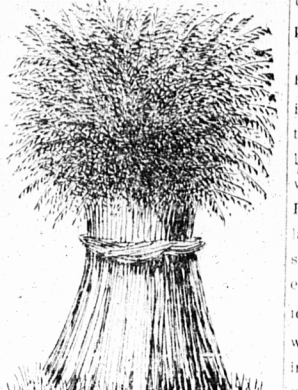


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THE CHARLOTTETOWN GUARDIAN

Mr. Charles Dalton, President. J. R. Burnett, Editor and Publisher. D. K. Currie, Associate Editor. Morning Daily (founded 1887) \$5.00 per year delivered in advance. \$2.00 per year (mailed) in advance in Canada and \$4.50 to U. S. A.

MONDAY, MARCH 27, 1922

DIVISION OF BOTANY

The report of the Division of Botany of the Dominion Department of Agriculture has just come to hand. It is an especially interesting publication dealing with various phases of agricultural research such as economic botany, plant pathology, mycology, forest pathology, etc. The results of several years' research in each of the provinces are detailed by the respective pathologists in charge and the reports are exhaustive and comprehensive.

An excellent article on Seed Potato certification by the officer in charge of the work at the Central Laboratory, Ottawa, gives a history of the inception of the work on a small scale in New Brunswick and Prince Edward Island, the progress and present status of the work which now covers practically the whole Dominion. The report also covers the work done in investigational work in forest diseases such as white-pine blister, leaf blight of pine, etc.

The report from the Charlottetown Laboratory, furnished by the present officer in charge, Mr. J. B. MacCurry, B. S. A., written shortly after his appointment to the position, summarizes the experimental work done by his predecessor Mr. Paul A. Murphy and assistants Messrs. S. G. Pepin, G. O. Madden, B. S. A., and W. K. McTulloch, and deals with such important diseases of the potato crop as late blight, black leg, wilt, leaf roll, mosaic, common scab, and curly dwarf. It also deals with club root of turnips, wheat scab, and control of apple scab by dusting.

The following paragraph is not only interesting but startling: Considerable attention has been directed towards the control of this disease, (late blight) which it has been estimated, causes an annual loss of \$2,925,000 to the potato growers of Prince Edward Island. In experiments conducted over a period of five years (1915-1919) it was found that late blight and rot caused a total reduction in yield of 130 1/2 bushels per acre.

Commenting upon this report adds: "It has been found that not less than four sprayings with Bordeaux Mixture in the season are necessary. This number however has not proved as effective as five or six applications. Of special importance is the necessity of keeping the foliage well protected towards the latter part of the season on what ever number of sprayings is given. Neglect of this may render earlier applications useless. In Prince Edward Island in an average season the first spray should be given about July 25th. Should July be wet it may be necessary to commence spraying about July 15th."

The report recommends six sprayings and approximately the following dates for the average season: July 25, August 4th, August 18, September 1st, September 15, September 29. In view of the tremendous losses caused annually by preventable diseases not only in plant but in live stock, the value of research work conducted by the Dominion Experimental Farm System and other branches of the Department of Agriculture is very evident, and the expenditure upon it more than justified.

We would strongly urge upon our farmer readers to procure copies not only of the reports from time to time referred to in our columns but all other publications issued for their benefit by the publications Branch of the Department of Agriculture, Ottawa, to which requests should be addressed.

SNAP VERDICT

The feverish anxiety of the Bell government to secure a snap verdict on its achievements of the past year before the evidence is submitted, is to put it mildly, suspicious. We have been told with oratorical fervor in the legislature and with editorial vehemence in the government organ that road-work done by the Bell government and the policy it pursued in this connection were absolutely faultless; that what it has done for the schools evinced almost superhuman wisdom; in fact, that all the Bell government has done for the province, or to it, has been superiorly and incomparably wise and prudent and patriotic.

When the Guardian modestly expressed the opinion that the evidence has not yet been forthcoming, that the cost and the manner of the road-making had not yet been revealed and that it was too early in the day to throw our hats in the air, our enthusiastic contemporary loses its temper and whines that we are abusing and slandering the government!

In its criticism of the Bell government's road work The Guardian has expressed a very general opinion that borrowing money for doing work heretofore done by ordinary statute labor and out of ordinary revenue is both unwise and needlessly extravagant. It is quite true that some needed work of a partially permanent character has been done in sections which required a generous outlay; quite true that much of the work ordinarily done by statute labor and now done and paid for out of the federal grant and its provincial supplement, has been well done but it has yet to be ascertained whether the quality of the work and the manner of it will justify the expenditure, will justify the excessive taxation which the Patriot declares has not been imposed, but which every farmer in the province knows to his cost has been imposed. In any case The Guardian's criticism on this much lauded work was "wait till we have the evidence."

After all, the Guardian's criticism of the government, and we have not yet begun to criticize, has been mild compared with the self-accusing admissions of members of the Bell government itself. One complained that under the present regime the Garden of the Gulf had become a "Garden of Bootleggers"; another, in the course of a speech which the Patriot carefully doctored before publishing and lauding as one of the most masterly speeches ever delivered in the legislature, made a remark about a previous premier which it made outside the privileged walls of the legislature would probably have got him into trouble. These the Patriot sets down among its paeans of praise of the government and all who do not claim in the song are anathema.

As already stated we are not prepared to join in the Patriot's snap verdict of not guilty or exoneration or justification, nor are the people throughout the province prepared to do so. The general opinion is the other way but all are fair-minded enough to await the evidence and there is much evidence yet to come in.

OPTIMISM A striking characteristic of the departmental reports and of the speeches of our provincial Liberal members is their apparent optimism. Some have preferred to call it "whistling to keep their courage up," but whether it be a consistent and abiding faith or a make-believe, the note goes on gleefully. "The best government Prince Edward Island ever had," "the best road system in the

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.

Grow White Potatoes

Sir—I wish you could boom the growth of Green Mountains and These are two excellent white varieties that are not only very popular but consumers and dealers alike prefer them to McIntyre and Dakota Reds. Besides they bring at least 25 cents per bag more than the two latter. The Montreal potato dealers say the P. E. I. grown whites are the best in the world and will buy lots of them next fall if the crop is forthcoming. Kennedy Bros., Kensington, P. E. I. have a lot of excellent white seed potatoes and perhaps some other growers have some also. Why don't the Island farmers find merchants purchase these instead of letting them get away from the Island? You farmers should grow the kind of potatoes which sell the best and bring the highest price. As I sell a great many cars of potatoes I am in a good position to know what most people want, and I would advocate P. E. Island farmers to grow as many Green Mountains as possible this Spring. I am Sir, etc. JOHN J. LOUSON.

SOME QUESTIONS AND ANSWERS IN REGARD TO CHANGING OUR WINTER ROAD SYSTEM

Sir—Que. Why should we adopt the system of putting the horse on runner tracks? Ans. Because at once it gives equal privileges to the two horse team on the same road, and a once the traffic beats each track firm and wide and the runner with it keeps it smooth, and the more traffic, the firmer and broader the tracks become that a heavy loaded sleigh cannot cut down causing ruts and slush.

Why does our Island System create bad roads? Ans.—Because the single horse between the runner tracks, digs a deep centre trail, and for want of the runner to keep it smooth, deep holes are made, that each horse as he comes along, tries to keep step like a soldier, must step in same tracks of horse ahead, and especially after a thaw and freezing up again, he cannot travel faster than a walk, less he breaks his limbs, the tracks being so deep it must be a cross or misstep would be liable to injure him, and with very much traffic, then the lift of the hoof and shoe, pitches snowballs in the driver's face, as the silt almost directly behind the horse and too, is unable to see the road clear ahead that trail induces the sleigh to drop off the narrow track, starting slush, and then every sleigh digs off a little farther, increasing them until they become so great at times, that the sleigh swings clean around heading the horse back for place of beginning. It also deprives the horse of the privilege of holding the runner to beat the track firm and broad, that it might bear up very heavy loads, that no snowballs can pick up and blind the driver, and instead of the third and centre track, the greatest cause for slush, a ridge of snow

world; "the ablest and most popular premier"; "the most courageous government" (that is, a government with sufficient courage to take the farmers by the nose and force the medicine down their throats when they protest).

This whistling, or optimism, if you will, may sometimes help to keep up the flagging hopes of weak kneed members, but not always. Some of them refuse to join in the whistling. It is said that the abrupt ending of the debate on the address resulted from the refusal of certain members, to join in the whistling chorus. The story is told that on the occasion of the visit of Mr. Squire, the Chairman of the Canadian Good Roads Society, one of the Liberal members had a severe criticism of the roads prepared for launching immediately after Mr. Squire had spoken but he was not given an opportunity to launch it. It is also stated that not all of the members were prepared to enter wholeheartedly into the jubilation ordered for the reply to the speech from the throne and that in order to shut off any discordant music, the whole chorus was shut off.

Probably these men will yet be heard from as they are now engaged in making their peace with the electors and it is well known that the latter are not at present singing the praises of the Bell government.

is formed under the sledge, which prevents a load from sliding, and divides the two tracks and prevents the double team from crowding to get off the narrow runner track down into the centre one. Our present mode of single driving prohibits the double teams from using the public roads, a very selfish and unwise thing. Que.—You think then that adopting that system would be best? Ans.—Yes. All who have more than one horse would at once begin to do their heavy hauling with teams and by degrees would work into the way of using hobsleighs to do their hauling, and they are so convenient in turning short, you can drive over hedges, logs and dumps, that you would not think of doing with our old fashioned long sleigh. And again the roads would be so good, that everybody who could would keep a nice horse and sleigh for pleasure driving. Large families would want a fancy set of hobsleighs with two or three seats, such as other Provinces and States have, that the whole family might have the pleasure of being seen together in church at same time, where now the churches are almost empty. What a blessing it would be in case of sickness to have a doctor get to the home in a hurry, or to get a sick patient to the hospital in safety, no danger of murthering a sick member of your family by driving, bumping and dumping over the abominable piles and slush at three or four miles an hour, as we now do, on some of our roads, and it certainly would enable the farmers to get their produce to market, threefold in one, and in much less time. It saves time and labor, it saves horse flesh and is more human. Less horses would be required, all extra feed saved from other stock or for sale, harness and sleighs would be saved, and less repairing to be done. It must be the best system when nearly every country drives that way in winter, and none can be found that ever wished to return back to the old worn out fashion that we are nursing so carefully here. And why do I advocate driving to the Right instead of to the Left? Just because I found from many years of experience it to be the most convenient and best, and because every other part of this great continent have adopted the system and would not change back.

New Brunswick I understand has recently passed a bill to that effect and Nova Scotia has a bill now before the House requesting the change from Left to Right in both cases likely to come into effect Dec. 1st, next. At a very large convention of Nova Scotia Good Roads Association held very recently in Halifax where the bill was drafted, and put to a vote, there was one vote only against it. They find that of the thousands of tourists and travellers that come to the Maritime Provinces, and we too, want all the good roads we can get, and we get them astonished on reaching our border lines, to find that we still hang on to the old foggy way and our laws compel them who represent a thousand times greater territory, and ten thousand times more people, to adopt our system when they come here, or stay off our roads entirely, and then too, the driver sitting to the right would see the road clear ahead of him, and avoid obstacles on off side. When single rigs meet to pass, each horse steps over in opposite track, only the off runner of each sleigh leaves the road, then he steps back into his own track again, never leaving the road, no danger of colliding as the roads become wider with traffic, and horses soon get used to turning off in opposite track to pass. Now as we are only a small body of people and very small ter-

In regard to the letter on roads by Mr. S. F. Tarbush: It was written for the Guardian before Mr. Squire, Chairman of the Executive of Good Roads Association of Canada, came to the city to address us on that subject, and as some may think that the two heads got together to write it. It is only reasonable furthermore they should be alike as they are both Ontario men, have had vast experience and may be taken for brothers. Is it any wonder that both should be interested in a better order of things to make the world a little better and the people in it a great deal happier.

I am Sir, etc. S. F. TARBUSH Good Roads Advocate

LONG PARISIAN SKIRTS NOW PUT ON VIEW. NEW YORK, March 23—Long skirts are ready to become a fact if the French models now on exhibition at J. M. Gedding & Co., are any criterion. For some time rumors have reached this side regarding the long skirts now accepted in Paris, but the American women have been slow to adopt them, considering them less attractive than the comfortable short frocks. But the new models are so alluring that few can resist them, and except for sport wear and the more informal street costumes, it is now believed that the skirts will be decidedly longer. "The new long-skirted costumes and gowns and large and small hats, lavishly trimmed, are really the high spots in the trend of fashion for Spring," said Mme. Savigny. "Up in the back and down in the front is the verdict of Paris with regard to the neck-line of evening gowns. Paris also has decided that a bit of chiffon or lace be used as sleeves, to cover extremely low-cut effect in the front of the gowns is continued. The chief characteristic of the use of lace and chiffons. Embroidery is also largely used."

Daily Selections for Guardian Readers From the W. S. Louson collection

OUR MOST PRECIOUS HERITAGE

We must all strive to keep as our most precious heritage the liberty each to worship his God as to him seems best, and, as part of his liberty, freely either to exercise or to surrender it, in a greater or less degree, according to his own beliefs and convictions, without infringing on the beliefs and convictions of others. But the professors of the varying creeds, the men who rely upon authority, and those who in different measures profess the theory of individual liberty, can and must work together with mutual respect and with self respect for certain principles which lie deep at the base of every healthy social system. We must all recognize the search for truth as an imperative duty, and we ought all of us likewise to recognize that this search for truth should be carried on not only fearlessly but with full recognition of our own limitations both of the mind and of the soul. We must stand equally against tyranny and against irreverence in all things of the spirit with the firm conviction that we can all work together for a higher social and individual life if only whatever our fellow men do of the prime articles in our universal faith. To those who deny the ethical obligation implied in such a faith we who acknowledge the obligations are those who do acknowledge it, whatever their creed or system of philosophy.—Theodore Roosevelt.

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and the only ones left to the old way which is out of date and worn out, would it not be better, look better, and show a better spirit, if we too would fall in line and say, "Yes, we are with you for one common rule or Universal System of driving," which effects all classes, colors and creeds, and give into the very vast majority who have tried and proven that it is by far the best." Let us help a good thing (not oppose everything) be Boosters, not knackers. Provision would be made for safety. A sign would be on front of every car "Turn to the Right." No other country would tolerate the kind of roads we have here every winter. We should change our title from the "One Horse Province" to a "Go Ahead" Then Prosperity, Pleasure and Contentment would reign. If we adopt the rule to Right, best to make one good job of it, and have the good single or double team road, as it is so greatly needed. I am Sir, etc. S. F. TARBUSH Good Roads Advocate

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