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W. R. CARSON, D. C., Ph. C.

124 Prince Street, Phone 1072, 8-15-Wsm.

A new trunk to be carried on the rear of an automobile can be unfolded to convey objects as large as barrels and weighing 400 pounds.

ANNUAL MEETING OF THE ASSOCIATED BOARDS OF TRADE

(continued)

RESOLUTION RE HOTELS

Whereas greatly increased attention has been directed in the past two or three years to Prince Edward Island as a summer tourist resort, and its unique and outstanding advantages for holiday purposes are being more fully and more widely recognized.

transportation or hotel systems have connections with the Province of Prince Edward Island.

Therefore be it resolved that this Conference of the Associated Boards of Trade and other business interests would impress upon the management of the Canadian National Railways, the Minister of Railways and our Federal Representatives, the suitability of Prince Edward Island as the site for a Canadian National Summer Tourist Hotel and the desirability of making the necessary appropriation for the construction thereof at the earliest possible date.

RESOLUTION RE FROST PROOF WAREHOUSE

Whereas the large frost-proof potato Warehouse on the Railway Wharf at Charlottetown was destroyed by fire in June last.

And whereas the facilities for such movement from outside points is totally inadequate.

And whereas a contrast has, or will be let within a few days which calls for the completion of a new shed to replace the burned one to be completed by Oct. 15th, 1928.

Therefore Resolved that the Minister of Public Works be requested to insist that the work be carried on in such a manner as to insure the completion of the work as called for in the Contract.

And further Resolved that a copy of this Resolution be forwarded to him, also to each of our local representatives in the Federal House.

Moved by K. E. Match, Seconded by G. E. Fall.

RESOLUTIONS RE CONNECTIONS FOR MAIL AND PASSENGER TO AND FROM MAINLAND POINTS.

WHEREAS At the last annual meeting of this Associated Boards of Trade of P. E. Island, the following resolution was passed:

AND WHEREAS A special committee of the Charlottetown Board of Trade prepared a brief and submitted the matter to the Board of Railway Commissioners asking that relief from the conditions complained of be granted by the Commission ordering that the Summer Timetable be continued throughout the year.

AND WHEREAS The Railway submitted an alternative proposition whereby during the winter months the Mail and passengers for P. E. Island be brought to Borden between 10 p.m. and midnight and forwarded by the following morning's train to Charlottetown.

AND WHEREAS The special Committee of the Charlottetown Board of Trade has considered the matter carefully, and submitted their report to the Council of the Charlottetown Board of Trade, refusing to agree to the alternative proposition submitted by the Railway, and have prepared a supplementary Brief setting out in detail their reasons for such refusal, and asking for a ruling from the Commission.

RESOLUTION RE CONNECTIONS FOR MAIL AND PASSENGERS TO AND FROM MAINLAND POINTS.

WHEREAS It has been the custom in the past years at some date in the Fall to bring freight in some years to the end of December (1926) for the Canadian National Railways to make effective a timetable that gave to Prince Edward Island only one daily connection with the Mainland inward and outward.

AND WHEREAS This forced the larger portion of daily passengers for all Island points to wait over at Sackville from six o'clock one day until one o'clock the following day.

AND WHEREAS mails and passengers for all points South and East of Charlottetown, have reached Charlottetown at an hour that compels still another day's delay before reaching destination.

AND WHEREAS The excuses given in the past for continuing this unsatisfactory service have been shown by last year's operations of the Car Ferry to have been incorrect.

AND WHEREAS During the time of the discontinuance of the double mail and passenger service in the past winter, notwithstanding that the Car Ferry was making two or more crossings daily, mails and passengers were left waiting at Sackville.

THEREFORE BE IT RESOLVED By this meeting of the associated Board of Trade in annual session assembled that nothing short of a schedule during the entire year will meet our requirements, and that the incoming Executive be instructed to press upon the parties that this service be provided in future.

Moved by Mr. R. L. Cotton, Seconded by Mr. G. M. Miltart.

RESOLUTIONS RE: POTATOES

WHEREAS The growing and marketing potatoes has become of major importance to every citizen of the Province.

AND WHEREAS: Collective advertising would stimulate the use of our potatoes.

THEREFORE BE IT RESOLVED: That the Board of Trade in annual session assembled recommend that the local Government be asking to prepare pamphlets setting forth the quality and giving recipes and instructions for the use of our potatoes. These pamphlets to be distributed through the medium of our bags of table stock potatoes.

RESOLUTION RE RAILWAY

WHEREAS Mixed trains carrying both freight and passengers no longer provide adequate accommodation for the travelling public or attract patronage to trains operating on local routes.

THEREFORE BE IT RESOLVED: That this Conference of the Associated Boards of Trade and other business interests of Prince Edward Island urges upon the management of the Canadian National Railways, the Department of Railways and all our Federal Parliamentary representatives the necessity of substituting some faster and more up-to-date type of express or oil electric or gas-line trains in place of the mixed trains now in operation on the Prince Edward Island Division of the Canadian National Railways.

Moved by—J. A. McDonald, Seconded by—W. L. Poole

Address by the President Mr. S. A. MacDonald

This is the 7th annual convention of the Associated Boards of Trade of Prince Edward Island, the organization having been founded in 1921. From a small beginning there has gradually been built up a society which today has its finger on the pulse of all provincial activities.

Each year the matters dealt with have been of increasing importance. At times undoubtedly the policies put forward may have seemed in advance of public opinion. But nothing has been done which was not carefully studied and discussed in every detail. Proof of this is seen in the importance attached at Ottawa to Boards of Trade resolutions which are generally given more than cursory consideration.

The Boards of Trade of all countries have ever been the forerunners and leaders to a certain extent of policies and opinions which often are buoyed for the ship of state.

In reviewing the past year, there are sufficient facts and figures to warrant its being considered as one of the brightest in our Island's history, and this prosperity has affected not only the province as a whole but also our own organization. This is as it should be for the success of the one is dependent upon that of the other.

At the last annual meeting of the Associated Boards of Trade held in this city on the 25th day of last August resolutions bearing on many important matters relative to the business interests, advancement and prosperity of the province, were considered, discussed and adopted.

Among the resolutions passed were the following:

Resolution Re Second Car Ferry For Prince Edward Island.

Whereas the need of a second Car Ferry for the Borden-Tormentine route was recognized by the Maritime Royal Commission (Duncan Commission).

AND WHEREAS the business of the Province has greatly increased during the period since the opening of the steamer Scotia has had to be kept on the route during the present summer, together with the steamer Prince Edward in order that the freight be moved promptly.

AND WHEREAS during the winter season she is the only connecting link with the mainland for freight, mails and passengers, and any interruption of the service by an accident to her hull or machinery would create a very serious situation here.

Therefore be it Resolved that this meeting of the Associated Boards of Trade of Prince Edward Island in annual session assembled, request our Federal members to press upon the Federal Government the importance of having a second boat ready if at all possible for the fall of 1928. And that a copy of this resolution be sent to Sir Henry Thornton, W. U. Appleton and T. B. Grady, as well as to our Federal representatives and Senators.

Resolution re Traffic Expert.

Whereas owing to the complicated and technical nature of our freight structures and the changes in tariffs, arbitrations, routings, etc., that are constantly taking place, the permanent employment of a competent traffic expert to handle our freight problems has become a necessity.

AND WHEREAS after many years of agitation and strong recommendations by the Maritime Boards of Trade a conference of the Premiers of the three Maritime Provinces was finally arranged at Moncton in the fall of 1923, which resulted in the temporary employment by these provinces of Mr. F. C. Cornell to investigate the then existing conditions in the Maritimes especially with regard to freight rates.

AND WHEREAS the report of Mr. Cornell's employment and his investigations of the disadvantages and the disabilities under which the Maritime Provinces had been suffering was the birth of the Maritime Rights Agitation.

AND WHEREAS neither our Federal Parliament nor our Board of Railway Commissioners have control over the international rates as applied to traffic between Canada and the United States, thus defeating one of our major objects, that is, the reduction of freight rates on our potatoes to points in the United States, a matter of supreme importance to us, but which can only be brought about by one qualified to deal with such matters by negotiation through the Board of Railway Commissioners of Canada with the Interstate Commerce Commission of the United States.

Therefore be it Resolved that the Prince Edward Island Associated Boards of Trade in annual meeting assembled and representative of local Boards of Trade, Farmers' Institutes, agricultural and live stock societies, egg circles, fishermen's clubs, the Provincial Women's Institutes and the business community generally, earnestly urge our Provincial Government either by itself or in conjunction with the governments of New Brunswick and Nova Scotia the permanent employment of a transportation specialist to study our traffic problems and to secure the minimum rates of freight to which we are now or may be at any time entitled.

Further Resolved that a committee be appointed by this Board to wait on our Provincial Government with a view to having this resolution carried into effect.

A Resolution re a Larger Acreage For The Experimental Station Here.

Resolution re Connections For Mails and Passengers to and From Mainland Points.

Whereas it has been the custom in past years at some date in the fall (varying from October in some years to the end of December, in 1926) for the Canadian National Railways to make effective a time table that gave to Prince Edward Island only one daily connection with the mainland inward and outward.

AND WHEREAS this forced the larger portion of mails and passengers for all Island points to wait over at Sackville from six o'clock one day until one o'clock the following day.

AND WHEREAS mails and passengers for all points South and East of Charlottetown at an hour that compels still another day's delay before reaching destination.

AND WHEREAS during the time of the discontinuance of the double mail and passenger service in the past winter, notwithstanding that the Car Ferry was making two or more crossings daily, mails and passengers were left waiting at Sackville.

(Continued on page 7)



On the Job

OVER ALL ROADS — IN ALL WEATHERS — AT ALL TIMES

WITH the superb ease of a thoroughbred that takes all in its stride, the "Bigger and Better" Chevrolet never falters in the most trying circumstances—proves its mettle on the steepest grades and in the face of the greatest obstacles.

The ruggedness of Chevrolet construction alone makes these things possible. There is no part of the engine—of the chassis—of the body that was not designed primarily for rugged endurance—put to the test again and again on the General Motors Proving Ground.

As a result the "Bigger and Better" Chevrolet stands up to the roughest conditions of the Rockies, and ploughs its way through the deep mud and gumbo of half-made prairie trails.

The G.M.A.C. . . General Motors' own deferred payment plan affords the most convenient and economical way of buying your Chevrolet on time.

Prince Motors SUMMERSIDE A. HORNE & CO CHARLOTTETOWN, P. E. I. Matthew & McLean SOURIS Dealers for Prince Edward Island

CHEVROLET PRODUCT OF GENERAL MOTORS OF CANADA, LIMITED

CARE OF HEDGES.

If hedges are well planted, the subsequent care need not be great. Healthy, vigorous young trees should be secured for hedge planting. They should set form two to three inches deeper, in well prepared soil, than they should in the nursery, to allow for lifting by frost before they are established.

The young hedges should be watered when planted, and during dry weather the first season. Hedges should be pruned when set, and then left without pruning until the following season, or until they are well established. The time for pruning hedges in the Maritime Provinces may vary slightly, but the first week in August has been found to be very satisfactory. This causes a second growth that thickens up the bottom of the hedge and gives the new wood time to mature before the severe frosts of autumn occur.

Deciduous trees should be pruned back more severely than the conifers. The hedges will thicken up best if it is pruned with flat top for a few years. This shape also allows the rain to penetrate to the roots near the trunk of the trees. Once the hedges are well established, any desirable shape may be secured by trimming and pruning. The oval hedge looks very well for caragana, buckthorn, barberry, crataegus, lilac, witch-hazel, etc. A sharp roof-shaped top is sometimes used for the cedar, or arbor vitae, trees.

The deciduous trees can be renovated, if they become unsightly, by very severe cutting back early in the spring. The spruce or arbor vitae will not survive such renovation.

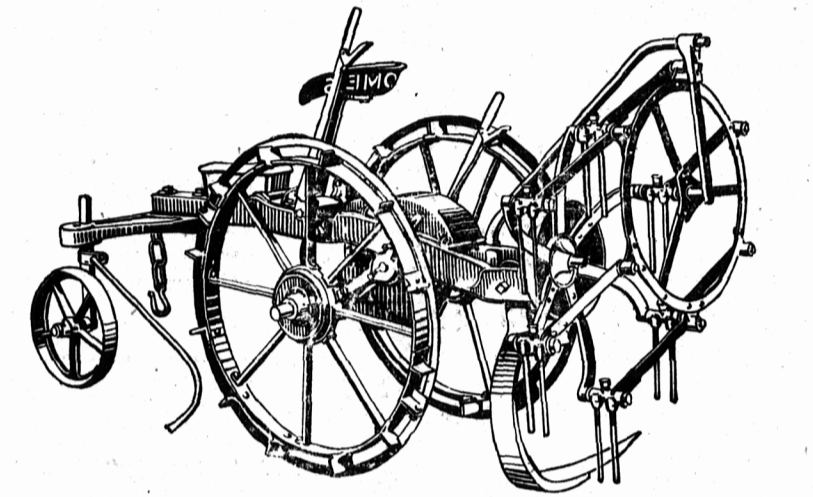
The most troublesome insect on spruce hedges has been the pine-apple spruce gall. The treatment is a thorough spraying with kerosene emulsion or with a miscible oil early in May, when the young are moving to new growth.

Charlottetown Experimental Station, J. A. Clark, M. S. A. Superintendent, August 10, 1928.

FOR SALE Cash Register NEARLY NEW ONE DRAWER FULLY EQUIPPED REGISTER TO \$99.99. COST NEW \$485.00. WILL SELL CHEAP. FOR FULL PARTICULARS APPLY METROPOLITAN CLEARING-HOUSE, CITY.

8-15-Wm.

A Better Potato Digger



THE NEW HARDIE ROTARY DIGGER

This machine has been tried and tested under all conditions from the best to the worst. We have no hesitation in guaranteeing it to do first class work under the most adverse conditions, where it would be impossible to use any other type of digger with satisfaction.

Comparing this digger with the elevator types in general we claim these following advantages: It has fewer working parts, is far less complicated and will require a great deal fewer replacements. It is much more durable and will outlast several elevator types.

- It is less liable to damage the crop. It is infinitely superior in heavy land and particularly in land that is dirty and over-run with weeds and couchgrass. It is considerably lighter in the draught. It is a faster machine to pick behind. It will do first class work under conditions where the elevator type would be useless.

Reports on these Potato Diggers in use in Canada:

Mr. E. O. Herbert, Winnipeg, writes:—"The Potato Digger is doing excellent work. The land is very wet and it is safe to say that under such conditions your Digger is the only one that is working satisfactorily. Under wet conditions the . . . Diggers will not work, the mud sticks to the elevating chains so much that it puts the machine out of business."

Mr. J. W. Scannell, District Inspector, Dept. of Agriculture, Dominion Experimental Farm, Indian Head, writes as follows in regard to a Rotary Potato Digger supplied to Mr. J. Coulter Winnipeg:—"I did not see the potato digger working last fall in the mud, but Mr. Coulter and others told me how easily it operated and Mr. Coulter's potatoes certainly came out in excellent condition, under the adverse weather conditions. In fact many of Mr. Coulter's neighbours were unable to operate the ordinary digger at all. It certainly seems to be a wonderful machine and more adapted for the heavy land found in the Red River Valley than the ordinary elevator digger. This is especially true when the soil is wet. The draught of the machine is very light, making it possible to operate it with a 2-horse team. . . Mr. Coulter estimates that it paid for itself this year. The machine caused practically no bruising and I believe will be a great asset to growers of certified seed where practically all the bruised potatoes have to be graded out."

Charlottetown, P. E. I., August 14th, 1928.

Messrs. The Hardie Mfg. Co. City. Dear Sirs:— Re the new Hardie Rotary Digger which you were kind enough to loan me for demonstration purposes in the digging of my early potatoes. I would like to say that the field in question was a field that had not been plowed for 28 years and you will understand that it was impossible to keep this field as clean by cultivation as we would like to. The result was that our potatoes were full of couch grass, wild mustard and over-run with wild buck-wheat, in fact, so dirty that I had very grave doubts about using anything else for digging but a plow. However, as above stated, on your suggestion, we used your Hardie Rotary Digger using only two horses, and if I might offer a suggestion, would suggest that this digger be equipped with a three-horse hitch, so that three horses could be used. I found this digger satisfactory in every way. It dug potatoes practically free from cuts and bruises, did not tangle or wind the tops, which by the way were quite green, and I have no hesitation in recommending this digger to any man whether he has a large or small acreage.

Sincerely yours, J. P. HOOPER.

You are cordially invited to visit our open-air exhibit at the Provincial Exhibition, Charlottetown, where we will have one of these diggers on display.

THE HARDIE MFG. CO.

Charlottetown Summerside

AUCTION SALE Of Farm at Stanley Bridge on Tuesday, 28th of August, 1928.

I am instructed by James E. Hiscott, Stanley Bridge, to sell on the premises on Tuesday the 28th day of August, 1928, at the hour of 12 o'clock noon sharp his fine farm of 100 acres in high state of cultivation with dwelling house and new barn near Church, School and Stores. Also all crop, stock and farming implements.

Terms at sale MACKINNON & McNEILL, Solicitors. J. A. McDONALD, Auctioneer.

A SURE RELIEF FOR WOMEN'S DISORDERS TEN-DAY TREATMENT FREE



Orange Lily is a certain relief for all disorders of women. It is applied locally and is absorbed into the suffering tissues. The dead waste matter in the congested region is expelled, giving immediate mental and physical relief; the blood vessels and nerves are toned and strengthened, and the circulation is rendered to normal as this treatment is based on strictly scientific principles, and acts on the actual location of the disease, it cannot help but do good in all forms of female troubles, including delayed and painful menstruation, leucorrhoea, falling of the womb, growths, and ovarian troubles, etc. Price \$2.00 per box, which is sufficient for one month's treatment. A free Trial Treatment, enough for 10 days, worth 75c, will be sent FREE to any suffering woman who will send me her address. Enclose three stamps and address: Mrs. Lydia W. Ladd, Dept. 5 Windsor, Ontario.

Sold By Leading Druggists Everywhere

Mawley House for Sale

We offer for sale as a going concern, the well known and long established Mawley House in Summerside, now known as the Silver Fox Inn.

This hotel has enjoyed a large and increased share of the hotel patronage this season, having been lately renovated and equipped throughout with all the needs of a first class hotel, by the present owner, who is now obliged to sell out as he is leaving the Province.

For further particulars apply on the premises or to

Bell & Mathieson SOLICITORS, CHARLOTTETOWN