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SATURDAY, FEBRUARY 12, 1916.

MARITIME SHIPBUILDING

In the course of Thursday's discussion in the House of Commons, Mr. A. A. McLean put in a plea for shipbuilding in the Maritime Provinces. The time is ripe for such a forward movement. In the old days the Maritime Provinces, and especially our own, were world-famed for producing the sailing vessels which carried freight to and from all quarters of the globe. Competition and the advent of steam vessels ruined this industry, and so far as the Island is concerned, we have not now the requisites with which to re-start the industry. But Nova Scotia is admirably situated and provisioned for this purpose and it will be a pity to permit the present opportunity to slip past without taking advantage of it. A splendid new industry could be built up in a comparatively short time. Merchantmen are in demand, and the output is practically nil, all the shipbuilding yards in the Old Country being fully occupied with war vessels. Freight and charters at the present time are simply prohibitive, due to the scarcity of tonnage.

A sailing vessel, that before the war was engaged in conveying lumber from Jacksonville to New York and merchandise on the return voyage and charged \$5,000 a trip, was chartered a few days ago to carry a cargo from New York to a Northern South American port for \$24,000 for the trip.

This is but one example, and the situation in the coastwise trade together with the growing demands from Europe make it imperative that immediate action should be taken with a view to relieving the pressure. So acute has the situation become that we observe the London Daily Mail demands the raising of the excess profits tax in the case of ship-owners who, it alleges, are making unusually large profits out of the war. It declares that the profits of the shipping industry have increased from £20,000,000 in 1913 to £250,000,000 during the past year, and that many steamers have been able to pay their entire cost in two voyages. The Daily Mail recommends a tax of 75 to 80 per cent. on the increased profits shown by shipping concerns over the pre-war period. A similar tax in Canada might produce enough to subsidize the shipbuilding industry in the Maritime Provinces.

PROTECTING OUR BOYS

Our attention has been called to one or two members of the 105th Regiment who bring disgrace upon themselves and their regiment by becoming the worse of liquor, especially about pay day. Inquiries show that there are one or two well-known city "droughs" enlisted in the 105th Regiment, and these have been reported and dealt with in due course by the officer commanding. These men will no doubt be gradually weeded out and dismissed from the regiment. The Artillery battery had similar experiences and meted out similar punishment. It is only by drastic measures of this kind that the reputation and morale of a regiment can be maintained. There are about 700 men in the 105th in Charlottetown, and not more than a dozen are guilty of intemperance, but these few are sufficient to give the soldiers as a whole a bad name. These city toughs know how and where to get drink illicitly, and are thoroughly acquainted with the "runners" who act as go-betweens. If the prosecutor and police could lay one or two of the "runners" by the heels they would do a great deal towards putting an end to the illicit trade. Nearly all the run-holes are known; certain parts of the city are prescribed so far as soldiers are concerned, and the next step is to stamp out the "runners." This should not be difficult. Let the men who get drunk be watched and it will be seen that their associates are "birds of a feather." The movements of these associates should then be kept under observation, and the authorities would soon be in a position to know the source and avenue of supply.

GERMANY ALREADY DEFEATED

Onlookers are supposed to see most of the game, and although this is not true of diplomacy it is interesting to get an outsider's views on the causes of the present war and some of the things at stake. In the current number of the American Review of Reviews, Mr. Frank H. Simonds writes a particularly interesting article on "Sea power and the War," and besides throwing considerable light on a somewhat obscure subject, he asserts that Germany is already defeated. He says we must always bear in mind that

this war is, in its main issue, a contest between the Germans and the British. The dispute between the French and the Germans is limited to a single Province. Russia and Germany could arrange their differences by bargain. Italy could be bought off by a payment in territory. But it is not any question of relatively minor importance that separates Germany and Britain. On the contrary, Germany has asserted that Britain has deliberately set out to thwart her expansion, to check her natural growth, and that it is only on the ruins of British sea power that she can erect that empire which is necessary to her existence.

Great Britain on her part, slow to perceive the challenge, has now taken it up as she took up the challenge of Holland, of Spain and of France both under Louis XIV. and Napoleon. In every one of these cases Britain did not pause with a victory or abandon hope when she was left alone to fight. She fought to the end and to the destruction of her foes, so far as their marine ambitions were concerned, because she saw in these ambitions a peril to her own existence. To-day she has accepted the German challenge as Rome took that of Carthage. She is bending her energies and her power, not to throw Germany back within her own boundaries in Europe, but to put an end for a generation at the least to all peril at sea. She is fighting, not to destroy the German nation, but to destroy Germany as a rival naval power and marine competitor.

Absorbed in our study and interest in the land operations, properly impressed by the magnitude of the German victories, we, as indeed the observers in the whole world, have too little appreciated the truth that the land operations have lacked the character of a decision; and the fact that they have lacked this character has given to the naval operations an importance far in excess of those on shore. British muddling, defeat, disaster on land have captured the mind of a generation which is too unfamiliar with British history to appreciate that the same things have marked every great British conflict and were fatal only in the case of the American War of the Revolution, and then merely because Britain at the decisive hour also temporarily lost control of the sea.

On the map, the German conquests make a formidable showing, but how much more impressive is the showing of the British conquests if you color the seas to indicate them! Some day Europe will talk peace, but what value will peace have for Germany if it does not include in the terms the right to use the seas? But how is Germany to persuade Britain to concede this right, if she cannot conquer it? Does any one suppose that Germany will be able to exhaust Britain before she is herself exhausted? This is absurd, because Britain is still able to carry on a portion of her industrial life, and her resources in capital far exceed German.

As for ruin, when peace is made, if the British are able to compel the Germans to give up their merchant marine, even if they are only able to forbid German ships the right to use their harbors and their colonial ports and naval stations as ports of call, in concert with their allies, German shipping will be out of the race and the British will replace their only rival in the carrying trade of the world, and find her new wealth to replace the old.

Mr. Simonds concludes his interesting review by emphasizing that eighteen months after the outbreak of the war, sea power, navalism if you please, has so completely bested militarism, that the situation that exists, unless Germany can find some way to modify it, by success over the British, insures German defeat exactly as Napoleon's defeat was insured when he failed to dispose of sea power and faced the continent in arms.

SUCCESSFUL CO-OPERATION

We have received the annual statement of the Dunstaffnage Cheese and Butter Company, Ltd. We understand this company manufactured cheese for a number of years but found it unsatisfactory to the majority of their patrons who realized the importance of having the skim milk to feed the young stock on their farms.

During the last twelve years they have devoted their attention entirely to butter making; from 1903 to 1912 they operated as a whole milk creamery with fair success. Owing to their patrons being scattered over a large district the expense of getting the whole milk to the factory and the condition of the skim milk in warm weather when returned to the patrons a long distance from the factory was a serious handicap.

During the last three years they have operated on the cream gathering system. This has enabled them to extend their business. From the increased number of patrons and the increased returns they are paying them from year to year it is very evident that they are now working along the right lines.

During the past year they have been receiving cream from the east as far as Elmira and from Kensington in the west, also from Murray Harbor. There are over three hundred patrons, an increase of upwards of one hundred during the past year. The average net value of the butter fat to the patrons was 28.2 cents per pound, equal to \$707 per hundred for milk testing 3.8 per cent., a very satisfactory price with the skim milk left on the farm.

The success of this business has been due entirely to good management and hearty co-operation, the patron living sixty miles from the creamery receiving the same price per pound for his butter fat as the patron beside the creamery.

The report of Mr. William Gibson, the President of the Company, states that the manufacturing capacity of the creamery was taxed to its limit during the summer months and that arrangements are already made to enlarge their plant to accommodate the large increase expected in the business during the present year.

HAPPENINGS OF THE WEEK

The Khaki Concert on Tuesday evening was thoroughly appreciated by the large audience present and was another evidence of the deep interest taken by the citizens generally in the members of the 105th Regiment which is growing in popularity from day to day. It was also a success financially over \$190 being realized.

Keen anxiety was felt this week for the safety of the Provincial members when the news of the Ottawa fire reached this city. Reassuring telegrams however promptly arrived and except for the nervous shock over their narrow escapes Mr. McLean and Mr. Nicholson were not seriously injured. The latter however, had his moustache and eyebrows scorched. The fire however has cast a gloom over many homes and is a Dominion wide disaster.

Mrs. Walter Rowan was the hostess at a very pleasant tea on Wednesday afternoon which was given in honor of Mrs. Donald Nicholson wife of the member for Prince Edward Island. The tea table in the dining-room was prettily decorated with pink roses and maiden hair ferns. Among the invited was Mrs. A. A. McLean, Mrs. W. J. Beatty, Mrs. Senator Murphy, Mrs. J. A. Reddick, Mrs. B. W. Sherwood, Mrs. Thos. Duncan and others.

At the afternoon tea given by the Women's Auxiliary in St. Peter's Hall on Thursday, a very interesting paper was read by Mrs. W. L. Cotton on impressions of the Panama Exposition and the West. Prof. Vinicombe gave two violin solos in his usual artistic style. Piano solos were played by Miss Olive Ings and Miss Mary Bartlett and Fred Hine, one of our coming vocalists, sang very sweetly, Keep the Home Fires Burning. Tea and cake were served to the guests before leaving.

Mr. Fred Davies of Winnipeg is visiting Sir Louis and Lady Davies in Ottawa this week.

Mr. D. R. Laird, Manager of the Bank of Nova Scotia, in Amherst, who has been confined to his home through illness for some weeks, is reported to be improving. It is probable that Mr. Laird will have to get a leave of absence to go to one of the larger cities for special treatment. Mr. Laird's many old friends here will sympathize with him in his severe and continued illness.

The American Consul, Mr. Pierce is to address the Ladies Club this afternoon on "Macbeth."

Mrs. Goodwill entertained a large number of young people last evening at a sewing party, driving her guests to and from their homes, which was thoroughly enjoyed. After a busy evening of knitting, crocheting, sewing, etc., lovely refreshments were abundantly served and a very delightful social time came all too quickly to a close.

The afternoon bridge club met Thursday of this week at Mrs. A. W. Weeks' beautifully appointed home on Fitzroy Street.

The chamber concert given on Thursday evening by Rev. Dr. and Mrs. Fullerton for patriotic purposes was certainly a rich, musical treat, each number on the program being a gem within itself and thoroughly enjoyed by the large audience of ladies and gentlemen present. The performers Miss Lucy Blanchard, Miss Helen Hughes, Miss J. McDonald, Mr. Bruce and Mr. Barlow, all old favorites were in excellent voice with the accompanists, Mr. Watkis and Rev. F. Littlejohns are certainly gifted musicians. The program was suitably ended with the National Anthem in which the audience joined heartily. The guests then moved around in a social manner until the refreshments were daintily served by a number of agreeable young ladies, the gentlemen assisting. The prettily appointed tea table in the dining-room was presided over by Mrs. McPhail, Mrs. Irving and Mrs. McDonald who poured tea and coffee. Dr. and Mrs. Fullerton were assisted in receiving by their daughters all of whom are delightful young hostesses and a most enjoyable evening ensued. The proceeds were certainly satisfactory as upwards of two hundred guests were present.

Mrs. Alfred E. Jamieson, formerly

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SYMPATHY.

A silent look of affection and regard when all other eyes are turned coldly away, the consciousness that we possess the sympathy and affection of one being when all others have deserted us, the hold a stay, which no wealth could purchase or power bestow.— Charles Dickens.

True worth is in being, not seeming, in doing each day that goes by some little good, not in dreaming of great things to do by and by. For whatever men say in blindness or in spite of their fancies of youth.

There is nothing so kingly as kindness. And nothing so royal as truth.

We get back our mete as we measure.

We cannot do wrong and feel right.

Nor can we give pain and feel pleasure.

For justice avenges each sight.

The air for the wing and the spar-row.

The brush for the robin and wren. But always the path that is narrow and straight.

For the children of men.

By ALICE CARY.

Miss H. Hodgson, received for the first time since going to Halifax, at her apartments, 30 1/2 Seymour street on Wednesday afternoon of this week. She was assisted by Miss Jamieson. Mrs. Jamieson looked exceedingly winsome in a gown of white satin with point lace and mink trimmings. The reception and tea rooms were decorated with pink carnations. Mrs. Charles Robertson, of Charlottetown, poured tea. Mrs. George H. Laidlaw served the ices, and they were assisted by Miss Stella Fletcher, of Charlottetown. Mrs. Keith Rogers and Miss Ethel Hodgson of Charlottetown, sister of Mrs. Jamieson and Mrs. Ira D. Hubley.

Mr. and Mrs. E. Norton of Halifax are here on a short visit and are being heartily welcomed by their many friends.

Mrs. J. Leslie Tennant was at home at 8 Brighton Road for the first time since her marriage yesterday afternoon and was assisted in receiving her guests by Mrs. Theodore Ross and Mrs. J. A. Clark. In the tea room Mrs. J. A. S. Bayer poured tea while Misses Adele Gordon, Marion Auld and Jean Gill assisted in serving. Prof. Hinton furnished music during the afternoon. Little Miss Marjorie Stewart welcomed the guests and showed them to the drawing room which was decorated with pink roses while in the hall and tea room were baskets of beautiful yellow daffodils.

A committee of ladies of the Women's Club intend having a Patriotic Bridge on Thursday evening Feb. 24th.

WINTER ROADS

Sir,—The comments of Roadmaster in your issue of February 1st, strikes a timely note in connection with the question of breaking and locating of winter roads.

If I understand the intention of the Road Act of 1912, my opinions must certainly clash with the conclusions of Roadmaster, for I consider that he, and he alone, is, or ought to be, responsible to the travelling public for the locating and breaking of winter roads; and he should not be allowed to shirk his responsibility, nor relegate his duties to the not always tender consideration of the people of a district whose opinions often differ on such matters. One or two shirkers will often cause better men to neglect their duty.

Some are always ready and willing, even generous in doing their part, whilst some other who may be a good fellow in many ways, takes no interest in those things, is always slow, never ready to turn out, or he feels that he is overlooked if the work is not done or the road located just to suit his particular fancy. He knows that Roadmaster is exempt from a fine, or as Roadmaster puts it, not responsible, and would not likely take harsh measures with a neighbour, and too often we find this is the case and the roads are neglected.

On a rural mail route of 20 miles or more there are several Roadmasters and various conditions to deal with. In many sections the courier will find no track but his own for a week at a time, and generally after a storm he must make a road for himself. The bounds of school districts are often found at the line dividing farms fronting on different roads, and a mile or more from either—heavy pole fences are opened or blown down early in the Fall, the road located through ploughed fields, rough swampland, over water courses, logs, brush, debris of every kind, and after a storm some resident will make signs from a distance pointing out the easiest way to get through, and if you get a word or two with him, he is much surprised that the roads are not broken, and that the Roadmaster so neglects that particular part of road, and will tell you that if he were driving the mails he would not go on that kind of road.

Roadmaster says: "Every man is given to understand that failure to make roads passable immediately after a storm is liable to a fine." To whom are they responsible? Not to the travelling public. The Roadmaster would not like to enforce a fine. He is not responsible and values more the good will and friendship of a neighbour than of those whom he may never see again.

The country is spending a lot of money in building up roads and draining low places in the summer season, and it is money well spent. But to give this work no care in the winter season, when so much destruction could be prevented by a little attention seems wanting in foresight or lacking in judgment. This duty should be placed solely on the Roadmaster, and he should be made responsible and liable to a fine for neglect of anything regarding roads in both winter and summer.

The man who makes provision for winter roads by fencing with wire, removing all obstructions that tend to collect snow on the highway fronting his own farm, should not be held responsible for bad conditions in front of his neighbours, where century old log fences are allowed to exist, often encroaching on the highway and the owners of such are the most remiss in the breaking of winter roads.

Let the government pass a law, and enforce it, that all the above mentioned obstructions that collect snow in winter shall be removed within two years and make the owners of such responsible for the good condition of winter roads, where such obstruction exists until such time as they are removed. Give the roadmaster more power in road matters and make him

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PATON'S

responsible to the people for the good condition of winter roads. Then, and then only, will it be possible to carry out the condition of Rural Mail Delivery as laid down by the Post Office Department of Canada. I am Sir, &c. COURIER, R. R. No. 1, St. Louis

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