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MY ENDEAVOR

To be true—first to myself—and just and merciful. To be kind and faithful in the little things. To be brave with the bad; openly grateful for good; always moderate. To seek the best, content with what I find—placing principles above persons and right above riches. Of fear, none of pain, enough to bring my joys stand out; of pity, some of work, a plenty; of faith in God and man much; of love, all.

OVER NIGHT A ROSE

That over night a rose could come I, one time did believe. For when the fairies live with one They willfully deceive. But now, I know this perfect thing Under the frozen sod. In cold and storm grew patiently Obedient to God

My wonder grows since knowledge came. Old fancies to dismiss;

And courage comes. Was not the rose? A winter doing this? Nor did it know, the wary while What color and perfume With this completed loveliness Lay in that earthly tomb. So may be I, who cannot see What God wills not to show. May some day bear a rose for Him It took my life to grow.

ELDERLY MAN BADLY INJURED

TRURO, Sept 13—Samuel Benzie, an elderly farmer living at Murray's Siding, met with a serious accident this morning when bringing a load of wood into town. As the team was on the top of a steep hill the deck yoke gave away, sending both the wagon and horses down the hill into a small brook. Mr. Benzie was thrown off the load and the two wheels of the wagon passed over his body, breaking his leg above the knee and he received severe bruises to his body. Neighbors nearby came to the man's assistance, rendering first aid and making him comfortable as possible until the arrival of Dr. Kent from Truro, who had him transferred to the Truro Hospital. At a late hour tonight he was doing as well as could be expected.

THE CHARLOTTETOWN GUARDIAN

Mr. Charles Dalton, President, J. R. Burnett, Editor and Publisher, D. K. Currie, Associate Editor.

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THURSDAY, SEPTEMBER 14, 1922.

PARADISE ISLAND

We understand that at a meeting of the directors of the Prince Edward Island Films Limited on Tuesday, it was decided owing to the lateness of the season, to defer the making of the P. E. Island photo play, Paradise Island, for this year. Whether the project will be proceeded with another year is a matter for future consideration.

Mr. Ernest Shipman, one of the world's leading and the only Canadian picture producer, has his plans laid for doubling his Canadian product next year; he already has a market for thirty Canadian pictures a year and he hopes to have Paradise Island added to Canada's output next year.

These pictures are shown the world over and are doing more to make Canada known to the world than any other medium of publicity. It is sincerely hoped that this province, so little known abroad and with such need of publicity and immigration, will be able to avail itself of this splendid opportunity. The story of Paradise Island, written by Faith Green is an exceptionally clever one and with natural Prince Edward Island scenery and settings would make an invaluable advertisement for the Island. Mr. J. R. Smallwood who has been representing Mr. Shipman in Charlottetown and who accompanied him to other parts of Canada and New England, is himself almost a Paradise Islander, his grand father having been born in Lot 1 where there are still some descendants whom Mr. Smallwood has looked up. He has made many friends here who will be pleased to see him back next summer when it is hoped Paradise Island will be screened and become the veritable film classic which it has the opportunity and the scenery to become.

BOOKS AND BOOKS

"Of the making of books there is no end," said one of old, it is still true. It is also true that of the collecting and the reading of books there is no end. A well stocked library, well chosen, is an excellent possession. A library, well or ill chosen, if not judiciously used is of little value except as an ornament or house furnishing. The value of a book or of a library of a thousand books is in the amount of knowledge derived from it. One may have read a thousand books, books of the world's most famous writers, and be comparatively ignorant; one sensible book well digested, increasingly understood as it is re-read as it's import grows upon one, as it's thoughts engender other thoughts, is a valuable part of a valuable education. It is a spur to original thinking, the beginning of a growing education.

Notes By The Way

A first requisite in the settlement of a new country, was the construction of roads for wheeled vehicles. Public highways followed settlement and helped to extend it. As settlements extended in both the United States and Canada, the removal of obstructions from navigable streams and the construction of canals, followed, owing to the demands of internal trade.

The Grand Canal of China, 150 miles in length, was built in the eighth century and is still in use. In Russia the system of canals was started by Peter the Great and St. Petersburg has since been connected by combined natural and artificial waterways with the Black and Caspian Seas. Sweden has 800 miles of canals, Great Britain about 5,000 miles, France Germany and Austria have extensive canal systems, and in Holland canals are almost as plentiful as roads. The great ship canals connecting seas and oceans were mainly the creation of the last century and the early years of the present century. Thus the Suez Canal dates from 1869 the Kiel canal, 1895 and the Panama Canal, 1915.

Railways are of much more recent date than canals. The first in use for the carriage of both passengers and freight being the Stockton and Darlington line in England, 1814. The first railway in the United States dates from 1826 and in Canada some years later. Within a century past every civilized country has built railways, making an aggregate of hundreds of thousands of miles and costing many billions of dollars. The railway mileage of Canada, now exceeds 40,000 miles while in the United States it is more than ten times as great.

From 1850 to the close of the last century, railway building became almost a craze, stimulated as it was by the efforts of engineers, projecting and contractors eager to build, new lines while every city and town called out for railway connection and politicians were more than willing to meet the demand by money grants from public treasuries or land grants from the public domain. In consequence, railway extension in Canada far exceeded the actual needs of the country, while the ordinary highways were neglected. In the meantime the invention and multiplication of automobiles created a new diversion in regard to highway traffic.

The modern gasoline motor car dates from about 1893, but its development into millions of self-moving vehicles is almost entirely the work of the present century. With that development came the ever-increasing demand for improved highways. The Meighen Government in 1919 in order to meet this demand appropriated \$20,000,000 from the federal treasury to be expended in the several provinces, in the succeeding five years, in proportion to population, but conditioned upon the provinces adding thereto \$30,000,000 to be expended for a like purpose, making \$50,000,000 for improved highways throughout the Dominion.

Nearly all the provinces have taken advantage of this grant, and both Ontario and Quebec, are quite largely exceeding their 60 per cent share of the improved roads expenditure out of their abundant revenues. The result is and will be greatly improved highways throughout Canada. The chief objection so far urged against this plan is that it is undertaken at a time when both Canada and the provinces are heavily cumbered with debts and taxes due to the war and the costly railway and

The Public Forum

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

P. of W. College Curriculum

Sir.—In your issue of the 12 inst., appears two letters, one by Mr. C. F. Tidmarsh and one by "Pedagogue." The point at issue between Mr. Tidmarsh and me is the cause of the excessive number of failures each year at Prince of Wales College. I hold that this is largely due to the values given to certain subjects and to the exacting an average of sixty five per cent. to pass, while he states that this is due to the condition of the Primary Schools and he quotes the Carnegie Report, to support his contention.

I think I can prove to the satisfaction of your readers, notwithstanding the claim of Mr. Tidmarsh, that the fault does not lie with the Primary Schools, even Pedagogue does not think so for he states those who fail do not work and that is why they fail.

Every year there is a matriculation of entrance to Prince of Wales College, set by the Board of Education. This examination has the sanction of the Principal of Prince of Wales College as to whether it is severe enough, for he is a member of the Board. This examination is the best of the Primary Schools. Well, so many pass as being fit to enter the college and of these, some 60 per cent fail the following spring. If they did not know enough to enter why were they let in? These examinations passed them therefore, it must be concluded that they did know enough to enter. And if they fall in the Spring—after a year's hard work, notwithstanding "Pedagogue," and our heavy expense to their parents—the fault lies largely with the college and not with the Primary Schools.

It would be much more reasonable to make the entrance examination stiffer in the spring examinations easier. In the meantime the children are the victims of an iron machine and many of them have no show.

In other colleges, if such a number of failures happened as does here, there would be a pretty sharp investigation and a calling to account of those responsible. The pupils are held responsible. What sort of a schoolmaster would he be who when confronted with so many failures would say: "The pupils do not work, they are lazy etc. Would that be taken? No, but the schoolmaster would be investigated and if he could not do better, out he'd go."

No, it is no use to say the fault lies with our Primary Schools, nor that the pupils do not work. It is due, largely to too easy an entrance examination and too high in average to pass out and are unjust apportionment of marks for each subject.

Now as to Pedagogue. It seems to me that the amount of Latin taught at Prince of Wales College is as great as it ever was. I am not pleading to lessen it, but to value it the same as other subjects. If he thinks that Trigonometry, Geometry and Algebra, require no more time to get them up than Latin, just let him try it. I am not sure at the classics, I like them, but the other subjects do not get fair play, that is all.

Pedagogue thinks that 50 per cent is a reasonable percentage to expect to fail if they do not work hard enough and quotes a matriculation examination to McGill to justify the enormous number of failures in the pass examinations at Prince of Wales College. Who ever heard of such a justification before. The execution of the guilty!

Does Pedagogue mean to tell us that the 60 per cent who fail year after year at Prince of Wales College do not work or that most of them deserve it? Well, my answer is that those responsible and in authority at the college, should be sent packing if this is the case.

I am Sir, etc., EDUCATIONALIST



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that can be quoted to show such a high percentage of failures as occurs in P. W. C. is a common thing, are I believe cases where an exceptional state of affairs obtains, and are not comparable in the case under discussion.

P of W. College Curriculum

Sir.—As a graduate of P. W. C. and Regina Normal School and as an undergraduate in a large Canadian University I have taken a great interest in the correspondence that has appeared in your valuable paper concerning the above topic, and I do not feel satisfied to let the opportunity pass without making a few remarks.

I wish particularly to deal with the matter of the high percentage of failures that have taken place in P. W. C. in the past and that appears to be taking place possibly worse than ever today.

In making the following remarks I do not hesitate to say that I am also voicing the sentiments of the large majority of P. W. C. graduates particularly country ones, with whom I have come in contact, either in the West or in college halls in Upper Canada.

I think the cause of so many failures is due to the foolish and unnecessarily "High Standard" viz 65 per cent.

During the past few years I have been asked by the students who failed at the entrance exams and who were ambitious to proceed, what course they had better pursue and attend an Academy in N. B. or N. S. and in all cases I have in mind matriculation into a University was thus gained within two years.

If the 65 per cent standard continues at P. W. C. it will only result in drawing more students away to Academies off the Island where the expenses for the student is little if any more than at Charlottetown.

I do not take as serious the argument so often advanced that the great success that has been attained by graduates of P. W. C. is due very largely to the "High Standard" of that institution. Have not natural endowments and the peculiar condition of birth



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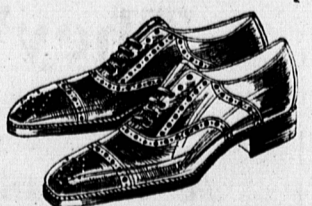
THE OLDEST INSURANCE AGENCY IN P. E. I.

been just as great if not much greater factors, and who will take the responsibility of saying that those students who obtained their secondary education at St. Dunstons and Institutions off the I-

(Continued on Page Six)

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