

Australians Drink the Most Tea

of any nation. Nearly seven pounds per year is consumed for every man, woman and child in that country. England comes next, with about six pounds. Canada is third, five pounds per head of the population being the figure. United States buys only one pound for each person of her hundred million. And two hundred years ago, two tons of tea was thought to be enough to supply England for several years.

Our Matchless Blend of Ceylon tea has delighted folks for 30 years, and is still being recommended over the afternoon cup. 55c lb., 5 lbs. or more 50c lb.

Jenkins & Son.

Everything That's Good to Eat.

QUALITY-FOOD

It's not volume, but quality in diet that aids healthful growth.

Scott's Emulsion

is a quality-food that many need to help tide over times of weakness. It's rich in the precious vitamins.

AT ALL DRUG STORES
PRICE, \$1.50 and 65c.

OIL SPURTS AT MEDICINE HAT

MEDICINE HAT, Alta., April 5.—Oil has been struck in the well of the Medicine Hat Development Company, 25 miles northwest of here, at a depth of 1700 feet.

The news of the strike caused excitement here as almost every citizen is financially interested in one or other of the four drilling propositions and many left Sunday for the field.

CLASSIFIED ADVERTISEMENTS

RATES.—50c per line per day. 25c per line per day for 5 days or over. 20c per line per day for 10 days or over. 15c per line per day for 15 days or over. 10c per line per day for 30 days or over. 5c per line per day for 60 days or over. Groups of 5 figures, initial letters, count as one word, 10 per cent. discount for cash. Address forms part of ad, and must be included. Special Rates Published Herein at 75c for seven words for one week. Situations Wanted, 50c for seven words per week.

FOR SALE

FOR SALE—BABY CARRIAGE. Apply Guardian Office.

FOR SALE—GASOLINE CABIN cruiser "Elinor." Apply to Dr. Alley, 62 Prince St.

60 ACRES OF LAND IN GOOD state of cultivation. Apply Alex McQuarrie, Bonshaw.

FOR SALE—FIFTY ACRES OF land at Long Creek. Apply Donald G. McEachern, Long Creek.

HOUSE FOR SALE—MODERN conveniences, large yard and barn, price reasonable, easy terms 57 Brighton Ave.

FOR SALE—7 PASSENGER STU- debaker car in perfect running condition and good repair. Will be sold reasonable, write or phone Earl Kennedy, Kensington.

FOR SALE—FIVE YEAR OLD mare, suitable for farm or road work. Apply S. T. Gallant, 60 Elm Avenue.

FOR SALE—AT HUNTER RIV- er 500 bushels Ligowo oats, 200 bushels Banner No. 1 re-cleaned seed oats. James E. Andrews.

DESIRABLE DOUBLE BUILDING lot in Brighton for sale, located at corner of North River Road and Villa St. Apply Harold Pickard, 54 Bayfield St.

FOR SALE—ONE SECOND-HAND Gray Dorr touring car, in best condition. Very low price for quick sale. Apply R. E. White, Gray Dorr Show Rooms, 159 Queen St.

FOR SALE—60 ACRES OF LAND in East Royalty 1-2 miles from Charlottetown on Norwood Road. 30 acres in hay, 10 ploughed and 20 in pasture. Has never failing stream. This land is in high of cultivation. E. Wheatley & Co.

TEACHERS WANTED

WANTED AT ONCE—TEACHER for Johnston's River School. Supplement \$85. Apply to W. H. McDonald, Johnston's River.

Feed For Sale

In stock and to arrive 1800 bus. feed oats, 200 bags corn and corn meal, 200 bags bran and middlings also flour in cotton and jute bags. Lowest prices for cash.

Wanted 1000 hags blue potatoes.
COOK & SON.
Murray River.

AUCTION SALE

We will sell for Mr. Ings his property, consisting of dwelling house and meat store, situated No. 272 Euston Street. This stand is very suitable for a meat dealer and will be sold on Friday, April 14th at 12 o'clock.

BENJ. CARTER & SON.
Auctioneers.

Feed Oats at York

Car just arrived of No. 1 imported Banner Seed Oats, weighing 46 to 47 lbs. per bushel. Government certificate for purity and germination.

Will sell at \$1.05 per bushel, while unloading any quantity, bags included. Ask for price in large quantities.

Also car No. 1 hay to arrive in few days. Book your order for delivery on arrival.

A. O. F. GILL.

PILE

Do not suffer another day with itching, protruding piles. No surgical operation required. Relief comes so quickly you will wonder why anyone should continue to suffer the pain of such a distressing condition. For a free trial package, send name and address to Pyramid Dispensary, 108 Pyramid Bldg., Marshall, Mich.

FARM FOR SALE

100 acres land situated at Cape Traverso. Good buildings. Apply to Bert Dickie.

Proceedings in the Provincial Legislature

Able Criticism by Mr. H. D. McLean on the Inconsistent Policy of the Bell Government With Regard to the Highways Project.

PROVINCIAL LEGISLATURE
April 3rd—Afternoon Session
(Continued.)

MR. H. D. McLEAN called attention to the fact that the debt of the province is now over a million dollars and that the bill under discussion proposes to increase that amount by nearly another half million at one fell swoop, must be considered a question of utmost importance. This is a strange proposition to be put before the people by a government which came into power three years ago pledged to rigid economy and to live within their revenue. The Opposition was not objecting to the borrowing of money provided value is got for the money. Last year when the speaker referred to these highways the hon. Commissioner of Public Works, who was no doubt feeling a little puffed up with the boasts he had been handed from the government members and supporters, got quite peeved that any criticism should be offered and made some allusion to "a wise man from the East." The speaker had no desire to pose as a "wise man" nor did he intend to criticize the project, but he wished to point out the inconsistency of the government's attitude. The Commissioner of Public Works referred again to the deficit of \$250,000 they had incurred and charged up to the Conservative Government. Now we find in 1920 the province spent \$61,140,500 on highways work; in 1921, \$150,000, according to the Public Accounts. This totals \$220,440,500. Where did they get the money—\$125,000 of this was borrowed. Where did the rest of the sum come from? \$223,000 worth of machinery had been charged back to the Conservative administration to make up the big deficit, and \$81,640 was derived from Conservative revenues, held back to create a deficit against the previous administration and provided funds for this government. So that with all the increase of taxes the present government have not spent one dollar of their own revenue upon these highways. With taxes increased as they have increased them, why can they not improve the roads between the lying places out of revenue and not borrow the money for it. It has been argued that the Province's share of the money is being expended on permanent works because they say fifty per cent of the highway work is for permanent structures. This, the speaker believed, was the statement made by the hon. member for 2nd Queens.

MR. LEA: Yes, I said over fifty per cent.

MR. McLEAN: That's all right. I wanted to get your statement right. We have had statements from that side of the House before which have not always been able to bear investigation. We had the statement that the taxes were raised \$40,000 by revaluation in one district.

HON. MR. LEA: That seems to be the only one you've got.

MR. McLEAN: Unfortunately it is not. Here's another I was just going to give you. The hon. Commissioner of Agriculture told us in his speech on the draft address in 1920 that fifty schools were vacant when this government came into power. This year the Premier tells us there were a hundred vacancies.

HON. MR. LEA: I said eighty.

MR. McLEAN: I am quoting what you said from The Patriot.

HON. MR. LEA: I don't think so.

MR. McLEAN: Well, you'd better look it up and you will find it there. We might not be correct, but I would like to see a statement a little on the outside of the actual facts.

MR. McLEAN continuing, showed that the total amount on the Highways scheme, including Dominion Grant and Provincial money, was, for 1920, \$10,494,779, and for 1921, \$28,705,238. This totalled \$39,200,017, the amount paid directly by the province was sixty per cent, or \$23,520. They say 50 per cent of total amount, spent was for concrete. Taking them on their claim, which has not yet been carried out, would be \$12,760,000, so that they spent \$21,550 of money taken from the pockets of the people or borrowed to produce \$12,760 of permanent work at their own valuation, but last year we were told this concrete work was cost \$23,520 per cubic yard in Nova Scotia. In Nova Scotia the expenditure was \$17 per cubic yard and even in Nova Scotia this expenditure was such that it was considered that rigid economy had not been practiced there. It can be guessed from this estimate just how much the present government is practicing in this province, where their expenditure has been nearly twice as much. This we do know: that a few years ago a cubic yard of concrete would be considered dear at a cost of \$10. What the cost will be in five or six years time nobody knows but it is generally conceded that the peak of prices has been reached, and it is safe to say that the cost of similar work in a few years will not exceed \$15.00 per cubic yard. This would bring the value of the work for which \$23,520 per cubic yard was paid down to about \$390,000. This is the grand result achieved by the "economic" government which now controls the purse of the country.

If the works for which they propose to borrow this money were really permanent there would be something in favor of the proposal.

When the Mathieson government came into power they built \$74,000 worth of permanent steel bridges during 1912 and 1913, the first two years, without increasing the taxes and these bridges today are worth a great deal more than when they were put up. This government, has to its credit about \$90,000 worth of concrete bridges in the same length of time and have borrowed \$125,000.

Mr. McLean, continuing, pointed out that when the highways project was first put forth by the Dominion Government the Conservative party was in power in this province, and the Liberal members, then in Opposition, before the government of that day had enacted any policy—declared it was the intention of the then government to build an auto speedway from end to end of the province and denounced it as an internal scheme. There can be no question, from what we now see, that this is the government's present policy. What should it be called now?

Mr. McLean gave credit to the government for whatever it has done in the projects—the concrete culverts and the improvements to the low lying roads. If the borrowed money was confined to these portions it would be entirely creditable. The road-machining should be done from ordinary revenues. But they are expending an immense amount of money to build four hundred miles of road through a province that contains over five thousand miles of roads less than ten per cent of the roads have been improved. We will have had to our credit a number of clay roads with a few concrete culverts and bridges. These roads will have to be kept up as formerly; there will be no saving of revenue except in the case of the culverts and bridges. The auto fees have been taken from the people. The cost of the building, the cost of the culverts and bridges must be found and used to pay for the upkeep or we will have nothing except the concrete bridges when the debentures fall due.

Mr. McLean believed it would be advisable for the government to consider further the policy of building up the low lying roads, which can be done permanently and which will mean a big saving to the province.

Of course, it is understood that the road-machining is of importance to the province, is important to the government from quite another standpoint. "We have been told that when the votes are taken in this House the people will have spoken whether they want to or not. But we have five seats vacant—five of the people's representatives are not here to speak for them. The great Appius Claudius built his military roads of a permanent nature, but I am afraid his model is not to be followed in the building of roads of a permanent character. We have seen the way he started out—a little section here and a little section there. We have been told how the engineers selected the projects. The hon. member for 2nd Queens, in his speech on the draft address in inducing the Commissioner to start the road from Scotchfort to York, and there are many other little stretches that might be suggested. We may have a general election soon—at all events we shall have to have some. But if we have a general election, it would be very useful for the Commissioner of Public Works to have in the treasury and at his disposal the granting of these little favors in the building of what we heard called "permanent roads" last year, but which after only one year's experience they do not now call "permanent," "improved" roads.

MR. DENNIS supported the bill before the House and commended the Highways Scheme. The government realizes the necessity of doing things with the expenditures but the advice of the hon. member for Souris, in regard to building up low lying roads could not always be followed as Federal requirements were specific and had to be carried out. The new roads, if not permanent, could at least remain a little upkeep.

At 6 o'clock Mr. Hession moved the adjournment of the debate. Progress was reported on the bill and the House adjourned until 8 p.m.

EVENING SESSION.

April 3, 1922.

MR. S. S. Hession, after resuming the debate on the Highways Amendment Bill, with the House in committee and Mr. C. McArthur in the chair, the speaker criticized Mr. Dewar's attitude on the Bill and accused him of going into the highways and byways of the Cardigan district to snatch a few cheap votes.

In fighting the highways project Messrs. Dewar and Brodie were, he argued, going against the will of their constituents for the purpose of playing small politics. "The hon. gentleman from New Perth has been a shrewd politician. He tried to get the government into a hole and the opposition into a hole himself." The automobile people will pay \$1,146,777 into the provincial treasury in 30 years, and on this the government proposes reasonably enough to borrow \$450,000. The hon. gentleman's proposition the hon. gentleman from New Perth was acting "traitorally" to the Liberals who had elected him.

Mr. Dewar appealed to the Chairman upon the unparliamentary language used.

The Chairman: Will the hon. gentleman modify that expression?

Mr. Hession: The hon. gentleman from New Perth did not act in the manner that the Liberals of Cardigan district who sent him there expected him to do.

Mr. Dewar: That shows how cheap you are.

Mr. Hession contended again that he did not have to go "into the highways and byways to get votes," and that the hon. member for New Perth had not played fair with either the Conservative or Liberal parties. He was "trying to mix in one big bowl the people," and was taking "the only chance he would ever get to make political capital." The speaker concluded by expressing his own unshaken approval of the road scheme.

HON. G. E. HUGHES, speaking in favor of the bill, said that even if the money to pay the debentures on the highways grant were taken from the regular expenditure it would be justified. He did not believe the opposition seriously objected to the scheme, and instanced the building of permanent streets in Charlottetown. Other provinces are taking advantage of the grant and are building roads in a more extravagant manner than this government proposes doing. The system adopted in this province has been a most satisfactory one of any throughout Canada, and as a result the accounts between the province and the federal authorities have been squared up to date.

Mr. Hession alluded to road work carried on under the last government "for election purposes" and referred to some payments made "for cutting bushes before election" which he denounced as a disgrace to the province. He declared he could produce proofs of bribery on the part of the Conservative Government, and maintained that this was the difference between the party systems in respect to the building of roads.

MR. J. A. DEWAR said he had no doubt that it was necessary to improve the roads, but that he had a good deal of abuse levelled at him, and he wished to say that he considered it a compliment to be abused by some people. The hon. member for Gloucester (Mr. Hession) spoke as if he had a petition from the people of Montague criticizing the speaker's stand on the highways question, which he was about to present to the House. But now it comes out that he had been talking to some people over the phone, and they informed him that the Fiery Cross has been carried from Montague, down Spavin's Road and right past my door, and that there is to be a petition presented to the next election.

What about that? There are a thousand elections in this district and at the last election I took three hundred votes alone. It is no trouble to get petitions up. You know that. I have a district so far as my district is concerned I am not afraid of petitions, I stand by my attitude at the last election.

MR. DEWAR, continuing, said he was sure no hon. member of the Liberal party as had been insinuated by the hon. member from Montague, who had referred to him as a "traitor." It is true that at the last general election he had no more opposition than he has now, but he was because it was thought to be in the interests of the Attorney-General not to put anyone up against him. He had been returned by the votes of both parties but his attitude was not changed. He had been said in the House that he "ran" as a Liberal, and he had been loudly called upon not to "depart" from the policy of the Liberals. "You are all very well aware that in the last parliament as to whether any greater concessions were to be given to motor cars. It seemed to be a strong party vote and the Liberals all went against any purposes, some of the ranks being Mr. Saunders. So when I am blamed for taking up an attitude antagonistic to the motor cars I hope you will remember this little matter of history." Mr. Dewar had been named for criticizing Engineer Shaw, but he maintained this was not correct. "When the motion was put that this gentleman should be dismissed, I hope the hon. Commissioner of Public Works will be accused of 'sitting on the fence' when I gave my vote against that dismissal."

"The hon. member for York and myself have got up and spoken our opinions as we have a perfect right to do on the floor of this Legislature, and as a result there have been all kinds of jibes and names hurled at us—'traitors' and 'Bolsheviks'—'Bolsheviks'!"

"It is too late in the day to stage a Bolshevistic plot on the floor of a British Legislature, though some would like to associate reform with revolution and crime. My hon. friend, for West River (Mr. LePage) mentioned the exact and said I would like to put the country back into those times again. I want to tell the hon. gentleman that the ox is all right in his own place. He has got more sense than some of those who have rushed into the railroad business, and he has always done his work well and cheaply. What is it that we desire people to the level of the ox-cart? The very extravagance that we are denouncing has been responsible for railway difficulties and for the fact that we cannot get our roads standardized today. I am surprised that the hon. member for West River (Mr. LePage) returns the taunt of a child and that he will be so child-like in response to the fundamental economic laws, the observance or non-observance of which will send people down to conditions of degradation and shame or elevate them to prosperity and happiness. My hon. friend from Souris (Mr. McLean) made reference to the Apian Valley. The Romans built splendid highways, but they only facilitated the easier approach of the hostile tribes of Germany and Scythia when they followed Alaric to the bank of Rome."

The speaker compared the cheapness of the old wooden bridges with the modern concrete ones. A new bridge had been built across Brudenell River at a cost of \$1,000. The old wooden bridge close to it was built for \$106 sixteen years ago. The amount of \$1,000 capitalized at 6 per cent would cost the country \$60 a year for upkeep, and this in the course of sixteen years amounts to about \$1,000. The first cost of the bridge and the interest for sixteen years, therefore, figures up to \$2,000, whereas the wooden bridge would cost in repairs about \$50 during that time.

HON. MR. LEA: What would it cost to build that wooden bridge today?

MR. DEWAR: If the Commissioner will possess his soul in patience (I am through with my argument) I will tell you. It would cost at six per cent interest, adding the original cost of and the subsequent repairs, the wooden bridge in sixteen years would cost about \$250, whereas the concrete bridge in the same length of time would cost \$2,000. In regard to what the wooden bridge would cost today, you are well aware that all farmers' stuff is about down to pre-war level. Very soon labor and lumber will be down. Let me say that it would cost double today what it did then, and figure it out, and you will see that while you have nice cement bridges, the country is paying a big bill for them.

MR. PETER BRODIE said he wished to add a few words to his previous criticism. He had been pretty well hauled over the coals, and he had even been referred to as a "Daniel." Daniel got along pretty well in the lions' den, and he considered the allusion a compliment. Mr. McLeane had brought forward a petition protesting against his (Mr. Brodie's) attitude on this question, signed by six or seven electors from Mount Stewart. He was satisfied, however, if his gentlemen would call a meeting he could explain his position in a creditable manner, and that the facts of the case would satisfy them.

FOR THE ATHLETIC WOMAN

FOR THE ATHLETIC WOMAN

Front lace back lace white and flesh

Write for booklet showing the new styles fitted on living models.

The grace of form which comes from healthy outdoor exercise is enhanced and accentuated by P.C. Corsets. They are as gentle and caressing as the ripples on the bow of the canoe.

They offer you absolutely the best value in style, comfort and service.

PARISIAN CORSET MANUFACTURING CO. LIMITED
Montreal Toronto

"P.C. Corsets"
RUST PROOF
GUARANTEED

Have You Tried "VICTOR" Bread Yet? If Not, Why Not?

Have You Tried "VICTOR" Bread Yet? If Not, Why Not?

Write for booklet showing the new styles fitted on living models.

Have you tried "Victor" bread yet? If not, why not? The grace of form which comes from healthy outdoor exercise is enhanced and accentuated by P.C. Corsets. They are as gentle and caressing as the ripples on the bow of the canoe. They offer you absolutely the best value in style, comfort and service.

Have you tried "Victor" bread yet? If not, why not? The grace of form which comes from healthy outdoor exercise is enhanced and accentuated by P.C. Corsets. They are as gentle and caressing as the ripples on the bow of the canoe. They offer you absolutely the best value in style, comfort and service.

Have you tried "Victor" bread yet? If not, why not? The grace of form which comes from healthy outdoor exercise is enhanced and accentuated by P.C. Corsets. They are as gentle and caressing as the ripples on the bow of the canoe. They offer you absolutely the best value in style, comfort and service.

Have you tried "Victor" bread yet? If not, why not? The grace of form which comes from healthy outdoor exercise is enhanced and accentuated by P.C. Corsets. They are as gentle and caressing as the ripples on the bow of the canoe. They offer you absolutely the best value in style, comfort and service.

Have you tried "Victor" bread yet? If not, why not? The grace of form which comes from healthy outdoor exercise is enhanced and accentuated by P.C. Corsets. They are as gentle and caressing as the ripples on the bow of the canoe. They offer you absolutely the best value in style, comfort and service.

Pyramid Dispels Fear of Piles

The Relief from Pain, Discomfort and Distress Has Made Pyramid Pile Suppositories Famous

Perhaps you are suffering with the distress of itching, bleeding, protruding piles or hemorrhoids. If so, ask any druggist for a 60 cent box of Pyramid Pile Suppositories. Take no substitutes. Relief should come so quickly you will wonder why anyone should continue to suffer the pain of such a distressing condition. For a free trial package, send name and address to Pyramid Dispensary, 108 Pyramid Bldg., Marshall, Mich.

REINDEER FLOUR

Will be used in every home sooner or later.

Petersen's Cereal Co. Ltd.