

# The SUMMER SIDE GUARDIAN

## AND PRINCE COUNTY CHRONICLE

TODAY ONLY

**M-G-M'S GREAT HIT!**  
**THE GREAT WALTZ**  
with **RAINER FERNAND**  
**GRAVET**  
**KORJUS**  
with **HUGH HERBERT**  
**LIONEL ATWILL**  
Directed by **JULIEN DUVIVIER**  
ALSO TRAVELTALK  
SHOWS AT 3-7.15-9.10

**CAPITOL**  
SUMMER SIDE  
AIR-CONDITIONED  
Review - Great Waltz

Magic melodies of Vienna amid a romantic, romantic story of the musician who was the voice of the sweetest city of the world, brings the Rainer, Fernand Gravet and Korjus Viennese opera star to the screen in "The Great Waltz," the story of the life of Johann Strauss, the composer from the time he was a child to the time he became a bank clerk and then a musician. The story deals with the life of the composer from the time he was a child to the time he became a bank clerk and then a musician. The story deals with the life of the composer from the time he was a child to the time he became a bank clerk and then a musician.



**Stanley McLean**, prominent Canadian industrialist and president of Canada Packers Ltd., who is the British Chamber of Commerce delegates in London that a wide extension of the Ottawa agreement would alleviate conditions.

**TORONTO**, July 24 (CP)—In trading prices drifted down on the Toronto exchange today and closed on about the weak side of the session. Turnover of 284,000 shares and much of it in the cheaper issues. One stock—Manitoba and Eastern—held their index less than 100, the golds closed 27 down, metals shares 62 and the metals 80 down.

There was 3-4 of a point down in International Nickel 1-2 point, while White-Amulet dropped 1/2, Bend Orelle 7/8, Sherritt 3/4, Falconbridge 5/8.

The buying rush in Manitoba was inspired by a report that the company was taking a property in the porcupine belt. It firmed 1-4 to 2 1-4. Gold Eagle firmed 2 1-2 to 2 3/4 cents and Letch firmed 1/2 cent. Losses were meted by Iron, East Malarie, Little Lac, Premier and Wright-Heavens.

Bry, Brown and Davis post-poned their Anglo-Cambrian and Dalhousie recorded declines.

**Correction**

Reading gossip recently cited among certain so-called men in Summerside as to Duke Potemkin, this is in fact I. Andrew Perry bought for this mare from Mr. Sully; and the rumor that she pulled at Charlottetown in the race is also untrue. As I am quite sure Duke is not capable of beating me, I wish to state here that I am more than satisfied with the mare's performance this morning.

**ANDREW PERRY**  
L-538.

### THE WESTERN GUARDIAN

AGENT—Mrs. John Pond, 44 Water Street East—Phone 289-1  
SUMMER SIDE, AND PRINCE COUNTY

The Guardian may be bought daily at any of the following stores in Summerside:

Bell Bookstore, Water St. Gourlies Drugstore, Water St.  
Toronto Bakery, Water St. Mark Gaudet, 67 Granville St.

The Guardian will be delivered to any home in Summerside by Carrier Boy at 2c per day or 10c per week. Phone 289-1 for this service or give your order to the boy responsible for deliveries on your route.

—This column is reserved for news of local interest but advertising a new nature may be inserted at 2 cents a word strictly payable in advance.

—HYDRATED and Lump Lime, fresh stock just received at Braces' L-395-7-24-21.

—CRUDE ROOFING OIL and Shingle Stain in stock at Braces' L-395-7-24-21.

—FOR RENT in Dalton Building, Summerside, room suitable for professional office or business. Finest and best location. Apply Goullie's Drug Store. L-332-7-21-31.

—BISMAREX for stomach disorders. Taylor Drug Co., Kensington.

—LOST—Between Summerside and Kentville, waiting table. Finder please communicate with Gordon Constable, Borden, or Braces McKay & Company, Summerside. L-390-7-24-21.

—SLIGHT ACCIDENT—On Saturday night a Charlottetown car containing two occupants, a man and a girl, crashed into a telephone pole at McEwen's Corner. Both occupants were slightly injured in the crash.—S.

—MAGISTRATE'S COURT—Magistrate J. H. held court yesterday morning when two parties from Borden, charged with unlawfully operating a motor car, were sentenced to two months in jail. Another from Port George, charged with consuming intoxicating liquors was fined \$10 and costs.

—VISITING THE ISLAND—Mr. and Mrs. Clifford Wood, with their family, James and Gerda, from Gowanda, New York, are being welcomed to their old home on the island. At present they are the sweethearts of Miss and Mrs. S. E. Cannon, and Mrs. Cannon of O'Leary.—S.

—FUNERAL YESTERDAY—The funeral of the late Eliza M. Reid of Charlottetown, West Virginia, took place on Monday at 2:30 p. m. in St. Mary's Church, Summerside. The service was conducted by Rev. G. B. Harrison, Summerside. The remains were laid to rest in the People's Cemetery, Summerside. Miss Reid, a former resident of Summerside had resided in Charlottetown for the past 40 years. While there she was the author of several books and pamphlets, some of these being "Materia Medica", "Bacteriology", "Nursing" and "History of Nursing in West Virginia". This last is as yet unpublished and was completed shortly before her death. Dr. W. MacMillan of Charlottetown, arrived in Summerside Monday morning to attend the funeral.—S.

—The dwelling house and store of Mr. Peter Carter, 48 Road, is taking on a new appearance being under the management of the capable painters, Mr. James and Walter McLeod, Lorne Valley.—C

On Friday evening a large number of the people of Lorne Valley motored to Charlottetown via George Moore's truck where they enjoyed a very pleasant evening.

—Mrs. Joseph Baldwin and Chester McLeod were visitors to Cardigan Head Sunday evening.

—Mr. and Mrs. Arthur Pope and two sons, who are staying in Summerside, as guests at Garden Lodge, Notre Dame St.—S.

—Mrs. James F. Proffit of Kensington is spending a few days in Summerside the guest of her daughter, Mrs. Wm. E. Forbes.—S.

—Miss Lillian Wonnacott, Boston, is visiting her sister, Mrs. Melville Andrew, Pownal Street. She was accompanied home by Mr. and Mrs. B. L. Alper of Providence, R. I., who came by auto.

—Mr. Robert A. Gordon of St. John, N. B., spent the week end in Summerside, the guest of his mother, Mrs. Douglas Gordon.—S.

—Mrs. Dr. E. T. Tanton will entertain on Tuesday evening in honor of Mrs. W. R. Tomlinson of Charlottetown, Ontario, a guest of Senator and Mrs. MacArthur, Summerside.—S.

—Miss Hester Cushing and Miss Elizabeth Douglas, Summerside, are vacationing at Edgewater.—S.

—Mrs. Alvin Powell of Boston and her daughter, Pauline, are visitors at the home of Mrs. Powell's mother, Mrs. Blanche Dystant, Ellerslie.—S.

—Miss Eva MacPhail and Miss Irene Minette returned to Summerside after a short visit to Summerside.—S.

—Miss Rena Arthur of Summerside left yesterday for Schurman's shore where she will be a guest of Mrs. Robert Wood.—S.

—Her many friends will be glad to learn that Miss Muriel Carver, Summerside, has left the Prince County Hospital, where she had been undergoing treatment.—S.

—Mr. Ted Weeks, Miss M. Morrison and Mr. and Mrs. Ronald Thompson of Dartmouth, N. S., are visitors at the home of Mr. and Mrs. George Lewis, Summerside.—S.

—Mr. and Mrs. Robert Bethune and their son James Robert, with Mrs. Bethune of Providence, R. I., spent the week end with Mr. and Mrs. Vernon Matthew, Summerside. Mr. Bethune, Sr., moved from Summerside about forty years ago, and has resided in Providence ever since.—S.

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**HOLMAN'S STORE NEWS**

**IF PAYS TO SPRAY!**  
Wise farmers are spraying often as those who kept at it last year had potatoes free from blight and a big yield per acre. Get your spraying materials here—we have complete stocks at lowest prices.

**PAINTING? Select Moore's Paint for a better job.**  
Moore's Paint was used at the World's Fair and selected in preference to all other brands. It is made by the third largest company in America. It has more body and will give better results and last longer. Order Moore's Paint at Holman's.

**PROTECT YOUR HEDGE**  
—Keep it properly trimmed and if it becomes infested with insects buy Nicotine Sulphate and a hand sprayer from us. Full instructions for use is supplied, and is in the Hardware Department.

**YOUR LAWN—Properly kept adds a great deal to the appearance of your home.**  
We have everything needed to help your lawn. Lawn Mowers, Sprinklers, Water Hose, Hedge Shears and all other supplies. Call in today.

**HOLMAN'S**  
Summerside

**PRESENTS**  
(Continued from page 1)

000,000.

The economies referred to, made by both roads, obviously cannot be repeated under any scheme; and even Sir Edward Beatty himself, before the Senate Railway Committee, claimed that considerable relief for the treasury of Canada would result from unification. He did not claim it would wipe out the Canadian National deficit.

"If the above mentioned amounts are totalled and subtracted from the original estimate, we have left a figure of about \$25,000,000. If you divide that amount between the two railways, it means \$12,500,000 or \$13,900,000 for each. As the deficit on the Canadian National was \$50,000,000 this year, it is obvious that this is not a solution, because it still leaves over \$33,000,000 to be met by Parliament, and, while the government of Canada has to meet any such deficit as this or indeed any deficit—the railways will not be out of political control, which was one of the advantages claimed for unification.

"Unification of the two railways would inevitably lead to complete amalgamation, because after a few years of unified operation on joint lines, stations, terminals and so forth, these two railways would be so inextricably united that they could never be separated under any management, and (if railway lines were torn up) it would mean a policy of defeatism for Canada.

"Believing as we do, and supported in that belief by many authorities, that unification, while affording some relief, would be far from solving the railway problem, the National Conservative Party at its convention in July, 1938, passed a resolution, with almost no opposition from the 1,200 delegates who attended that convention, to the effect:

"1st—That there must be no unification or amalgamation of the railways.

"2nd—That there must be no monopoly, private or public, of railway transportation in Canada;

"3rd—That co-operation by the two railways, under a non-political board should be effected under any scheme. If it is charged upon it should be to national development. After all, many of our railway lines were built with that object in view and cannot, in any justice, be expected to pay their way for many years to come."

**Definite Program**

The program he outlined, he emphasized, based as it was on the resolution adopted by the National Conservative Convention in Ottawa last July, constituted a "definite program for the relief of our railway problems—whereas the Liberals have never done anything but play politics with the railway question."

"So far as one may judge, they never will do anything else, lacking as they do leadership in the solution of any problem which Canada is called upon to face," he said. "They have dealt with the railway problem in the same in-

—Based on the foregoing, and since the railways are apparently unwilling to co-operate voluntarily," Dr. Manion said, "the remedy for the railway problem is as follows:

"1. We will appoint a non-political board whose duty it will be to see that co-operative measures are carried out.

"Great relief could thus be given, probably equaling between 75 to 80 per cent. of the economies that could be made by unification—sufficient to justify co-operation rather than a method which would have the disadvantages of monopoly, of huge political power and of a defeatist policy for a country such as Canada which is virtually only beginning its real development."

"2. Railway employees who lose

their employment through co-operation must be adequately compensated by pensions. This will delay the financial relief, but no more sums would be the case under unification. An effort must be made, where reductions in staff are required, to lay off the older employees who in the ordinary course would be pensioned in the near future.

"The question has been raised as to why railway men laid off through co-operative measures should be cared for by pensions or compensation, when men laid off from other employments are not so compensated.

"(A) Justice would be done to a group of men who have given their lives to railway business and their lives, in many cases, would be too old to begin some other type of employment. It would also prevent adding to the huge number of our unemployed.

"(B) Co-operative measures such as those proposed are made for the purpose of cutting down the deficit on the Canadian National Railways and thereby lessening taxation for the purpose of paying deficits, whereas in laying off men from private companies, the taxpayer is not called upon to do so.

"(C) As so well expressed in the joint memorandum of the railway brotherhoods and the trades and labor congress of Canada to the Senate Committee on the subject, "if the interest on capital expenditures... constitutes legitimate overhead charges against the consumer, it seems logically to follow that unemployed men already qualified to have an equally legitimate claim as compensation for the loss of employment opportunity, then reductions are made to lessen taxation."

"It may be added that Sir Edward Beatty, in his unification proposals, stated that no employment would be lost, already qualified to have an equally legitimate claim as compensation for the loss of employment opportunity, then reductions are made to lessen taxation."

"The Federal Government should co-operate with the provincial government in an endeavor to bring about a condition under which all methods of transportation—road, rail, air, water—are placed on a footing as to freight and passenger rates. This would include regulations for the same type of examination as to sight and buses as is given to truck engineers, brakemen, etc.

"4. All bonds or other securities of the Canadian National Railway should be refunded as soon as possible at lower interest rates.

"5. There must be a cessation to the playing of politics with the railways. Under the Mackenzie government the railways were too prevalent, as evidenced by (A) announcement in a by-election in Montreal in January, 1938, by two Conservative candidates to do with the railways of the completion of the C. N. R. terminal at Montreal at a cost of \$12,500,000; (B) the failure of the government to refund the C. N. R. bonds; (C) the failure of the government to refund the C. N. R. bonds; (D) the failure of the government to refund the C. N. R. bonds; (E) the failure of the government to refund the C. N. R. bonds; (F) the failure of the government to refund the C. N. R. bonds; (G) the failure of the government to refund the C. N. R. bonds; (H) the failure of the government to refund the C. N. R. bonds; (I) the failure of the government to refund the C. N. R. bonds; (J) the failure of the government to refund the C. N. R. bonds; (K) the failure of the government to refund the C. N. 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