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 Editor, Frank Walker

SUBSCRIPTION RATES
$5.00 per year (in advance) delivered to City
$4.00 per year (in advance) mailed to P. E. Island
$5.00 per year (in advance) mailed to Canada and U.S.
Members Audit Bureau of Circulations

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

SATURDAY, JULY 15, 1939

Confederation Week

This Province has had many celebrations in the course of its history, but none approaching in Dominion-wide interest the programme scheduled for next week's commemoration of the historic Charlottetown Conference of 1864. Distinguished guests will be present from every Province of Canada to take part in this great demonstration in honour of the Confederation Fathers. They include representatives of the Federal and Provincial Governments, and sons and daughters of the Confederation statesmen themselves, a galaxy of distinguished personages never before brought together for such an occasion, and never likely again to meet under similar circumstances. Many of them will be visiting Prince Edward Island for the first time. In their messages of acceptance they express pleasure and appreciation of the privilege of participating in this unique event.

In keeping with the deeper significance of the celebration will be the open air religious service tomorrow morning at the Exhibition grounds, in which the military and naval units will take part. Monday activities will get under way in earnest with the unveiling at the Exhibition grounds of tablets to the Prnce Edward Island Fathers of Confederation and an address of welcome by His Honour Lieutenant Governor DeBlois, which will be replied to by Premier Macdonald of Nova Scotia, Premier Dysart of New Brunswick, and Hon. Onesime Gagnan, Attorney General of Quebec. The afternoon will see the grand street parade, with historical floats representing the nine Provinces, and military, and naval units, Boy Scouts, Girl Guides, Canadian Legion and other organizations participating. This will be followed in the evening by an historic pageant "The Romance of Canada" staged at the Exhibition grounds with a cast of eighty, and with elaborate tableaux and choruses.

On Tuesday morning, firemen from all parts of the Maritime will enter into the picture, and will parade and receive addresses of welcome from civic and provincial officials. Aquatic sports and yacht racing will follow. In the evening there will be a Grand Concert at the Exhibition grounds by the famed Disciples of Massenet Choir of Montreal, comprising some of Canada's most noted vocalists.

Wednesday's programme includes the formal opening of the Anne of Green Gables golf course at the National Park at which Hon. T. A. Crerar, Minister of Mines and Natural Resources, will officiate; a Firemen's Tournament in which fourteen departments from Maritime cities and towns will take part; a Grand Street Carnival and Mardi Gras Parade, and street dance on Market Square.

Proposed for Thursday morning is a flight by a Transcontinental airship from the new airport. There will be a farmers' gathering and picnic at the Experimental Farm, horse racing at the Exhibition grounds, and a Camp Fire by Boy Scouts and Girl Guides at Victoria Park, followed by a spectacular display of fireworks.

The programme will conclude on Friday with sports and other activities by military and naval units, followed at night by a Military Tattoo and fireworks display.

A general committee and sub-committees composed of prominent citizens have been working for several weeks past on the details of the programme, and the result, even in brief outline, is decidedly impressive. Newspapers throughout Canada have featured it as of great interest and importance. Attention has been called editorially to the opportunity of emphasizing by this means the bonds of unity between the Provinces. Also, by reason of the presence here of the U.S. destroyer "Hamilton" as well as of Canadian naval units an international touch is given to the celebration, in keeping with the cordial relations existing between the two countries. We need only reflect on what is taking place in Europe today, to realize the importance of this friendly gesture on the part of our American neighbors.

Already the business sections of the City are in gala trim for the occasion, with flags, bunting and colored lights forming the decorative scheme. It is hoped this example will be followed by householders and property owners generally.

All our citizens will have an opportunity next week of showing some courtesy to the many visitors who will be here for the celebration. We should put aside our traditional reserve on this occasion, and be on the alert to greet them with a smile and friendly salutation. Let us not leave everything to the committees and officials in charge. This is an occasion for demonstrating our civic pride and hospitality in a big way!

An Amazing Situation

An amazing situation exists in Canada at the present time with regard to aircraft production, which is exposed in the current issue of *Commercial Aviation*. There is, it is pointed out, a crisis in international affairs which makes it imperative that the British Empire should build up its air forces as rapidly as possible, as well as create and foster a manufacturing potential capble of replacing the terrific wastage which would inevitably follow an outbreak of hostilities. Great Britain has signified its acceptance of the potential value of this Dominion as a source of aircraft supply by ordering a number of large and up-to-date bombers, which could, in case of emergency, easily be delivered by air, to be built in this country, with the promise of further orders of a similar nature in the future. Canada is also obligated, in common with the other Dominions, to build up its own Air Force to something like adequate strength.

With these heavy demands on our aircraft industry, it will surprise many to learn that there are at least three capable and well-equipped plants in the Dominion, either entirely or relatively idle; while there are thousands of idle Canadian workmen, willing and anxious to man them. What is the reason for this situation?

The explanation given by *Commercial Aviation* is almost unbelievable. Within the past few months, it states, more than 70 modern Service aircraft have been ordered by the Canadian Government for delivery from abroad—most of them from Great Britain (which paradoxically is trying to relieve the pressure on its own factories by ordering from Canada), the balance from the United States. When delivered, these machines will be "orphans," with no domestic factory to service and recondition them; nor is it at all certain that spare parts and replacement will be available at a later date when, possibly, urgently required. A conservative estimate puts the number of man hours, excluding white-collar employees, required to build these planes at two million (which is a year's work for 1,000 men) and the loss of wages at not less than $1,500,000. These are only the wages of the men who would have been actually employed in the fabrication of the machines themselves, and take no account of other large sums which would be spent for materials and for legitimate profits all down the line.

The situation, as *Commercial Aviation* well says, would be farcical in the extreme if it did not contain all the elements of tragedy—tragedy not only for the unemployed who might profitably be engaged in this necessary enterprise, but for Canada and the Empire in the event of an outbreak of war.

Editorial Notes

St. Swithin's Day.

* * * *

The soldiers will be under canvas today.

* * * *

Tomorrow Confederation Sunday, being the Sixth Sunday after Trinity.

* * * *

Premier Campbell's reputation as a Prohibitionist of the first water certainly is being heralded abroad, deservedly or otherwise.

* * * *

More than 75,000 loans have now been granted under the Home Impovement Plan totalling above $30,000,000. This Island's share: 725 loans, totalling $182,826.29.

* * * *

Up to June 30th, 1939, the aggregate volume of Housing Act loans approved stands at $36,655,589, providing for 9,862 family housing units. This province share: 15 units, $80,034.

* * * *

In Fredericton, N. B. they have a school to study potato diseases which has proven a great success, according to Mr. C. F. Bailey, Superintendent of the Experimental Station there. He was very much impressed with the calibre of the follows present, all being deeply interested in the work program outlined for them. A second course for farmers in the more northern parts opened yesterday, (Friday.)

* * * *

The annuncement that in the coming election both Premier Hepburn and Premier Duplessis will throw their weights behind Rt. Hon. Dr. Manion comes as no surprise, says the Montreal Gazett. Some of Premier Hepburn's statements as to his former chief, Rt. Hon Mackenzie King, are too vivid to be forgotten, notably when he said he felt badly that he had ever fought for him. Premier Duplessis has repeatedly denounced the federal Government for failing to do its duty to Quebec in the matter of unemployment relief, while spending hundreds of millions for the western provinces. He made a strong statement to this effect only last week, but it did no more than emphasize what he has repeatedly said, namely that Ottawa has consistenly refused to recognize that unemployment is a federal matter and to do its duty.

* * * *

A twelve months voyage across the world in a 50-ft. yawl is being made by three Australian Rover Scouts in order that they may attend the World Moot at Crieff, Scotland, with which the coming-of-age of the senior branch of the Scout movement is to be celebrated. They are David Walsh and Sydney Plowright, both of the Woollahra-Paddington Rover Scouts of Sydney, and Wladyshaw Wagner, a Polish sea scout. Their adventurous cruise—they left Sydney in the Zjawa III in July, 1938—has been inspired by an event that is bringing to Scotland Rover Scouts from over thirty nations, including every part of the British Commonwealth. Nearly 6,000 Rovers are expected at the Moot, the third of its kind, which will be held in the grounds of Monzie Castle, near Crieff, Scotland, from July 15 to 29. No Scouting event is complete, of course, without the traditional camp-fire, and those that will end each day at Crieff—one of them is to be broadcast in the programmes from Daventry—will be unusually stirring and picturesque occasions. A vast amphitheatre will be the setting for the fire, near which will be a brightly-lit stage for the camp-fire displays, to the programmes of which the Rovers of each contingent will contribute something representative of their country. Surrounding the fire will the great audience of Rovers, many of them dressed in their camp-fire blankets, others, for the purposes of their displays, in their national costumes. Listeners will hear, of course, the rousing singing that is always part of the camp-fire ritual, and among the songs will be one, 'Come Follow the Trail,' specially composed for the Moot by Ralph Reader, as well known an actor as he is indefatigable a Scout. The British broadcasts are fixed provisionally for July 19, 9 P. M. July 20, 4.30 P. M. July 21, 8.45 A. M., July 22, 2.45 A. M.

NOTES BY THE WAY

An airmail service of unusual interest has started in Philadelphia under the operation of Eastern Air Lines. This is the use of an autogiro to shuttle the mail between the Camden, N.J., airport and the roof of the Philadelphia postoffice. In test flights, Pilot John Miller, a veteran in autogiro flying, has shown that the trip can be made comfortably in 6 1-2 minutes, or about 1-6 the time required by truck between the flying field and the postal station. The direct-control Kellett 'giro finds the rooftop landings and take-offs entirely practicable. Both in Europe and in the United States much attention is being paid to the development of rotary wing machines. Aware of the obvious advantages, from a military point of view, of being able to hover and to get into and take-off from very restricted areas, designers also see many fields of usefulness for the further development of these qualities in commercial and private flying service. — New YorkTimes.

A number of years ago a salesgirl at the glove counter in the Wanamaker store, having finished waiting on a woman customer, turned to wait on a man. As she was fitting his gloves he remarked: "If you will allow me to say so, you didn't take enough trouble to satisfy your last customer". The girl looked peeved and said, "Oh, you seem to know a lot about waiting on customers! Why don't you try it and show us how?" "Not a bad idea," said the man stepping behind the counter. "May I wait on you, Madam?" he continued, addressing another customer. "I want a pair of washable long white gloves." As she selected a pair, the man said, "But you will want an extra pair while there are being washed, will you not?" "Oh, I suppose I shall," replied the woman. "Naturally," assured the man. "And these," he continued, 'are exactly the same kind of gloves, only in grey, as you see, for afternoon wear. May I suggest two pairs of these?" The woman took them. He sold her four pairs of gloves when she came to buy one pair. And all in 10 minutes. "Say, you're some seller," said the salesgirl. "You ought to get a job here." "Well," replied the man genially, "you see, I have other things to do." And he gave her his card which read "Mr. Rodman Wanamaker." — Christian Science Monitor.

Buenos Aires, the beautiful capital city of Argentina, is now the second city of the western hemeisphere. Its population, which has had a phenomenal growth in recent years, is now 3,302,000 as compared with Chicago's 3,258,244. The two cities are almost the same size geographically since Buenos Aires increased the federal district. During the past eight years, Buenos Aires has grown in population by 400,000 while the whole state of Illinois was increasing only 200,000. — Regina Leader-Post.

A friend asked me please to try to explain why Americans use the word "vacation" to describe their annual fortnight of liberty, whereas the British use the word "holiday" and reserve "vacation" for the free time given school children and college boys. I can't explain it any more than I can explain why we usually call "baggage" what the British invaribly call "luggage." It does seem, however, that when I was a boy Americans used the word holiday (in the British sense) more frequently than they do now. It also seems that the word "luggage" for "baggage" is more common with us than it used to be. This last is probably the result of advertising. American copywriters, you may have noticed have a yen toward Anglicisms. — Baltimore Sun.

Diplomacy these days has turned topsy-turvy. Instead of small nations paying court to the Great Powers, the Great Powers press their attentions on the little countries. There was talk of a British loan to Franco. And the latest move is by Germany, which is pressing Roumania to borrow five million pounds. These efforts are a waste of time and money. Britain should give up playing this game. Allies cannot be bought by bribery or flattery. There is only one way to win the small countries to our side. That is to convince them that they would be joining the winning side if war should come. Money spent on armaments at home will gain more friends than loans abroad. — London Daily Express.

Along a rough road in Shensi Province, in Central China, there bumps a peasant cart drawn by two mules and bearing a silver casket containing the dust of Genghis Khan. The Japanese, it has been reported, hoped to obtain allegiance of a group of Mongol princes by gaining possession of the casket. So the Chinese spirited it away from the tomb at Ethinhuro. What is left of the great conqueror, whose hordes in the 12th century spread the Mongolian Empire from the Pacific seaboard to the Black Sea shore —at an expense of 5,000,000 lives — is to be enshrined in a secret mausoleum in Western China. Sagacious and benevolent in peace, sanguinary and barbarous in war, the gret Khan was a statesman who tolerated all religions and who organized his sprawling empire so well that it was said a man might travel from one end to the other without fear or danger. If the ghost of Genghis could look down now on his ravaged empire, he would see desolation surpassing that wrought by his hordes when they drove the last of the Sung dynasty into the sea. — Exchange.

Mr. Chamberlain stated recently that Britain does not acquiesce in the Japanese blackade of Tientsin. These were the strongest words he used in his statement to Parliament. They could and they should have been stronger. No words can be too strong to express Britain's determination to face up to any Japanese challenge. There have been plenty of words already. Defiant words from Tientsin. Protesting words from London. But Tokio has maintained a strange silence—apart from a few Japanese Government intimidated semi-official bleats. Why? Are the Japanese Government intimidated, by the generals in North China? Do they expect Britain to treat with subordinates? That cannot be. Tientsin has become a test of Britain's position in the Orient, if the arrogant tone of the militarists represents the official view. If the Japanese Government do not approve of these demands, they must repudiate them at once. —London Daily Mail.

That Body of Yours

By James W. Barton, M.D.

INJECTION OF HEMORRHOIDS SUITABLE O[illegible]N SELECTED CASES

One of the meanest ailments is hemorrhoids or piles. For many years the only treatment considered effective was to remove these collections of infected varicosed veins by operation. When it was found that varicosed veins in the legs could be removed by injection instead of operation, the use of injections to destroy hemorrhoids was considered an excellent method by many surgeons who had formerly been opposed to any method other than operation.

What about the injection of hemorrhoids in the surgeon's office instead of having the patient enter hospital, undero anaesthetic and operation and remain in hospital two or three weeks?

The first point to remember is that while practically all hemorrhoids inside, outside, and halfway inside and outside, can undergo operation, cases that are suitable for the injection method must be carefully selected.

In an article in "Medical World" on the injection treatment of internal hemorrhoids, Dr. Frederick C. Smith, Philadelphia, says that it must be emphasized that the injection treatment never should be attempted for external hemorrhoids — those outside the body. The solutions used in injecting piles are irritants and are used to cause a hardening process which destroys the veins and they become like hard fibrous strings. Using these solutions underneath the skin on these "outside" hemorrhoids cause pain, sloughing and destruction of the skin. Hemorrhoids that are "inside" but hang low down should not be injected as the injection simply creates a hard mass of tissue in place of the hemorrhoids.

"It has been estimated by numerous writers on the subject that about half of all cases of internal hemorrhoids may be injected with prospect of cure. Of the remainder, injection method is a matter of choice on the part of the surgeon in one-half and operation should be performed on the other half."

Injections are given at intervals of one week and the average number given is from 8 to 15.

I believe these statements of Dr. Smith should give the information needed by patients with hemorrhoids. No outside hemorrhoids should be injected and not all "inside" cases are suitable for the injection method.

J. Ins. Fully Says:—

"I used to get all hot and bothered about so-called 'low-cost' insurance — figured that I could save a third, maybe, on my premiums. But when the agent of the National Fire Insurance Company of Hartford showed me that buying insurance in a sound stock fire insurance company meant saving me a lot of possibly costly headaches. I saw good sense in staying safe.

"I buy insurance for protection — and complete relief from any financial responsibility. Experimenting with low cost insurance might mean that I could be left out on the end of a limb some fine day—and that's what I don't want. Believe me, good, sound stock insurance, written by the National Fire agent, gets my vote every time."

W. K. ROGERS AGENCIES LTD
CHARLOTTETOWN

Gassy Stomachs Relieved

Every person who is troubled with gas in the stomach and bowels should get a bottle of Dr. Evans Stomach Mixture and see how quickly it will relieve all distressing symptoms.

Sharp pains in the abdomen or about the heart are often due entirely to gas pressure.

Dr. Evans Stomach Mixture taken at meal time, not only prevents all bad effects from gas, but it promotes the functional activity of the stomach, assists digestion and improves the appetite.

Dr. Evans Stomach Mixture is sold only at the Two Macs at 85c per bottle.

Get Your Bottle Today.

BATHING CAPS

We have just received a new supply of Bathing Caps and Beach Bags in the very late t styles and color.

Prices from 25c to $1.00.

SPECIALS

DODDS KIDNEY PILLS
39c per. box

PABLUM 45c per box

VINOLIA CASTILE SOAP
10 CAKES 25c

The 2 MACS
149 Great George Street

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.

CITY CORPORATION MANAGEMENT

Sir,—May I do, what little I may be able, to add force to the two excellent letters treating upon civic management, that have appeared this week in the Guardian, and which certainly merited better treatment than to have been vouched for by pseudonym writers.

Your correspondent "Anonymous" quotes the Globe and Mail as stating that there has been, for years, in Canada, a steady growth of the city manager system. This is certainly true, nor have I ever heard of a return being made by any community to the council committee system, the chief advantages of the former being that the legislative and executive features of Government are divorced, and that the latter is freed entirely from the unwholesome pressure of the individual voters.

It is usual, also, when the change is made and a city manager appointed for the elective system also to be altered so that the councillors represent the community as a whole, thus shelving the pernicious ward system, which, while theoretically correct from a purely democratic standpoint, has in practice proved itself to be replete with abuses of one kind or another. Small committees usually work more efficiently than large ones, and because they are relieved of committee work, a large council is not necessary.

The city of Outremont, which lies to the north of Montreal, has rightly been cited as an example of successful administration under a city manager. Your correspondent, however, omitted to mention Westmount, also one of Montreal's suburbs, and now a large city which, for many years has been under the control of a city manager, working under a Mayor and a small Council, and which is frequently quoted as the best managed city in Canada, in striking contrast, unfortunately, to the metropolis itself. It is not unworthy of mention that the city of Westmount houses many of Montreal's outstanding financial, commercial and professional men and women.

May I suggest, inasmuch as so important a change as is now being proposed for Charlottetown will call for the approval of the citizens generally, and further that the consent of the legislature will be required, that the city clerkship, now vacant, will be filled temporarily, say for twelve months, and that, in the interim, a committee composed of representatives of the City Council and of the senior and junior Boards of Trade, be appointed to investigate the whole question, reporting from time to time to the public the pros and cons of the matter as they are brought to light, thus giving our citizens full opportunity to master the question which might finally be decided through the medium of a referendum.

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

Dawn Of Confederation

(Toronto Saturday Night

In the charming little city of Charlottetown there is being celebrated during the coming week the seventy-fifth anniversary of the event which was the first step in the process leading to Confederation. As every school child knows, the Charlottetown Conference which opened on September 1, 1864, was called merely to deal with the problem of unifying the three Maritime Provinces, then each a separate colony; but on the second day of its sessions it admitted the representatives from "Canada" — the badly working Union of Upper and Lower Canada which was seeking a way out of its deadlock—and from that moment there appears, in the words of the souvenir brochure just issued by the organizers of the celebration, "to have been no further discussion of the original plan for a purely Maritime union." On September 10 the Maritime delegates reassembled at Halifax (whither they had been tactfully conveyed in a steamer belonging to the government of Canada and appropriately named the "Victoria") and accepted the invitation of the Canadians to the Quebec Conference of October 10.

Those were days when the statesmen of British North America had larg vision and a noble faith in the future of their half-continent, the energies of their fellow citizens, and the vitalizing power of British political institutions. They were not easy days; in many respects they were more difficult even than those in which we live today. There was no such friendship as exists now between British North America and its great and powerful neighbor, the United States; indeed it was largely a well-founded fear of aggression by the United States that led to Confederation. Canadian trade with Great Britain was less stable and less officially encouraged than it is today. The progress of British North America was constantly hampered and impeded by the changing personnel and often short-sighted views of Downing Street authorities. Instead of too much in the way of transportation facilities between the different parts of the northern half-continent there was too little, and the separated colonies were too dependent on the adjacent States or the supplies they needed and a market for their own produce. They were plenty of unemployment problems, but as everybody believed that being unemployed was a man's own fault nobody bothered very much about them, which may have been slightly inhumane but saved a great deal of political bother. In that atmosphere there came to the front men like Macdonald, Cartier, McGee, Tilley, Tupper, Langevin, Pope and the rest of the remarkable galaxy whose assembling at Charlottetown is to be commemorated next week, and who had at least one thing which some of their successors, perhaps equally able, seem to lack — the self-mastery which enabled them to set aside purely personal rivalries and jealousies when a great cause had to be served.

The Regimentation Bogey

(Globe and Mail)

The Dominion Government has finally rejected the Canadian Corps Association's plan of vocational camps for 50,000 unemployed youths on the grounds of prohibitive cost and regimentation. It involves, it says, "a type of institutional life not in keeping with Canadian traditions." Is regimentation worse than starvation? Must young Canadians anxious to serve their country be forced to ride the rods forever because of lack of courage and statesmanship? "Institutional life" holds no terrors for men in their twenties who hitchhike from Halifax to Vancouver in a vain search for work.

It is clear from the statement of the Minister of Labor that the Government has no comprehensive alternative plan to cope with youth unemployment, but prefers to pursue the policy of laissez-faire in the hope that palliatives will quiet the long-suffering people until after the election. There is no realization that thousands of young men and young women have lost initiative and morale during the most devastating depression the Dominion has ever known.

The Candian Corps plan, or a modification of it, would school them to take their places in the economic life of the country when normal conditions are restored. If it is too costly, and if the CCC scheme of the United States is too ambitious for the timid souls of Canada, there surely is a happy medium.

Canadian youth demands and needs action. The policy of drift is demoralizing. "Regimentation" would tune up young men who have become discouraged. It would cost less than the ruination brought about by idleness and lack of opportunity. The Dominion Cabinet would do well to ponder the words carved in stone on the Federal Parliament Building: "Where there is no vision the people perish."

For a Delicious Cup of
Orange Pekoe Tea
Mr. Tea Pott Says:
Use BRAHMIN
Full Flavoured Tea

DALVAY HOUSE
At GRAND TRACADIE
Owned by the National Parks of Canada
and operated by
The North Shore Hotels Company Limited
Owners and Operators of Stanhope Beach Inn
Open for Tourist Season
Catering to Luncheon and Dinner Parties
and Afternoon Teas
Dinner Parties Formerly accommodated at Stanhope Beach Inn will be served at Dalvay House without delay.
Luncheon: 1.00 p.m. Dinner 6.00 p.m.
Three hours notice is requested for Afternoon Tea served from 3:00—4:30 p.m.

L279-7-11-13-15

ROYAL VICTORIA COLLEGE
(FOUNDED AND ENDOWED BY THE LATE RT. HON. BARON STRATHCONA AND MOUNT ROYAL)
MCGILL UNIVERSITY MONTREAL

Applications should be made early.
For all information apply to THE WARDEN

Recently enlarged fireproof building, thoroughly modern equipment. For women students, resident and non-resident, preparing for degrees in the Faculty of Arts (B. A., B. Sc., B. Com.) and in the Faculty of Music. Diploma courses in the School of Physical Education.
A limited number of Scholarships and Bursaries.

"CALLING ALL CARS"

The open road is calling. Answer with assurance by checking over your insurance coverage NOW.

Do you have personal accident insurance?

Is your home protected and guarded with Fire, lightning and burglary Insurance?

Is your automobile insurance adequate for all emergencies?

Our agents can provide proper coverages at short notice. Then, should mishaps occur, the policy of one of the oldest and strongest Companies in existance will be your FRIEND IN NEED.

Quotations furnished without obligations.

HYNDMAN & CO. LIMITED
Established 1872
Offices: Charlottetown, Summerside, Montague.

10c Per Fig
FROM EAST POINT TO NORTH CAPE

DOWN THE BACK STRETCH

Nothing is so uncertain as a horserace and it is a relief to know that you can be certain of the Goodness and Quality of

HICKEY'S BLACK TWIST

MANUFACTURED BY
HICKEY & NICHOLSON TOBACCO CO. LTD. Charlottetown