THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded in 1887)

President: Lieut. Col. W. Chester S. McLure
Vice President: J. R. Burnett, F.J.I.
Secretary: Lieut. Col. D. A. MacKinnon, D.S.O.
Editor and Managing Director, J. R. Burnett, F.J.I.
Associate Editors:: Frank Walker, and Lieut. Ian A. Burnett, R.C.N.V.R. (On Active Service)

SUBSCRIPTION RATES
By Mail in P. E. I. $4.00 per year; $2.00 for 6 months $1.25 for 3 months; 50c for one month
City Delivery $5.00 per year; $3.00 for 6 months $1.75 for 3 months; 60c for one month
By Mail to other Provinces and U.S.A. $5.00 per year
Saturday Weekly: $2.00 per year; $1.00 for 6 months, 50c for 3 months

The Charlottetown Guardian may be obtained at Hotaling's News Agency, Times Square, New York; Old South News Agency, Corner Milk and Washington Boston; Metropolitan News Agency, 1248 Peel St. Montreal; J. Fine 354 Bay St, Toronto; News Stand Chateau Laurier; Ottawa; Wolfe's News Stand Sudbury, Ont.; Hub Tobacco Shop, Moncton, N. B.

"The Strongest Memory is Weaker Than the Weakest Ink."

FRIDAY, APRIL 16, 1943.

Peat Fuel Prospects

At the recent session of the Legislature an interesting suggestion was made by Mr. W. A. Stewart with regard to the possibility of developing a peat industry in this Province. This has become a live subject in the Central Provinces, where extensive peat bogs exist and where plans for immediate development of these bogs have been announced by the Canadian Peat Fuel Committee. The committee recommends what is known as the Peco process, which produces peat briquettes at less than $5.00 a ton in three European countries. As one and a half tons of briquetted peat are said to give as much heat as one ton of the best anthracite, the new fuel might reasonably be expected to cut coal bills considerably, even allowing for the higher cost of labor in this country. It is proposed that the new industry be operated by a public service corporation. The committee has requested that the report of the Federal Government Peat Fuel Committee which visited Europe in 1935 be published immediately, together with all reports from other engineers who have seen the European peat plants since the beginning of that year. Those behind the proposal of a Canadian peat-fuel industry have a strong argument in the danger of a fuel famine during wartime, and the need of reducing the cost of heating homes after the war.

Some years ago we had a Research Board in this Province, organized for the very purpose of investigating the possibilities in the way of new industries. If such a board is still in existence, it might well devote some of its efforts to inquiring into our peat resources. There is no doubt that with our present winter transportation facilities we are constantly faced with the danger of a fuel shortage. Our situation in this regard is much graver than that of Quebec or Ontario. If it is found that we have peat resources in sufficient quantities to warrant development and processing, there should be no difficulty in getting the required capital and equipment. This is a matter in which the Provincial Government should be vitally interested.

What is first required is a survey of the situation. There is no apparent reason why such a survey could not be made this spring at comparatively little cost. It would surely be well worth while. We commend the suggestion particularly to the Premier-to-be, Hon. J. Walter Jones, who from his own experience is well aware of the value of scientific research.

"One Step Ahead"

Under the above heading the Moncton Transcript (Liberal) has the following well-balanced comment on a theme of perpetual interest in this Province:

"Announcement that an engineering firm has been instructed to prepare plans for a new car ferry to replace the steamer Charlottetown will be welcome news not only to residents of Prince Edward Island but all persons doing business with or having occasion to visit Prince Edward Island.

"Communication between the mainland and the Island province depends too precariously on the one ancient car ferry now in use, with no substitute available in case of accident to it or even to permit a layoff for overhauling which should be made annually. The statement has been made that, if the car ferry service were discontinued for any reason, Prince Edward Island soon would be faced with the danger of starvation. That may be an extreme statement but undoubtedly the province would suffer seriously from the interruption in the importation of needed commodities, and would suffer economically also from the inability to export its products.

"In view of the gravity of the situation, the government is moving in the matter none too soon. Preparation of new plans may be a necessary step but, because of the delay involved, it is probable that the people most affected would have preferred the use of existing plans for the sunken steamer in order to save time. Calling for new designs is an indication of the government's good intentions, but that step alone carries no suggestion of the time when construction can or will be undertaken. Assurance on that point also would be welcomed by those who now depend on the existing ferry for communication with the Island."

This is evidently what the Charlottetown Board of Trade members had in mind at Wednesday night's meeting, when they decided not to relax their efforts to obtain a new steamer until the plans were actually ready and building operations under way.

Children Of The Rich

In a recent address Mr. B. E. Leavens, Ontario Secretary of the C.C.F., said that only the children of the rich could attend the universities in Canada. He added that many of them do so because they find it is a good way to put in three or four years of their lives.

If only the children of the rich can attend universities, comments an exchange, then the C.C.F. is singularly blessed in numbering many children of the rich in the ranks of the party. Take the nine C.C.F. Members of Parliament: M. J. W. Coldwell, M.P., for Rosetown-Biggar and leader of the C.C.F. in Canada, attended University College of the South West of England at Exeter.

George Hugh Castleden, M.P. for Yorkton, Sask., took his B.A. degree at the University of Saskatchewan, Saskatoon.

Rev. T. C. Douglas, M.P. for Weyburn, Sask. took his B.A. degree at Brandon College and his M.A. at McMaster University.

Rev. Stanley H. Knowles, M.P. for Winnipeg North Centre, took his B.A. degree at the University of Manitoba, Winnipeg, and his B.D. degree at the United College, Winnipeg.

Rev. A. M. Nicholson, M.P. for Mackenzie, Sask., took his B.A. degree at the University of Saskatchewan, Saskatoon. He also took post-graduate work at the University of Edinburgh.

J. W. Noseworthy, M.P. for York South took his B.A. degree at the University of Toronto. He is a specialist in English and History.

The other three C.C.F. Members of Parliament are: Angus MacInnis, M.P. for Vancouver East, a native of Prince Edward Island, whose wife, Mrs. Grace MacInnis, took her B.A. degree at the University of Manitoba and a year at the Sorbonne in Paris; Clarence Gillis, M. P., for Cape Breton South; and P. E. Wright, M.P. for Melfort, Sask.

In addition to these C.C.F. stalwarts, who have attended universities, the party secretary, David Lewis, is a Rhodes Scholar.

—EDITORIAL NOTES—

A week from today Good Friday, one of the now few public holidays, as well as a Holy Day.

* * * *

The Charlottetown Board of Trade will do well to keep the Car Ferry movement active. A "continuing delegation" might well be authorized to fly to Ottawa from time to time to see the Government has not fallen down on the job.

* * * *

Sir Edward Beatty, long President of the Boy Scouts Association, has left $10,000 to the Canadian General Council of the association. The money will be placed to the credit of the council's trust fund.

* * * *

The author of the film "You Can't Cheat an Honest Man" has just been directed by a jury in Los Angeles to pay $8,000 to an amateur writer whose material he had used in his play without permission or payment.

* * * *

A correspondent points out that the S. S. Titantic, White Star Line, sank Lat. 41° 46' N. Lon. 50° 14' W. (south of Newfoundland) while bound from Southampton to New York, with the loss of lives, 825 passengers and 673 crew—total 1498.

* * * *

Central electric stations in the Province generated some 9,599,000 kilowatt hours of electric energy during 1942, representing an increase of 933,000 kw.h. over last year's output of 8,666,000. Daily average consumption during December came to 31,000 kw.h. in both years.

* * * *

For all speakers at home and abroad. Tucked into the corner of a big map of Canada in the office of Mr. F. G. Neate, deputy coal controller, is a neatly printed card which says: "Prayer—O, Lord, help me to keep my big mouth shut until I know what I am talking about."

* * * *

Mr. Justice Thorson, ex-member of Prime Minister King's Government, has reached the front page again; this time with a judgment likely to have far reaching effects. An Ontario man was injured by a military mail auto, and wanted to sue the Government for compensation damages. Justice Thorson dismissed the petition, holding that when a person becomes a member of the Active Militia on active service he is performing "a national function of citizenship that is not in any way related to governmental service or employment."

* * * *

Talking on "Your Humour and Ours" in a BBC overseas programme the other day, S. P. B. Mais said "Colonel Blimp," the old die-hard, is the butt of many of our cartoonists these days. Mais told this story of him—"Has it ever struck you, Colonel," asks one game-shooting Blimp of his companion, "that from the pheasants' point of view you and I are just so much flak?" He illustrated an anti-aristocratic attitude as that of "the Colonel who said to the American soldier: 'I am sorry, Sir, I think you've mistaken me for someone else. My name is not Buddy'."

* * * *

Amelia Blandford Edwardes, English novelist and Egyptologist, born this date 1831; from an early age deeply interested in the land of the Pharohs as the result of a vacation visit to Cairo, she returned later to investigate modern possibilities of the land of the ancients, and in 1877 published "A Thousand Miles Up the Nile"; an outcome was a public demand that something should be done to acquaint people with the ancient history of the people of the Nile basin and the Egyptian Exploration Fund was raised; Mrs. Edwardes returned with an exploration party and in 1891 published her "Pharaohs, Fellahs, and Explorers" which had an immense circulation; she wrote several novels, the best known being "Debenham's Vow."

* * * *

Having heard and read so much about General Montgomery, and feeling proud of his exemplary conduct, brilliant leadership and Ulster connection, four workers in Messrs. Kirkpatrick Bros., Ballyclare, wrote under the nom-de-plume "Four Ulster Girls" to the General, expressing their pride and congratulations on the magnificent exploits and achievements of the 8th Army under his command, stating that they felt it their duty to convey to him these sentiments, felt not only by themselves but by every true Ulsterman and woman. Recently the young ladies concerned had a pleasant surprise when they saw an airgraph letter addressed "Four Ulster Girls" in the work office, and now they treasure the happy message, penned by the famous General himself. It read: "Thank you very much for your letter, which I was glad to receive. I am proud to be an Ulster man and to know that you are all following our operations with interest. Since you wrote we have reached Tripoli and are pressing on westwards. B. L. Montgomery, General."

Notes By The Way

A boarding house is a place where you not only have to wait for your oath, but listen to someone else sing about it.—Kitchener Record.

After a bomb had damaged a cinema in a Northeast Scots town following a recent raid, the management intimated the reopening of the cinema with posters displaying the following announcement. —"This blasted cinema will open tonight."—Glasgow Herald.

Old London alone raised nearly $750,000,000 in a recent "Wings for Britain" campaign. All of Canada should be able to put over that $1,100,000,000 Victory Loan. If we don't we've lost the good red blood of the British race. —Lethbridge Herald.

The former U. S. Ambassador to the Soviet Union, Mr. Joseph E. Davies, asserts that "the Russians' work is good" and that they will keep their promise not to make a separate peace with the Germans and not to interefere "with our form of government in any way." In this respect it is far safer to take Mr. Davies' word than to pay attention to rattle-brained rumor-mongers who seem to delight in doing all they can to arouse suspicions against our Red ally.—Brantford Expositer

At Bradford Dr Edward A. Leak, of Hall lane, who was said to have driven his car a mile to his club, was fined a "nominal penalty" of one guinea for improperly using petrol. He said that he took the car in order to answer any urgent calls from patients. The stipendiary, Mr. F. J. O. Coddington) told him that while he had great sympathy with his point of view, doctors would not be justified in going by car to race meetings or theatres simply because they might receive calls while there. —London Daily Mail.

The more incredible a thing is, the more earnestly some people will believe it. Hitler worked on the knowledge of that principle, and still does. Germans make suitable dupes. But gullibility is not confined to Herrenvolk. The Ottawa Journal's columns have been enlivened recently by a correspondent's argument over the hoary and phoney "Mother Shipton's Prophecy," which commences "Carriages without horses will go." It seems that no matter how many times the obituary of this hoax is re-written, there are always eager hands waiting to exhume the corpse. —Brantford Expositor

Flight strips alongside of auto-mobile highways will be familiar sights in the post-war period, offering places for planes to land in case of necessity. New Hampshire legislators have authorized the state highway department of that state to co-operate with the federal government in building and maintaining such strips which are primarily designed, now as a wartime measure to facilitate movements of military aircraft. No one can tell just how any lives might have been saved if such strips had been available during the last couple of years for emergency landings of military planes which have crashed in New England. —Boston Post

I would not dare so much as to hint that women can be better soldiers than men; but they are beyond question tidier in some regards. Sir James Grigg said their greatest triumph was seen in their taking over of searchlight stations. A good many of these are set in lonely and muddy fields; but since the women were installed these patchwork deserts have begun to blossom like the rose. The paths grow neat and tidy; and besides the potager proper, where vegetables are being grown successfully, small cottage-like flower gardens embrace the Army huts. — London Spectator

Eastern newspapers are making a bit of a fuss as to whether John Bracken is entitled to be called Honorable Mr. Bracken. Not that they have anything against Mr. Bracken personally, it is just one of those theoretical arguments. At the moment those claiming right to the prefix ceased when he resigned as prime minister of Manitoba, seem to have the better of the discussion by quoting a regulation of the time of Queen Victoria. Whatever the outcome of this particular flurry, Mr. Bracken earned himself one title out here in the West that does not always go with public office. Three-quarters of a million Manitobans long since dubbed him "Honest John." —Winnipeg Tribune.

One Battle of Britain was won in 1940. Another Battle of Britain is in full force in 1943. It is not less critical. In 1940 the onslaught was from the air. We smashed it by the superb skill and valour of these few young men who fought the battle; by the perfection of the machines in which they flew; by the tremendous drive, energy, and courage in decision which flung everything on which we could lay hands into the maelstrom. Only now we do know how near we were to exhaustion. In 1943 the onslaught is from under the sea. It must also be smashed, and smashed before it can even approach the point of smashing us. It needs the same methods of production and energy and attacking defence. Every limit of inventiveness, experience, resource and labour must be passed. Elasticity of mind may count for even more than trained experience. It is a battle that demands new ideas. —Sunday Express (London).

Desert fighting is heaven for the strategist, but a nightmare for the quartermaster. So said a captured German general who could not get out of the war of the British Eighth Army. Here are some of the problems Lieutenant-General Sir W. G. Lincsell, Quartmaster-General in the Near East, had to solve: More than 5000 tons of water were needed by the Eighth Army daily. This was brought by pipeline from the Nile to Tobruk and from there by road. More than 3,000,000 gal. of gasoline and more than 8000 tons of ammunition had to be delivered to the advancing troops. In a single hour during the barrage preparatory to the attack on El Alamein, the field guns alone fired 1,000,000 pounds of shells. All these details and a hundred others had to be attended to by General Lindsell and his staff. As the Geman general so aptly put, it, the advance must have been a nightmare for the quarter bloke.—W. L. Clark in Windsor Star.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

WESTERN FEED GRAIN FOR PRINCE EDWARD ISLAND

Sir— In Thursday's Guardian, an Ottawa news item quoted Hon. Mr. Gardiner as saying, —"Efforts are being made to move substantial quantities of Western feed grain to the East. There is no shortage of feed grain. The difficulty is due to the transportation problem."

By supplying the farmers of Prince Edward Island with unlimited quantities of cheap Western grain,—a greatly increased production of beef, mutton, pork, poultry, eggs, butte and cheese can be effected, while our farmers would be saved the unprofitable task of grain growing.

The over taxed railways cannot spare the cars to carry the grain. The largest grain boats that can pass through the St. Lawrence canals are by far the cheapest method of transportation, loading at Port Arthur or Fort William, and unloading at Charlottetown.

For this purpose three things will of necessity be required.

1. The repairing of the Charlottetown Railway wharf, the materials for which (except the cement and gravel) have already been paid for by the Government and are lying upon our wharves.

2. The dredging of the Harbor floor near the wharf

3. A Grain warehouse to be built upon the shore to the North of the wharf, with automatic unloading machinery to carry the grain from the ships to the warehouse.

By this means the ships can be unloaded in a few hours, instead of in several days as required by the basket unloading method, at much less cost and at a saving in sailing time, so valuable in these days to the ships.

Mr. Gardiner's statement confirms our contention that the repairing of the Charlottetown wharf is a war measure of prime importance

Will our Provincial Government, the Board of Trade and the City Council avail themselves of Mr. Gardiner's statement to urge immediate action before the House of Commons adjourns for Easter, and in time to allow our farmers to change their plans re the sowing of grain?

This matter certainly calls for serious consideration.

I am, Sir, etc.
H.K.S. HEMMING.

Britain To U. S. In Lend-Lease Scheme

(By David L. Cohn in The Atlantic)

We are fairly familiar with the fact of huge supplies going from this country to the United Nations, but we are less familiar with the reciprocal aid being given us by others. Let us see.

Lend-Lease aid by our forces in the British Isles actually begins before the troops leave American ports: for thousands of our men, and mountains of supplies, bound for Britain are carried in British ships convoyed by the British Navy. In many parts of the world United States warships and merchant ships in British ports are provided with repairs, fuel, services, and supplies without payment by us.

In Britain itself all accomodations and facilities for our troops are furnished without dollar payment on our part. So great is the task of housing our men that two thirds of all British Army and civilian labor force available for military construction has been engaged in building barracks, airfields, hospitals, supply depots, roads, and other facilities for us. The cost to Britain is $240,000 a week in wages for civilian workers in the direct employ of our forces.

In addition, many existing facilities have been turned over to us, while the maintenance costs of our airfields alone runs into tens of millions of dollars and these are paid by Britain. She estimates that the total cost to the British Treasury of new construction for United States forces in Britain is in excess of half a billion dollars. The British Goverment also pays the transportation cost of moving American soldiers within the British Isles.

* * *

British made arms requested by our forces are supplied without cost as mutual aid. In addition to several hundred Spitfire planes and many field guns and howitzers, Britain has provided us with 1,450,000 square yards of portable airfields runways and is furnishing several million more. We have received such supplies as 15,000 bombs ranging from 250-pound incendiaries to 2000-pound blockbusters; 70,000 rounds of 6-inch shells; millions of rounds of small arms amunition; more than 250,000 anti-tank mines; electric batteries at the rate of 500,000 a month; 500,000 hand grenades; and more than 1000 parachutes. Several score new hospitals of semi-permanent construction with a bed capacity of 89,000 have been provided.

Supplies other than construction materials furnished to our forces from May to November, 1942 would have taken 1,200,000 shiptons if transported from the United States. This is more than the tonnage of supplies we sent to our own forces from the United States during that period.

Most of our troops in the British Isles receive American Army food rations, but these are supplemented from the limited British food stocks by fresh vegetables, tea chocolate, sugar, cereals and other items. Almost all the bread for our soldiers is made from British flour under reciprocal Lend-Lease. Already providing us with large quantities of food, the British have agreed to supply us in 1943 with 290,000,000 pounds of edibles, vegetables mixed rations, syrup, jam, and salt. Canteen supplies are also lend- leased by the British—with the exception of cigarettes, because our men prefer the brands they smoked at home.

* * *

Aid from Britain, moreover, has played a part even in our home defence. Soon after Pearl Harbour, she rushed barrage balloons to our West Coast for defence against possible Japanese attack. British anti-aircraft guns are ranged alongside our own in a number of our cities and at the Panama Canal. British built corvettes and other small craft manned by American crews, have assited us in anti-sub marine warfare off the Atlantic Coast.

Perhaps Britain's most precious possesion, and one which she shares freely with us by way of reciprocal aid, is the knowledge that she bought with blood in battles all around the earth; the lessons that she learned in combat on land, at sea and in the air; the instruments she worked out when she faced Germany alone. She had been at war for 26 months before we entered the struggle, and since she faced an incomparably stronger enemy, she owed her survival as much to her skill as to her courage. What she had learned—the secret scientific instruments born of her knowledge and the manner in which they function—may not be stated specifically.

But Great Britain has furnished us with specifications for her system of aircraft detection developed during a long period of bitter and widespread air warfare, together with much apparatus. In addition there is a constant exchange of full information on the development of new and highly secret weapons; the Office of Scientific Research and development in Washington and its counterpart in London mobilize for mutual aid hundreds of American and British scientists and inventors whose findings are freely pooled Thus through Lend-Lease the entire resources, intellectual and material, of both Britain and the United States are brought to bear against the Axis.

* * *

The ultimate objective of Lend-Lease is the destruction of the common enemy. Let us see it at work on the battlefield. Last year Britain's Eighth Army was chiefly equipped with the British-made weapon for it's drive from Egypt across Libya. But the 1000 planes, the 500 medium tanks, and the many anti-tank guns that we exported to the British in Egypt gave the United Nations forces superiority in fire power, air power, and armour. The General Sherman tanks, moreover, which proved so successful in this campaign, were jointly designed by British and American experts using the lessons they had learned in earlier battles.

* * *

Shortly after the drive from Egypt was launched, British and American forces started their North African campaign. Great Britain provided two-thirds of the warships and transports used in the original landing operations. Sixty percent of the ground forces were American, and half of the air forces. Most of the landing craft were American-built, but some had been lend-leased to Britain and were manned by British crews. On the other hand, American pilots also flew 160 Spitfires,Britain also provided 100 miles of portable airfield runways, 130 reconnaissance boats, four complete 1,000-bed hospitals, medical supplies for 100,000 men, and enough 25-pounders to equip one United States divison.

PUBLIC MEETING

IN SUPPORT OF

The Fourth Victory Loan Campaign

HUNTER RIVER	April 15
MONTAGUE	April 16
KENSINGTON	April 19
SUMMERSIDE HIGH SCHOOL	April 20
TOWN HALL, BORDEN	April 21
CENTRAL BEDEQUE	April 22
MOUNT STEWART	April 26
SOURIS	April 27
MURRAY RIVER	April 28

All meetings 8.30 P.M.

Additional places and dates will be announced later.

Realistic and authentic War pictures actually taken at the Russian fighting front. 20 per cent of the Cameramen lost their lives in "shooting" these pictures. They will stir your deepest emotions.

Prominent speakers will give short addresses. Every citizen should attend these meetings, and assist in the war effort. No admission charged.

National War Finance Committee.

SEED OATS AND BARLEY

We have a quantity of Number 1 Seed Oats, different varieties to sell to the farmers at Three Dollars ($3.00) per bag of one hundred pounds, also Number 1 Seed Barley at $1.50 per bushel, freight paid to your railway station. Cash to accompany order.

PROVINCIAL DEPARTMENT OF AGRICULTURE

COAL

We handle the following high grade Coal OLD SYDNEY SCREENED, INVERNESS, ALBION NUT and ALBION ROUND also DOMINION COKE.

Lowest prices. Prompt deliveries.

W. D. GILLIS & CO.

PHONE 176

ALEXANDRA WOMEN'S INSTITUTE

The Alexandra Women's Institute met at the home of Mrs. Nat MacKinnon on Tuesday evening April 6th. The meeting opened with the Institute Ode and Creed. The minutes of the previous meeting were read and approved. The roll call was responded to by nine members, and three visitors were present. The offering amounted to $1.55. A donation of $10.00 towards the Red Cross Drive was reported. The reports of the various committees were heard; the sick committee reported visits to two individuals, a floral spray was purchased; and a card of sympathy to be sent to a bereaved member. The correspondence was read by the secretary. Included in this was a letter of appreciation from the Canadian Society for the Control of Cancer for membership fee sent by the Institute. At the next meeting which will be held at the home of Mrs. Henry Burhoe, the lunch committee will be Mrs. Wallace Brehaut, Mrs. Wilbur Wood, and Mrs. Gay Judson. After the adjournment, the programme committee staged an interesting "Share the Wealth" program: and lunch was served by the committee in charge. Material passed in consisted of two quilts.

FAREWELL TO BACKACHE!

Her back ached—she felt miserable—no pep—she couldn't be "bothered" to go out—lost contact with her friends and was lonely. Her sister advised her to take Dodd's Kidney Pills. Her backache soon vanished—enthusiasm and energy returned—her eyes sparkled—her step was sprightly—and once again she was her "old self." 115

Say GOODBYE TO BACKACHE with **Dodd's Kidney Pills**

Fitting and Supplying Glasse Etc.

H. J. MABON

OPTOMETRIST

Montague P. E. I.

Office Hours: 10 to 12 a. m. 1 to 5 P. M.

Holidays etc. by appointment Office Connected with DRUGSTORE

The Poets' Corner

NELSON

The music of his name puts fear to scorn,
And thrills our twilight through with sense of morn:
As England was, how should not England be?
No tempest yet has left her banner torn.

No year has yet put out the day when he
Who lived and died to keep our kingship free,
Wherever seas by warring winds are worn,
Died, and was one with England and the sea.

—Algernon Charles Swinburne.

How Are Your Eyes?

If you are having symptoms of strain — headaches, sore eyes or dizziness — consult a specialist.

At your service with years of experience and a thorough refracting service.

Call in and discuss your difficulties. Write or phone for appointments.

G. F. Hutcheson

F. G. HUTCHESON
G. F. HUTCHESON

CEMENT

We are discharging today 1000 bags fresh Portland CEMENT

ORDER EARLY

L. M. Poole & Co.

Lumber - Building Supplies

CHARLOTTETOWN

PHONE
171
172 P.O. BOX 392

MAC'S HAIR RESTORER

A delicately perfumed preparation which restores, strengthens and beautifies the hair.

It will restore Gray Hair to its original color.

Promotes a new and superior growth where the hair is falling, and is remarkably useful in preventing dandruff and destroying parasitic hair killers. Just follow the directions carefully and you will be amazed at the results.

Get your bottle today. Price 60 cents per bottle.

Are You Troubled with LUMBAGO or SORE BACK

If so we have one of the best remedies to offer, namely

BACK RITE TABLETS

Especially effective for Lumbago Sciatica, Neuritis, Joint Muscular Rheumatism which ordinary treatment fail to reach. Price 50 cents per box.

THE TWO MACS

Mail Orders Given Prompt Attention

Professional Cards

McLeod & Bentley
W. E. BENTLEY, K. C.
J. A. BENTLEY, K. C.
Barristers and Attorneys-at-Law
MONEY TO LOAN
154 Prince Street

M. ALBAN FARMER
B. A., LL.B.
BARRISTER, SOLICITOR, ETC.
Canadian Bank of Commerce Bldg.
MONEY TO LOAN

ALEX W. MATHIESON
BARRISTER, SOLICITOR, ETC.
Office: 90 Great George Street
Money to Loan Collections

Morrell and Company
D. F. ARCHIBALD
Chartered Accountants
Eastern Trust Building
Charlottetown