

Get the jump on Potato Pests



Green Cross Complete POTATO DUST

Here, in a single product, is complete protection against most common potato pests, including early and late blights, Colorado potato beetles, flea beetles, and leaf hoppers. Widely acclaimed by professional potato growers everywhere, this combination insecticide-fungicide consists of a skilful blend of Baso-Cop* and Micronized* DDT.

Look for the Green Cross, the sign of Modern Protection
A GREEN CROSS FIELD LEADER PRODUCT

RIVER DRIVER DROWNED

WOODSTOCK, N. B., July 16—(CP)—Walter McFarlane, 23, of Hartfield, was drowned in the St. John River here today after he lost his footing while pushing a log raft into deeper water. He was working with a crew driving pulp down the river.

ITALY GETS LION'S SHARE

LONDON, July 16—(Reuters)—Italy received from U. N. R. R. four times as much food and

clothing as any other country, it was disclosed today in a survey of the work of U. N. R. R. A. in Europe from 1945 to 1947, issued here. Italy got 9,328,700 tons of supplies, the next highest amounts being 2,667,500 tons for Greece and 2,424,700 tons for Yugoslavia.

FELTHAM, Middlesex, England—(CP)—In order to ease the handling of air freight Southern Railway plan to build a mile-long siding from here to the London airport.



The theory of Prof. P. S. Cotton of Sydney, Australia, that the "flying saucers" which many citizens of Canada and the U. S. claim to have seen, are nothing more or less than a visual phenomenon, has many persons doing some personal experimenting. The idea is to stare at a fixed point in a clear blue sky, and according to the professor the ed corpses of the blood, passing in front of the retina of the eye, give the impression of flying kites. So these two young ladies are trying out the theory.



This latest picture of King Gustav V., 89-year-old Swedish monarch, shows him in full dress uniform and plumed hat reviewing a parade of athletes, students, and children during the annual National Commemoration Day ceremonies at the Stockholm Stadium.

Liberal Convention and Annual Meeting

3RD DISTRICT OF QUEEN'S

A convention to nominate two candidates to contest the next Provincial Election will be held in Mt. Stewart Hall Monday, July 21st at 8 p.m.

Poll chairmen will please call meetings and appoint five delegates.

ROLAND MacDONALD, President.
H. C. HEARTZ, Secretary.

87th Anniversary To Be Observed By Zion Congregation

On Sunday, July 20th, Zion Presbyterian Church of this City will celebrate the Eighty-Seventh Anniversary of the congregation and the thirty-fourth anniversary of the opening of the present church edifice.

Prior to the year 1870 there were three Presbyterian Churches in Charlottetown, viz: St. James, popularly known as the "Kirk," with a history dating from the year 1825; the Free Church on Prince Street, dating from 1854, and the Queen's Square Church on the south side of Richmond Street, dating from 1856. The congregation of Queen's Square Church (afterwards Zion) was officially organized by the Presbytery of Prince Edward Island in 1869.

The Free Church and the Queen's Square Church had only one settled minister, each, before their union in 1870. The Reverend George Sutherland was inducted in the Free Church on the 27th of August 1858 and resigned on the 21st November 1866. The Reverend Alexander Falconer was inducted in the Queen's Square Church on the 14th day of August 1862, and continued his ministry there until the 28th day of September 1869.

Union Achieved

The two churches being then vacant, an attempt was made of the situation to promote a union, and thereby have one strong self-sustaining church instead of two struggling churches. The union movement was finally consummated in 1870. The old names of the uniting churches were dropped and the new name of "Zion" chosen for the congregation.

It may be a digression to remark that in the opinion of many, and with good reason too, the name Zion and what it signifies has had much to do with the church's steady rise and success. While the parts enacted by the many worthy fathers of the church, and the many events of importance transpiring in its history since the year 1870 are not to be forgotten, they do, however, gradually fade from the perspective, but the name "Zion" is an ever present urge to the leaders and workers of the church, in every succeeding day, to "act well their part." Indeed, the person who first suggested the name "Zion" may have made the largest personal contribution to its life and history.

New Site Purchased

Zion's growth continued, which fact later gave rise to a movement to obtain even a larger church. As a result, the present site, then known as Hobb's Corner, was purchased in 1908, and thus the first definite step was taken to build a more commodious edifice. The steady growth of the congregation continuing, made the site of the proposed new church a serious problem to settle. The possibility of a still larger congregation had to be seriously considered, but the financing of such an undertaking by a body of people unaccustomed to a church debt and by no means wealthy, was not to be undertaken without serious forethought. However, with faith and determination as their chief resources, they proceeded with an outlay amounting in all to about \$85,000.

The site was secured in the year 1906; the cornerstones were laid October 4th, 1911; the church opened and dedicated May 11th, 1913, the debt incurred being then reduced to \$14,000, a remarkable achievement, the result of less than seven years of effort. The 1935 anniversary was marked in a special manner by paying off the balance of the mortgage indebtedness on the church property thereby completing the financial obligation undertaken by those noble men of faith and vision, whose courage and devotion brought about the erection of this "venerable house."

Ministerial Recruits

The record of Zion congregation during these years has been one of inestimable value and her influence has had a far-reaching effect at home and abroad. The following has been copied from Zion's "Order of Recruits for the Ministry" established in Zion Church in 1910:

John M. Murchison, Charlottetown; Colin U. McNevin, Charlottetown; C. Guy MacKenzie, Charlottetown; George D. MacLeod, Oyster Bed Bridge; Walter R. Auld, Freetown; Neil M. Rattee, Malpeque; John Sutherland Bonnell, Charlottetown; E. Vans MacLean, Lot 18; Murdoch C. MacKinnon, Carole Cove; John R. MacLeod, Hartsville; Harold S. Raynor, Enmore; Angus N. Gil-



REV. J. S. BONNELL, D.D., Guest speaker at Anniversary Service on Sunday next.

ls, Charlottetown; Malcolm C. MacDonald, Shamrock; Archibald Murchison, Charlottetown; Gilbert MacLean, Northam; John A. MacLeod, Montague; Samuel Proffit, Freetown; Edwin J. White, Charlottetown; Glendon F. Partridge, Charlottetown; Allan Lorne MacKay, New London; John Gavin Murdoch, Charlottetown; John Carson, Charlottetown; Lloyd Henderson, Port Hill; Donald Nicholson, Brookfield.

In answer to the call of King and Country she sent forth one hundred and sixteen of her sons and five daughters in the First Great War and two hundred and fifteen sons (ten of whom have made the supreme sacrifice) and nineteen daughters in the Second Great War.

The guest speaker for the anniversary service on Sunday morning July 20th, will be the Reverend John Sutherland Bonnell, D.D., Pastor of Fifth Avenue Presbyterian Church, New York City.

The music of the day will be under the direction of Mr. Frank Johnson, organist and choir director, who with Mrs. Johnson has lately arrived from England to be organist of Zion Church. Suitable anthems and special music will be rendered at both morning and evening services.



HIS LIFE SPARED
Albert von Kesselring, German Commander in Italy, whose death sentence has been commuted to life imprisonment. Italian newspapers criticized the British decision as "an insult to the Italian dead."

for BRUISES
There's nothing to equal Minard's. It "takes hold". Antiseptic, soothing, healing. Gives quick relief!

MINARD'S
"KING OF PAIN"
LINIMENT

ANNIVERSARY SERVICES
In DUNDAS-ANNANDALE UNITED CHURCHES
on SUNDAY, JULY 20th
In Annandale at 2 P.M.
In Dundas at 7:30 P.M.
REV. A. D. MacKENZIE, D.D., Guest Speaker

TEXT OF BRIEF

(Continued from Page 1)

basis of fiscal need. The arrangement for five years. An increase of 30 per cent in freight rates would immediately upset the arguments presented, and the Province could get no further redress for five years.

Unique Position

"Prince Edward Island is in an unique position. The Canadian National Railways has a complete monopoly of all traffic, except of that by sea. It is said that 90 per cent of our exports and imports are by rail at the present time. The fact that it is a monopoly which cannot be attacked by any other railway, led Sir Henry Thornton to say that Prince Edward Island always should have special privileges in transportation. There is not even competition by trucks, because the small truck thousands of cars yearly across the Strait of Northumberland. It is my belief that if a 30 per cent increase in freight rates were made, this carriage by freight would be greatly curtailed. There are two alternatives to the use of the railway; namely, export by ships, and export by trucks, particularly to Nova Scotia.

"It may be said that since the truck rates are lowered on the Boarder-Toronto route, trucks either reach the mainland, but it must be remembered that the ferry does not cross on a schedule, that there are long waits at either end, and that the ferry is so placed that it would be an unworkable alternative to the use of the railway; namely, export by ships, and export by trucks, particularly to Nova Scotia.

"The subsidy paid Prince Edward Island, as a result of the late conference, was not based wholly on the needs of Prince Edward Island, and the settlement would not enable us to approach within 25 per cent of the services given in the Central Provinces of Canada. It was an improvement over what we received formerly, when our services did not approach within 65 per cent of the services in the central parts of Canada.

"The Canadian National Railways and the Dominion Government have flat rates of pay all across Canada, which are out of line with rates of pay which the Province is able to provide. "It is not possible that Prince Edward Island could adopt at present a uniform wage law with the rest of Canada. Until this position is recognized, it would be unwise for Prince Edward Island to agree with the Railway to charge increased freight rates. "Instead of a horizontal increase in freight rates, some method which would give full recognition to the purpose and intent of the Maritime Freight Rates Act, should be devised; that is, if an increase in freight rates is necessary, or at least freight rates on bulky commodities should be kept down.

Freight Shipments

"72 per cent of the tonnage loaded on cars on Prince Edward Island is agricultural exports, 47 per cent of the freight unloaded on Prince Edward Island is manufactured material. Of the outgoing tonnage, 60 per cent is potatoes, and the largest proportion of it goes to Central Canada. "The National Bureau of Statistics Potato Marketing Report of 1946 states that Ontario produces eighteen million bushels, and Quebec nineteen million bushels, of potatoes, respectively. The production on Prince Edward Island is about eight million bushels. The value of potatoes in Quebec on December 17, 1946 was \$1.08 per bushel, and in Ontario \$1.11 per bushel, and in Prince Edward Island \$1.06 per bushel. "It is difficult to reach these markets even now, but would be much more difficult if the freight rates are increased; indeed, it is likely to check the trade of potatoes completely, except for high grade seed stock, of which the Island has a near-monopoly. In 1944 P.E.I. supplied the U. S. with two-thirds of the 1,800,000 bushels imported for seed for the 1946 crop. "The Island farmers have only been able to hold their own on these markets by producing high

grade seed, and by better packing and culling of their product, and the production of disease-free stock.

Manufactured Goods

"With respect to manufactured goods of which the Island imports practically all its requirements, these goods cannot be purchased unless farmers are prosperous, and the trade in them would cease to a considerable extent. As a matter of fact, under existing conditions, the population would shift away from Prince Edward Island as it has done in the past.

"An increase in freight means that the markets will be restricted, and there will be little or no movement in freight, or on the other hand, the Island will revert to water transportation as formerly, together with the development of a truck-carrying ferry to Nova Scotia.

"The large items on the imports are fertilizer, limestone and machinery and materials of production for farmers and fishermen. "At the Charlottetown hearing you were told that the income per farm, and the per capita income of Prince Edward Islanders, are among the lowest in Canada; in fact are only about one-half of some of the other provinces. The per capita income per Province in 1944 was \$385 as compared with \$475 for Canada as a whole. The net income per farm was \$749 in 1944 as compared with \$1693 for Canada as a whole. The per capita income of P.E.I. farmers is 40 per cent derived from potatoes so that an increase in freight rates makes potato growing a precarious business.

P. E. I. Subsidy

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Federal Responsibility

"The policy of the Federal Government for a Canadian agricultural export program demands a specified production for a specified trade, curtails the freedom of trade between the Provinces, and hampers the export of agricultural and fish products in our ordinary market area.

"If an increase in freight rates is granted, it should be paid, in the case of the Maritime Provinces, by the Federal Government. Particularly is this true with respect to feed grains, which, in my humble opinion, should be always freight free from Montreal east, in order to put us on an equality with the rest of Canada, and parcs of Europe which enjoy an ocean freight rate.

"It is said that at the present time our purchases from Central Canada, forced on us by tariff policy, are at least fifteen times as valuable as the goods we ship to Central Canada. That is, Prince Edward Island is exporting its products for the most part, and the dollars obtained from export are going to Central Canada for

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goods manufactured there, and supporting a large population there. It would be unfair if an increase in freight rates would place a heavy tax on heavy, bulky goods we now sell to Central Canada and make it almost wholly a one way trade.

Effects on Rail Traffic

"As it appears to me, the net result of an increase in freight rates would be to engender a policy of building up our shipping again, and of developing ferries at the east end of Prince Edward Island to enable us to trade directly with Nova Scotia. Certainly the trade on the railway would diminish. "One of our chief markets is Nova Scotia, which brings in about twenty-five million dollars worth of food stuffs yearly. The principal deficit areas are Halifax, Cape Breton, and Pictou County; all within two hundred miles of Prince Edward Island if crossings are made on the eastern ferry. This trade could be increased at least ten times its present volume if service by day and night was established.

"Inasmuch as Nova Scotia was our chief market previous to Confederation, all we have gained by the shift to train freight service does not give us back the Nova Scotia market but shifts us away from it. It can only be held by export by trucks and by boats. The freight rate from Central Canada, together with established agencies in food stuffs, travelling mostly in refrigerator cars, precludes competition from Prince Edward Island. A rise in freight rates would not change the situation in our favour in the case of Nova Scotia.

Confederation Terms

"Prince Edward Island entered Confederation in 1873, in order

mostly to get connection with Canada through the Intercolonial Railway. This railway travels north in New Brunswick for hundreds of miles, and is a most economical route to follow in order to reach Central Canada. We have upheld National policy, and we have allowed our shipping to decline. It will be a costly undertaking to change back to shipping. Such a change would greatly curtail the railroad's business but the car-ferry would cost the same and must be maintained according to the Confederation Act of 1871.

"Prince Edward Island has been able to compete in Central Canadian markets only because its product is superior, and commands a higher price. Better packing and culling, disease free stock, skilful merchandising and advertising, have given us a standing on the markets of Canada and the United States that enabled us to pay the high freight rates. An increase in freight rates may well destroy our position.

"The freight rates might well be lowered to permit us to reach an ocean port in winter. It is quite possible for the railroad to doubt its business on P.E.I. by a lower scale of freight rates. If rates are raised it will lose business in volume of freight."

MOVIES

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THURSDAY, JULY 17
Showing—
"BORDER PHANTOM"
News and Shorts
At 8:30 P.M. Sharp

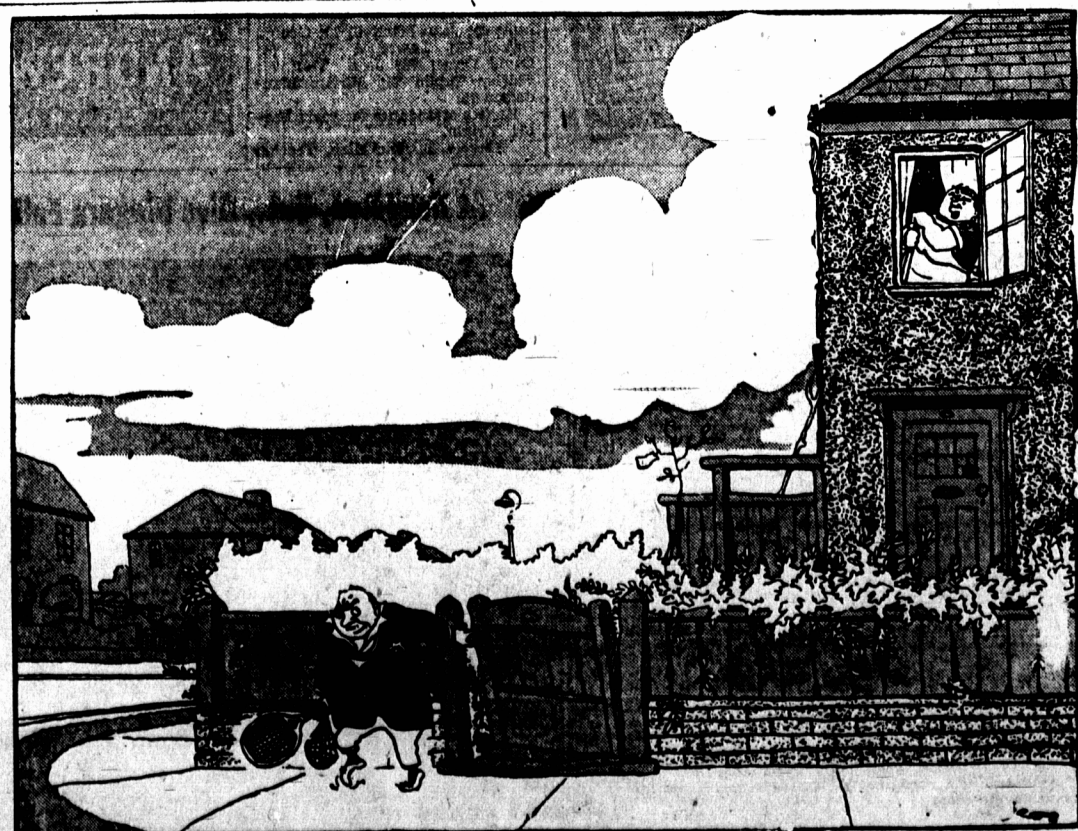
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Protect your Crops by using good equipment

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He! Off again? Who are we today—Dinny Pails? Mr. Kramer?