays, can forecast what the future holds in store. However, there is an increasing recognition that in wartime we must prepare ourselves for post-war conditions. It would seem then, if we are in any way able to make some substantial manufacturing contribution towards the Canadian War Effort during wartime, which, at the same time, can be profitably converted to peacetime production after our final victory, shall be to that degree in a better position than to view a steady diminution of our population caused by trans-migration to other provinces of Canada and the United States. One final reference before this report is closed, the question of oil investigation as to the presence of oil in the province has been going on for the last few years, and there seems some small likelihood of oil

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ISLAND FURRIERS

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Island Agriculture and Its Response To War Needs

During the first year of the war very little was said of the need of either men or agricultural products. The second year a greater demand for men came, and the response of our Island was second to none in Canada. A demand for certain specific agricultural products came as definite commitments by Canada of so many pounds of bacon and dozens of eggs. Prince Edward Island produced a large quantity of both of these products. Now, in the third year, there comes the demand for many more men and a greatly increased need for our agricultural products. There is every indication that as the war goes on there will be an increase in the importance of war supplies and equipment and our farmers' work, while not spectacular, is vitally important in the Nation's war effort and it will become more essential as we proceed. Your Committee would recommend that an all-out program of agricultural production be undertaken in Prince Edward Island in 1942. Farm labor is very scarce and there will be great difficulty in getting necessary labour, but if everyone will do all they can, this Province can make a great contribution towards ultimate victory.

AGRICULTURE

Dr. J.A. Clark, chairman agricultural committee, said: The Agricultural Committee of your Board have not had any specific problem presented to them during the year. They, however, took an active part in supporting the Provincial Department and other organizations in connection with the securing of cheaper feed for our farmers and livestock men. This was eventually successful and coarse grains and mill products are now coming from the head of the lakes, the Government bearing the cost of freight from Port Arthur and Fort William.

A recent announcement by the Bacon Board indicates that on and after December 15th, export packers will not be permitted to slaughter hogs producing carcasses weighing less than 130 lb. This is a move in the right direction and one of the best ways of increasing the total amount of pork and quality that will be produced this year. Our contract with the British Government to supply 600,000,000 lb. by October, 1942, is a big obligation but there is every prospect at present that this will be obtained and one way to do this is to see that all live hogs should weigh at least a minimum of 185 lb. before being offered for slaughter.

A brief review of farming conditions in 1941 might be in order. The spring seeding was greatly delayed owing to unfavorable weather conditions. For the four growing months there was 848 inches more rain and 115 hours less sunshine than the average for 41 and 31 years respectively. General seeding started about May 24th and many fields were not seeded or planted until July. Harvest was late and difficult. The early harvest was well saved, October was so wet that it was very difficult to dig potatoes or harvest grain and many crops remained in the fields until well into November. On the other hand, the season was very favorable for pastures. The grain, as a general thing, filled well and the damage from wet weather was not so great as was expected. Potatoes and roots were much below average in yield.

motion was also passed, expressing appreciation to the Canadian Airways for the very excellent services rendered during the past twelve years.

On April 9th, your committee interviewed the Premier as instructed by the Board, and he was of the opinion that further action should be delayed until it could be seen how the new service was working out. In July your committee met and checked the record of Trans-Canada Air Lines on the Moncton-Charlottetown run for the period from April 15th to July 25th as compared with the same period during the previous year and found that while almost 20% of the scheduled trips had been cancelled by C.A., only slightly over 8% had been cancelled by Maritime Central Airways, and while it was felt that the question of improvement in the service should arise, the fact was, it was pointed out that unusual weather conditions were responsible, to some extent, for the poor record of the service. It was recommended that joint or parallel action be taken with the Maritime Board of Trade on this matter. This recommendation was not considered by the Board until September and at that time it was currently reported that an amendment was contemplated, and that C.A. were to withdraw from this Province.

AIR SERVICE

The Air Service Committee was presented by the Chairman, Mr. E. M. Bagnall. When this committee was appointed, Canadian Airways were operating the Air Services between this Province and the Mainland. Early in April it was learned that Trans-Canada Air Lines were to take over the service, and that T. C. A. were definitely withdrawing.

From actual experience I would say that Maritime Central Airways are giving excellent service. The equipment used is good and the pilots of the present day do not go below ground. There were periods too, in those far-off days, when the coal-tran was booming and the miners earned good wages, probably more than was earned by any other industrial worker in the North. Many a miner's cottage was graced by the presence of a piano, and there were other extravaganzas that the miners of the present day could scarcely imagine, much less carry out. We may forgive Dr. Cronin for giving utterance to these anachronisms, but it is harder to pardon his too intimate disclosure of conjugal infidelity in some of his characters. Justice wisely clears the court-room when such disclosures are made, but most current literature seems to be a pleasure in the disclosure of details. Times have a tereed general since publisher Vitzell was given a year's imprisonment for printing an English translation of Boccaccio's Decamerone.

that they are more or less short of fire fighting equipment. Your Committee has been informed that a new 800-gallon Becker Pumper has been ordered and will be in operation about the first of this month. With this new unit in operation, we understand our fire fighting equipment will be within approximately 25 per cent of the standard required for a city of the same population as Charlottetown. One recommendation which we might make would be in regard to the policing of the fire lines. The necessity for this could be seen at the two recent fires. We suggest that the Fire Department Personnel be increased. This would mean that the salvage crew would be able to rope off the vicinity of a fire so as to give the firemen a better chance to do their work. "With the exception of the two major fires mentioned above, we have been very fortunate in our City as regards loss of property, etc. In the report of the retiring president, Col. Rogers, published yesterday, in reference to the Wood Islands-Caribou service, a phrase was inadvertently omitted which is herewith given correctly: "It is a matter of deep regret to all who are seeking general prosperity for Prince Edward Island, that due to the inadequacy of the harbor facilities for want of dredging and lack of tonnage, two-thirds of the traffic offering had to be rejected."

Your Committee, together with the Vice-President of the Board and Mr. Mutch, of the Transportation Committee, discussed the proposed changes with the Premier and members of the Government, and were advised that two different companies had applied for the contract to operate the service, and that T. C. A. were definitely withdrawing.

Maritime Central Airways took over about the middle of December and we are now the only Province not served by the Trans-Canada Air Lines.

The following report on Fire Prevention was submitted by Mr. P. J. Chappell: "During the past year, we have had two major fires in our City, the first being the Agricultural Hall and the other recent fire being the F. W. Woolworth Bldg., on Queen St. Our Charlottetown Fire Department handled these fires in their usual capable manner, despite the fact

Newsy Notes

(Continued from page 6)

prohibited by Act of Parliament. At the present day young women are still employed in picking slate and stone from the coal, at mines in Cumberland, but they do not go below ground. There were periods too, in those far-off days, when the coal-tran was booming and the miners earned good wages, probably more than was earned by any other industrial worker in the North. Many a miner's cottage was graced by the presence of a piano, and there were other extravaganzas that the miners of the present day could scarcely imagine, much less carry out. We may forgive Dr. Cronin for giving utterance to these anachronisms, but it is harder to pardon his too intimate disclosure of conjugal infidelity in some of his characters. Justice wisely clears the court-room when such disclosures are made, but most current literature seems to be a pleasure in the disclosure of details. Times have a tereed general since publisher Vitzell was given a year's imprisonment for printing an English translation of Boccaccio's Decamerone."

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