

FOR EFFICIENT COOKING Use A BEACH RANGE

Fred H. Trainor MASTER PLUMBERS

Be PHOTOGRAPHED By CRASWELL Studio

SUMMERSIDE and Prince County

NORTH BEDEQUE AND GREENTOWN—United Church

DOMINICA

strata towards Charlottetown. West from Charlottetown was fairly clear, and further west there was considerable soft ice.

Shipping authorities here were inclined to believe the Dominica was not in danger.

TAXATION

From today the Minister withdrew toilet soaps from the 10 per cent ad valorem class and degraded them to the five per cent category.

The House in committee of the whole approved the change.

Ottawa, April 26—Spirits used in the manufacture of perfume will pay a tax of \$1.50 per gallon instead of the \$2.50 proposed when the budget was first brought down in the House of Commons.

Previously to the budget the duty on pharmaceutical spirits was \$2.40, and \$2.43 per gallon, according to classification, while now the rate of \$2.50 per gallon will cover all.

Manufacturers of wine will be required to pay a tax of \$1 per gallon on all spirits distilled from the juices of native fruits for use exclusively by the manufacturers under another budget provision adopted.

EASTERN GUARDIAN

This column is reserved for news of local interest but advertising of a new nature may be inserted at 3 cents a word strictly payable in advance.

CREAM ROUTE—The Montague Transfer will be collecting cream starting Tuesday, May 2nd, on same route as last year, for Central Creameries. (Sgd.) W. Waterworth. 9102-11

FOR BOYS AND OTHERS

Through the courtesy of Mr. R. W. Tufts, Chief Migratory Bird Officer for the Maritime Provinces, the Guardian is in a position to present a limited number of boys and others interested with the booklet "Bird Houses and their Occupants" by P. A. Traverser.

CENTRAL GUARDIAN

This column is reserved for news of local interest but advertising of a new nature may be inserted at 4 cents a word strictly payable in advance.

ST. ZITA SOCIETY—Important meeting tonight at 8 o'clock. 9099-11

FRESH FRET, confectionery, ice cream, soft drinks, smokers' supplies. Reg Holman, Revere Hotel Block. 9103-11

WOOD ISLANDS Presbyterian Church, April 30th. Service at 3 p. m., Y. P. S. in the evening at the usual hour. Rev. Allister Murray, Minister.

CALEDONIA-MURRAY Harbour Presbyterian Churches, April 30th, 1933. The services will be as follows: Caledonia, 10.30 a. m., Gaelic, 11 a. m. and 7 p. m., English; Murray Harbour, Sabbath School and Bible Class at 2 p. m. Rev. Allister Murray, Minister.

MOTORISTS FINED—For operating automobiles without license four motorists were each fined five dollars when they appeared before Magistrate Donald MacKinnon yesterday. Prosecutions were conducted by the Royal Canadian Mounted Police.

NEW FRUIT STORE now open. Watch at window for fruit specials. Reg Holman, Revere Hotel Block. 9103-11

B. I. S. SOCIAL EVENING—The city's leading card and dancing pavilion was the scene of one of the largest crowds of the present season. The big attraction game was a huge success with upwards of thirty-five tables. The winners were as follows: Ladies' first, Miss Annie Joseph; ladies' second, Mrs. Leo Dowling and Miss Phillis Doinon and drawn by the former. Gents' first, equally merited by Mr. C. O. Buck and Mr. Peter McGonell and drawn by the latter, with Mr. C. O. Buck second. Lucky table, No. 4, drawn by Mr. Louis Kiggins. Bro. Vernon Oatway, floor director, was presented with a bouquet in appreciation of his services. The Island's leading orchestra has added another musician to their number which gives greater volume to their music. These young men are certainly living up to the wishes of the music loving people.

Mr. I. C. Rand, C. N. R. Regional Accountant, Moncton, has been in the city for the past few days.

JURY FINDS

(Continued from Page 1) were unaware.

Today's proceedings were taken up with defence testimony, most of which related to Farris' imprisonment in an insane asylum five years ago.

Yesterday prosecution witnesses told of his arrival at the Mahar home on the night of January 25, and of his presence in the room where Mrs. Mahar was found dying by her 13-year-old daughter Beatrice. She had been stabbed in the chest. Nearby Farris lay on the floor with his throat cut, and doctors believed his wound had been self-inflicted.

The body of a flamingo is shaped much like a goose's, the legs are long like a stork's, the feet are webbed like a duck's, the neck is like a swan's, and the head is peculiarly its own.

BIRTHS

WARREN—At the P. E. Island Hospital, April 26th, to Mr. and Mrs. Hollis Warren, a daughter.

MCLURE—At 20 Douglas St. Charlottetown, Prince Edward Island, April 15, 1933, to Mr. and Mrs. E. Holden H. McLure, (nee Grace MacPhee) a son, (Arthur John Robert).

DEATHS

WEBSTER—At Morell, P. E. I., on April 26, 1933, Mrs. J. Oliver Webster, age 74 years. Funeral Thursday at 2 o'clock.

IN MEMORIAM

GEORGE BRAUDER Sea View Died April 27th, 1930. Sleep beloved sleep and take thy rest. We loved thee well. But Jesus loved thee best. Inserted by his Wife and Family.

N. D. MacLean

UNDERTAKER EMBLAMEE Charlottetown and North Westshore Phone 109

RY. OFFICIAL

(Continued from Page 1)

eralid Junction with the early trip of the Ferry for the mainland, and will arrive in Charlottetown at 10.30 a. m. instead of at 1.20 p. m. as at present.

Passengers arriving from Summerside and points west will thus have five hours in which to do their business in Charlottetown before leaving on return at 3.30 p. m., instead of two hours (from 1.20 p. m. to 3.20 p. m.) as at present. This advantage is obtained by the earlier departure of the train from Tignish, which at present leaves at 7 a. m. It is an advantage, Mr. MacKinnon believes, which will be appreciated by local merchants as well as by residents of the western section of the Province whose business takes them into the city.

At the same time, under the proposed arrangement passengers will be able to leave Souris and Murray Harbour and get through to Borden, Tignish, and all points west on the same day. This improvement in the long haul service, Mr. MacKinnon pointed out, will benefit those who must require railway transportation, inasmuch as the automobile is being used more and more extensively for shorter distances.

Lines East and South For some years past the trains from Souris and Murray Harbour have been arriving in Charlottetown between 11 and 11.30 a. m., and on return, leaving Charlottetown between 3 and 3.30 p. m. "We found," said Mr. MacKinnon, "that during the summer months, just as soon as the highways open up, there are very few passengers travelling on the local trains. We have the figures covering every train service every day. While this service has been maintained for a number of years at heavy expense on account of the long hours on duty, it has not been taken advantage of by the travelling public. Therefore we felt that in reducing the hours of these train crews on duty, by cutting down their time in Charlottetown, we were effecting a substantial saving in our operating costs with the least possible inconvenience.

Under the proposed changes the Souris train is due to arrive in Charlottetown at 12 noon and to leave at 2 p. m. The Murray Harbour train will be due in Charlottetown at 12.15 p. m. and leave Charlottetown at 2.20 p. m. The reduction in operating hours on these services will be equivalent to taking off a train for each day of the week. Nevertheless, the arrangement will give passengers two full hours to do their business in Charlottetown.

"How about the return service?" Mr. MacKinnon was asked. "Will there be delay in passengers getting to their homes?"

"On the contrary, they will get home at an earlier hour," was the reply. "The Souris train will arrive at Souris at 5.35 instead of at 6.45 as under the present time table. The Georgetown train will reach Georgetown at 5.35 p. m. instead of at 6.45 p. m., and the Murray Harbour train will arrive at Murray Harbour at 5.50 p. m., instead of at 7.15 p. m. as at present. I am glad you asked about that, because it is a feature which we believe will appeal particularly to our country people, who do not wish to be held up unnecessarily in getting back to their homes."

Jitney Service

Asked if it was feasible to supply a jitney passenger service, on these lines, Mr. MacKinnon said this would mean unwarranted additional expense in view of the patronage which the service would receive.

"Last summer," he said, "we operated a jitney and motor coach between Charlottetown and Summerside, making the run in about two hours, stopping at all stations; and very few passengers were handled on this car except on special occasions. There is a certain wayfare service which must be maintained at all costs, but by putting on an extra motor service we would, in effect, be putting on an additional train, and the whole demand throughout Canada on the part of the taxpayers is for curtailment, where possible, of such expenditures. I think, in view of the agitation for drastic reduction in operating expenses, which is being insisted on, that we have been particularly fortunate here in holding on to the service we have had. We have far more trains operating per mileage than in most places."

For the same reason of economic necessity, the Thursday train service to Murray Harbour will be discontinued this year, as was also the case last summer.

"It is contended," said the reporter, "that by the proposed economies in train services you will actually lose revenue which otherwise would be obtained from passenger patronage."

"When we did have the service," Mr. MacKinnon countered, "it was not taken advantage of. For a number of years, previous to the advent of the automobile in large

Trinity United Church

THURSDAY

3.30—Ladies' Aid—Ladies' Parlor. 7.00—Tuxis Squares. 7.30—Mission Band Concert by children of the Band directed by their leaders—Proceeds for Women's Missionary funds.—Admission fee—Generous patronage solicited—Heartz Memorial Hall.

MONETARY

(Continued from Page 1)

tary at the Dominion Legation. The Secretary of State had Senator Pittman with him in addition to Under-Secretary William Phillips, former Minister to Ottawa, and several other officials.

At the conclusion of the conversations, a communique issued at the State Department said: "The Prime Minister of Canada and the Secretary of State and other officials representing the two Governments met to discuss problems relating to the world monetary and economic conference, and related questions of special importance to the two Governments themselves. The conversations were mutually helpful. They will continue tomorrow."

The monetary situation, it was understood, received immediate consideration. Several Senators have been discussing this complicated question with Mr. Bennett since his arrival. The main proposal is understood to be an arrangement whereby sterling and the United States dollar would bear the same relationship to one another the year round. If the United States dollar is to be kept at par, then the pound sterling might be at, say \$3.80, in New York funds. It would not be one price in December and another in May.

The Canadian dollar would have a definite, fixed relationship to both the other currencies. Advantages of such stability on trade are obvious.

Much complicated bookkeeping would be in prospect. Sterling goes up in certain seasons and down in others; the Canadian dollar goes up when there is a big demand for it to buy Canadian wheat and drops at other seasons. These trends all have to be considered over a term of many months. The experts are said to be hopeful of reaching something definite as to the proper figures in time for the opening of the World Conference, probably on June 12.

Plans to stabilize the various currencies include the question of gold backing, international funds to steady currencies and the deciding gold content represented in the pound and the dollar. Which is to be favored and which rejected is not being divulged, but there is hope that it will be possible to offer the World Conference a workable solution.

The tariff question was barely reached in today's negotiations, it was understood, because of the time taken up with the monetary question. Indications are that opinion around the State Department has changed as a result of Mr. Bennett's statement yesterday that the Imperial Conference Agreements reached at Ottawa would not prevent a far-reaching and mutually beneficial agreement being worked out between Canada and America. Canadians here believe once the Ottawa pacts have been studied in the light of the concessions Canada can offer the United States, the previous view here that these pacts greatly hamper negotiations, will disappear.

numbers, the trains carried an average of from 75 to 100 passengers daily. Since automobiles have come into general use, this number has declined to from five to twenty per train. Last year the decline was more noticeable than in any previous year, and there is no reason to expect that the same condition would not apply this summer, whatever service was put on. That has been one of the chief factors necessitating retrenchment in railway expenditures."

Excursion Requested

A resolution was moved by Mr. S. A. MacDonald, seconded by Mr. E. T. Higgs and adopted that the railway management be asked to operate special Saturday excursions on the Murray Harbor branch at half fare, the train to arrive in Charlottetown not later than 10 a. m. and to leave not earlier than 4 p. m.

A resolution was moved by Mr. G. J. Tweedy and seconded by Mr. R. E. Mutch, and adopted that pending more satisfactory arrangements the management be asked to hold the Murray Harbor and Eastern trains in Charlottetown till 3.30 and 3 o'clock, respectively till the country roads opened up.

The following resolution was moved by Mr. R. E. Mutch and seconded by Mr. G. J. Tweedy. Whereas it appears to us that the railway local passenger service can only be of real use to our people during summer months by the separation of rail and passenger service; therefore be it resolved that the Council of the Char-

CRITICISM

(Continued from Page 1)

mind by the Board in viewing the question. He suggested that if there was not enough freight to warrant daily service, that freight be carried only two days a week. Mr. MacKinnon stated that while the members of the Board might believe that freight traffic did not warrant existing service, he believed it was the passenger traffic that did not warrant this service.

To Mr. Mutch's suggestion, that a bus be operated on the railway, Mr. MacKinnon stated that such arrangement might be possible. He asked the members of the Board if they thought the shortening of the time would actually cause any inconvenience to any person.

The difficulty experienced by the railway was that the crews were on duty all the time and that the expenses were very large as a result. He thought it possible that permission might be procured to run a bus on the rails. The passenger service was not paying. He read figures which showed the extent of passenger traffic on the Souris line during the month of September last. He thought that the railway should endeavour to give the best service possible during the season that people were compelled to travel by rail. During the summer they preferred to travel by automobile.

Mr. R. E. Mutch stated that the railway was lessening its chances of getting passengers by the change in the schedule.

Mr. T. E. MacNutt could not see how the Board could ask the railway to continue a service which was costing as much as the present one did.

Mr. MacKinnon in answer to an inquiry stated that as a result of the decrease in express rates the volume of goods travelling by express had increased. In the summer there was nothing to warrant a passenger service.

As regards the Eastern train Mr. MacKinnon pointed out that under the present schedule the train left Charlottetown at 3 p. m. and arrived at Souris at 6.45 p. m. Under the revised schedule the train would leave Charlottetown at 2 p. m. and arrive in Souris at 5.35. The train left Souris at 8.30 a. m. and arrived in the city at 12 o'clock noon.

In reply to the suggestion that the railway by the change would lose its present passenger patronage, Mr. MacKinnon stated that he believed the same volume would be carried this year as last. He would strongly recommend the running of excursion trains as a member of the Board had suggested.

Jitney Suggested

A number of members suggested the running of a jitney on the Murray Harbor branch. It was pointed out, however, that this idea had been objected to on a previous occasion on the ground that the Hillsboro Bridge was not suitable for carrying a car of that nature.

Mr. R. E. Mutch voiced the opinion that the passengers and freight were available, but that the railway was making no attempt to secure the business and compete with the bus service. He believed a jitney service should be instituted.

Mr. MacKinnon replied that the jitney service between Summerside and Charlottetown was not widely patronized, despite the fact that passengers could arrive in Charlottetown from Summerside at 10.30 a. m. and leave at 7.35 p. m.

Opinion was expressed that the test was not a fair one.

Mr. MacKinnon thought it might be possible to hold the trains at Charlottetown till the usual time of departure for an extra week, to see how the plan worked out.

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lottetown Board of Trade request the management of the Canadian National Railway to look immediately into the possibilities of handling our local passenger service by such light equipment over their own rails as will permit the handling of such traffic with such despatch as will compare with autos and auto bus service and further resolved that such arrangements should be made by the management with the employees of the railway as will permit reduction of costs so as to permit reductions in fares to a competitive basis.

With regard to the Pictou to New Glasgow train, Mr. A. L. Wright reported that Mr. W. U. Appleton, General Manager of C. N. R. Atlantic Region by letter stated that last summer there was a train connection satisfactory to the Hochelaga service. The same service would be given this year.

A vote of thanks was tendered to Mr. MacKinnon for giving the meeting useful information.

Afternoon Session

The communication sent by a special committee to Prime Minister R. B. Bennett regarding the implementation of the Duncan Commission report as it affected the transfer of the car ferry accounting was read.

In connection with port warden's fees, Mr. G. J. Tweedy read a resolution passed by the Transportation Committee in which it was recommended that where bagged grain only was loaded on a ship the warden's inspection fee should be 50 cents.

The Council endorsed the resolution.

A second resolution was also adopted requesting that where no grain was carried no inspection fee be charged.

The present status of south shore fishermen in relation to New Brunswick fishermen was dealt with in a letter from the Deputy Minister of Fisheries. The letter stated that every effort was being made to discourage the migration of fishermen from New Brunswick and that the two New Brunswick firms involved were attempting to co-operate in the matter.

A resolution forwarded by the Lunenburg Board of Trade was read. It dealt with the fund established to stabilize the pound in cases where certain articles of commerce were involved, and requesting the Charlottetown Board to co-operate in an attempt to have salt fish included in the list of articles enjoying the advantage.

The resolution was placed in the hands of the Fisheries Committee. Another resolution from the Lunenburg Board requested the Dominion Government to endeavour to have all duties on salt and smoked fish exported into United States removed.

The Charlottetown Board was asked to co-operate in the request. The resolution was placed in the hands of the Industrial Committee with instructions to prepare a resolution.

Mr. A. L. Wright for the Time Table Committee outlined the proposed changes to become effective May 1 in the time table for the Island Division. The length of stay for the passenger from Souris was reduced by two hours, from Murray Harbour by one and a half hours, and from Tignish was increased by three hours.

The basic reason was to keep the train crews in the city working within the eight hour day, as the railway employees received time and a half for overtime. There would be double train service this Summer.

Mr. G. J. Tweedy read the hours at which the Murray Harbour train arrived at Charlottetown during the month of April. He thought that during the month of May a jitney service might be experimented with, with a view of accommodating the people at a lower rate. He did not think that under the revised schedule the train would be patronized at all.

Mr. R. E. Mutch thought that a bus might be operated on the rails, and that the freight might be moved as it accumulated.

Mr. J. O. Hyndman thought that the business men should co-operate in assisting the railways if they expected to continue to have the service of the system.

One reason some concerns are "in the red" is the fact that not enough black in the way of printers ink was used in their advertising.

Bottles Wanted

Pints and Quarts. Phone 1107

INCOME TAX CHANGES ARE OUTLINED



for Baby's Comfort

Mr. C. F. Elliott, Commissioner of Income Tax for the Dominion of Canada, delivered, at Ottawa, an address (which was broadcast) on the relationship of the individual to the income tax revenue laws and the new features brought into force by the budget proposals.

He said the time for his address was appropriate. By the end of the month all persons liable to tax returns compiled and filed with the Inspector of the district in which they reside.

Mr. Elliott pointed out that during the present conditions, while the payment of taxes may be harder than in good times, citizens must realize that they are contributing to the national obligations and maintenance of our government structure. Taxes are stern positive things. They require plain speech and direct approach to the end that their course, application and effect may be better understood.

Mr. Elliott then reviewed the history of the income tax since Canada adopted it as a part of its fiscal policy in 1917. The average annual collection for each year has been over \$60,000,000. In the fiscal year just closed it has been \$62,000,000. This shows a remarkable stable and liquid condition of the revenue producing assets of working capital of Canada. Since 1917 out of profits and revenues of the people residing and carrying on business in Canada there have been collected over one billion of dollars.

The average cost of collection over these years has been 2.9 per cent of the amount collected.

According to the figures of the last census, two out of every hundred persons in Canada paid an income tax.

Men who withhold from the government the tax required by law, or who exercise their ingenuity to devise ways and means of reducing the amount that ought to be paid are cheating the country and betraying their citizenship. It must appear to all honourable men morally contemptible that any citizen should count it a clever thing to evade payment of his income tax.

Mr. Elliott then enumerated the changes which have taken place in the Income Tax Act as follows:

(1) The exemption for married persons has been reduced from \$2,400 to \$2,000; a widow or widower with a dependent child receives an exemption of \$2,000.

(2) Any individual who maintains a self-contained domestic establishment and who actually supports and maintains therein one or more individuals connected with him by blood relationship, marriage or adoption, shall have an exemption of \$2,000. All other persons, except corporations, receive an exemption of \$1,000.

(3) For each child or grandchild of the taxpayer dependent upon him for support, an exemption of \$400 is given in place of the former exemption of \$500.

(4) For each parent, grandparent, brother or sister incapable of self-support and dependent upon the taxpayer an exemption not exceeding \$400 is given.

There is nothing better for baby's rub after baby's bath. Keeps his tender skin smooth, free from dryness, chafing and chapping. Use it, too, each time you change his diaper, to soothe inflamed buttocks; on his scalp to correct "cradle-cap"; in his nostrils to ward off sniffles. Absolutely pure, harmless to the most tender skin.

BE SURE YOU GET THE GENUINE LOOK FOR THE TRADEMARK VASILINE WHEN YOU BUY.

If you don't see it you are not getting the genuine product of Chesebrough Mfg. Co., Cons'd., 5520 Chabot Avenue, Montreal.

ing \$400 is given.

(5) The corporation exemption of \$2,000 is abolished. Corporations will now pay 12 1/2% or one-eighth of their net profit.

There is a new schedule of tax rates applicable to incomes of 1933 which should be used by individuals in compiling their 1932 income tax returns. A pamphlet has been published for all these and other changes and may be obtained from the Inspectors of Income Tax in the various districts.

Other facts were given regarding ownership certificates. Reference was made to a striking departure this year of taxing non residents in respect to dividends derived from sources within Canada. It has also been determined to deduct five per cent from all interest payable solely in Canadian bonds to non residents.

Is Named U. S. Minister To Can.

(Canadian Press)

OTTAWA, April 26—Nomination of Warren Delano Robbins as United States Minister to Canada is being sent to the United States Senators by President Franklin Roosevelt, according to word received at the United States Legation here today. The appointment does not become effective until ratified by the Senate.

Mr. Robbins is a cousin of President Roosevelt, and has been prominently mentioned for the Ottawa post for some time.



IMPERIAL PUPPY FOOD

The success, following the use of this popular "Imperial" product during past seasons, has clearly proven its merits to our experienced ranchers, who are planning on feeding liberally this year.

Our formula is specially suited to the needs of the young and growing foxes, is rich in vitamins, and a sure preventative of rickets.

Puppy Food may be ordered either "Fine" or "Coarse" to suit the rancher's requirements.

Order early so as to be sure of receiving your supply in good time as a heavy demand is anticipated.

Imperial Biscuit Company Ltd. Box 446 Charlottetown, P. E. I. Phone 721