For 1920

Use a Waterman Ideal Fountain Pen.

We carry one of the best assortments.

A point to suit every hand.

G. H. TAYLOR

Jeweler and Engraver

"The Store for Waltham Watches"

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Feeds

In stock and to arrive 1000 BAGS BRAN, 1000 BAGS MIDDLINGS, 600 BAGS OIL CAKE MEAL (old prices) 500 BAGS CRACKED CORN AND CORNMEAL, SCHUMACHER FEED PULVERIZED OAT FEED, GERM MIDDLINGS.

60,000 LBS FEED WHEAT, (675 Bags), 600 BAGS GROUND OYSTER SHELLS, GRIT FOR POULTRY, PURE LINSEED MEAL, COTTON SEED MEAL, FLAX SEED, crushed OATS, FEED BARLEY, Buckwheat, etc. etc.

Lowest prices in the city. WHOLESALE & RETAIL

Carter & Co Ltd

Queen St. Warehouse. Phone 208.

Whooping Cough

Take no chance with the Whooping Cough. It is dangerous. Call, send, or write for a bottle of our special Whooping Cough Remedy and feel satisfied that you have REAL remedy in your home.

Made only by

The 2 Macs

149 Gt. George St.

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Dustbane

Makes sweeping easy. It kills germs. Brightens floors and carpets. Always have a tin of genuine Dustbane on hand when you sweep. Sold by leading grocers Packed in barrels and kegs for large consumers.

A. Williamson

Representative

Jarvell Bros

General Distributors Charlottetown

When You Want the BEST Chewing Tobacco

—A fig that is is clean, juicy, well-flavored and full bodied—

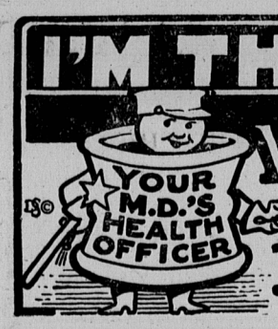
Ask for HICKEY'S Twist

This is the chew that all critical tobacco users demand the one tobacc that gives most complete satisfaction

Ask for HICKEY'S Twist—you will get the flavor.

Hickey's & Nicholson's Tobacco Co. Ltd.

I'M THE MAN



WHO SELLS PURE DRUGS

SATURDAY

A Special Line of Choice Confectionery at 40 cents a Pound

REDDIN BROS

THOMAS M. REID & CO.

Wholesale Commission Fish Dealers.

108 Fulton Fish Market, New York.

Specialties—Smelts, Eels and Clams

Consignments solicited, daily returns. Stencils and stationery on application.

Reference: Market and Fulton National Bank, New York.

S. B. Wiley & Sons, Transfer Agents, Boston.

THE CENTRAL GUARDIAN

IT PAYS to buy in this Province.

MURRARY HARBOR SERVICES.—January 18th, Harbour 10.30; Cape Bear 2.30 and White Sands 6.30.

SERIOUS FIRE.—The residence of Mrs. David Hooper, Murray River was totally destroyed by fire with all its contents, Wednesday morning.

IMPORTANT NOTICE TO ADVERTISERS.—Advertisers are respectfully reminded that copy and instructions must be in the Guardian Office not later than twelve noon each day except Saturday, when the latest hour for changes or new copy is 10 a. m. dtf.

FUNERAL SERVICES.—The funeral of Mrs. Malcolm McAulay, Lewis, Lot 60, was held last Saturday, Rev. M. D. McLeod, Caledonia, officiated at the house and Rev. E. Weeks, Murray Harbor at the grave. Interment was at Murray Harbor. The deceased was ninety-four years of age.

CANADIAN NATIONAL RAILWAYS, CHANGE OF TIME, JANUARY 19TH 1920.—The time table on Prince Edward Island Division will change next Monday, 19th inst. Full particulars will be given in advertisement in this paper on Friday 16th inst and subsequent issues. District Passenger Agent's Office, January 13th, 1920.

6229-1-14ME4i.

SOME HOGS.—Mr. Murdock Kennedy, Bradalbane, bought the other day from Mr. James Taylor, Granville, eight spring hogs weighing respectively, 212, 230, 202 233, 216, 210, 222, and 205, an aggregate of 1730 pounds. This is the kind of product farmers should receive the highest price for, well finished and therefore worth more than either smaller or larger hogs of inferior quality or unfinished.

BACK FROM TORONTO.—Captain L. E. D. Stevens of the De Vere Aviation Company and Eastern Canada Air Lines, has just returned from Toronto, where he has been in attendance at a conference and banquet of the Aero Club of Canada. Colonel O. M. Biggar, Vice Chairman of the Canadian Air Board, was the principal speaker and outlined the future policy of aeronautics in Canada. Colonel Biggar during the course of his remarks, mentioned the position of the Maritime Provinces, and the excellent part which the De Vere Aviation Company and the Eastern Canada Air Lines were playing towards the promotion of aeronautics in Eastern Canada, being the only commercial enterprise of its kind to actually carry on with a school of aviation and to do commercial flying generally in Canada. This will recall the fact that the De Vere Aviation Company were the first to carry an officially authorized supplementary government mail in Canada and this mail was carried from Charlottetown to Truro, over the Northumberland Strait. Colonel Leckie, D. S. O., D. F. C., M. C., etc., who has a splendid record overseas, as a flying officer, was loud in his praise of the manner in which the De Vere Aviation Company had taken up aeronautics in Eastern Canada.

DAVIS AND FRASER'S FRESH AND PORK SAUSAGES ON SALE NOW BY ALL LEADING GROCERS, GOVERNMENT STAMPED ON EACH WRAPPER. ONE OF THE CHOICEST MEAT-FOODS ON THE MARKET AND ALSO THE CHEAPEST BECAUSE NO WASTE WHATEVER IN USING.

1372-10-6Mtf.

Dr. E. C. Harris

Eye Specialist

Office, Royal Bank Building, Charlottetown.

Office Hours: 9.30—12.30, 2—5.

Phone 68-Y

Hockey Boots

Men's ..... $3.75 and up
Women's ..... $3.65 and up
Youths $2.00
Girls $2.85

FREE

with each pair of boy's hockey boots we will give a hockey stick.

Morris-Smith-Beer

For Value

BEST QUALITY British Columbia Salmon. 36 cents per tin. Beer & Goff. 6249-1-15ME2i.

STANLEY BRIDGE.—The Rev. John Stirling wil preach in Stanley Bridge next Sunday morning at 7.30 o'clock.

RESERVE THURSDAY January 22nd for the big concert in Brackley. If stormy will be held following day. 6250-1-15ME2ipd.

SPECIAL SERVICES.— Two weeks of special services were held in the Methodist Church Murray Harbor. The attendance was very encouraging and the interest good. Two evenings were given up entirly to laymen and laywomen.

A KINDL ACT—On the evening of December 23rd, 1919, D. F. Smith and Robert Cook, on behalf of the Orangemen of Lower Newton, presented Mrs. D. MacTavish, with a beautiful memorial picture in memory of her son Pte. J. H. MacTavish who was killed in action at Passchendaele.

THE FAMOUS "HALF MILLION DOLLAR MOTOR," which is the heart of the Briscoe motor cars is acknowledged by all to be the greatest four cylinder motor manufactured, giving owners no motor trouble and averaging 30 miles to the gallon of gas. Standard five-passenger Touring (with tan upholstering) price $1385, delivered to any point on Prince Edward Island. Can guarantee this price only on orders booked at once for spring delivery. Write for catalogue. Colin H. Stewart, distributor for Prince Edward Island, Summerside. 626.-1-15-MEtf

P.E. ISLANDER WINS MEDALS.—Manitoba is again to the front in Dairy Competitions. But she must share her honors with a P. E. Islander, for the superintendent of the Crescent Creamery, Winnipeg, which carried off the sweepstakes and gold medals in the Canadian Competition at Brandon and Ottawa, and which was classed with the highest and best at the National Dairy Show in Chicago, is one who feels a real pride in his native P. E. Island. Today Mr. J. Ed Keough, formerly of Kinkora, is the proud possessor of three medals, two gold and one silver, with his name engraved on each. This is not the first time that Mr. Keough won distinction as a buttermaker. It may be remembered that it was this same company which carried off the first award at Ottawa a year ago and the credit is due to this worthy Islander. Mr. Keough went west about ten years ago and came east shortly after to take away a P. E. Island bride, Miss Katie Shreenan, also of Kinkora. The Guardian congratulates Mr. and Mrs. Keough on these recent distinctions.

INAUGURATED AIR SERVICE. Major K. E. Clayton-Kennedy of the Aircraft Manufacturing Company, of London, England, has just returned to Truro from Newfoundland, where he has inaugurated the first airship service in connection with the seal fisheries. The entire question of sea-fishery observation by aeroplane seems most feasible, and its practical application will be watched with interest by all those interested both in sealing and in aviation. Major Kennedy spent two days in Truro in connection with the organization of the Eastern Canada Air Lines with which the DeVere Aviation Company has been amalgamated. The amalgamated companies are being financed through the Aircraft Manufacturing Company of London, England, of which Mr. G. Holt Thomas the greatest authority on aeronautics in the world today, is President and Managing Director. There will be a small amount of stock placed on the local market and will be available at an early date.

Minard's Liniment Co., Limited.

Gentlemen,—Theodore Dorais, a customer of mine, was completely cured of rheumatism after five years of suffering by the judicious use of MINARD'S LINIMENT.

The above facts can be verified by writing to him to the Parish Priest or any of his neighbors.

A COTE, Merchant.

St. Isidore, Que., 12 May, '98.

Color in Your Cheeks

A glance reveals in a great degree the state of one's health. A pallid skin or muddy complexion and the presence of blotches and pimples usually indicate impure blood. On the other hand a rosy complexion denotes rich, red blood.

OUR BEEF IRON & WINE

will purify the blood and cause it to impart a ruddy glow to your cheeks.

This is a food medicine in liquid form all ready to slip into the blood and give you strength without taking digestion.

Take it now and you'll feel "fit" during the indoor season.

PRICES 50c AND $1.00 PER BOTTLE

Johnson & Johnson

The Quality Drugstore

Cor. Kent and Prince Streets

RESIDING IN HALIFAX—Sergt. Wadman, who is taking a general course of study in the Soldiers' College, Camp Hill, Halifax, has rented a house. Mrs. (Rev.) Wm. McLeod, recently accompanied her daughter, Mrs. Wadman from Leitcher Creek, C. B., to her new home in Halifax.

TRYON NOTES

Churches and schools here and in North Tryon are closed by reason of prevalence of epidemic of small pox by order of Board of Health.

The excellent condition of roads and weather has afforded the residents a splendid opportunity for getting out and having sawed their supply of wood for the ensuing six months.

Reports coming in from the smelt industry here, indicate a rushing business in this line. Catches have been excellent, and heavy shipments are the order of the day.

A very successful Xmas examination and entertainment, held shortly before Christmas in the Tryon Consolidated School, was grately enjoyed by a large number of the parents of the pupils, and a number of visitors. The ready and accurate response to the machine-gun fire of questions directed by Inspector Bell, clearly indicated the fact that the pupils were thoroughly grounded in their work under the careful training of the popular and respected teachers, Misses McQuarrie and Villet. The examination, the very interesting program, the abundance of home made candy, etc., which everybody generously helped, all united to bring forth expressions of pleasure and commendation of the high order of the work of the school. The school was suitably decorated for the occasion, and Rev. Mr. Hubley was in his usual happy frame of mind as he presided over the entertainment.

The Lieutenant Governor in Council has appointed Mr. Claxton Morrison a Justice of the Peace, and a commissioner of Deeds for Prince County. Mr. Morrison has had a few years experience in writing deeds, etc., in Western Canada, previous to taking up work in the Civil Service of Canada in the West.

Miss Wanda Lea, very capably fills the position of organist in the Tryon Methodist Church during the illness of the regular organist.

Mr. R.F. Rodgerson has sold his new and centrally located property to Mr. Fred Lord, who has taken possession thereof. Mr. Rogerson has moved into his new residence near the Tryon Knitting Mills, formerly occupied by Mrs. Isabella Howatt.

Mr. T.H. Smith, Mr. A.R. Toombs, and others, purpose building upp to date dwelling houses in the spring. These houses it is understood will be fully modern in every respect, will have electric lights, telephone, bath etc., and modern heating systems installed. Churches, stores, factories, roller mills and knitting mills, public hall, and many residences are all lighted by electricity at present, and Mr. Ives is preparing to extend his lines to connect with residences on the roads to Crapaud and Victoria. He deserves the patronage of the people.

The week of prayer, and special meetings following are cancelled on account of the epidemic, but it is hoped that the ban will soon be lifted and the way opened to proceed with them.

Hotel Arrivals

VICTORIA HOTEL.

F. S. MacDonald, Souirs; Robert Walker, Summerside; Hon. W. L. MacKenzie King, Ottawa; F. A. McGregor, Ottawa; A. Hayden, Ottawa; A. J. Matheson and wife, O'Leary; J. E. Sinclair, Emerald; W. H. Darrach, Kensington, P. E. I; W. D. Hynes, do; Wm. C. Clark, Summerside; W. E. England, do; J. G. Gillis, Montague; H. A. Vickerson, do; C. C. Thompson, do; W. H. Poole, do; Hon. M. M. Bell, Summerside; S. Harding, Graham's Road; W. M. Lundy, St. John; W. S. Matheson, Pictou, N. S; H. J. Allen, Upper Cape; L. Allen, do; G. A. Granville, Halifax; M. Cummings, Truro.

REVERE HOTEL

R. W. Simpson, Bay View; C. A. Macdonald, Montague; J. H. Simpson, Bay View; Dr. W. H. Dougherty, Cape Traverst; M. J. McIver, Van Buren, Me.; S. M. Jenkins, North Sydney; J. Falcolum, Granville; F. McIsaac, Souris; P. McPhee, Souris; W. W. McDonand, Souris; A.D. Walker, Launching; Geo. McPherson, Launching; L. Anderson, St. Peters; R. M. McMillan, Montague; D. C. McDonald, Souris; E. M. Craig, Bedeque; J. V. Murphy and wift, Murray River; A. P. Taylor, Wood Islands; Jos. Davison, Malpeque; Parnell McMahon, Emerald; W. J. Sigsworth, Newport; Wesley Keefe, Little Harbor; D. Daisley, French River; J. P. Henderson, Toronto; A. J. Duff, Halifax; W. H. Gross, Hespeler, Ont.; D. S. McQuarrie, Crapaud; G. P. Trainor, Kinkora; C. R. Thompson, Montreal; J. E. Small, Montreal; R. Baker, Bedeque; Fred W. Clark, Cavendish; M. D. McLellan, Fredericton; J. J. Moore, New Glasgow; Wilbar Taylor, Granville; J. B. Millman, Kensington; Wm. Profit, Kensington; Wm. Profitt, Kensington; Ivan MacLeod, Kensington; W. MacLeod, New London; D. J. McLean, North Wiltshire; D. MacVicar, Cardigan; Ed. McFadyen, Augustine Cove; Frank Dixon, Augustine Cove; C. C. Gates, Guelph; P. Bradley, St. Teresa's; L. W. Murdock, Halifax; F. Y. Brown, St. John.

NOX A COLD TABLETS

A safe and speedy cure for LaGrippe, Coughs, Colds, Headache, Neuralgia, Flu, a mild laxative. Breaks up a cold in a few hours. Get the genuine, at all drug stores, 25c per box. Sold at Foster's Drugstore.

Annual Meeting Board of Trade

Continued from Page One

"Industrial Promotion Committee" and great things were promised and expected, but I fear that all that was expected has not been accomplished, and I trust I may be pardoned if I say that results perhaps would have been more apparent had the efforts been directed along somewhat different lines. This province or city because of the Geographical position and the absence of many kinds of raw material and labor is not likely to ever become a large manufacturing centre, and efforts toward this end are likely to result in disappointment. No doubt a number of small manufacturing plants can be operated here to advantage, but they must of necessity be of a more or less local character, but we have one great industry, the most important in the world—Agriculture—and we are only playing at it. If the people of this Province would only awake to the possibilities before them and take advantage of the opportunities now presented this Island can be made the wonder spot of this Continent.

I wish to make one illustration: I was pleased to listen to a report from the President of one of our principal manufacturing plants a short time ago, in which he stated that their exports from the Province for the past year would amount to eighty thousand dollars, assuming that 35 per cent. of this was for imported raw material and fuel, this would mean that about fifty thousand dollars of new money was brought into the Province by this company during the year, and this is very encouraging, but when we think that with the outlay of little or no extra capital every school district in the country by a little extra efforts could bring this amount of new money to the Province each year by simply producing on each farm a few extra acres of say potatoes, we must realize if we consider the matter at all that agriculture is one of the lines that should be given every possible assistance, and that the industrial development most natural to us is along the lines of greatly increased production from our farms and fisheries, and wherever possible the preparation and manufacturing of the raw material thus provided into the different lines so extensively used throughout the world today.

We have another great asset in our fisheries, and we are not taking advantage of our position in this respect. Our waters are teeming with fish, and our fishermen are not given the proper assistance. I would like to see for our Cod and Hake fishing at least Co-operative Curing Stations under Government supervision established at every fishing point in the Province, where the fisherman could deliver his catch, and where it would be properly cured and marketed, so that the full value of his labor would come to him. The result would be a better quality of fish for local and export trade, and the fishermen would be encouraged to redouble their efforts, and a greatly increased business must result.

The returns from this line for the past year would perhaps be about equal to 1918, but this is accounted for by the increased value of the lobster pack. The Cod and Hake fishing was interferred with by the continued boisterous weather of September and October, making it very difficult for small boats such as are used almost exclusively here to be operated to advantage.

This Board early in the year suggested that the Dominion Government provide a number of trawlers fully officered, to be placed at the disposal of returned soldiers who wished to take up the fishing industry. The profits resulting from their operation to be retained by the Government until such time as the funds so accumulated would amount to sufficient to pay for the boats and their equipment, when they would be handed over to the men. I am sorry to say that this suggestion was opposed by the fishermen all over the Island, and for once in the history of our local legislators both Government and Opposition members united in opposing such a move, with the result that there was nothing done. As I understand the law, the Trawlers are not allowed to operate in the inshore waters used by our small boats, but must go farther off shore and would bring to our Province fish that otherwise will be landed on the Mainland. I feel sure that eventually other methods of fishing must be adopted than the present expensive method of each fisherman using his own gasoline boat and daily spending the time travelling back and forth to the fishing grounds that should be spent actually fishing.

Another industry we have and a most important one, and one I feel that has not in the past been given sufficient attention either by he Government or by us is Fox Farming. The best information I can get would indicate that at least $2,000,000, of new money will come into the Province for the 1919 crop, and surely any industry producing to this little Province a revenue of this amount should have more than passing attention, and it appears to me that we may be in danger of letting this important business slip through our fingers by the present method of shipping live foxes to any one who is willing to buy them, and this year at least so I am informed the average price realized for live animals, invariably the pick of the ranch, is less than the average price realized for pelts. I believe that in order to conserve to this Province the present position it holds that it would be wise to have enacted such legislation as would make it impossible to send the live animals from here. If outside captialists wish to invest in the industry, they can establish their farms on Prince Edward Island.

During the past year the work of standardizing the Prince Edward Island Railway was proceeded with with the result that during the early Fall standard gauge trains were able to reach Charlottetown and Summerside from Borden.

This was accomplished without delay to the regular service by laying a third rail system, and reflects very great credit to the Management here, Superintendent Grady and his Engineers deserving more than passing mention in this respect. Personally I was never in favor of the third rail system, and still believe that it is not going to be satisfactory, but it is so far giving as good a service as can be expected considering the surfacing it has received, and if it can be utilized until the western end of the Province is standarized perhaps it will have accomplished its purpose. I think it is pretty generally understood that the work of standardizing the road will be proceeded with until the whole line will accomodate a standard guage train, but I would suggest to the incoming Council that they keep this matter before them and continue the efforts already made by this Board until the work is completed. The business men who have had the handling of the last year's crop will bear me out in saying that never until we have had the experience did we fully realize the advantage of getting our goods in the car in which they were originally loaded, nor the relief to be derived from the knowledge that when we load a shipment of goods here and close the doors on it that it will reach the consignee in the same condition.

Before going into review of the activities of the Board for the past year, I wish to refer to the visit of H. R. H. the Prince of Wales. The people of the city and Province were not behind any part of the Dominion in extending a cordial welcome, and the visit must result in drawing still closer the tie that binds the people of Prince Edward Island to the Mother land.

During the year, in addition to the regular quarterly meeting, three special meetings were held, one to meet the representatives of the Manufacturers' Association, when the exisiting difficulties of the mail and passenger traffic to and from the Province were placed before them, and their assistance in securing better service asked for, and as a result of that meeting we have the assurance that they will give us their assistance, and as a matter of fact they are at present making representation to the Government with this end in view.

Another was held to meet the representatives of the different Departments of the Canadian National Railways, while here on their annual inspection trip, when various matters were discussed. The principal subjects considered were as follows:

Express Rate, introduced by E. T. Higgs.

Standardization of the P. E. I. Railway throughout, by W. H. Aitken.

Second Car Ferry, by H. V. Buntain.

Maritime Stockyard, by N. Rattenbury.

Transfer of Express Matter at Moncton, by R. E. Mutch.

Operation of Car Shops at Charlottetown, by J. O. Hyndman.

A third was called to discuss with delegates from Sackville the question of Stockyards for the Maritime Provinces when delegates were appointed to attend a meeting of those interested which was held later at Amherst, N. S.

The opening of the Social room was the occasion of a most interesting and instructive address by Mr. Percy Pope, and I am sorry to say that although our intentions were good we found the time so occupied that we were unable to arrange further meetings of a like nature, but would suggest to the incoming Executive that a Committee be appointed for the special purpose of arranging for a series of meetings to be addressed by some leading men on different subjects of interest to the members of the Board.

The Social room which thanks to the efforts of Messrs. H. V. Buntain and E. H. Beer was provided for our members and opened during the past year has proved a great benefit, and is made use of by quite a number of the members, but I would like to see a still larger percentage of the membership take advantage of the privileges provided.

It was suggested that daily stock quotations would be of interest and benefit to our members, and arrangements were made with the firm of Greenshields & Co., members of the Montreal Stock Exchange to supply by wire daily the closing price on the principal Canadian and a few American stocks, and War and Victory Loan Bonds. At present over 30 Stock and Bond prices are received daily and are posted each evening in the Social room.

Council Meetings were held during the year. I found the members ready and willing to assemble at very short notice, and to give their very best attention to the various matters requiring consideration. A great variety of subjects were brought before the Council, and to go over the complete list would take up more time than I have at my disposal, but I feel that some of them require special mention, and would like to refer briefly to the following:

Daylight Saving.

Survey of Water Power of the Province.

Goods Roads.

Housing Scheme.

Charlottetown and St. John's, Nfld., service.

Souris, Pictou and Magdalen Island service.

Second Car Ferry.

Building of cars at Charlottetown.

Marine slip at Charlottetown.

Increased express rates.

Maritime Provinces Stockyards.

Increased Telepragh rates.

Daylight Saving.

Early in the year a unanimous resolution was passed approving of the daylight saving scheme as in force during the summer of 1918.

Survey of Water Power.

A memorial was prepared and forwarded to the Water Power Branch of the Department of the Interior, Ottawa, asking that a survey of the Water Power of P. E. I. be made. As a result, Mr. K. H. Smith, District Engineer of the Water Power Branch at Halifax, came here early in the Summer, and I had the pleasure of taking him for a short trip through the Southern section of the Province. Seven stream guaging stations were established, and the guage readers are sending in daily gauge readings, and an Engineer from the Halifax office is making current metre measurements. With the data thus obtained, the daily flow of these seven streams is tabulated, and I am advised that it is the intention in the near future to make a survey of the most important sites in the Province. I feel sure that as a result many of our running streams now of no commercial use will eventually be used to develop electric power for lighting and heating purposes.

Good Roads.

An effort was made to have Mr. E. W. Campbell, known as "Good Roads" Campbell visit the Province during the year, but he found his time so fully occupied that he could not make it possible to come.

Housing Scheme.

No definite action was taken by the Board on this question, although it was given considerable attention, and it seems to me unfortunate that the scheme as outlined by the Dominion Government was not made available to the people here. There is apparently at the present time considerable shortage in the supply of good medium priced dwelling houses in Charlottetown, notwithstanding the fact that quite a number of comfortable dwellings were erected during the year, and no doubt further building operations will follow, but I would like to see steps taken this year to have this grant made available to the people of this city.

The question of a boat for the Charlottetown and St. John, Nfld., route, a boat for the Pictou, Souris, and Magdalen Island service, and a second Car Ferry, Car Shops and Marine Slip were all deemed so important that the Council decided that a delegate should be sent to Ottawa to discuss with the proper Departments these and other matters. Mr. J. O. Hyndman consented to go, and his report has already been published. Tenders were accepted by the Government for the Newfoundland and Magdalen Island service, and the assurance has since been given that a second Car Ferry will be provided. We were unable to have the Marine Slip proceeded with this year as funds were not available, nor were we able to have the changes we suggested made in the Railway Car Shops that would permit building cars here.

The Company whose tender for the Newfoundland service was accepted failed to supply a boat to call at Charlottetown, and as a result the Spring and Summer shipments intended for Newfoundland either had to be sent elsewhere or be forwarded via North Sydney at very great loss and annoyance to our shippers, and the Transportation Committee of this Board after persistent efforts secured the new Steamer "Canadian Adventurer" of the Canadian Government Mercantile Marine to make one trip during the Fall, and the cargo carried was one of the largest if not the very largest ever loaded in this port, and we have been given the assurance that if nothing else can be arranged one of their boats will be made available for this route next season. The Council has already passed a resolution which has been forwarded to the proper parties expressing our appreciation of the assistance given by this boat. The same Company secured the contract for the Magdalen Island service, and the Steamer "Lady Evelyn" was placed on this route, but failed to clean up the freight offered this Fall, and as a result the "Canadian Sealer" had to be sent from Pictou; the aid of the Car Ferry having to be secured to get her out. At present writing she is still at Souris, and the aid of an ice breaker is being asked for in order to convey her to the Magdalens.

A second delegation from the Board was considered necessary in order that our views with regard to the proposed increase in Express rates should be properly placed before the Board of Railway Commissioners of Canada. The matter was carefully considered; our case very carefully prepared. Mr. E. T. Higgs Chairman of the Committee and Mr. A. A. Pometoy were the delegates appointed, and the case was presented in such a way that the Province is today enjoying what they never had in the past—express rates as low as are enjoyed by any other part of the Dominion.

A third delegation was sent to Amherst to meet the representatives of the Stock Breeders of the Maritime Provinces and the various other interests concerned in the erection by the Government of Maritime Province Stock yards. The Island was well represented, and the efforts of the delegates from this Board to have them all insist on Charlottetown as the location was not considered feasible, the bulk of the Island delegates seemed to think that Sackville as a location would be the best concession we could likely get.

The delegates from this Board however took the stand that as P.E. I. would be expected to supply the bulk of the stock passing through the proposed yards, that P. E. I. people have as much right to ask the people of the other Maritime Provinces to send their coal and iron ore to Charlottetown to be manufactured into steel as they had to ask us to send our live stock to the Mainland to be slau-

Continued on Page Six