

# I CANNOT READ THE FUTURE

I do not claim the ability to read the future any more than any other man who makes a study of conditions in his particular line, but if I were asked for a statement as to the possibilities of Silver Fox farming for the next five years, my conscientious opinion would be that we are in for a period of greatly increased prosperity and better prices for Silver Fox furs than we have seen during the past two or three years.

Anyone who has studied the fox industry the last twenty years must know that Europe has been the great outlet for Silver Fox furs, and that all the world's records for pelts (which by the way have been captured by Prince Edward Island raised fox pelts) were made at the great London auctions. These pelts found their way to Austria, Russia, Germany, and France. From 1914 to 1920 these countries have been practically out of the market. Now Germany, Russia, Austria and France are again active in their demand for Silver Fox furs. The Germans were the largest buyers at the January Lamson's sale, sending the price of good skins up 50% above the previous auction sales figures. Germany also was the largest buyer at the Danish sale held a month later.

This is good news for the fox rancher, as it means a broader market and steadily increasing demand during the next few years. The United States is also demanding great numbers of Silver Fox furs. Thus market conditions are being created which will take care of all the Silver Fox furs that can be produced, at prices that will yield a profit ten times greater than any other farming proposition one can engage in.

If you intend to take advantage of this condition you would be wise to start your ranch this fall and make your arrangements at once for the purchasing of breeding stock, and avoid disappointment in securing the kind and quality of foxes necessary to make for sure success.



Book early and avoid disappointment.

## W. Chester S. McLure

Charlottetown, Prince Edward Island, Canada  
The Largest Direct Handler of Silver Fox Furs in the World.  
Judge at International Exhibitions, Montreal and Toronto  
Also Judge at Boston and Muskegon Shows, 1920. My Score Card Goes With Every Fox.  
2480-6-5-tt.

## You Will Not Watch the Thermometer if You Have These Aids

Electricity is the housewife's biggest boon in summer. For it saves the hard work of sweeping, the hot work of ironing, the standing over the stove to get up a summer meal—and even brings a breeze to you on a breathless day. Here are some necessities you will enjoy getting now.

- Eureka Vacuum Cleaners, complete ..... \$50.00
- Electric Fans ..... \$ 7.75
- Electric Irons \$4.75 to ..... \$ 6.75
- Electric Toasters \$7.25 to ..... \$ 8.35
- Electric Hot Blast Stoves ..... \$ 3.00
- Electric Percolators \$10.50 to ..... \$11.50
- Electric Curling Tongs ..... \$ 4.50

We also carry thermos bottles, ice cream freezers and many other things to bring you cool delight.

**The Rogers Hardware Company Ltd.**  
WHOLESALE & RETAIL  
6-21-81.

## Attention of Lobster Fishermen

We are open to contract for the purchase of live lobsters for the Fall season 1924.

**THE STRAITS FISH COMPANY, LIMITED.**  
Point Du Chene, New Brunswick

**A. F. DAVISON, Managing Director**  
3039-6-25 Thur 81.

## Boston & Yarmouth Steamship Co., Limited.

FREIGHT AND PASSENGER SERVICE

Leave Yarmouth Tues., Wed., Fri., and Sat. at 6:30 P. M. Atlantic Time

On and after June 30 from Yarmouth Sailings daily except Sunday at 6:30 P. M. Atlantic Time

For Staterooms and Other Information apply to J. E. Kenney, Supt. Yarmouth, N. S.

# HALIFAX-PICTON MAGDALEN SUBSIDY

(Continued from Page 1)

The ship is being built in compliance with a subsidy contract entered into between Mr. William Fraser and the government of the Dominion of Canada, under which the contractor is entitled to a subsidy of \$50,000, payable annually for ten years commencing with the opening of navigation in 1924. Payments under this subsidy will extend beyond the longest maturity of the bonds. All payments under the subsidy are to be assigned to the company, and by the company to the trustee, and the trust deed providing that from these moneys the trustee will in each year pay the amount of the interest and principal payable in that year. Based on earnings from operation of the existing steamship service between Picton and the Magdalen Islands for the years 1922 and 1923 with subsidies at \$29,000 and \$24,000 respectively—

I draw the minister's attention to the fact that last year the minister evidently considered the service too good and that the subsidy reduced from \$29,000 to \$24,000. Evidently there was a different contractor then. It goes on:

—It is estimated that the company's annual earnings will be not less than \$36,000, available for interest and serial maturities of these bonds which is at the rate of over three times the largest amount of interest payable in any year and approximately one and two-fifths times the largest amount required in any year to pay interest on serial maturities. The estimate is arrived at without making any allowance for the very substantial increase in revenue which is expected consequent upon the greatly improved and enlarged passenger accommodation, and approximately fifty per cent greater carrying capacity. The management will be in the hands of Mr. William Fraser—

It will be noted it is not put in the hands of the Minister of Militia;—of Pictou, N. S., as president and manager director.

The Magdalen Islands are part of the province of Quebec. The population is approximately 7,000 and the islands support one of the most prosperous fishing communities on the Atlantic coast. The service which the Lovat Steamship Company, Limited, will operate is the only regular means of transport between the islands and the mainland, and this service will be operated practically without competition. Under its operating contract with the government the company has the right, with the approval of the Minister of Trade and Commerce, to make direct fortnightly trips between Halifax and the Magdalen Islands, and to the Souris, Prince Edward Island, both ways. The estimate of earnings does not take into consideration this additional source of revenue. It is quite clear that very generous treatment was afforded Mr. Fraser and also the other contractor virtually no competition whatever in the letting of the contract. I would like to have some particulars as to who that other contractor was, and particulars also as to just what service was given, what the speed was, and how the fare was made under the late contract, and when a reduction was made the year before from \$29,000 to \$24,000 the minister suddenly felt he ought to pay \$50,000 to Mr. William Fraser.

Mr. LOW: The amount of the subsidy paid was never \$29,000. Mr. MEIGHEN: It is so stated here. Mr. LOW: My right hon. friend knows very well that in these advertisements they put forward the very best side of the case, when bonds are offered for sale. He asks: Why did the minister reduce the estimate in the year 1923 by \$5,000? I think that bears out the reason why he increased it the following year. It was the same minister who reduced the amount by \$5,000 in 1923 who increased it to \$50,000 within twelve months. Personally I had nothing to do with the contract. Mr. MEIGHEN: I know that. Mr. LOW: I signed it the day I came into office. The Magdalen Islands are a population of 7,000 which is growing all the time, and they ask the country for the very best service. There is not one word in anything my hon. friend has read in that advertisement which condemns this government or would tend in that direction. Mr. MEIGHEN: It is not likely they would condemn the government when they were getting the contract. Mr. LOW: The hon. member has read the advertisement for the purpose of condemning the government. There is not one word of condemnation, but there is every evidence in that advertisement to show that the government were justified in making the increase in this subsidy. If the trade is going to be increased by fifty per cent and the passenger who is paying by one that hundred per cent, is it not money well spent? We are spending thousands of dollars on railways in different parts of the country. Why? To increase the trade of the country and the volume of traffic in every way. My hon. friend has read to this House an article that bears out the statement made early in the day that the government were justified in increasing this subsidy and placing a first-class boat on this service.

Sir HENRY DRAYTON: We have to get down to the justification for the change at all, before we talk about justification of an item of \$26,000 a year. We have been making a departure from what I think is a general rule of passing these votes annually, so

that we are now faced with an increase of \$26,000 in connection with this service;—it is a ten-year contract. Mr. LOW: It is spread over ten years. Sir HENRY DRAYTON: Yes. Has my hon. friend any more ten-year contracts? Or is there any contract for any length of time for these short routes. Mr. LOW: We will look it up. Sir HENRY DRAYTON: Did the minister have any precedent before him when he saw himself signing that ten-year contract? I do not know what is being done. I have never been in that department, but if that is the practice I think we should know about it. Mr. LOW: When calling for tender contracts? Or is there any state the minimum number of years for which he will accept the contract. Both these contracts are for ten years to provide the service required. Sir HENRY DRAYTON: So that we had the ten-year contract by the contractor. How many years did the man who got the \$24,000 contract want? Mr. LOW: One year, for this service. Sir HENRY DRAYTON: Is it a habit of the department to sign the number of years? Is the usual practice of the tenderers to allow the tenderers simply to say how many years they wish to have the guarantee? Mr. LOW: That has been a part of the tender for many years. Sir HENRY DRAYTON: On short routes like this? Mr. LOW: On all routes. Sir HENRY DRAYTON: On what authority is it done? What enables the government of this country to bind parliament. What is the authority that compels the next session of parliament to vote \$50,000? Mr. GRAHAM: It is all subject to the vote of parliament. Mr. LOW: All these items are subject to the vote of parliament. Sir HENRY DRAYTON: I know, but while that is true in one sense, in another sense it is not correct. I think everybody realizes that if it were stated that we were not getting value for these services, we would at once be met with the argument that the country is obligated to the country's honour is involved. Mr. LOW: I suppose my hon. friend knows that there is a clause in every contract which provides that unless the vote is passed by parliament the contract becomes null and void. Sir HENRY DRAYTON: If we vote it this year, it is a contract which may be terminated next year? Mr. LOW: It may be terminated any time. Sir HENRY DRAYTON: All a man has is the good faith of the government—that the government will stand by its obligations, which are for a ten-year period? Mr. LOW: Yes. Sir HENRY DRAYTON: In connection with the other, while the government is not bound to do so, should have a statement made to the House as to what the old minimum schedule was and what the new minimum schedule will be. The government should tell us how much often these boats will be run, and how many times in the past and what improvement there is in the actual movement. Mr. LOW: It is entirely different boat.

Sir HENRY DRAYTON: We have an entirely different boat, but here is no improvement in the service. Mr. LOW: That is not correct. Sir HENRY DRAYTON: Well, there is no improvement whatever in the frequency of the service. The hours are the same. Who is the next ship? Has the department any particulars of freight left because the boat was unable to carry it? Mr. LOW: Yes, we have some. Sir HENRY DRAYTON: The hon. member might look it up for the minister. Mr. LOW: That was the year 1919. The islanders were in danger of starvation, not having received their supplies of flour and oil for the winter. Sir HENRY DRAYTON: My recollection is that that had nothing whatever to do with the ship at that time. If we have to go back four years in order to find an excuse for the government, we are working pretty hard to help them. Sir HENRY DRAYTON: There were ice troubles in 1919 and there was a great deal of difficulty, not only at that point, but at other points. Let us get down to something with in reasonable hailing distance. What were the troubles in the year last past? Mr. LOW: I think I stated to my hon. friend that this boat had not proper passenger accommodation. Sir HENRY DRAYTON: I was dealing with freight for the moment. During the whole of last year the boat could not look after? Mr. LOW: I have no record. Sir HENRY DRAYTON: Then I think we can take it that as regards freight there is no excuse at all. What is the length of the trip for? Mr. LOW: About fifteen hours in good weather. I might add to that statement that this old boat would take about thirty hours in bad weather. Sir HENRY DRAYTON: What is the difference in tonnage between the two boats? Mr. LOW: The tonnage of the old boat was 439 gross. The new boat has not been measured and I cannot give the tonnage. She will be bigger of course. Sir HENRY DRAYTON: What

was the result of last year's business on the old boat? Mr. LOW: The old boat had a profit of about \$3,000 or equivalent to about 2 1/2 per cent on the capital investment. Sir HENRY DRAYTON: Some newspapers in that part of the country are unkind enough to look upon this as a political deal of a questionable character and to say that there were no advertisements for tenders at all. Mr. LOW: My right hon. friend has just read an advertisement. Sir HENRY DRAYTON: But that was an advertisement boasting about their excellent contract, about their \$50,000 a year. This is not the trouble. The local papers said there were no advertisements at all for tenders. I think we should set that rumour right.

(To be Continued)

## W. G. Y.

THURSDAY, JUNE 26

790 Kilocycles (380 Meters)

WGYY (Schneectady, N. Y.)

General Electric Company

(Eastern Standard Time)

- 11:30 a. m.—Stock market report.
- 11:40 a. m.—Produce market report.
- 11:40 a. m.—Weather report.
- 11:55 a. m.—Time signals.
- 1:00 p. m.—Music and household talk. "Summer Lamphade for Electric Light Fixtures," courtesy Society for Electrical Development.
- 5:00 p. m.—"Poduce and stock market quotations; news bulletins; baseball results.
- 5:15 p. m.—Report of condition of New York State highways, furnished by Captain A. W. Bradt, State Highway Commissioner.
- 5:30 p. m.—Organ recital by Stephen E. Boisclair, organist, from Proctor's Harmanus Bleeker Hall.
- 7:45 p. m.—A Few Moments with New Books, William F. Jacob, Librarian, General Electric Company.
- 8:00 p. m.—Group of violin solos by Raymond Thomas a. "Romanza".....Eversole b. "Souvenir, Op. 48".....Gehardt c. "By the Brook".....Boisdeffre Thomas ETAOI SHR DETA Oprim Accompanied by Miss Edna
- 8:15 p. m.—Ornstrumental selection, "Intermezzo".....Witcomb

## WGYY Orchestra

Comedy, "Ruth in a Rush"..... Lindsey Barbee Presented by the Choir of the Sixth Reformed Church of Albany, N. Y., Frederick Bowen Hales, Director.

## THE CAST

- Mrs. Brownell.....Catherine Hipwell Juliet, Ruth's secretary and chum..... Reba Bell Ruth Moore.....Bertha Post Susie, the maid.....Ruth Anderson Leonard Bruce, an indignant suitor seeking social position.....George Doring Wayne Ashley, a wealthy suitor seeking social position.....Earl Oliver Dwight Lamber.....Kenneth Brown Peggy Pat.....Lettitia Anderson (Friends of Ruth, engaged to her)
- Gilbert Lansing, a distinguished author and editor.....Harold Perlee Phillip Grant, a wealthy friend of Lansing's.....Clyton Hall Saddle Sodastrom, station agent.....Mary Young Mrs. Jean Foster, Ruth's married sister.....Malvina Wylie Act I—Living room at Ruth's home, opening on porch and garden. Selection, "Interlude".....Bowle

## Orchestra

Act II—Railroad Station Waiting-room at Sunshine Junction. Selection, "Dance".....Drier

## Orchestra

Act III—Same as Act II. Selection, "Entr'acte".....Wood

## Orchestra

LIFE INSURANCE IN CANADA

The Life Insurance business for the month of May in Canada remained on a much better level than it did in the United States, both as to seasonal variation in comparison with April and in comparison with May of last year. The Life Insurance Sales Research Bureau reports for companies which had in force over 83 per cent of the legal reserve business as of Jan. 1, 1923, an actual volume of sales of \$33,368,000 in April, an increase of 2 per cent. Comparison May 1924 with May 1923, sales increased 12 per cent. Sales for the first five months of 1924 were 15 per cent in advance of those for the similar period of 1923. Sales for the 12 months ending

## The Wife, The Husband, The Other Man

He thought she was too attentive to the other men. "I have some rights as your husband," he told her. She looked up at him and laughed. "I am only following in the example you have set me," she said.

SEE

## Faming Youth



## EAT and ENJOY White Lily Biscuits

During White Lily Week

June 23rd to 25th and Every Succeeding Week

Once a user of White Lily Biscuits always a user, this is no idle boast—

Ask your neighbor who uses them, and your grocer who sells them.

During the hot summer months it is worth while to dispense with unnecessary baking by always having on hand a supply of White Lily Biscuits and Cake.

The cake is made in the following varieties, Plain Pound, Sultana, Cherry, Genoa, Fruit and Walnut, of unexcelled quality,

WHITE LILY BISCUITS FOR THE PICNIC—Assorted Sandwich, Florida Fingers, Fig Bars, Pineapple, Avard Creams, Sea Pearl, etc., etc. Take a family tin of White Lily Biscuits to the summer cottage.

WHITE LILY BISCUITS FOR THE AFTERNOON TEA, BRIDGE PARTY and other social functions, Marie, Lily Sweet, thin dainty wafer biscuits, splendid with ice cream, Royal Chocolate Fingers, Tip-Top homemade shortbread just top it at home with Marshmallows or fruit. KING-TUT Shortbread Chocolate dipped, etc.

"O Sae Guid!" White Lily Scotch Oat Cake. Thin C-R-RISP, C-R-RUNCHY, health cakes. As Scotch as McGregor himself. They scrunch with a Scotch accent. Delightful at any meal, especially guid with Marmalade at Breakfast.

## ROD AND GUN

Fishing from coast to coast in Canada features the July issue of Rod and Gun in Canada, as among the score of interesting articles and stories there is included the trout fishing experiences of H. M. Brownell in British Columbia, a story of fishing in the Margaree river, Nova Scotia, by N. M. Brown, an article on the sea trout, by Bonny Castle Dale, and as a special feature an unusually authoritative article on inland game fish by Prof. A. V. S. Pulling of the University of New Brunswick. R. P. Lincoln in his popular fishing department has a good account of the Whitefish, while in addition to these features, "Cub" Days in the Service" by Martin Hunter is a gripping story of pioneer days in the Hudson's Bay Company. Guns and Ammunition contains four articles by well known sportsmen while the other departments and stories are brimful of interest for the sportsman.

ROD AND GUN IN CANADA is published by W. J. Taylor Ltd., Woodstock, Ont.

## CLEANING SINK DRAINS

If your sink drain becomes closed pour into sink one-quarter of a pound of copperas dissolved in two quarts of boiling water. If this does not clear the drain repeat the operation before sending for a plumber. To keep sink drains free of grease they should be cleaned at least once a week with lye and boiling water.

Minard's Liniment Relieves Pain.

## IN MEMORIAM

### MISS SUSANNE JOHNSTON

The death occurred at Head of Cardigan on the 9th inst., of Susanne Johnston, aged 83 years, a life long and respected resident of this place, and a member of the Presbyterian Church. She was a daughter of the late Hector and Willena (McKay) Johnston. There are left to mourn their loss, one sister Jessie, and a brother Hector also a number of nieces and nephews. Her funeral which was largely attended took place on the 11th to Lorne Valley cemetery, Rev. Mr. McVicar officiating.



## Model Silver Fox Co., Ltd.

The Annual Meeting of the above named Company will be held in the Y. M. C. A. Rooms here on Thursday the 10th day of July next at 8 o'clock p. m.

JOHN ANDERSON, Secretary

3046-6-25-July 3, 21.

## VALUABLE PROPERTY FOR SALE IN CHARLOTTETOWN

We are authorized by Mrs. John H. Gill to offer for sale her beautifully situated property on Number 85 Kent Street, consisting of a valuable house with all modern improvements, large lot and outbuildings. This desirable property if not previously disposed of by private sale will be offered by public auction Monday, July 7th at 12 o'clock noon. Inspection Tuesday and Friday, 1 and 4th. BENJ. CARTER & SON, Auctioneer

## John Horlick's Shoe Repair Shop

We repair shoes with modern machinery at lowest prices. We specialize in putting on whole soles, half soles, rubber heels, and leather heels on all kinds of foot wear. Work absolutely guaranteed. Call on us at Lambros Bros., 13 Grafton St. 2781-4-1st Intl

The Modern REFRIGERATION PLANT of the CAPE BRETON COLD STORAGE CO., LTD., At North Sydney, N. S. is prepared to furnish storage for Meats, Dairy and Farm Products, Fish and etc. 2500-6-10-12131.

## Professional Cards

**Palmer & Palmer**  
H. J. PALMER, K. C.  
Barrister, Etc.  
Money to Loan  
Bank of Nova Scotia Building  
Charlottetown, P. E. I.

**MacDonald & McPhee B. A.**  
J. A. McDONALD, H. F. MCPHEE  
B. A.  
Barristers, Attorney, Etc.  
Money to Loan  
Riley Building  
Charlottetown

**Mark R. McGuigan B. A.**  
BARRISTER, SOLICITOR, ETC.  
Money to Loan  
Cameron Block  
Charlottetown, P. E. Island

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Graduate of N. Y. Post Graduate Medical School and Hospital  
Practices limited to Eye, Ear, Nose, and Throat  
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