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THURSDAY, MAY 15, 1913

THE CANADIAN BUDGET.

The keynote of the Budget brought down by Finance Minister White, on Monday afternoon, and reported in our Tuesday's despatches, is growth, development, prosperity. The growth of the Dominion can be best understood by comparison, and when we are told that the increase of revenue over that of the previous year was equal to the total revenue of twenty years ago, when we realize that the growth was continuous, unvarying, healthy, and each year's increase greater than that of the preceding one, we can form some idea of the greatness and possibilities of our wonderful country.

And the increased revenue is only a small part of the story. The revenues are being expended to promote growth. Each province is being generously treated. Public works, agricultural education, conservation, immigration, all are being attended to, and the whole country is rounding out into the full proportions of a healthy, lusty, youthful nation with an assured future.

It is interesting to look backward from the point to which we have already attained. Twenty years ago the total revenue was less than forty millions, the total expenditure a little over forty millions. Forty years ago the revenue was less than sixteen millions and the total expenditure eighteen millions.

In 1870 the total trade of Canada, imports and exports, was, in round numbers, \$148,000,000; in 1890 it was \$218,000,000. Last year it was over a billion dollars.

In 1870 there were 2,617 miles of railway in operation in the whole Dominion; in 1890 there were 13,151 miles, and in 1910 there were 24,731 with a transcontinental railway in process of construction and now nearing completion.

In 1870 the total population was less than three and a half millions; today it is approximately eight millions.

Figures are usually dry and uninteresting, but those telling the story of Canada's growth should not be so regarded. No other country in the world, not even the United States, whose growth was one of the phenomena of history, has made such wonderful strides as Canada has in the last half century, even within the lifetime of the present generation.

At this writing the details of the budget are not before us and we have referred only to the outstanding features. That the Finance Minister is to be congratulated on the year's work goes without saying, and all Canadians, regardless of political bias, will rejoice in the continued prosperity of their country.

THE STATES AND OURSELVES.

At the recent Conference in New York of delegates from Great Britain, Canada, Newfoundland and Australia, with representatives from the United States who are making preparations for the celebration of the Treaty of Ghent—the compact of peace between Great Britain and the United States—in December, 1914, one of the most practical speeches delivered was that by the Canadian delegate, Sir Edmund Walker, the distinguished banker and financier. Sir Edmund did not know to the United States, as some of the other representatives did, but spoke out bravely and honestly on the aims and aspirations of Canada as part of the British Empire.

He spoke of the friendly relations existing between the United States and Canada, the enormous investments of Canadian money in the United States relying upon Canadians' confidence that war between the two countries is impossible. We could not possibly show our belief in the United States more than we do by sending our communications of trade and finance in such an extended way; while we, with our small population, and the States with their large population, understand we would be absolutely at their mercy if the thought of their exercising their enormous power toward Canada was ever present in our minds. The constant fear of being swallowed up by the United States would be paralyzing in its effects on our commerce and industry. But, as Sir Edmund said, we now pursue our own course and policy; we engage in manufactures and deal with our public affairs, and express our opinion about the United States with all the freedom as though we had a population of 100,000,000 people. And why? Because we feel secure in being part of the British Empire. The general disposition of our people is to believe that the United States will not attempt to deny us the right to say what we like, and do what we consider best for our own interests, just as much as though we were two states belonging to the same empire, instead of two states belonging to different political entities. Such confidence would not be possible were we, the weaker vessel, constantly harassed by the idea that we were at the mercy of our mighty neighbor. It is only the knowledge that we are part of a greater Empire than our neighbor that gives us this assured confidence of equality and independence. Knowing we enjoy this equality, or, rather, superiority, it has been natural for us representing the same principles, inheriting the same ideals, living as we have, to be friendly. What it has been hard for us to do has been to preserve our own nationality, to prevent our being swamped by republicanism. Sir Edmund rightly believes—and he came out of the Liberal party because of these convictions—that in the interests of the people of North America, it is best that the two Anglo-Saxon communities should grow up and develop such idiosyncrasies as are natural to them, and be, as it were, an example to each other of that harmony which may live where differences exist among people who have far more in common with each other than they have differences. That is the only way we may hope to make progress along our natural course. We are in the process of development; the United States is now fully matured. Our country is as large as the United States, but our population is two to the square mile, while theirs is thirty-five. We have a long leeway to make up before we can bargain on terms of equality, and meantime our best hope of attaining the desired end is to smuggle in the protecting arms of our Imperial mother.

NOTES.

The general passenger agent of the Boston and Maine Railroad in writing for a further supply of literature about the Island from the Publicity agent says: "Permit us to compliment you on the very attractive appearance of your publications." In addition to the Boston and Maine Railroad, the C. P. R., the I. C. R., the Eastern Steamboat Co. and the Plant Line, all have sent requests for a plentiful supply of the publicity literature. As all these transportation companies connect up with the Island, we should be fairly well advertised for the tourist season. Never before have the transportation companies been so well supplied with literature about the Island.

TODAY IN DOMINION HISTORY.

Nova Scotia's agitation for secession from the new Dominion was brought to the attention of the British House of Commons forty-five years ago to-day, when Mr. John Bright presented a petition. His motion for a royal commission of inquiry into Nova Scotia's grievances was negated by the Commons. Joseph Howe, an eloquent and able statesman who had been excluded from the conference of the "fathers" of the Dominion, led Nova Scotia's opposition to confederation. The secession sentiment soon subsided, but for some time exercised a deterrent effect in the formation of a national spirit in Canada.

Louis Riel, the insurgent leader, surrendered twenty-eight years ago to-day, and was immediately sent to Regina and placed in the keeping of the civil authorities. The arch traitor, defeated and imprisoned, had not lost his power to stir up discord, and his subsequent trial and conviction of treason-felony, and his execution, caused great excitement among the French Canadians, as it was commonly believed by them that Riel was insane.

A British fleet in command of Admiral Swanton arrived at Quebec on this date in 1760. Thus reinforced, the English were assured of the fruits of Wolfe's victory, and De Leyris, the French commander, who had been making a gallant attempt to recover the lost ground, was forced to fall back upon Montreal, where he was soon surrounded.

VALUE OF AUTOS TO FARMERS.

(From Yesterday's Evening Guardian.) Sir:—I am not surprised if, judging by some letters you have received, you thought all the farmers in the country were afraid of the sight of an automobile, or even the thought of them, in our Province. This is not the fact; there are many of our progressive ideas, and who look forward to what will be most beneficial to our island as a whole, and can see the loss we sustain in ruling them out of our Province.

It is quite clear to many readers that some who are writing on this auto question, know little about the condition of the roads, and the auto of seven years ago, running without any laws governing them, going as they pleased through our Province. It was not laws prohibiting their running that was in the best interest of our island, but laws restricting their running, as in all other countries. The loss in our trade, and their use to farmers, is too great to continue long, for it is an invention that is here to stay, and has not reached the height of its usefulness yet. I have talked with island farmers' patent humidors.

who have been through the United States and Western Canada, who know much about the auto of today, and experienced much the same as we have had. When the question of prohibiting autos on Prince Edward Island would come up in hotels and other places, we would hear expressions, which, if we were not known to be Islanders, we would leave them remain so.

The impression is with many here that this is a machine only suited to a class of people with large capital. There is no class puts it to more use than the farmer. True, in style and finish you can pay any price. But the runabout auto of today, which can be bought for from three hundred to fifty dollars up would have cost more than double this price years ago, if as perfect a machine could have been bought then. They are nearly noiseless and have not reached their lowest price yet.

With this runabout farmers get a belt attachment to the auto, slightly raise the auto wheel, and it will saw wood, thresh, pump water, separate and churn cream, anything belt powered can be applied to. Then drop the wheel and they can make fifteen or twenty miles per hour on the road if required, leaving the horses home working the land. In winter in the country horses are not so busy and do the driving when too much snow for the runabout. Anything to equal this machine is saving money to a farmer in time and labor I fail to see.

We certainly have had some condemning all modern inventions. I remember the first hay-mower introduced here; it was to frighten horses, cut the legs of them, and much other damage. Though not perfect at first, more fertile minds kept on improving till now how many farmers would go back to the scythe again. Just the same could be heard from some when the first binder and steel rake appeared. Still they are here now to stay. Now it is the auto that is to leave destruction in its wake—a machine the most labor-saving to farmers of any one of them all.

Now, it is up to the farmers, instead of listening to those unversed ideas about autos, to have strict laws enforced and have them here as well as in other farming countries, and it would not be long till they would see against them, using them on their farm and road, as well as those of more progressive ideas today. Every country will have a certain number of knockers against, not only autos, but every new invention, till they see clear its merits, which is too long for some to wait.

Autos should never be let run without some laws governing their running. But I feel satisfied with those proposed here recently—prohibiting them running on our roads three or four days in the week, leaving those free to those who fear them so much—should be satisfactory to all, till there is more known about the working value of this machine, as well as its pleasure. I would like to hear more from men who have experienced the working of this runabout auto.

I am, sir, etc., FARMER.

THE WATER CART

Sir,—It seems to me there must be something radically wrong in our present method of street management.

The City owns two watering carts for the express purpose of keeping down the dust. Any man with common sense could not help admitting that the street management has hadly failed or neglected its duty in relieving citizens of the dust nuisance. There is not much encouragement to those engaged at householding to have the dust and filth blowing in clouds such as has been the case for several weeks past. Citizens do not mind paying reasonable taxes provided they get good service in return. The water carts should be on the main business streets from six o'clock in the morning to ten o'clock and on the residential streets for the balance of the day. If two water carts won't do the work then let us have three—the City can well afford it. There is no doubt this dust nuisance is a great menace to the health of our citizens.

I am Sir, etc., Tax Payer, Ward 5. 14th May, 1913.

ENGLAND TO ENTERTAIN AMERICAN FLEET

LONDON, May 14.—The Daily Telegraph devotes an article to the proposed visit of the American fleet to Mediterranean ports early next year. It says that British hospitality will be extended to the crews at Gibraltar and Malta, and probably one Egyptian port.

The Telegraph points out that the American fleet will be by far the most powerful in the Mediterranean, and says that the decision of the United States government to dispatch a force of such commanding power indicates the importance attached to the task of showing the flag in the old world with a view to supporting American diplomacy.

In the opinion of the Telegraph, the visit of the American ships will have the effect of inducing the British government to modify its present policy of continuous concentration of the naval power in home waters, which many officers consider injurious to the spirit and character of the service.

MAINLY ABOUT PEOPLE.

M. C. Delaney, M.L.A., Government Whip, North Tryon, was in Charlottetown yesterday, in the interest of a fox company to be organized in North Tryon.

Mr. J. J. Macdonald, B. Sc., of the science staff of McGill University, Montreal, formerly of Vernon River, has accepted a position as engineer in charge of structural design in connection with the projected terminal and harbor development scheme for Halifax.

May the fifteenth is a favorite birthday of persons of scientific attainment, and many eminent savants, doctors and educators will be the recipients of congratulations today. Heading the list is Sir Edwin Ray Lankester, the distinguished English biologist and evolutionist, and Dr. Max Muller, of the University of Pennsylvania, world-famous as an Egyptologist. Sir Ray, who has carried on the investigation in the domain of natural history inaugurated by Darwin and Huxley, passes his sixtieth milestone, while Dr. Muller was born in Germany fifty-one years ago, May 15, 1862. Among other famous scientists born on the fifteenth of May may be mentioned Williamina Paton Fleming, the distinguished woman astronomer of Harvard Observatory, who, during her connection with that institution, discovered nine new stars. Mrs. Fleming was born in Dundee, Scotland, May 15, 1857. Dr. Charles W. Stiles, discoverer of the hookworm disease, and secretary of the Rockefeller commission for the eradication of that scourge, arrived in the world at Spring Valley, N. Y., forty-six years ago today. Dr. Edwin A. Alderman, president of the University of Virginia and an authority on the science of pedagogy, was born May 15th, 1861, at Wilmington, N. C. Sir Ray Lankester, at sixty-six, is still actively engaged in scientific investigations, and in his latest work, "From Ape to Man," sheds much new light on evolutionary processes. The so-called "missing link" does not bother Sir Ray. He has discovered, for instance, that in size of brain there is no wide chasm between the higher orders of monkeys and the lower types of humanity. The gorilla, he has discovered, has an average brain bulk of 500 units, while the maximum gorilla brain is of 670 units. The skull of the fossil man from the gravels of Java has a capacity of only 900 units. "Hence," concludes Sir Ray, "if we accept, as we must, the fact that the brain of man and the manlike apes naturally varies greatly in volume in different individuals, there is no absolute gap in regard to size between the higher races of man and the lower races of man and the exceptional individuals of apes." One of the other differences between humans and the lower animals, the length of time during which childhood and the subsequent adolescent stage of development is prolonged, has also been bridged by Sir Ray, who points out that the periods differ little in the higher apes and of lowest types of savage humans. Another interesting speculation indulged in by Sir Ray is as to the origin and use of the human chin. He has discovered that the most primitive types of humanity were chinless. Dr. Muller, the great Orientalist of the University of Pennsylvania, has been a resident of the United States for a quarter of a century, save during his absences in Egypt, where he has engaged in archaeological work for Carnegie Institution and other scientific bodies. In a recent address on the history of Egypt, Dr. Muller declared that the costume of the women of ancient Egypt did not include even a fig-leaf, and that a single diamond or other stone constituted a complete and fashionable winter wardrobe. Dr. Muller places the period when jewelry formed the only clothing at about the fifth century. B. C. Dr. Muller also said that Queen Taha of Egypt, who reigned fourteen centuries before the beginning of the present era, had been a working girl before she became the bride of the Egyptian king, and was the first queen ever chosen from the ranks of commoners.



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Kitchen Cabinet, Maple, Cherry, Walnut, or natural finish, Height 67 inches. Size of top part 36 inches high by 21 inches deep. Base Top 26 x 43 inches. Top part has large spice drawer on each side. Tilting sugar bin on right side and space for packages, etc., on left side. Large cupboard space in centre. Base has large, dust-proof sliding flour bin on left side, divided into two compartments, 25 and 50 lbs. One large drawer for linen, the other for cutlery and spices. Price \$20.00.

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Montagu Black Fox Exchange Correspondence Solicitors. L. M. McKinnon, Manager Montagu, P. E. I. April 21/13

S.S. COMPANIES FORM INSURANCE ASSO.

NEW YORK, May 13.—A cable from London says: "Owing to the difficulties experienced in connection with insurance on large steamships, the underwriters refusing to accept the whole risk except at almost prohibitive rates, the Cunard, White Star and Hamburg-American companies have completed the combination for the protection of their interests. This has been registered under the title of Excess Values and Total Loss Mutual Insurance Associations, Limited. "It is not expected that Lloyd's will be affected seriously, because the lines retained by the owners of big vessels, such as the Olympic, the Imperator and the Aquitania, amount only to a total which they cannot cover in the ordinary market."

NOTICE

The Pure bred Clydesdale Stallion SIR DONALD (No 5679) Until further notice will make the season of 1913 at his farm, 2100 Main Street, Charlottetown, P. E. I. THOMAS McLELLAN, Owner, Eldon.