Second District Of Queens

A Liberal—Conservative Convention

Will be held in the Board of Trade rooms, Charlottetown, on Tuesday, June 12, 1923, at one o'clock sharp, for the purpose of selecting candidates for the forthcoming election. Chairman of polls are requested to have their delegates duly addressed and instructed regarding the convention.

GEORGE MacDONALD,
THEOPHILES LING,
Conveners.

Connolly Estate Schclarships

Applications will be received by the undersigned until June 12th, 1923, from students desirous of competing in a written examination for one of the Connolly Estate Scholarships offered annually by the "Trustees Estate of Owen Connolly." This examination, to be held in the third week of July next in Charlottetown and Summerside will be open to those students who shall have been found eligible in accordance with the provisions of the Will of the late Owen Connolly. Each applicant must state his name in full, age, names of both parents, Post Office address, and the nature and extent of his studies during the past year.

M. J. SMITH,
Secretary
Kinkora
"Trustees Estate Owen Connolly"
1167862-23-26-29-31J4.6,8,7t.

ENGLAND WORRIED OVER EMIGRATION TO AMERICA

LONDON, June, 7.—Great Britain is worried over the increasing number of skilled artisans and domestic servants who want to take up their abodes in the United States. The stream of emigrants which has flocked from these shores to America has caused a special committee of the government to inquire into the causes.

Only the exhauston of the annual quota of British subjects eligble to enter the United States under the percentage law has prevented tens of thousands of others from pitching their tents under the Stars and Stripes. With the exception of France and Germany practically every nation is now barred from sending emigrants to America until next July, when the new annual quota begins. Already the steamer bookings from the United Kingdom to America for July, August and September are full.

"America may still be the melting pot, "remarks the Westminster Gazette editorially, "but its legislators are keeping a stricter eye upon the metals which go into the alloy than ever before. The British race is given a certain measure of flattery in an evident disposition to welcome more of its members, but that is scarcely surprising when we discover that the people whom we send are in large measure domestic servants and skilled workers, neither of whom we can afford to lose."

IN MEMORIAM

MRS CATHERINE BOYLAN

Passed peacefully away at her home Dromore on May 25, Mrs Caherine Boylan at the advanced age of eighty-two. The late Mrs. Boylan was a woman of beautiful christian character and of a very thoughtful and kindly nature, was esteemed by all who knew her She will be much missed not only in her own home where her presence was always a benediction but also by a large circle of relatives and friends. During her illness she was frequently visited by her pastor Rev. A. J. McDonald who administered the Sacraments of the Holy Catholic church. Her last hours were hours of peace and resignation. She leaves to mourn four sons and four daughters to all of whome deepest sympathy is expended, in this their time of darkest sorrow. Her funeral which was held on Sunday afternoon May 27 to St. Patricks Church Fort Augustus was largely attended. Rev. A. J. McDonald conducting services at church and grave. The pall bearers were Messrs Edward Hughes, Francis J Callaghan, John McGurk, James McCannell, Patrick J. Callaghan, Ambrose Callaghan.

May her Soul Rest in Peace.

CHAMBERLAIN'S COUGH REMEDY
FOR THE RELIEF OF
Coughs, Colds, Croup
WHOOPING COUGH, HOARSENESS
BRONCHITIS
—SOLD EVERYWHERE—

HONOUR ROLL

KENSINGTONS HIGH SCHOOL MAY

PRINCIPALS DEPT.

GRADE X

1. Miriam Profitt
2. Urban Harrington.
3. Carman Davison
4. Gladys Foster.

GRADE IX

1. Ruby Rogers.
2. Louise Brown
3. Louise Bernard
4. Marion Kennedy.

MISS HUMPHREY'S DEPT

GRADE VIII

1. Marion Millman
2. Freddie Jardine
3. Orville Darrack
4. Marion McLeod.

GRADE VIII

1. Hatie Waite
2. Fred Caseley
3. Roscoe Walker and Ella Simpson.
4. Ruby Moase.

GRADE VII

1. Marguerite Higgins
2. Virginnia Harrington
3. Ruby Bernard
4. Harold Goodwin

MISS MacARTHUR'S DEPT

GRADE VII

1. Keir Duggan
2. Helen Rogers.
3. George Webster
4. Marjorie MacKenzie

GRADE V

2. Marion Whitehead
2. Edna Champion
3. Jennie Paynter and Lillian Walker.
4. Doris Bernard

GRADE IV

1. Isabella MacLean
2. Jean MacKenzie
Myrtle Hughes
4. Edith Hogg.

MISS HARRINGTON'S DEPT

GRADE III

1. Hattie Clark and Gladys McNutt
2. Kenneth McFadgen
3. Minerva Duggan and Ella Rogers
4. Jennie Clark and Mildred Reeves

GRADE II

1. Alberta Velly
2. Vinian Paynter
3. Blanche Hughes
4. Margaret McMahon

GRADE 11

1. Dan Bowness, Miller Waite and Ray Lockhart
2. Marie Millman and Ross Robertson
3. Marion Bernard
4. Walter Duggan

MISS DRISCOLL'S DEPT

GRADE I

1. Helen Hughes, Elva Caseley and Margaret Stewart
2. Katharine Murphy, Doris McKenzie and Barbara Reeves
3. Urban Hickey, Lorne McKay and Glendon Cotton.

GRADE I

1. Evelyn McNeill and Rena Kennedy
2. Rose Hicked, Jean Bentley and Billie McLean
3. Irene Casley and Billie Higgins.

REALTORS TO DISCUSS MODERN FINANCING

CHICAGO, June 7.—Six thousand real estate men from 475 cities are making plans to cruise, motor or go by special train to Cleveland for the sixteenth annual convention of the National Association of Real Estate Boards June 27-30. Governmental, legislative, financial, architectural and other questions of importance in real estate development, and especially fullest utilization of modern financing possibilities to meet the present business acceleration in real estate, are to be discussed.

What is known as the "Indiana plan" of checking extravagance and preventing possible graft in official expenditures will be explained by Judge William A. Hough, chairman of the Indian state board of tax commisioners which has been given power to review all tax levies and bound issues in Indiana upon complaint of ten taxpayers.

A proposal for a national land policy, covering utilization of lands in every state according to sound economic principles will be outlined by Dr. Richard T. Ely, director of the bureau of economic research of the University of Wisconsin.

The Pennsylvania law authorizing building and loan associations to lend on second mortgages will be discussed by Samuel A. Stern, of Philadelphia.

Brig. Gen. H. M. Lord, director of the federal budget, will speak on how the federal government handles its finances and real estate.

The Chicago real estate board and boards from other nearby cities will go to Cleveland by boat, hotel during the convention. The Minneapolis and the Buffalo real estate boards also will go by water.

and the boat will be used as a

W GUARD

FERTILIZERS—Mix
ed for potatoes an
Profitt, Kensingto

KENSINGTON DAI
ON closes butte
Cr. June 11th
making

MURPHY DEALS ITH RAILWAY RATES

In t enator Murphy Ably Dis- Question of Maritime Railway Rates and Facilities Showing How Badly we are Treated.

The Senate resumed from May 8 the adjourned debate on the motion of Hon. Mr. McDonald:

That in the opinion of this House the railway freight rates now effective on consignments from the Maritime Provinces are proportionately higher than those effective in regard to consignments from the western provinces and seriously handicap the industries of the Maritime Provinces and should be substantially reduced and that the Government should take steps forthwith to cause such reduction.

Hon. P. C. MURPHY: Honourable gentlemen, Senator Fowler is not here. He notified me that he was not going to speak on this motion, and I desire the permission of the House to say a few words.

This question is worthy of much more attention than was given it at the time of its introduction by the honourable member from Shediac (Hon. Mr. McDonald). It is a question that vitally affects the Maritime Provinces; in fact, it is impossible for them to go on in an economic way unless some relief is given in regard to freight rates. I was surprised the other day to hear the leader of the Government say that he was glad the honourable gentleman who introduced the motion had not moved it, as he did not see how it could be otherwise than consistent for gentlemen from the West to move for reduced freight rates, or for gentlemen from the central sections to move that we pay them for sending merchandise through the canals, and so on. From the standpoint of this House, honourable gentlemen, I think no more important subject could come before it and with regard to the jurisdiction of the House and the Government to deal with subjects of this kind, I would say that in dealing with them they are not only fully within their rights, but within their duty.

We, as Senators, are the guardians of the rights of the minorities; we represent subdivisions where our interests are identical. There are 24 members from the Maritime Provinces, whose interests are supposed to be identical; there are 24 from Quebec, 24 from Ontario and 24 from the West; showing that the Fathers of Confederation had some motive for dividing the country in this way, so that the different interests might be represented and that justice might be done to the various sections.

Now, the resolution of my honourable friend from Shediac was buttressed by a voice from Ontario and it was glalsome tidings, because it is very seldom we get sympathy from the central provinces. The voice of the Ex-Minister of Railways (Hon. Mr. Reid) was like one crying in the wilderness, but at least its howed us that he had a streak of common sympathy. I wish the Ex-Minister had seen the light earlier than he did, because before he was buffetted and handicapped by the Intercolonial being put under the Railway Commission he could have done something, when the road was in the hands of the Government.

Another reason why this matter can properly be referred to the Government is that last year, in the Suspension Act the Crow's Nest Pass rates were lowered, by about 50 per cent when the Government took the matter out of the hands of the Railway Commission, suspended the parliamentary order, and put the old C. P. R. agreement into effect.

Hon. Mr. WATSON: The honourable gentleman ought to remember that the Railway Commission had nothing to do with that. The Act of Parliament fixed the rates of the Crow's Nest Pass.

Hon. Mr. MURPHY: I quite agree with that. Those rates were fixed by Act of Parliament as a war measure, but they were put in the hands of the Railway Commission which was to determine what the rates should be.

Hon. Mr. WATSON: No, they were only suspended for three years.

Hon. Mr. MURPHY: I quite understand that, and I think the Act of Parliament took the suspension off, and in consequence millions of dollars were lost while the Intercolonial Railway rates were maintained at a high level, which has virtually strangled the garicultural, fishing and industrial interests of the Maritime provinces.

Hon. Mr. WATSON: Don't interfere with our rates; go on with your own.

Hon. Mr. MURPHY: I do not want to interfere with your rates. The action of the Government may have been justice to you, for the West has been penalized with regard to rates, but it must be remembered that the West had no special guarantee, even impliedly, given to them on entering Confederation, while I contend that we had. With the permission of the House, I want to read a few extracts from the discussions which led up to Confederation. I may say for the information of the House, though it is probably known to many of you who have gone into this question, that the reports of the discussions leading up to Confederation are very sparse: every meeting was practically held behind closed doors. The only records we have are contained in this little book, which is probably the best extant, by Edward Whelan, who was one of the delegates from my own province. Sir Joseph Pope also has some records from the Secretary of the Conference, that were found among Sir John Macdonald's papers. There is another book by Cauchon, of Quebec, who was also a delegate, but which does not amount to very much.

The matter of the Intercolonial Railway had been discussed for years as a measure to enable the older provinces to bring in Nova Scotia, New Brunswick and Prince Edward Island. I may say that Prince Edward Island would not accept the terms offered in 1867, but was forced by financial circumstances to enter Confederation in 1873. In passing, I may say that sentimentally and patriotically it might be all right, but we far as the Maritime provinces wer concerned, it was a big mistake.

Here is what Sir John Macdonald said:

I don't hesitate to say that, with respect to the Intercolonial Railway it is understood by the people of Canada that it can only be built as a means of political union for the Colonies. It cannot be denied tha: the Railway, as a commercial enterprise, would be of comparatively little commercial advantage to the people of Canada. Whilst we have the St Lawrence in summer, and the American ports in time of peace, we have all that is requisite for our purposes. We recognize, however, the fact that peace may not always exist.

I may say, in passing, that the Intercolonial was built as a military road, and is therefore not up to the standard as to curves and grades; hence it is very difficult to haul goods over it. Sir John A. Macdonald continued:

We wish to feel greater security—to know that we can have assistance readily in the hour of danger. In the case of a union, this Railway must be a national work.

We hear talk on the other side about the capital charges and the question is asked, "Was the interest ever paid on the capital charges?" I say it was never intended that interest should be paid on those capital charges. The road was built as a national work, as one of the terms of Confederation, and no interest charges were expected any more than we were supposed to be strangled with freight rates that would stop us from dealing with the Upper Provinces altogether. Sir John went on:

What will be the consequence to this city, prosperous as it is, from that communication? Montreal is at this moment competing with New York for the trade of the great West. Build the road and Halifax will soon become one of the great emporiums of the world. All the great resources of the West will come over the immense railways of Canada to the bosom of your harbour.

Hon. Mr. Galt said:

If we are united we must have an Intercolonial Railway. I am an advocate of this great work, and it becomes an absolute necessity of a union of these Provinces is to take place at all.

Hon. Samuel L. Tilley, from New Brunswick, one of the fathers of Confederation, was a strong advocate of the Intercolonial Railway:

Next alluding to the Intercolonial Railway project, he said that their feeling on this subject was: "We won't have this union unless you give us the railway." (Cheers). It was utterly impossible we could have either a political or commercial union without it.

Now, here is what Hon. Wm. A. Henry, Attorney General of Nova Scotia, said on the subject:

The time has now arrived when we ought to have direct communication between Halifax and Quebec by railway, on a line not subject to foreign control, so that the inhabitants of our country may be able to visit the inhabitants of yours, without the necessity of going off British territory on their way.

Now, honourable gentlemen, you can see from these references to authenticated tradition, if I may so call it—and that is how we got the gospels of the New Testament—that in the discussions on Confederation it was laid down that in order to enable us to reach the markets of the central provinces we should have freight rates compensurate with our ability to send our goods in competition with those of the Upper Provinces. As honourable gentlemen know, the distances are very great. From Halifax to Montreal I think the distance is some 1,100 miles.

Hon. Mr. CASGRAIN: 834.

Hon. Mr. MURPHY: Well, 834, and St. John is of course very much nearer; but, unless those provinces had freight rates that would enable them to compete with the industrial concerns of other provinces, they would probably never have entered Confederation at all, because our natural channels were with the Eastern States. As Maritime provinces, or even as separate provinces with our colonial status, we could no doubt have, as we had then, lower duties to the American market, and thus have been enabled to deal with that market, which is much nearer to us by rail and much cheaper by water.

Those railway rates have been maintained for 40 years, which shows the good faith of the Fathers of Confederation and their successors. They were intended to enable our manufacturers to compete in the upper provinces and send their goods to the West; but today that is an absolute impossibility. Such manufacturing industries as the Robb Engineering Company, which sprang up under those conditions, are now shut down; others are staggering on their feet today; and we have a half-dozen or a dozen others that are in such a position that if the rates are maintained they cannot go on. I submit that we have the same right to amelioration of those conditions, where strangulation is about to take place as the West had to their Crow's Nest rate, which gave them the advantage, though perhaps the reduction gave them no more than justice.

To show how we are suffering on our freight hauls as compared with some others, take the rate on grain from Montreal to Fort William, 1,057 miles, 37½ cents per hundred pounds; Charlottetown to Montreal, 767 miles, 36½ cents, or a distance of about 50 per cent more at practically the same rate; Charlottetown to Halifax, only 238 miles, 20 cents fr a little over a fifth of the distance of haul from Montreal to Fort William; yet the price is about two-thirds. Charlottetown to St. John, 231 miles, 20 cents; and this is where our export business goes in, to be handed over to the C. P. R., and the result of the transfer is that at the West St. John harbour, where it is shipped, the rate is 23 cents. That is for hauling freight 231 miles, the rate is a little over half of that paid from Montreal to Fort William, 1,037 miles. On coal, from Sydney to Charlottetown, 394 miles cents a hundred pounds or $3 a ton, though we have been informed that it can be hauled nearly 2,000 miles on the Canadian National Railway for $9. You will see honourable gentlemen, that the equity in this matter is very lop-sided. You can go through all the rates on agriculture, fisheries and other goods and find there are practically similar conditions. We cannot send our fish to the upper provinces, except a very small part of them and then we have the Fordney tariff to contend with. We have to send our fish from Nova Scotia and New Brunswick chiefly to the New England States. The amount that goes to the Upper Provinces is only a moiety of the fish caught around our coast. Our potatoes are in the same position as our grain. Our grain does not go to the upper provinces, because we cannot compete with the western grain, but we are handicapped in our shipments to Montreal or Newfoundland because often our freight has to be sent by rail to Sydney in winter time, when we are frozen up.

I want to read a letter from the Secretary of the Charlottetown Board of Trade to show how we are penalized and discriminated against, so far as the rates to Newfoundland and the Sydneys are concerned. This is addressed to a member of the Senate:

Dear Senator:

Charlottetown, May 9th, 1923.

With further reference to our conversation a few days ago regarding freight rates.

In the spring of 1922, the Canadian Government Merchant Marine had a tariff in effect between Charlottetown and St. Johns, Nfld., in which the rates quoted were: oats, 18 cents per bushel; hay, $13 per ton, cattle, $12 per head; and last fall these rates were reduced to 15 cents, $10 and $10 respectively; but I have been notified that for this season they have reverted to the rates in effect in the spring of 1922.

And it was not sufficient to pen-

Recovery of Miss Jackson Is Talk of the Neighborhood

MISS VELMA JACKSON.

Miss Velma Jackson, 347 Goyeau St., attractive and popular member of the younger set of Windsor, is another whose deep sense of gratitude will not permit her to remain silent concerning the great benefit she has derived from the use of the Tanlac treatment. She says:

"I can never praise Tanlac enough for the good it has done me. It restored my health and built me up twenty-four pounds a year ago, and to this day I feel so well and strong life is just glorious. I had suffered from stomach trouble for three years and was in such an awful condition I thought I would have to give up my position, for I was already having to stay away from the office, a week at a time.

"However, Tanlac corrected my troubles, started me to eating and sleeping like a child and my recovery was the talk of the neighborhood. I feel so well and strong I never miss a day from the office and enjoy my work and pleasure more than ever."

Tanlac is for sale by all good druggists. Accept no substitute. Over 37 million bottles sold.

Tanlac Vegetable Pills are Nature's own remedy for constipation. For sale everywhere.

alize us in the railway rates, but they had to start up with the Merchant Marine, that great enterprise that was going to lift everybody out of the slough of despond. The letter continues:

These rates are exorbitant, as the rates from Halifax to Great Britain ports are only 25 cents per 100 pounds, or 8½ cents per bushel on oats, and $8 per ton on hay and their own steamers have been carrying hay from Halifax to St. Johns all winter for $10 per ton.

Another point I wish to you would look into is the rate on grain for export, as the rate from Charlottetown to West St. John, a distance of only about 220 miles, is 28 cents per 100 pounds, while the rate from Winnipeg to Port Arthur, a distance of 420 miles, is but 14 cents per hundred points.

Can you wonder that we are strangled, gentlemen, in the face of these figures? As I say, it may be necessary to have reduced freight rates owing to conditions in the West, to enable the people there to do business, for I presume the West had a grievance, at least the wail of the West has been very pronounced this year, even in the face of those rates, that are 50 per cent less than ours. I do not think that wail has added very much to the status of the country, with everybody getting into a condition of despair, and preventing immigration, and making those who had a good heart sit up and look very seriously at the situation, and this at a time when we were endeavoring to get immigrants, and paying out hundreds of thousands of dollars for that purpose.

However, we in the East have no jealousy of the West. Some of our best men have helped to build up that western country. The good of the West is our good; their benefit is our benefit. But we do plead, and I hope it will not be in vain, that the Government, by whatever means they choose, will give us some amelioration of our present condition. We need this if we are to live as part of a united Canada, and be contented, and try to build up a great Dominion, which was the intention of those who framed the Act of Confederation.

I think it was George Brown who said that the building of canals and railways was necessary to the furtherance of prosperity in this country. Let us consider that for a moment. The canals were built at a cost of $194,000,000 up to date. The net revenue from them has been about $25,000,000, leaving a net capital expenditure on the canals of about $170,000,000. Well, the Intercolonial Railway was intended to be in the same position as the canals; but what a difference, as regards usage by the upper provinces, between the canals and the Intercolonial. After all this vast expenditure on the canals, they are free of toll, and all your goods can be carried through them to the central provinces free of charge. The wheat of the West comes down through the canals free. But what benefit are the canals to the Maritime Provinces? Consider for a moment that we have paid our share of all this vast expenditure, our share of the cost of building those branch railway lines in the West, and our share of the expense of railway construction that was not contemplated at Confederation; and what benefit have we derived from that expenditure? The canals, with a capital expenditure equal to that of the Intercolonial Railway, are free to the western provinces, while the rates on the Intercolonial are such as to strangle the provinces by the sea. If matters are not arranged in some way so that rates will be lowered and we shall be enabled to deal with our brethren in the central provinces and the West in our agricultural, fishery and industrial concerns, the consequences will be serious.

I want to be fair, and I know every gentleman on this House wants to be fair, to every province in this Dominion. We are above the wail of the common electorate; we can say just what we think, and consider matters in a judicial way; and my honorable friend, the leader of the Government, can make proper representations to his friends in the Cabinet, so that they will see that we get such an improved condition of affairs as will help us to throw off the thraldom in which we are held at present.

So much for the Maritime Provinces in general. Now I want to say a word for the province from which I have the honor to come. The railway in that province, unlike the Intercolonial, was built and paid for by ourselves. It was constructed in the beginning at a capital expenditure of $4,600,000—and it was cheaply built, too. To give the honorable gentlemen an idea of how business-like men were in railway construction in those days, may I tell them that the contract was made with Schreiber & Burpee to build the line and to employ their own engineer, for which they were to receive a certain rate per mile. The result was that they went around hills where cuttings should have been made. On the line between Summerside and Charlottetown, it is said that a man on the back platform of the rear coach could shake hands with the engineer in going around some of the curves.

However, this road was handed over to the Dominion at Confederation free of charge; not a cent was credited to the province of Prince Edward Island under the terms of Confederation. There was one condition, however—that the road was to be properly maintained and operated by the Federal Government. That term was honored more in the breach than in the observance, although when one considers the conditions existing at the time it might have been worse. It has been worse in recent years; so much so that the engines have been allowed to run down to such an extent that during last winter, which was probably the most severe we have had in fifty years, there was not an engine on the road fit to tackle a snowdrift; every one that did broke down.

HON. MR. CASGRAIN: Is it still a narrow gauge road?

HON. MR. MURPHY: No. In pursuance of the terms of Confederation, it has been broad-gauged, the previous Government having started to fulfil the terms of Confederation, which for forty years had been entirely neglected. We were guaranteed continuous steam communication with the mainland, summer and winter, and for forty years we were denied that right, for which the Government have paid tribute, the last sum being $100,000. You can understand the situation of a people cut off for six or seven months in the year except for two little steamers, the Earl Grey, which went to Russia, and the Minto. These were their only means of communication until the building of the Carferry, which is giving good satisfaction. The railway was narrow-gauge until two years ago, when a third rail was put in, which meant broad gauging from Borden to Charlottetown and to Summerside; and the road is to be broad-gauged this year to my own town of Tignish. We in Prince Edward Island are under the same handicaps as the people of the other Maritime Provinces. After giving this railway free of charge—

HON. MR. WATSON: What is the mileage of railway on Prince Edward Island?

HON. MR. MURPHY: About 300 miles. I can give it to you, with the exception of the mileage from Murray Harbour to Summerside. From Tignish to Charlottetown is 104 miles; from Charlottetown to Souris, 60 miles; then there is a branch from Mount Stewart to Georgetown, a distance of 28 miles, another from Cardigan to Montague, 6 miles, and the branch from Murray Harbour is, I think, about 50 miles. So the mileage is pretty close to 275 miles. I have not got the exact figures. The Murray Harbour branch was built by the Federal Government, and the rest of the road was built by the local Government before Confederation.

Now, last fall, for instance, because of the exorbitant freight rates to Montreal, a lot of our

Continued on Page 6

Garden Supplies

We have everything you need to make gardening a pleasure, and our prices are very attractive.

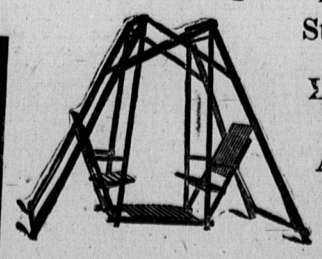
Below is a partial list of our supplies. Call and inspect our stock.

Lawn Swings ... $9.75
Baby Swings ... $2.00
Lawn Mowers $8.25 up
Hedge Shears .. $1.75
Grass Shears .. 75c up
Edge Trimmers . $1.10
D. H. Spading Forks $1.65
L. H. Spading Forks $1.55
D. H. Spades $1.50
L. H. Spades $1.40
Electric Welded Hose 55c
Solid Neck Hoes 90c
Galv. Poultry Netting
24 in. high 8c per yard
30 in high 9c per yard
36 in. high 10c per yard
42 in. high 12c per yard
48 in. high 13c per yard
60 in. high 17c per yard

Electric Welded Rakes
12 Tooth 60c
14 Tooth 65c
16 Tooth 70c

Steel Rakes
14 Tooth $1.00
16 Tooth 1.15

Wire Lawn Rakes
20 Tooth 75c
1-2 inch Rubber Hose ..... 12c per ft.
3-4 inch Rubber Hose ..... 17c per ft.
Wheel Barrows $6.50 up.
Sprinklers .... 55c up
Woven Lawn Fencing
Style L, 3 ft. high ..... 15 1-2c per Ft.
Style L, 3 1-2 ft. high ..... 17c per Ft.
Style C, 3 ft. high ..... 18 1-2c per Ft.
Style C, 3 1-2 ft. high ..... 20c per Ft.
Lawn Gates, from ..... $3.95 up



All These and Many More at

The Rogers Hardware Company, Limited