Today—Friday—Sat.

Shirley TEMPLE in JUST AROUND THE CORNER

with CHARLES FARRELL JOAN DAVIS AMANDA DUFF BERT LAHR BILL ROBINSON

ALSO : Musical — Novelty — Cartoon

SHOWS DAILY 3.15 — 7 — 9 P. M.

EXTRA MATINEE SATURDAY DOORS OPEN 1 P. M. SHOWS 1. 15 — 3.15

PRINCE EDWARD

The Capitol TODAY—FRI.—SAT.

DAILY 3.15 — 7.00 — 8.45 P. M. SATURDAY MATINEE 2.30

ALSO SERIAL & ANDY CLYDE COMEDY

Tariff Board To Open Radio Hearing Monday

OTTAWA, Feb. 22—(CP)—Representatives of the radio industry will appear before the Dominion Tariff Board here Monday for resumption of a hearing that opened last July into manufacture sale and distribution of radios and parts in the Dominion.

The three-day hearing last summer was adjourned on request of interested manufacturers to obtain additional data. It was expected the hearing next week will occupy about two days before Chairman George H. Sedgewick.

On Monday, Hon. W. D. Herridge will submit a brief on behalf of Philco Products Limited, Toronto, attacking the wide price spread between radios manufactured in the United States and the same sets in Canada. K. M. Smith, Toronto, secretary of the radio manufacturers' association, is expected to testify for the manufacturers in rebuttal of the Philco submission.

The second days hearing will probably be devoted, Tariff Board officials said, to a discussion of a list of radio parts and materials not manufactured economically in Canada, and which, it will be submitted should be lumped together under one tariff item and under one rate.

Upon completion of the radio hearing, the Tariff Board will set to work preparing reports on a number of references submitted to it by Finance Minister Dunning. Findings of the Board will be submitted privately to the Minister and will not be tabled in the House of Commons until after the budget is brought down.

BIRTHS

McCLOSKEY—At Tyrone, Feb. 12, 1939, to Mr. and Mrs. Vincent McCloskey, a daughter (Mary Florence)

THANKS

Mrs. A. B. MacLeod and family wish to acknowledge with sincere appreciation floral tributes, messages of sympathy and acts of kindness extended to them by their friends and neighbours in their recent sad bereavement. L-496-2-23-1i.

N. D. MacLean

UNDERTAKER EMBALMER

Charlottetown and North Wiltshire

Phone 149

SANTA ANITA DERBY

(By The Associated Press)

SANTA ANITA RACE TRACK, Los Angeles, Feb. 22—Ciencia won the $50,000 Santa Anita Derby today. Xalapa Clown placed second.

There was a photo finish for third. Time for the mile and one furlong race, in which 14 started, was 1:50 3-5.

Breathe Away Your COLD

Make it a habit to use Catarrh-o-zone three times daily, and you will prevnt colds, sneezing, sore throat, and bronchial irritation. A thin film of healing oil is spread by Catarrh-o-zone all through the breathing organs—this soothes the sore membranes, rids you of that stuffy feeling in the nose, and enables you to breathe freely. No more Catarrhal headaches, no more coughing spells, no more phlegm in the throat —all these nasty symptoms disappear when you use Catarrh-o-zone.

For Grippe, Catarrh, Nose Colds, Irritable Throat, you will get prompt and effective action from Catarrh-o-zone. Carry the Inhaler in your purse or pocket, etc.; use it frequently. Complete outfit $1.00. Smaller size 50c, at all dealers.

Inhale Catarrhozone

Too Late To Clasify

WANTED—EXPERIENCED country girl wants work. Apply 58 Weymouth. L-510-2-24-2i.

WANTED—GOOD RELIABLE salesman, fast-selling novelty, to store and car owners. Apply between 4 and 6 o'clock today, Canadian National Hotel, room 303. L-518.

The Central Guardian

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

CONFEDERATION LIFE INSURANCE. L-6789-7-21-312

CAVENDISH CHARGE. — Services on Sunday, February 26th cancelled. Geo. W. Tilley, Minister. L-504-2-23-1i.

BOARD OF TRADE — General Meeting Friday 8 P. M. Subject—Transportation. Speaker, Mr. Rand Matheson, Manager Maritime Transportation Commission. L-491-2-23-1i.

FUNERAL FRIDAY. — The funeral of the late Mrs. Crawford Aitken will be held from Trinity United Church on Friday, February 24th, service starting at 2 o'clock, funeral leaving at 2.30. Interment People's Cemetery. The late Mrs. Aitken is resting at her residence 265 Grafton Street until Friday noon.

FISHERIES CONFERENCE — A conference of fisheries officers in the Maritime Provinces is scheduled to open today in Halifax under sponsorship of the federal department of fisheries. Arriving yesterday to attend the conference were J. J. Larabie, Charlottetown, P.E.I., and L. H. Parks, Fredericton, N. B.—(Halifax Chronicle.)

ON SOUTHERN CRUISE—Included on the passenger list of the liner "Lady Nelson," Canadian National Steamships, which sails from Halifax today on a month-long voyage via Boston and Bermuda, to the Leeward and Windward Islands, Barbados, Trinidad and British Guiana are the Misses Elena and Irene Horne, Mrs. I. J. Yeo and Miss Lilias Hooper all of Charlottetown.

FIRST LENTEN SERMON—Rev. Father Theodore C. Petersen, C. S. P., New York, preached the first in his series of lenten sermons at St. Dunstan's Basilica last night. He spoke before a congregation that crowded into the large Basilica until there was nothing but standing room left. Special music was furnished by the Corpus Christi Choir under the direction of Mr. W. J. Brown with Mrs. Joseph Dougan as organist.

ELECT OFFICERS—The 13th annual meeting of the Board of Governors of the "Inter-provincial Home for Young Women" was held on Feb. 17th., Rev. Dr. S. H. Prince, chairman, presided and included among those present in addition to the executive members were Usher Miller, President of the N. B. Protestant Orphans' Society, St. John, Mrs. Ethel Morris, acting superintendent, of Halifax, Miss Logan, Rev. C. E. McKenzie, Sackville, N. B., Rev. G. R. Harrison of Summerside, P. E. I., Rev. F. E. Barrett, Field Secretary, Rev. Dr. W. R. Hibbard, late principal of Rothesay Collegiate School, and others. The Executive of the "Home" for the year 1939 was elected as follows: Chairman, Rev. Dr. S. H. Prince, of King's University, Halifax. Vice Chairman, Rev. W. D. Wilson, Principal of the Boys' Industrial School Halifax. Treasurer, D. A. McBeath, Moncton, Secretary, Rev. J. J. Alexander, Moncton. Representing the three co-operating churches: Rev. Dr. J. A. Ramsay, Moncton; Rev. Robert Smart, Moncton; Rev. H. E. Dibblee, Amherst; Rev. Dr. W. R. Hibbard, Rothesay; Rev. W. H. Elgee, Dartmouth; Rev. E. J. Barass, Truro.

GROWING INDUSTRY — This week's issue of the Family Herald and Weekly Star carries a photo of the Royal Packing Company's chicken canning plant, Charlottetown, in which is shown very clearly the packing room and girls at work. The Royal Packing Company handled more poultry during 1938 than in any year of their history, having purchased a total volume of 329,422 lbs. at a cost of $53,039.63, an average of 16½c per pound for all grades of poultry. The principal market for the finished product is England where the name "Island Chicken" has, because of the quality, been well received by the British public.

SPEAKER AT FOX CLUB—Councillor B. Roy Holman was the special speaker at a meeting of the Fox Club held in the Agricultural Hall last night. He spoke on the past, present and future of the fox industry giving an account of the early days of fox exchanges in the city. A first edition of the Black Fox Magazine, published in Saint John, and valued by Mr. Holman proved of great interest to club members. A hearty vote of thanks was extended to Mr. Holman for his splendid address at the conclusion of the meeting. The President, Dr. A. W. Allen, presided.

Personals

Mrs. Creelman McArthur entertained at luncheon in Ottawa on Tuesday in honor of Mrs. Thane Campbell.

The many friends of Mrs. Heber Bell, 75 Hillsboro Street, will regret to learn that she is confined to her home with a severe attack of 'flu.

Mr. E. T. Higgs, Marine Underwriter, was a passenger by the Borden train yesterday morning, en route to New York.

Mr. A. O. F. Gill, Grand Master of I.O.O.F. for Maritimes and Newfoundland, is paying an official visit to Queen Lodge No. 52, Sydney, N. S., this week.

Miss Joan MacDonald, daughter of Mr. James A. E. MacDonald, Little Pond, underwent an operation yesterday for appendicitis in the City Hospital, and is doing as well as can be expected.

Eastern Guardian

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

..*SUBSCRIPTIONS to the Charlottetown Guardian may be handed to their Rept. Archie Hume, up to the time the car ferry service was inaugurated at Borden and Tormentine, so that it will not be necessary to devote any time to the facilities that served us in the early stages. It was in the year 1911 that I first became interested, when I heard Honorable R. L. Borden during a speech in Charlottetown, make the statement that "Prince Edward Island has never been treated fairly by either the Conservative or Liberal Governments in the matter of transportation. It is not a matter of cost, but a matter of honor between the Dominion of Canada and Prince Edward Island." I, as a young man, could not see much hope for any future development or progress in the Province without all year round dependable transportation facilities. I had almost made up my mind to move to Montreal, where a good position had been offered me, when I happened to hear this speech of Mr. Borden. I immediately began to investigate as to the meaning of the statement he had made that the Province had not been fairly treated.

I soon discovered, after making some study of the records prior to Confederation, that Prince Edward Island had not entered Confederation in 1867, as the Province was not satisfied with the terms offered, and in that year the legislature of the Province passed the following resolution: "Lastly resolved that this House disagrees with the recommendations of the Quebec Convention, and on the part of Prince Edward Island, emphatically declines a union, which after serious and careful consideration, it believes would prove politically, commercially and financially disastrous to the rights and interests of this people." The Island representatives at the Conferences leading up to Confederation must certainly be given great credit for their vision and foresight. They realized even in those early days that this Province, being an Island, its major problem would be communication with the Mainland.

Confederation Terms

It was in 1873, when "Better" terms were promised, which included the guarantee to Prince Edward Island of "efficient and continuous communication winter and summer", that Prince Edward Island agreed to enter Confederation. We must, therefore, never lose sight of the fact in dealing with this subject, that Prince Edward Island entered the British North American Confederation under an agreement arranged with the Dominion of Canada, which agreement obligates the Dominion to supply Prince Edward Island with services that are, or may be granted, to the other Provinces.

When I realized the importance of these guarantees that the Province held from the Dominion, I decided to remain in Prince Edward Island. I felt convinced that with those obligations carried out, and we were given an opportunity to develop our resources the same as if we were a part of the Mainland, that we had right here, in this small Island, the best part of all Canada. I connected up with the Board of Trade and have never missed an opportunity to do what little I could to help in pressing to have those rights recognized and fulfilled.

Prior to the car-ferry service being inaugurated, the field crops of Prince Edward Island only realized 55% of the value realized in the other Provinces, according to the Dominion Year Book. The reason for this was that a large quantity of our crops were rushed out of the Province before navigation closed, and if low prices prevailed outside the Province we further depressed the market, and could not help ourselves; whereas, all the other Provinces could warehouse their crops and ship out in the winter and spring and take advantage of the higher prices prevailing. That is now all changed, with the car-ferry, and with two fine ice-breaking ferry steamers ready to carry out traffic, at all times, winter and summer, I may be asked, what more is desired? Well, that is the important point, and my answer to the question is that the Province of Prince Edward Island should insist that the operating of the car-ferry and train services be carried out in accordance with the interpretation given in a report adopted by the Senate Tourist Committee, appointed to deal with the promotion of tourist trade throughout the Dominion, two or three years ago.

A Federal Guarantee

In dealing with the transportation between the Mainland and Prince Edward Island, I quote the following: "Moreover, as it was pointed out, it is the essence of the Canadian partnership that ferry rates and service to and from the Province should be such as to relieve it, in so far as possible, of the disadvantages of its Island position; and anything short of this makes for insularity." As already stated, Prince Edward Island holds a contract that is a guarantee from the Dominion of Canada (but it is not a guarantee from the Canadian National Railways.) Now I have no fault to find with the management of the Canadian National Railways, nor officials of the car-ferry, but as the officials of the Railway Company, including Sir Henry Thornton, admitted before the Duncan Commission that they were not concerned with the terms of the Confederation Pact, Prince Edward Island should refuse to deal further with the sub-contractor (the Canadian National Railways) when negotiating the terms of performance for this service to and from the Mainland, but must go back to the Contractor — the Dominion of Canada.

The Canadian National Railways have been providing a service and making charges that they may consider meet the requirements of the Island; whereas, we hold a contract with the Dominion of Canada to be supplied with an efficient and continuous service at the expense of the Dominion. When the ferry service first started, the Railway operated both train trips from May to early October. Some years later this was advanced to November 6th. But after the Duncan Commission sat in Charlottetown, the second trip was advanced to early January. What do we find today? A much curtailed service, operating the second trip from May to the end of September. The Duncan Commission recommended that the cost of operating the car-ferry be taken out of the accounts of the Canadian National Railways, and to become a direct charge against the consolidated revenues, through the Department of Railways, as it was found to be working to the prejudice of the Island. This change, after considerable time and effort was spent, was finally achieved. Shortly after this change went into effect, the fare for transporting autcmobiles was reduced from $7.00 for return trip, to $3.00. This charge, however, is still excessive. The aim of the people of Prince Edward Island should be to have this ferry service regarded in the same light as a bridge or a part of the trans-Canada highway, with a small toll or landing charge for automobiles and trucks.

Representatives Responsible

After this Province had been deprived for over forty years of the efficient continuous service it was guaranteed at Confederation, are we to be satisfied to accept a service, today, operated by a sub-contractor who is not concerned with the terms of Confederation, and treats it as part of its mandate to operate the Railway? Now when making that statement, I am not criticising the Railway, but the Dominion of Canada, for non-fulfilment of terms of union. We should hold our elected representatives, both Federal and Provincial responsible, whether it is a Liberal or Conservative Government that happens to be in power at the moment has no bearing. After all, elected representatives are the people's servants, and it is up to them to see that the Dominion honors its pledges. Some of the Provinces have a Department of Federal Relations. It might be desirable for this Province to have such a Department, combining with it the supervision of transport. In this way the Provincial Government could regulate transport of all kinds and supervise the carrying out of our Confederation contracts with the Dominion. The Boards of Trade could then co-operate with such a Department in the matter of train schedules and ferry services.

A problem is already developing that will need constant attention. More efforts are being put forth to promote the tourist trade throughout the Dominion by the Canadian Travel Bureau, and with the completion of the main highway throughout the Maritimes, and the valuable publicity Prince Edward Island will receive through the National Parks Branch, there should be a tremendous increase in the number of tourists coming to this Province in the near future. Tourists by automobile will not submit to delays at the ferry coming to and going from the Island. If delays are experienced, they go away as knockers just the same as when we had dust and mud roads to contend with. It seems most inconsistent to invest large sums in facilities and in advertising for tourists, and then to allow unnecessary obstacles to be placed in the way of our development. A tourist held up at Borden for several hours is greatly annoyed, and soon forgets the pleasures enjoyed during his visit. That is not the way to promote the tourist trade. During the coming summer, with certain important events taking place, this question of ferriage should be fully provided for, with both boats operating all day and night, if necessary. I am sure such a means of regulation and supervision of the Island's transportation needs would prove much more satisfactory to the management of the Canadian National Railways, rather than the present practise which leaves them continually open to criticism.

In Unique Position

Prince Edward Island stands in an unique position. Her industrial and commercial life depends on the adequacy of means of communication with the Mainland of Canada and the guarantees given her for services as provided to the other Provinces, was to make this Island, as far as possible, a real and integral part of the Canadian Confederation. Only such a service as will measure up and compare in efficiency with that in other Provinces of Canada will fulfil either the spirit or letter of the guarantees given us, as already referred to in the report of the Senate Tourist Committee.

In all other Provinces today a large portion of farm products, as well as merchandise, is moving inter-provincially by motor truck at a greatly reduced cost, and much to the injury of the railways —but, motor traffic to and from Prince Edward Island is practically impossible, on account of the high cost of ferriage, and which is a restraint of trade by a Department of the Federal Government, which naturally would be expected to promote and encourage trade.

The fare to carry an empty truck nine miles is $6.00. If it carries an average load of three thousand pounds, the extra charge is 20c per hundred, or $6.00 more, and in addition, 60c for the driver, so that if the motor truck takes a load to the Mainland, and returns with a load, a distance of eighteen miles, the cost is approximately $25.00. What would the shippers in any other Province think of such a charge to cross their Provincial border? If a farmer wanted to use his light delivery truck and take his family to the Mainland for the week end, he would be obliged to pay $12.00 return, plus fare for the passengers.

Canal Service Cited

Take the great Canadian Canal system which required an expenditure of hundreds of millions of dollars, and costing the taxpayers annually twenty million dollars to maintain and operate. Last year the reports show that over twelve million tons of freight passed through the Welland Canal and no toll was charged to Canadian or foreign vessel. That may be satisfactory to certain parts of Canada, but it is well-known that both the Suez and Panama Canals, through the tolls charged to vessels, are self-supporting. If Canada can afford to operate canals without tolls, surely we have a right to expect our Confederation Bond as regards our transportation facilities, connecting with the Mainland railways, be redeemed one hundred per cent. rather than have the trade and economic life of our people throttled, restricted, and retarded, as in the past.

In those very serious times for agriculture and industry, and with the hundreds of thousands of unemployed, and with Canada's relief bill in the last nine years costing upwards of one billion dollars, we must strive in every way we can to improve the situation by developing the resources available in our respective communities. Transportation and the cost of transport is an effective determining factor, whether it has to do with the moving of farm products, live stock, fish and merchandise, every day passengers or tourists. Not only is it essential to have as high a standard in our rail facilities as the Mainland, but being an Island and a partner of Canada, it is also most important that harbor and docking facilities be brought up to a high standard of efficiency. With the advantage of the lower cost of shipping by water, and the bearing it has on rail rates, is there any reason why Prince Edward Island should be deprived of her right to participate in the expenditure of hundreds of millions of dollars on improved harbor facilities from coast to coast? The supplying of improved harbor facilities, to which we are entitled, will only fulfil another Confederation pledge, which provided for and guaranteed "Services" as allowed the other Provinces.

We frequently hear reference to our limited population, though it was predicted at the time of Confederation that we would in due course have four hundred thousand people. Sir Wilfred Laurier in the House of Commons (Hansard 1912, Page 5680) said, "Prince Edward Island has not profited by Confederation. For some years past it has been largely losing its population, by reason of its connection with Canada, and going backwards instead of forward."

P. E. I. Penalized

When British Columbia entered Confederation in 1871 there was a guarantee given that Province that a railway from Eastern Canada to the Pacific Coast would begin in two years, and would be finished in ten years. That daring pledge was carried out despite the fact that a distinguished engineer sent out by the Imperial Government had reported, after four years on the ground, that on account of the mountains being impassable a Trans-Continental Railway could not be built from sea to sea on British territory. The contract, however, was carried out within the time limit; otherwise, British Columbia would have withdrawn from the Union. If the guarantees given to Prince Edward Island in 1873 had been carried out within ten years, or even twenty years, what more favorable position might not the Province occupy today? The population of the Island at the time of Confederation was ninety-four thousand, and at the last census, eighty-eight thousand; whereas, the whole of Canada since the time of Confederation has increased 18%. Nova Scotia and New Brunswick have increased about 35%. With our Confederation guarantees carried out in the early years, there is no reason to believe that Prince Edward Island would not have done as well as the other two Maritimes, and in which case, we would have had a population of one hundred and fifty thousand. It is, therefore, most unfair to criticize and penalize Prince Edward Island for the default of the Dominion in carrying out the pledges given to this Province at the time we entered Confederation.

In my humble opinion, what we require in Prince Edward Island is more united effort on behalf of the Province, with less politics and more optimism and faith in the potentialities of our million acre farm and tourist resort, in order to put us on the road to prosperity and give our young people a chance in life. The Fathers of Confederation paved the way—are we not competent to carry out their endeavors to a successful conclusion?

I would like to close my address with a recommendation from Rudyard Kipling:

"The wisest things we suppose,
That a man can do for his land,
Is the work that lies under his nose,
With the tools that lie under his hand."

Daily Lenten Meditations

The Pharisee

(By A Journalist)

For no class of person had Jesus Christ such words of scorn as for the Pharisee, and He brought to a climax many references by the warning: "Beware of the leaven of the Pharisees." But it is well to remember that the persons who received the force of these Divine denunciations were not to be likened unto extinct religious monsters. Originally the Pharisees were a company of religious and patriotic Jews banded together for the purpose of emphasizing and perpetuating Jewish national customs at a time when they were in danger of extinction by Greek influences. Even in the days of Christ there were Pharisees of the better class, like Joseph of Arimathea, Nicodemus, Gamaliel, and even Saul of Tarsus who also was a Pharisee loyal to his own judgment.

The case of the Pharisees is one like some others where the law of upward evolution does not apply. From its earlier purity Phariseeism added rule to rule until subterfuge was resorted to by which escape was sought from the burdens of the law, and the most elaborate outward religious forms were combined with the most nauseating hypocrisy. It was this empty unreal religious condition which brought from Jesus his seven times repeated "woe." Probably there was a prophetic element in the warning He gave against the "leaven of the Pharisees," and if we look at the Pharisee as an individual we may learn those characteristics against which we must ever be on guard.

The Pharisee was self-righteous, under pretence of gratitude to God. "I thank Thee that I am not as other men are," said one of them within the Temple. There is no humility here; no self-abasement; no self-denial. From any form of self-righteousness the true Christian ought constantly to pray for deliverance. It is no small thing when a man may look back upon some moral victory which he has gained, to some evil appetite which he has mastered, to some spiritual achievement which he knows he has made. But to a true Christian any survey of an advancement in the way of life is made with a deep sense of debt to the grace of God; and of that the Pharisee had no consciousness. The Pharisee boasted of his tithing and fasting and his good deeds: the Christian boasts only of the mercy and forgiving love of God revealed in Christ.

The Pharisee is disposed to institute invidious comparisons of himself with others: "I thank Thee I am not as other men are." That is a practice so unsafe that the Apostle Paul sounded forth his word of warning: 'For we dare not make ourselves of the number, or compare ourselves with some that commend themselves, but they measuring themselves by themselves, and comparing themselves among themselves, are not wise. But he that glorieth, let him glory in the Lord. For not he that commendeth himself is approved, but whom the Lord commandeth."

A Christian is a person who has personal dealings with God and lives his life with a sense of the obligation he owes to Him. Such a person is more concerned about his own failure to reach the Divine standards than he is in any failure of his fellows. Comparing himself with others the Pharisee soon reaches a stage where he is critical, censorious and uncharitable. Looking Godward, a Christian becomes more and more sympathetic, loving and forgiving towards his brother man.

Perhaps the most serious characteristic in the life of the Pharisee is his trust in himself, rather than in God. This was the feature which Jesus singled out when He referred to those who "trust in themselves that they are righteous." How different it is with the true child of God. Daily he looks up to a Heavenly Father's face to ask for forgiveness of sins, for daily bread and for guidance along life's way. What can God do with a man who prays: "I thank Thee I am not as others?" How much He can do for the man who prays: "God, be merciful to me a sinner!"

Transportation Problem Stressed

Strong Plea For United Action Made By Mr. J. O. Hyndman On "Farmers' Day" At Rotary Club

A plea for united action in pressing this Province's transportation claims at Ottawa was made in the course of an inspiring address at Rotary Club yesterday by Mr. J.O. Hyndman. His hearers included a large number of out-of-town delegates attending the agricultural meetings this week, who expressed their interest and appreciation by enthusiastic applause.

Following is the text of Mr. Hyndman's remarks:

As a former member of Rotary, I appreciate the opportunity to be with you today, while doing honor to the representatives of the agricultural industry. It was over nineteen years ago, on the 16th of January, 1920, that this Club held the first "Farmers' Day" in the history of Rotary, and it was given special reference in the Rotarian Magazine. That meeting was held at the request of the late John B. McFadyen, who had visions of great possibilities for the Island in developing the seed potato industry. During the efforts put forth to form a Potato Growers' Association, he appealed to the business men of the city for some assistance and co-operation. It was probably one of the largest meetings the local Rotary Club ever held, with over one hundred persons in attendance. The meeting took place in the old Victoria Hotel, and lasted from one to three p.m. I had the honor of presiding at that meeting, which was addressed by Mr. Justice Fitzgerald, and by the well-known potato expert, Mr. Paul Murphy, a Pathologist at the Experimental Farm. Mr. Murphy told the meeting that from his investigations of potato growing in various countries, there was no question that Prince Edward Island raised the finest potatoes in the world, but required great care in production and marketing. Shortly after that meeting, the efforts to form a Potato Growers' Organization were successful, and the Association proved of great value in establishing a reputation for superior quality seed throughout the markets of the American continent.

A Vital Subject

On being approached to address you today on transportation, I was somewhat diffident, as I had spoken to quite a number of clubs and organizations on the subject during the past year with a view of inspiring our young men to take more interest in public affairs and shake the apparent indifference that has prevailed. I had also given a talk to Rotary on the same subject only a few years ago, and therefore felt that what I had to say would be, more or less of a repetition, and that some other subject might be of more interest at this particular time. Your deputation, however, assured me that would not be the case, so I will, therefore, endeavor to give you some phases of the subject that I think are of great importance and have very considerable bearing on the future success and prosperity of our Province. My difficulty is to deal with such an important subject in a sufficiently comprehensive manner in the very brief time at my disposal. I am sometimes asked why it is that I take such a keen interest continuously in transportation, and in view of our very limited population, should we not consider to have been fairly well treated? I hope my remarks today will give the desired explanation to such inquiries.

I assume we are all familiar with the various stages of transportation and the many difficulties shippers and passengers had to contend with in the winter season

Mayfield Couple Celebrate Their 65th Wedding Anniversary

On Wednesday, February 8th., 1939, a large number of the residents of Mayfield and vicinity gathered at the home of Capt. and Mrs. Buote to tender to them their heartiest congratulations on the celebration of their 65th wedding anniversary.

The meeting was called to order by Mrs. Jeremiah Peters, president of the St. Ignatius Women's Institute. The president ably stated the object of the gathering, "Ave Maris Stella" was then sung, followed by "O Canada". The president then read a number of congratulatory letters including:— one (accompanied with flowers) from His Honour the Hon. George D. DeBlois, Lieutenant Governor of P. E. I., one from the Hon. B. W. LePage, President of the Legislative Council; one from the Hon. Dr. McMillan, Leader of the Conservative Party, one from Rev. Father W. V. McDonald, of Alberton, one from Prof. Blanchard, Prof. of P. W. College, one from Theodore Gallant of Kentville, N. S.

Special greetings were also received from Rev. Father McNeill of North Rustico.

The Women's Institute then read an address, and presented them with a basket of fruit and an anniversary cake. Then followed an address by the family. A great number of speeches and songs followed.

A lunch was served after which the crowd enjoyed themselves by dancing. On dispersing, the guests wished the Captain and Mrs. Buote many more years of health and happiness.

FARMERS ATTENTION

"CORONATION"

RUST-RESISTANT SEED WHEAT

This NUMBER 1 CERTIFIED SEED WHEAT is very highly recommened by prominent growers—millers— Illustration Stations and Department of Agriculture. The price while our stock lasts is $1.85 per bushel net cash—(2 bushel bags) delivered at Charlottetown. We can deliver promptly or if you wish will book your order now by your paying deposit of 50c per bushel and hold for later delivery, when balance can be paid. Call or send your order soon, as we expect to be sold out shortly and cannot get any more this season.

When in Town attending "Farmers' Week" Meetings make it a point to call and see the excellent quality of this Wheat.

A. HORNE & CO.

CHARLOTTETOWN

DURING LENT

REV. THEODORE C. PETERSEN, C. S. P.

of New York

will preach at St. Dunstan's Basilica

EVERY SUNDAY AT 11 A. M. AND 7 P. M.

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Listen to popular series of Radio Talks from Studio

CFCY on "Questions regarding Man's Eternal Destiny,"

Every Monday, Tuesday, Thursday and Friday Evenings.

Exhibition Of Water Colors At Gallery

Works by the Royal Scottish Society of Painters in water colors are on exhibition here at the Harris Memorial gallery. The collection is the second of a series of three travelling exhibitions arranged by the National Gallery of Canada.

In water color painting, water is the vehicle used for diluting the paint which is applied in liquid washes, usually over white paper, according to Stanley Royle, of Mount Allison University, Sackville N. B., in his commentary on the exhibition.

For the lighter tones, more water is added to the color, thus allowing the white paper to show through the transparent wash.

Another method known as Tempera painting is that of adding white paint to the color, the paint being applied in opaque and semi-opaque washes.

In pictures by the Scottish artists in the exhibition, both methods are used.

The exhibition will close next Tuesday.