THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded in 1887)
Authorized as Second Class Mail, Post Office Department, Ottawa.

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"The Strongest Memory is Weaker Than the Weakest Ink."

WEDNESDAY, AUGUST 21, 1946

Training Assistant Nurses

So serious is the nursing shortage situation in Ontario that the Drew Government has had to institute a course of training for nurses' assistants. This might prove to be a very serviceable idea. The results, at any rate, will be watched with keen interest in other provinces. The classes are to open in Toronto, Hamilton and Kingston on Sept. 16, in which applicants between the ages of eighteen and forty will receive a nine-months' course of instruction. On completion of the course they will be entitled to a certificate as nursing assistants. The trainees will receive sixty dollars a month, less cost of room and board, throughout the training period. The initial three months of the course will be conducted in schools, and the balance, dealing with the practical phases of nursing, will be undertaken in selected hospitals.

Even during the last six months of their training, it is suggested, the students should be able to take some of the load off the shoulders of the nurses in the hospitals. They will be able to undertake much of the ward routine and so release the qualified staff for the more responsible duties. In this way there should be an almost immediate improvement in the nursing care of some institutions.

The scheme is admittedly a palliative which will not solve the basic problem of scarcity of trained nurses. It takes three years to train a graduate nurse, and the problem of supplying the increasing demand in this highly skilled field is becoming more and more serious.

Heavy Livestock Exports

Canada's reputation as source of supply for breeding live stock to all parts of the world is gathering momentum, and the heavy exports made during the war are being maintained, says R. W. Blake, Export Division, Foreign Trade Service, Department of Trade and Commerce, Ottawa, is a review of the large shipments of Canadian pure-bred cattle and other live stock. More than 71,000 head of pure-bred and dairy cattle having an aggregate value of $11,612,955, were exported from Canada to 23 different countries during 1945, and an additional 8,801 pure-bred cattle and 24,847 dairy cattle were exported during the first five months of 1946. Statistics of the exports of sheep, swine, and poultry show the remarkable increase in exports of live stock and give an indication of the rapidity with which Canada has risen to prominence as a producer of breeding stock.

After years of sound, selective breeding, Canada has reached the stage in live stock development from which she can offer to the countries of the world high-quality healthy animals, such as beef, dairy, and dual purpose cattle, sheep, pigs, draught and saddle horses, thoroughbreds and standard breds, in addition to poultry with the best Record of Production.

One of the reasons why Canadian live stock can claim to be notably healthy is due to the fact that the Health of Animals Division, Dominion Department of Agriculture, has been consistently active in its efforts to eradicate, control and prevent disease among its live stock. There never has been a case in Canada of the destructive and dreaded foot and mouth disease and the percentage of T.B. infection is very low. For the control of Bang's disease 2,684 herds are under supervision of the Division, and other diseases either have been eradicated or so controlled that no serious outbreak has occurred for many years. The strict and efficient supervision of Canadian live stock constitutes a guarantee to importers in all other countries of the world.

To no Province does this statement more aptly apply than to Prince Edward Island, which is entirely a disease free area so far as TB infection is concerned.

No Connection

The romantically inclined wonder if there is a connection between the recent sub-surface explosion of an atomic bomb in Bikini Lagoon with the Dominican Republic earthquake. There is none, says the *New York Times*. When the earth shakes even slightly, it shakes over an area and with a violence that no atomic bomb can match. The Turkish quake of 1939 killed 40,000, the Chilean quake of the same year, 20,000, and the great Japanese quake of 1923 over 150,000. The two atomic bomb explosions at Bikini were of no seismic importance. In fact, no one felt any quake a hundred miles away. The Puerto Rican and Dominican disaster is wholly Nature's work.

The great seismic regions of the world lie mainly in two belts. One surrounds the Pacific; the other passes through the East Indies, the Himalayas, the Caucasus, the Alps and the West Indies. Seismologists are therefore not astonished that Caribbean points had been jolted by a shock so strong that it was recorded in St. Louis, 2,000 miles away. The earthquake history of Puerto Rico is not as disturbing as that of Cuba, but it is bad enough. Not since 1918 has the island territory suffered so much damage.

To a seismologist, an earthquake is not exactly a blessing, but he regards it with more composure than the rest of us. For he sees it as a way of relieving terrific strains gradually. If the strains were suddenly relaxed the planet might be disrupted. Indeed, a few geologists believe that millions of years ago, when the day was only a few hours long, the earth was disrupted—a catastrophe in which the moon was supposedly thrown off. If this hypothesis is more than a mere speculation, which has the mathematical support of Sir George Darwin and of Henri Poincare, the Caribbean quake is indeed a minor disturbance.

— EDITORIAL NOTES —

The second day of Veterans Week—be prepared for arrival of Veteran Montgomery.

* * * *

There is to be no starvation in Canada anyway this coming winter, for we are promised a bumper wheat crop, better than the average. In the Island we are promised a bumper potato crop, better than the average.

* * * *

Dr. Grant, M.P., notwithstanding, there are still veterans lacking jobs in this Province, and it is up to employers to see that they find them—hence the Legion's present campaign.

* * * *

Veterans are called for parade in civvies with ribbons or medals, at the Cricket Ground, Victoria Park at 11.15 a.m. daylight saving time on Monday to meet Field Marshal Lord Montgomery of Alamein.

* * * *

New, up-to-date, sanitary fox cages are on the market, and will be in general use just as soon as sufficient material is available for their construction in large numbers. A Montreal firm, with a branch in Hamilton, Ont., are the producers, and Island foxmen who have seen the cages speak highly of them.

* * * *

"The Admirable" Crichton (James) born this date 1561; celebrated Scottish scholar, whose versatility has become proverbial; son of Lord Advocate Robert Crichton; tradition states that he successfully carried on a debate in twelve languages in Paris, and next day won a match in a tournament; outstanding philosopher, mathematician, theologian; composer of Latin verses; a fine swordsman, a man of great personal beauty and fine physique; killed in a street brawl at the age of twenty-two.

* * * *

We are getting better, from a children's point of view. Juvenile delinquency, which reached an all-time high in 1942, is on the wane with the number of juvenile crime convictions in 1945 the lowest since 1940, according to the Dominion Bureau of Statistics. Juveniles brought before the courts in Canada in 1945 numbered 9,755 compared with 11,554 in 1944. Convicted of major or minor offences were 8,909 juveniles in 1945 against 9,917 in 1944. Of the total of 5,758 convicted of major offences, 4,231 were first offenders and 1,527 repeaters. Boys were responsible for 5,516 of the major offences with 242 attributed to girls.

* * * *

Indications of the return of a buyers' market in the house-furnishings field were in evidence at the opening of the American Furniture Mart at Chicago. According to industry spokesmen, material shortages and uncertainties of the price situation are still main considerations, but buyers search for merchandise may be satisfied partially during the remainder of the year if manufacturers' shortages are overcome during that period. Salesmen will again be working by next Spring with the furniture industry fighting hard with hundreds of other industries for the consumer dollar.

* * * *

Why is it the American Associated Press and the Radio adopt such anti-British attitude in these critical times? In describing the recent trouble in Calcutta they laid emphases on the allegation that the Moslems attacked the Hindus because of their opposition to the British proposals for India's independence, and the Hindus interpretation of them. The British broadcast, immediately after the Canadian, made no such allegation. As a matter of easily ascertained fact the Moslems resorted to "direct action" because they were afraid the Hindus, the vast majority of the people affected, would make a success of the measure of Home Rule granted by the British Government. The trouble in India is not a racial one but "a family row" accentuated by religious differences.

* * * *

Dairy output is not improving any. Creamery butter production is continuing below that of last year, with July output totalling 40,836,852 pounds compared with 42,527,680 in the same month last year, or a decline of nearly 4 per cent. Total production for the first seven months of 1946 was 164,388,377 pounds against 176,606,415 in the same period last year. Chedder cheese output also declined, amounting to 25,518,300 pounds in July compared with 30,451,170 in July, 1945. The total for the January-July period was 81,905,494 pounds against 103,830,815 a year ago. Concentrated milk products totalled 36,321,506 pounds compared with 35,656,854 in July 1945. The seven-month total was 187,592,065 pounds against 191,056,404 last year.

* * * *

Still another railway project mooted. Proposal for a new trans-continental railway route from Churchill, Man., on the Hudson Bay to Prince Rupert, B.C., was advanced by E. T. Applewhaite of Prince Rupert at the closing session of the annual convention of the Associated Boards of Trade of Central British Columbia. He pictured it as a new imperial communication route from Liverpool to Hong Kong which would cut the distance, via Montreal and Vancouver, from 11,737 miles to 10,061 miles. The proposed route would be through Winnipeg, the Northern Railways, the Peace River District and Hazelton to Prince Rupert.

Notes By The Way

Every time an automobile figures in a smash-up these days the police begin their investigation by asking "was the driver drunk?" — Chatham News

Illness is a greater menace than ever if, according to an official ruling, no income tax reduction is allowed in Canada for money spent on an invalid's drugs — Toronto Telegram.

Planting policies in horticulture are under consideration in Australia since many demobilized soldiers wish to take up fruit and vegetable growing. For some years planting acreages have been controlled and the states now are being asked to submit plans for readjustment of quotas. —Fredericton Gleaner.

"High tea", as Scotland understood it, was a never-ending source of astonishment — and perhaps admiration — to the visitor from the other side of the border. Whatever the dieticians may think about the wisdom of this erstwhile rich and possibly ill-assorted meal, we shall heed them not when it is in front of us again. We shall know that things are back to normal.—Edinburgh Scotsman.

Men who are incapable of behaving themselves when they have had a drink or two must learn by experience that they must pay when sober for their misbehavior while under the influence. Otherwise drunkenness — whether real or feigned — would be an adequate excuse for any crime in the calendar. So far as the victim is concerned, an attack is the same whether or not the autnor of the attack is drunk. —Toronto Telegram.

Those war rumors of wholesale vineyard destruction in France have been proven exaggerated, says The New York Herald Tribune. Wine damage was less than during the First World War. The chief loss was in Alsace. Also the French succeeded in hiding and protecting their better stocks. It is believed that there is about as much fine wine in France today as there ever has been. Amazing fact, there was two percent more cognac in 1945 than in 1939.

The newest product of Britain's aircraft construction, was recently given its first public demonstration at an air-pageant in Southampton. This helicopter which is driven by a single motor take off and lands vertically, and moves sideways and backwards as easily as it moves forwards. The crowd admired the new aircraft's performance while experts saw clearly that this aircraft opened up entirely new possibilities. UK Bulletin.

Few things in this mortal world equal a good blueberry pie. Present day tendency is to skimp on fruit, turning out a dessert in which top and bottom crusts almost hold hands. The price of berries may make that understandable, but a housewife would do better to skimp on dresses or perfume and fill her pies to overflowing. Fill your deep dish lavishly with the best blueberries you can find. Add a pinch of salt, plenty of sugar, flour or cornstarch (not too much) for thickening, a squirt of lemon to unlock every last bit of goodness and shove in the oven. Some pies are better for a slab of cheese on top or a generous pouring of thick cream. But take blueberry straight or with a glass of cold milk. —Minneapolis Star-Journal.

A minor, but revolutionary, change has been made in the English divorce laws. Under an Order made by the Lord Chancellor, as from that date the period of time that must elapse between the making of a decree nisi and the filing of the application for the decree absolute is reduced from six months to six weeks. This change has long been advocated and is an overdue act of relief to petitioners who may already have been compelled to wait twelve months between the presentation of their petitions and the actual hearing in court. If the period of waiting were removed altogether, the law of England would then in that respect be similar to the law in Scotland. —London Economist.

How sweet is rain that comes to break a succession of hot, wearying days. And how changed is the world after such a rain, says The New York Times. Streams flow again in full vigor, and with a song that chuckles. Meadow grass lifts its tangled blades with new strength. Bouncing Bet straightens its heavy head in the fence corner, a new brightness on its petals. Monarchs swarm to the butterfly weed, that orange beauty among the milkweed family, whose nectar has been sweetened and renewed. And the trees twinkle in the sunlight the twinkle of clinging-raindrops and the gleam of fresh-washed leaves. Gardens leap in growth. And so do weeds. But, happily, now is the time for weeding, a time when they come out by the roots without too much argument. And if you can look across at some farmer's fields you see how straight the corn stands, how high it lifts its broad blades toward the sun.

The Poet's Corner

AN AUGUST MIDNIGHT

A shaded lamp and a waving blind
And the beat of a clock from a distant floor:
On this scene enter—winged, horned, and spined—
A long-legs, a moth and a dumbledore;
While 'mid my page there idly stands
A sleepy fly, that rubs its hands. . .

Thus, meet we five, in this still place,
At this point of time, at this point in space.
My guests besmear my new-penned line,
Or bang at the lamp and fall supine.
"God's humblest, they!" I muse. Yet why?
They know Earth-secrets that know not I.

—Thomas Hardy.

PUBLIC FORUM

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

CREDIT WHERE DUE

Sir,— Efficiency should be noted at all times and in this regard for the record the names of Lt. Col. D. A. MacKinnon, D.S.O and Mr. J. Wilfred Boulter, M B E. and the capable staff during Old Home Week should be recorded.

They gave the patrons 100 percent. pleasure, 100 percent. comfort and 100 percent. safety.

To be commended are the Horse Racing Officials; and in this regard not only Prince Edward Island but radio listeners will give Mr. F. C. Dougan, D.D.S. the emulation that is due him.

I am, Sir, etc.
P. C. POPE,

On behalf of myself and many, many others.

THE BAY OF FUNDY TIDE

Sir,—The Bay of Fundy is an interesting part of the coastal waters of Canada in that at its head is the greatest rise and fall of tide of any part of the world. At times this tide rises to a height of twenty four feet above mean sea level, or what the sea would be if there were no tide, and falls the same distance below this level or a range of forty eight feet where the fall is to real low or not held up by river slope below.

This is a tremendous undulation of a large area of water and is often looked upon as a possible source of power that could be made use of in some way. There is a use right at hand for this great power that nature placed so near that we may have failed to see it. And that is to prevent the formation of ice in Northumberland Strait.

We all know that the Bay of Fundy is open water below Cape Enrage and Cape D'Or and that Saint John and Digby are open in winter for navagation, so what we need is an open tideway through the Isthmus of Chignecto and the great tide that is trying to jump over this obstacle will push so much Bay of Fundy water into Northumberland Strait that no ice-breaker ferry will be needed there.

The tide of the Bay of Fundy is usually known as the equatorial tide and is very regular day and night, but is more affected by the distance the moon is from the earth. When it is near the earth it is perigee; when it is fartherest away it is apogee. When these changes occur at new or full moon the tides are highest at perigee.

The question will be asked why is the equatorial tide in the Bay of Fundy? The explanation is that the tidal wave that would follow the apparent course of the moon around the earth has to follow where it can, it is blocked by the continent of America that extends farther south than Africa. The shores of the Atlantic Ocean at the Equator are at an angle that also forces the wave northward as the Gulf Stream, as it cannot pass Central America. Shoal water extends out in the Atlantic Ocean from off the United States and Nova Scotia with an inlet extending into the Bay that is formed by Cape Cod, and Cape Sable boosts the tide range there more than double that of the Ocean. This deep inlet extends up and into the Bay of Fundy and a branch turns westward to Cape Cod bay, the inlet continues up the Bay of Fundy, diminishing in depth until in Cumberland Basin the bottom is almost bare at low water during a run of high tides. The higher the rise the lower the fall there.

The tide of Northumberland Strait is the tide of the northern ocean and is only three or four feet above and below mean sea level and at times is very unequal day or night, as the moon in its apparent course around the earth is at times far south and at other times high overhead similar to the sun in winter or summer. The sun takes a year for this change and is over or near the Equator twice in this year; the moon makes this change in about twenty-seven days and is over or near it twice in this time, crossing to the opposite side and continuing to the limit of its declination, as this movement is called, north or south of the Equator. As this declination increases north or south of the equator the tides become more unequal day or night in the northern ocean.

A complete description of this and other tidal movements is given in a booklet entitled "The Tides and Tidal,, streams by W. Bell Dawson, M.A. D. Sc. M. Insc. C.E. F.R. S.C. issued by the hydrographinic and map service. Department of Mines and Resources, Ottawa.

The Gulf Stream is a great ocean current of warm water that flows northward in the Atlantic until it reaches the shoal water off the coast of Nova Scotia and Newfoundland, where it is turned eastward and crosses the Atlantic to warm the coast of Europe.

We all know that cold water sinks to the bottom, and that warm water floats on the surface. As the tide makes its way up a river an object floating on the surface will move faster than the water on which it floats if not held back by wind, as there is an inclined surface down which it moves. For this same reason warmer water will move faster than cold, as the tide enters the Bay of Fundy the warmer water enters with it but at present there is no passage through or we could say over the Isthmus and the great accumulation of tidal power is turned aside to run up the rivers at its head until it has lost its power and sets up another force that drives far down to the low level of the present in Cumberland Basin. In this operation the warm and cold water are returned mixed to start over again. If the warmer water passed though the Isthmus it could not return and the ebb tide, or what is left of it, would be cold water that will run down the bottom slope and out to the deeper ocean and moving more slowly will not mix with the warmer water coming in overhead as next tide rises.

All that is needed is an open Canal through the Isthmus mentioned, starting at the most easterly part of Cumberland Basin and continuing northeasterly through the marshlands of the Laplanche River to the Tidnish River that runs to Northumberland Strait. Where nature almost made a Canal, but too winding for the purpose. By straightening the two rivers and cutting through the low summit which has large areas of peat that could be floated out to sea, a Canal can be made at a minimum of cost that can be enlarged to any size or depth desired, as there would be no need for locks, shipping could pass through at any time if the Canal is made large enough to get the full benefit of the warmer water that would be drawn in by this great force-plunger working at the head of the Bay.

The impulse given the long reach of water at the Canal part will keep it in motion until the next tide catches up to it and the force of the higher Bay of Fundy tide will be absorbed in giving this impulse and the current will not be too rapid for navigation at any time.

To any one who has doubts of the navigability of an open tidal canal, a visit to the Cape Cod Canal will dispel them. This Canal is through the peninsula of Cape Cod from Cape Cod Bay to Buzzards Bay to avoid the dangerous Nantucket shoals. This canal was to have looks but was opened without them in 1917, and to the astonishment of many proved a success except that large steamers had to have the tide to give them depth enough. It was later enlarged and the large steamers can go through at any time of tide at a speed of over twenty-five miles per hour, as was timed from motor car on roadway parallel to the canal. This canal is seven miles in length This is less than half the length of the proposed Chignecto Canal.

The range of tide in Cape Cod Bay is less than half that of Cumberland Basin, so there would be about the same water slope between the ends of the proposed canal and current speed would be near that of Cape Cod Canal. The difference would be in relation to the time interval; to have the same effect the Cape Cod Canal would require a time interval of one-half the present length to have current conditions the same as would be in the proposed Chignecto Canal. If this were possible there would be no change or slack water period in Cape Cod Canal as at present, and current would be continuous to Buzzards Bay where conditions are similiar on a smaller scale to Northumberland Strait At low water in Cape Cod Bay, water in Canal was continuing to flow toward Buzzards Bay that at that time was higher by reason of the small range of tide there.

This is an example of what a larger body of water will do when it is set in motion, and why the one tide per day is able to set up a current at the Strait of Belle Isle into the Gulf of Saint Lawrence and keep winter there until the great river warms up and takes control for the balance of the season. If we could have another great river from a source that is warm in winter we would have spring at the proper season. The closing of the Strait of Canso would help by preventing the warmer water going out at that place too soon and sending more water northwest of Cape Tormentine.

The size that this Canal would need to be to give the best results would be larger than that actually needed for a ship canal, yet even for that purpose a large canal would be an advantage and the size that it would be can be decided later. The larger the canal is made the more flow from the direction of highest tide, and more water will be forced from the Bay of Fundy into Northumberland Strait and a greater improvement to the climate of eastern Canada will result.

By the use of dump scows the material taken from the canal could be used to build a causeway to Prince Edward Island, if it is decided to do so; and a project now considered impossible or too expensive would by this great power be made possible, by filling the deeper part with the material removed to form the canal and bridging the more shallow part to allow circulation of water on either side of this causway in winter and a lift part to allow ships to pass through.

The time of greatest discharge of water through canal would be near the low tide in Northumberland Strait on account of the time taken by the long reach of water from the Bay of Fundy to get up speed, so the partial closing of the Central Narrows under this condition would not cause any increase in current through the bridged part under normal conditions, while in ordinary lift span would allow shipping to pass through at any time of tide.

It is difficult to estimate just what amount of deposit would be carried through by the tides as it would depend on the method of excavation and whether it is desired to have this material that is the same, as that which built up the great Tantramar Marshes to build up the low land and shallow water at the head of Bale Verte to land of the same nature above the tide of that region in the form of a delta. This land would be on an average of ten feet below the Tantramar and other lands built up by the action of tides of the Bay of Fundy that in their rapid flow inland over the submerged areas carried this material to within a few miles of streams running to Northumberland Strait and led the French Intendant of Canada in the year 1686 after a visit to Acadia to recommend to his home government "that the portage of one league be cut by a canal and when the sea passed through it a fine river will be formed and our merchants will be able to secure the trade that now goes to the English of Boston".

That was a long time ago, but it shows that there were men of vision even in those far-off days. While we have many other ways of transportation, water borne traffic is yet the most economical way of carrying freight, and the amount we are lossing by not having this waterway would make the cost of construction look small.

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NEW BUS SCHEDULE
Commencing Monday, Aug. 26 and Thursday, Aug. 29 we will run a bus from Shamrock Corner to Summerside via Kinkora.
Leaving Shamrock at 8.30 a.m. S.T. and leaving Summerside 4 p.m. S.T. for Shamrock
This bus will run every Monday and Thursday until further notice.
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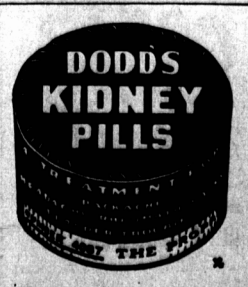

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