

THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY, SEPTEMBER 6, 1933

CAIRN AT DUNVEGAN

Reference was made in these columns recently to the London Times account of the unveiling, on the shore of Loch Dunvegan, Isle of Skye, of a memorial cairn to the MacCrimmons, for three hundred years hereditary pipers to successive chiefs of the Macleods. The unveiling ceremony occurred on August 2nd, and was performed by the present Macleod of Macleod, Laird of Dunvegan, "The Bookman," in the Winnipeg Free Press, has some interesting notes on the subject, from which we quote:

Dr. Johnson, in his "Journey to the Western Islands," tells us that at Dunvegan he "tasted lotus" and was in danger of forgetting he must travel further. He composed two odes when in Skye. While guest of the Macleod, the bagpipes played during meals. He foregathered with MacCrimmon, too, and speaks of his College for the Pipers.

The Manchester Guardian is quoted as authority for the statement that the last man of MacCrimmon piping fame died in Canada, but when or in what part we are not told. It is interesting to speculate on whether he was one of the Skye pioneers who landed in 1803 at Belfast, this Province. The Winnipeg Free Press writer expresses the opinion that he died in the Province of Quebec. At any rate, this last man of the MacCrimmon College of Music composed a Lament in his exile. It must have been wondrously dolorous with its recurring "MacCrimmon shall never return." There was no slack training nor practice in the seven years of study at MacCrimmon's conservatory of the bagpipes. Clans of the Islands and Highlands sent their young pipers there to learn "Ceol Mor" (great Music) or "Pìobaireachd."

The memorial cairn is built at Borreraig, where, presumably, the ancient College stood. The Macleod headed the party which followed a choir of pipers to the spot. His castle of Dunvegan is a fortress as castles needed to be in the fighting days when they were built. He is described as a handsome old Hebridean and an eloquent, and gave an address in praise of the famous family whose monument looks towards the "blue Cullin" known and climbed by Prince Edward Islanders who have visited Skye. The greatest pipers of this day sailed across the Loch with Macleod, sending the sounds of the pibroch across the sea and land. One must have Highland blood in his or her veins to feel what the ceremony meant. The playing, says the Times correspondent, will never be forgotten by the company assembled. Classic tunes stirred old memories. MacCrimmon's "Sweetheart" was played by two pipers together—a concerto—never before played by two in unison. "A mist was driving in from the Atlantic." Other classical numbers were Patrick Mor MacCrimmon's "Lament for the Children," after the death of his seven sons, three centuries ago, and "I got a Kiss of the King's Hand" (1651). The King was Charles II, and his army was encamped outside Stirling. Reviewing his troops one morning he noticed some eighty pipers uncovered before an old piper. Told that it was MacCrimmon, king of pipers, the King called for him, giving the venerable man the royal hand to kiss. MacCrimmon then and then composed a pibroch and gave it the title.

In the afternoon of August 2, a memorial service was conducted in the ruined church beside Dunvegan, and a memorial tablet unveiled. Among the distinguished Scotsmen present was Colonel Seton Gordon, who writes so beautifully about the Hebrides. In his story "The Lost Pibroch," Neil Munro says: "To the pipe of a Piper go seven years of his own learning and seven generations before." The Times showed pictures of the unveiling and of the great company coming down the hill. Prince Edward Island descendants of the Skye pioneers would have given much to have been present at that simple ceremony.

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BOOKS FOR CHILDREN

One of the most attractive features of the new Prince Edward Island Library, which shortly will be in a position to cater to the reading requirements of the whole Province, is the emphasis which will be placed on developing the reading faculty of school children. Already a large number of children's books have been purchased and catalogued. Many of these books are magnificently illustrated and all have been chosen with the greatest care by Miss Bateson with the object of combining recreation with education and of making the library a valuable adjunct to the school curriculum.

So important is the subject of children's libraries that the Montreal Gazette recently devoted an editorial to a discussion of the sort of books best adapted for this purpose. Children, it is pointed out, read for amusement. They love a romance. They take to a good story like ducks take to water. It is not to be expected that all children will take kindly to Homeric tales or Gray's "Elegy," or to such stiff books as Hugh Miller and the Chambers brothers mention as part of their boyhood fare. And it is not needful they should. They are no more inclined to tackle tasks that go against the grain than are folk of the older growth. And there is something to be said in favor of prompting them along the line of their own tastes, provided that in booklore the chaff can be sifted from the wheat. Ruskin held strongly that a child should learn something about the things that blow and grow, flit and fly, in the near-by of their own homes. And why not? The youngsters love flowers. They can be taught something about the romance of insect life. Birds and trees attract their attention and invite their wonder. And of book-stuff dealing with nature life, there is, happily, a plentiful supply. There are nature study books written especially for children, books stripped of hard words, that children can readily understand and which, for young folk and old, are a delight to read and brood over.

Is there, asks the Gazette, any need to advertise Arabella Buckley's "Fairlyland of Science" or Charles Kingsley's "Water Babies"? Any nature book of Fabre, Comstock, Rev. J. E. Wood, J. E. Taylor, Rev. A. Gray, Francis George Heath, C. A. Palmer, Grant Allen, W. H. Hudson, Richard Kearton, Richard Jefferies, or Sir John Lubbock may be picked up confidently at sight. Nor should such books as Bailey's "Talks of Science" or "Some Nature Biographies" by J. J. Ward be passed over without honorable mention. What a vast fund of entertaining lore there is in Taylor's "Half Hours in Green Lanes," or again, in his "Plant Life." Packard's "Half-Hours with Insects" is another captivating nature study saga as are also Ernest Mennault's "Wonders of Animal Instinct" and Dixon and Eddy's "Personality of Insects". The list of nature romances might be greatly extended, and of beautiful books one must not forget "Marvels of Insect Life," color-plated by Theo Carreras and published by Cassell; nor fail to secure the three volumes of "Wild Flowers and They Grow" by Messrs. Corke and Nuttall, these also superbly illustrated. The list here mentioned represents but a few nuggets of a rich vein. And the children can be trusted to know a good thing when they see it.

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Notes By The Way

Application of the National Industrial Recovery Act to the major industries of the United States is becoming, apparently, more and more a matter of difficulty and compromise. The automobile code, after being the subject of controversy between the Administration at Washington and representatives of the manufacturing corporations, has been signed, but the industry has succeeded in retaining a right, in somewhat modified terms, it is true, to engage and discharge employees without regard to their union status, while the Ford Company remains outside the agreement altogether.

One of life's most ironic tragedies the other night in New York received but scant news attention. A man, worn out with the struggle against poverty, spent his last nickel in the Automat restaurant for a roll. He sprinkled a deadly poison on it, ate part of it, then staggered to the washroom and dropped dead. A miserly woman at the same table seized the portion of the roll the suicide left and ate it. She too collapsed and died on the way to the hospital. An investigation showed she was comparatively rich with nearly \$60,000 in various banks. The man died in a greedy effort to save a nickel to add to her store.

Figs up to a certain age and weight are now being bought by the United States Government as part of its recovery program. The idea is to buy 5,000,000 of them at a cost of \$5,000,000. In the United States corn is raised for the most part to feed hogs. If, therefore, corn raisers do not curtail their crops there will be an over-production caused by the absence of the hogs that naturally would consume them. But if the reduction in the pork supply results in a corresponding reduction in the corn supply two classes in the community will have achieved higher prices, the corn raiser and the hog raiser.

Japan's protest to France against the proclamation of French sovereignty over seven small islands in the South China Sea midway between the Philippines and French Indo China brings to three the number of nations concerned over control of these hitherto inconspicuous fragments of earth, for China also claims an interest in them. They are not within the jurisdiction of the Philippines; when, on July 29, the announcement was made that possession of them had been taken by French war vessels it was added from Paris that the United States had been consulted and "had welcomed the idea, preferring French rather than Japanese occupation." This statement the United States officially denied.

Chancellor Hitler has declared that the Saar Valley must be returned to Germany. We may be certain that France entertains a different view. There is to be a plebiscite in 1935 to give expression to the views of the people. One German spokesman says his country will ask France to restore the Saar Valley to the Reich before 1935, but compliance is highly improbable.

It is estimated that in Great Britain there are at least 30,000 whose nerves are seriously impaired by war service. It may even be said that there are few surviving in the war without some mental hurt. In many cases little trace of this is left, in others the scars remain, albeit concealed, but in still others the mental wounds ache and sometimes impose a growing disability as the years roll by and physical strength wanes.

Apparently it is not in Austria alone the German Nazis are making trouble. They are found in Denmark, and according to a Copenhagen despatch to The New York Times they and some Danish Nazis are looking for trouble. The government has prohibited the wearing of political uniforms. In South Jutland storm troops organized on the German plan are said to be carrying on manoeuvres at night and make no secret of their design to re-union South Jutland with Germany. The Government is said to be considering the prohibition of the Nazi party. The new Germany is a threat to peace in Europe.

A pleasing feature of Young Canada Day at the Canadian National Exhibition was the attention paid to a large number of poor, underprivileged and orphan children by the Knights of Columbus and Ramon Temple Shrine. These organizations, following their custom of many years, acted as hosts for over 4,000 children gathered from different institutions in the city, looked after them on the grounds and conducted them back to their homes. The undertaking involved considerable responsibility and expense, but the organizers and their assistants were amply repaid by the gratitude of the youngsters.

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.

APPLE PARASITE

Sir,—The apple tree skeletonizer which caused so much injury to the apple trees in Prince Edward Island last year, has again appeared in considerable numbers during the last part of August. A year ago it appeared much earlier in the season, and for that reason caused much more damage. Parasites seem to have greatly reduced the pest, which in another year or two would likely disappear. Many of these insects have already spun a cocoon for themselves on the leaves, but where they are still active the use of one pound arsenate of lime to each 40 gallons of water to which has been added 3 pounds of hydrated lime to prevent burning, might be effective as a spray to kill these insects. Early fall apples should be harvested before spraying.

I am Sir, etc., J. A. CLARK, Superintendent, Experimental Farm.

THE MCINTYRE HIGHWAY

Sir,—The Patriot newspaper boasts about the good condition of the McIntyre Highway which it says the Liberal Government "gave" to the people of this Province. It was a "gift" which cost the taxpayers over \$27,000 a mile, and the fact that it is in good travelling condition is commendable not so much to the Lea Government as to their Conservative successors in office. I am credibly informed that this section of road costs more annually to keep in repair than any other section of equal length in the district. Moreover, it became necessary this spring to make repairs which common sense on the part of the Lea Government would have avoided. I refer to the new culvert installed, about which the Patriot has so much to say. The original culvert was an eighteen inch structure, altogether inadequate to the purpose and which the rains washed away, flooding the highway. The present Government replaced it with a three foot culvert. There was no unnecessary delay or inconvenience to motorists, as the Patriot says. On the contrary, the work was done expeditiously and with a minimum of inconvenience. But why was it necessary? Simply because the Public Works Department under Mr. McIntyre bungled the job.

It is certainly amusing to read in the Patriot that "throughout the season there were many of the highways in bad shape, full of ruts and holes, and it was certainly refreshing to travel on the McIntyre Highway." Every motorist recalls the craters that were left on the roads after the Lea Government quit office. The roads this summer were admittedly in better shape than they have ever been. If the Stewart Government had wanted to "copy the policy" of their predecessors, they would have left the McIntyre Highway unrepaired. If they had done so it would have been the most disreputable-looking highway in the Province. But instead they gave constant attention to the cracks and crevices, which, as The Guardian predicted, will probably continue to require attention, at much annual expense, because of the lack of proper foundation under the road surface.

The photographs published by The Guardian of the cracks in the McIntyre Highway before the last election—just a few weeks after the work was completed—are still a sore spot with the Patriot. If it was not for the constant attention given to this highway by the present Government, there probably wouldn't be any highway left to photograph!

I am, Sir, etc., TAXPAYER

CAR FERRY RATES

Sir,—The resolution concerning fares for motor cars on the Island ferry, which was adopted apparently without a dissenting voice, at the meeting of the Associated Boards of Trades in Summerside a few days ago, must surely have been given the scantiest consideration, otherwise it could not have received the imprimatur of this presumably intelligent and representative body. This resolution declares it to be the deliberate opinion of the assembled delegates that motor cars and I suppose all other kinds of road vehicles should be carried across the Strait absolutely free, on the far-fetched theory that the

considerable responsibility and expense, but the organizers and their assistants were amply repaid by the gratitude of the youngsters.

That Body of Yours By James W. Barton, M.D. PSORIASIS CURED BY FAT FREE DIET

One of the skin ailments that discourages both patient and physician is psoriasis—white scaly patches like mortar on the skin which, when the scales are peeled off leave a bleeding surface. Just what causes this ailment has never been discovered. By using arsenic internally (Fowler's solution) and ammoniated mercury on the scaly patches, most cases clear up in time, only to break out again perhaps in a few months.

"That 'nervousness' may be a factor is admitted by many skin specialists, as also is the possibility of some gland disturbance in the body. Thus the manner in which the body processes handle some foods may be at fault, as leaving out certain foods from the diet has cleared up a number of cases.

Some research men have found that it is during the cold weather that this skin ailment gets worse, and point out that psoriasis does not exist in the tropics. Drs. O. Grutz and M. Burger, Berlin, relate some of their studies which tend to show that the underlying cause of psoriasis is probably a disturbance in the way in which the body uses the fat foods—cream, butter, fat meat.

Psoriasis may be due to the blood vessels of the skin allowing too much fat to be poured out on the surface of the skin, or because the form in which the fat reaches the skin is so altered that irritation arises.

In any case as it is the fats that cause the trouble, cutting down on the fats should be good treatment. To prove this Drs. Grutz and Burger stopped all other forms of treatment in eleven cases, and simply omitted the fats in the diet.

What was the result? In four cases that had resisted all other forms of treatment, leaving out the fats in the diet resulted in a complete cure; in five cases considerable improvements were observed, and two cases still being treated, likewise show improvement.

It is a boat is but a movable extension of the highway by which they came. Did they give any thought to the implications and ramifications of such a proposal?

If motor cars are to have free transit, why not everything else that travels on the highway, and every person as well. This would mean the occupants of the cars, pedestrians, trucks, loaded and unloaded, anything and everything indeed which does not come by rail, leaving the latter as the sole source of revenue. What is sauce for the goose must be sauce for the gander too. Did any of these gentlemen ever hear of a free ferry for anything? I venture to think that there is not such a thing in existence, even under government control. Why in the name of common sense should ours be so made?

And mark you, this proposal means besides that automobiles are not only to be carried free, but also that the owners are to be saved the cost of the gasoline, and oil and the wear and tear of the car, which they would have to stand if this were a regular highway.

Is it too much to expect them to pay at least what they would thus save, otherwise, they will be bonused to this extent.

Motorists themselves ought to be the first to disapprove of this form of pauperization at the expense of others. I feel sure that as a general thing they would be too proud to accept the gift? The principle that the users of a highway in the form of an expensive permanent bridge for instance, should be made to pay at least the interest on the capital expenditure is now pretty generally accepted, and so toll bridges are not uncommon in many sections of the country and especially to my own knowledge in the province of Quebec. Of the nine bridges, connecting the Island of Montreal with the mainland, for instance, only one or two are free. If this is considered reasonable in the case of bridges, how much more so ought it to be with regard to ferries, where piers correspond in some sense to bridges, and where the transporting agency is continually wearing out and has to be regularly renewed and periodically entirely replaced, to say nothing of the cost of operating in fuel, oil, etc., and in the big item of wages for the operating crew, from all of which a bridge is free? Islands and other places which can only be reached by expensive constructed routes for which a charge has to be made may suffer somewhat materially. That is their misfortune. The only thing to do in such cases by way of overcoming or lessening the handicap is

The Poppy Field IN THE POPPY FIELD

Mad Patsy said, he said to me, That every morning he could see An angel walking on the sky; Across the sunny skies of morn He threw great handfuls far and nigh

Of poppy seed among the corn; And then, he said, the angels run To see the poppies in the sun.

A poppy is a devil weed. I said to him—he disagreed; He said the devil had no hand In spreading flowers tall and fair Through corn and rye and meadow land.

By garth and barrow everywhere: The devil has not any flower, But only money in his power.

And then he stretched out in the sun And rolled upon his back for fun: He kicked his legs and roared for joy Because the sun was shining down. He said he was a little boy And would not work for any clown: He ran and laughed behind a tree, And danced for very ecstasy.

—James Stephens.

to make them so attractive that the extra cost will not be a serious deterrent.

Again, if this novel idea of a moving highway probably advanced now for the first time in history, should be accepted as sound, where would it all end? The people of Vancouver Island, for instance, would be equally justified in asking for a free ferry to their mainland as a trans-Canada highway, under such a theory, could no more be supposed to end at the City of Vancouver in the West than it would at Cape Tormentine in the East. A little thought is all that is necessary to show the absurdity of the whole idea. The man who conceived it must be given credit for ingenuity, but to put it forward as a serious proposition does not argue much for his wisdom. And what shall we say of the body that adopted this extraordinary child?

If they had asked for a further reduction of the rates for automobiles, with a full knowledge of the cost of operating the ferry, (which can now be easily obtained) on the basis of which knowledge they could be able to show that the rates are excessive there would have been some sense in the scheme, but to ask for the abolition of the rate altogether is nothing but the height of absurdity. Perhaps after all they were not really in earnest following out the practice too often adopted when dealing with governments, of asking for more than is really expected in the hope of getting something. It looks though as if the resolution in question is just another of those in the half-digested ill-considered class which tend so greatly to discredit clubs and conventions and meetings generally.

Having shown the highway theory of the Ferry to be untenable and impossible of application, let me turn to the other conception of it, viz, that it is just a part of the railway, which the great majority of right-thinking people maintain it essentially and wholly is. This means that all who cross the strait by this ferry are simply travelling on a section of the railway and must pay a railway fare which, in view of the greater expense involved in constructing and operating, will naturally be greater than on the same length of road on the dry land. An automobile takes up space as freight does, and must therefore be charged as such. If it is to be carried free, how about freight which has come by

rail and which up to this point has been charged for, and how about railway passengers? Should they be all carried free too? And if this particular section of the railroad, why should there be on any other of equal length, or even greater length, dependent on the difference in cost between the two? To ask the question is to disclose the ridiculousness of the whole idea.

This proposal for a free ferry (for that is what the resolution means if carried to its logical conclusion) gains perhaps a little support from the argument that the canals in Ontario and Quebec are free to all kinds of floating carrier. I must confess that at the moment I cannot account for the fact that this is so. There must be some special reason, and yet it seems only right that those who make use of this means of transportation should contribute something towards the cost of construction and the upkeep of the same, just as those who use the railroads for a similar purpose always have done and do. I venture to think that it will not be very long before this one-sided state of affairs will be rectified by the imposition of tolls on all canal-borne traffic.

But if this should not be done, or until it is done, how are things to be set right? The Island Boards say by removing tolls on the Island Ferry. But why the Island Ferry alone? To equalize matters fully a very large section, or numerous sections of the railway, in addition to this small part, would also have to be made free, and where are these to be chosen? It can easily be seen how difficult it would be to carry out such a scheme without the off-heap charge of favoritism.

Let us look at the matter from another angle. The operation of the canal costs, so it was stated at the meeting \$12,000,000 per annum, which can be considered as a deficit. (I take their figures, although I cannot think they are correct) whilst that of the railway amounts to \$60,000,000. The greater part of the former is paid for by that part of Canada which is most benefited by them, viz, Ontario, Quebec, and the two eastern of the Prairie Provinces, because probably quite 75 per cent of the general revenue, out of which this deficit is met is paid in one form or another by this part of the Dominion. The remaining comparatively small percentage is borne by the other provinces and it can easily be shown that the amount which this little island has to meet is scarcely worthy of mention. But however much it may be they have to contribute indirectly of course, towards the railway deficit five times as much, and yet the Island Boards of Trade would recommend a further increase by reducing the income to quite an appreciable extent; this, in view of the fact that this end of the road is doubtless as great a deficit-producing section as any other, perhaps, indeed, the greatest. And in whose favor do they want this done? Motorists, who are doing more to strangle the railways than any other class in the country. If there is to be any discrimination made it should surely be against, rather than for them. It will be seen therefore that the canal argument in the final analysis has but little weight.

If the gentlemen in question had recommended the collection of tolls on canals as a counterpart to tolls on railway ferries they would have made out a much more reasonable

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case. They would then have been asking the government to give us something which would not be a further burden on this already over-burdened land. But to recommend an increase in the railway deficit (for that is what the abolition of this one source of revenue means) when the ruination of the country, because of this same railway, is staring us in the face) does not surely do much credit to the business sense or even to the patriotism of the proposer. I cannot think that their attitude meets with the approval of the electors of this Island, but as no objection has appeared in the Press either in the editorial or correspondence columns, I feel: if my duty as one who is too proud of his native province, to see it laid open to a charge of extreme and, I think, undefensible selfishness, in these days of all days, to show that there is at least one who would feel ashamed to stand by their side. I am Sir, etc. JAN

An Owlsh Instinct

(From the Spectator) One of the strangest byways of instinct—or reason!—in birds was explored a few years ago in the ancient demesne owned by Sir George Courthope in Sussex. It is one of the most English places in England. Its oak forests—from which Westminster Hall was built centuries ago and repaired in this—and its owners have a continuous history remarkable even in English annals; and today as at the beginning the instruments and apparatus of the estate, even to the carts and wagons, are manufactured locally out of the estate timber. Doubtless the early landowner watched birds with as shrewd a curiosity as its present owner; but did any of them discover so strange a habit? Probably not; for in those days unwise come birds were not introduced from abroad.

Dr. Collinge, specialist on the food of birds, denied that the little owl ate young birds or birds' eggs. So Sir George Courthope cancelled an order or a permission for their destruction. Then an observant keeper saw one of these whitewashed owls destroy at one attack seventeen young pheasants; but it left them lying where they fell. Presently it returned with some companions and they together carried off the bodies. Watchers observed them deposit a number of these on a damp meadow, where they were left for some days. By this time busy beetles, those native scavengers, got to their proper work; and at this juncture the little owls returned and ate the beetles which were alleged by Dr. Collinge to be their favorite food. He was justified; but so were the keepers who asserted that the owls were ruinous to young game birds.

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