

THE GUARDIAN

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DIARY OF EVENTS

TODAY.

City Magistrates Court 9 a. m.

THURSDAY, AUGUST 14, 1913

A LIVE CORRESPONDENT.

Moncton Transcript, though published in the centre of railway activity, is very much behind hand with its railway news. Under date of August 12—exactly three days after President Mosher of the Canadian Brotherhood of Railway Employees, declared "everything is satisfactorily settled" between the Brotherhood and Mr. Gutelius, General Manager of the I. C. R.—The Transcript asks:

"By what occult reasoning does the Guardian make the question of so-called confidential clerks bear upon the reduced hours for the painters in the I.C.R. shops? What has the question of their reduced hours to do with the confidential clerks?"

"What has the question as to whether the train agents appointed on the passenger trains shall take the place of the conductors and the number of conductors and brakemen on these trains be reduced, to do with the question of confidential clerks?"

"What has the injustice involved in the unskilled laborers in one branch of the employ working ten hours at ten hours pay to do with the unskilled laborers in other branches of the employ working nine hours a day at ten hours pay?"

Let us hasten to assure our Moncton contemporary there is nothing occult about it at all. Only we have a very live correspondent in Moncton who advised us as follows on the evening of August 6—see our issue of August 7—on the very points The Transcript raises six days later:

"MONCTON, Aug. 6—Although the special committee of the Brotherhood which has been in conference with Mr. Gutelius all day over matters affecting the men on the I. C. R. would not talk definitely tonight on the result of the conference, it is believed that the matter is practically agreed upon and tomorrow will see the end of it. There is now no danger of a strike. The basis of agreement, so far as wages is concerned, is the same as already announced. The lower paid clerks get increases of ten per cent and the higher paid men \$5 per month. Laborers will receive the minimum amount in the trackmen's schedule, namely 17 and 15 cents per hour."

"An understanding was also reached in reference to confidential men. As a result of the decision more than 100 clerks employed in different departments will be taken out of the schedule."

"Mr. Mosher, President of the Canadian Brotherhood, in conversation with your correspondent tonight, said HE IS WELL PLEASED WITH THE TREATMENT ACCORDED BY MR. GUTELIUS. The men taken out of schedule will receive schedule wages. All increases will date from March 21st, 1913."

On August 9th President Mosher confirmed this forecast as being satisfactory. Is it not a little belated for The Transcript to raise any question on these details when Mr. Mosher assured our correspondent in Moncton six days previously that he "is well pleased with the treatment accorded by Mr. Gutelius"?

If The Transcript kept a little more in touch with Mr. Mosher and were a little less actuated by party prejudice, there would have been a good deal less of the alarmist and unfounded strike news in the other Laurierite journals in Halifax and elsewhere.

MR. BORDEN'S MESSAGE.

Premier Borden's message to Captain Halsey of H. M. S. New Zealand in which he said "the splendid, patriotic action of the Dominion of New Zealand in providing this battleship for the great and necessary purpose of strengthening the naval forces of the Empire affords not only an example but an inspiration to the Canadian people," has been seized upon by Laurierites as an excuse for claiming that Sir Wilfrid's policy was intended to do for Canada what Australia and New Zealand are doing for themselves. Some people have conveniently short memories, and it may be well to refresh them with a repetition of the outstanding facts.

The first proposals for naval defence between the colonies and the homeland emanated from Australia. In the seventies there was an alarm in the Antipodes over the aggression of Russia in India and a suggestion was made to the Admiralty that if it could see its way clear to increase the squadron of the British warships in those waters the colonies might help to defray the additional expense. It was not until 1878 that any serious attempt was made to tackle the problem. In that year a plan was formulated by which the Imperial navy was to protect the floating commerce and Australia to

supply protection for the principal ports by means of mines, forts, etc. Forts were erected and several of the Australian colonies purchased and built ships and small craft suitable for harbor defence.

In 1879 Lord Beaconsfield appointed the Carnarvon Commission "to inquire into the defence of British possessions and commerce abroad." The information collected by the commission was published in three volumes. It was the first systematic attempt to determine the factors of the problem with a view to its settlement. The report created a great deal of interest and largely as an outcome there was called the Inter-colonial Conference held at Sydney in 1881 when a resolution was passed that the naval defence of the colonies, considering the large Imperial interests involved should continue to be at the exclusive charge of the Imperial Government. At the same time it was asked that the Imperial squadron should be increased.

The time was not ripe apparently for co-operation and nothing definite came until 1887 when Sir George Tryon, commander-in-chief of the Australian squadron (this was in the days before Britain's fleet was concentrated in the North Sea) drew up a scheme with the Australian governments by which the colonies bired a force of men-of-war as an addition to the Australian squadron. This force consisted of five third-class cruisers of 2,500 tons displacement and two torpedo gun-boats. Great Britain bore the cost of building and equipping these vessels and Australia agreed to pay the sum of £91,000 annually for their maintenance and manning and also the sum of £36,000 annually for ten years as a contribution towards the original cost.

The scheme was agreed to at the first Colonial Conference held in 1887 and was ratified by the Imperial Defence Act of 1888. It was to last for ten years. At the second Colonial Conference held in 1897 Cape Colony offered the cost of a first class battleship but subsequently agreed to pay £30,000 annually towards the cost of the Imperial Navy. Natal offered at this Conference a gift of 12,000 tons of coal annually.

At the third Imperial Conference the contribution of Australia was increased to a million dollars a year while the New Zealand contribution which had been previously £20,000 a year was doubled. The Cape Colony contribution was increased to £46,000 for the general maintenance of the navy. The Natal contribution was altered to a sum of £35,000. Little Newfoundland offered a contribution of \$3,000 towards the maintenance of a branch of the Royal Naval Reserve and a capital sum of £1,800 for fitting up and preparing a drill ship. All that Canada offered at this conference was honeyed words from Sir Wilfrid Laurier.

In 1907 the fourth Colonial Conference was held. It was at this conference that Australia announced its intention of starting a local navy, but it must be remembered that since 1887 Australia had been making cash contributions to the Imperial Navy and for the five years previous a million a year. New Zealand continued its contribution raising it to half a million a year. Cape Colony and Natal also continued their contributions. Sir Wilfrid Laurier again refused to commit Canada to any policy of naval defence of any kind and threw a wet cloth over all proposals for co-operation between the motherland and the colonies.

In 1909 the New Zealand Government offered to bear the cost of construction of a battleship of the latest type. In 1909 was held the Imperial Defence Conference. It was at this conference that Australia agreed to establish a fleet unit. This is the agreement with Australia the Liberal press is now stating Canada has violated. It was the Laurier Government which violated the agreement. Australia went vigorously ahead with its share of the program and all Canada did was to start its joke Rainbow and Niobe navy. It was November 12, 1912, that the Malay States offered the contribution of a battleship and since then the New Zealand and Australian battleships have been completed.

It is not an inspiring story for Canadians or one of which we have any reason to be proud. There is not another important unit of the Empire which has not contributed its share to strengthening the British fleet, while the most prosperous Dominion of them all, Canada, has so far contributed nothing.

The history of naval co-operation between the motherland and the colonies is the strongest possible argument for the endorsement of the Borden proposals to place three Dreadnoughts at the service of the Empire's fleet until a permanent policy could be worked out and submitted to the people for approval.

It is the visit of the first of New Zealand's Dreadnought, built in Great Britain, that affords Mr. Borden the opportunity of lauding the patriotic policy of the Dominion of the Antipodes as an example and inspiration to us.

FIRE INSURANCE.

At a meeting of the Fire Underwriters held yesterday in the City of Charlottetown, it was brought to the attention of the meeting that citizens had been assured that an Auto Chemical Fire Extinguisher was to be secured, which assurance was given to the citizens through the Charlottetown Board of Trade. It has been found that up to the present no provision has been made for its purchase.

The Underwriters view with apprehension the absence of any street fire alarm system, and also the fact that the Electric wiring of the City of Charlottetown is not subject to inspection. They fully appreciate the good services of our firemen but feel that it is unfair that the firemen should not be fully supplied with all up-to-date appliances for effectively fighting a fire.

In view of the above circumstances, on behalf of the citizens, for their protection, the Underwriters urgently request that immediate action be taken by the City Council to provide the above necessary improvements.

It was resolved that a copy of the above facts be forwarded to His Worship the Mayor requesting him to call a special meeting of the City Council to consider the situation.

It might be added that in all cases of fires in this city a strict enquiry should be instituted as to the probable cause, the character of the fight waged against it and the effectiveness of the appliances and equipment of the firemen. Such an enquiry would be an assurance not only to the citizens but to the Underwriters that every means within the City's power is being used to protect property.

We are informed that on the night of the Paton fire every foot of hose in possession of the Fire Department was in use. Had a fire broken out elsewhere this would have created an awkward, perhaps a disastrous, situation. The firemen at that particular fire put up a most splendid fight and as a result of their work the fire was confined to the building in which it originated and the building saved. But while bravery, courage and determination on the part of the firemen are splendid assets they are greatly discounted if there is any want of proper equipment. It is hoped therefore that full enquiry will be made at once into all these matters both to assure the Underwriters that the present rates are sufficient to cover all risks and the citizens that their property is reasonably safe.

NOTES.

Professor Mackenzie of John Hopkins University declares that the operations on tonsils and appendix are "surgical insanities." Specialists of the same University in solemn conclave assembled now claim that appendicitis is due to grouch, hence a smiling good nature is the preventive. Commenting on this, Dr. Charles E. Page, M. D. of Boston says "the appendix is not only a most useful organ, but an absolutely inoffensive one," and that the only way it ever becomes affected is when inflammation of the bowels continues long enough "to reach the appendix by continuity of tissue." All of which means in plain language that a man may as well cut off his nose to spite his face as cut off his appendix to cure inflammation of the bowels.

Mr. Newman Erb, president of the Minneapolis & St. Louis R.R., recently estimated that the automobile had within the last twelve years added \$2,000,000,000 to the farm lands of the United States.

Not more than ten years ago the farm with easy railroad access was, he argued, worth about \$75 an acre while a farm twenty miles back was hardly worth \$10 per acre.

But the latter nowadays is within an hour's easy automobile run and its value has enormously appreciated for that reason. The farmer with his automobile transport twenty miles from the railroad is quite as well off as the farmer of the last generation whose land lay within three or four miles of the shipping point.

Mr. Erb says it is also true that the facilities for getting freights to the railroads have likewise been enormously increased, for good roads have followed the automobiles.

"We have everything you could want in the way of fly catchers, insect poisons, etc. There is no reason your house should be infested with the greatest of all disease spreaders—the common house fly—when you can get such effective remedies at such low prices here. The MacKinnon Drug Co., Corner Great George and Kent Sts.

MAINLY ABOUT PEOPLE

Miss Bertha Gorman of Charlottetown, who graduated from the Emerson College of Oratory, Boston, Mass. with honors in May last, is winning laurels as a dramatic interpreter. Miss Gorman took a Post Graduate course at the Emerson Summer School during July, and in a final presentation played the role of Helmer in the society drama "A Doll's House" by Henrik Ibsen. Miss Gorman has a rare insight into human nature. Her characters are full of life and stir one to the depths. She is original, magnetic, self-controlled, and has a thorough knowledge of the springs of genius and the keen and subtle mind of the interpreter. She has recently given full evening programs at Oak Bluffs, Mass., and other summer resorts, as well as in Boston and suburban towns, and is everywhere admired by those who appreciate the artistic expression of human feeling. In "The Littlest Rebel" by Edward Peple, she caught the audience at once by the sympathetic richness of her voice, that during the recital she was received with enthusiastic rounds of applause until she finally responded with an artistic rendering of the "Swiss Goodnight." Her charm of personality adds much to her presentation. Her friends at home will be pleased to read of the distinction which she has attained.

THE HUMAN PROCESSION

Congratulations too. The Earl of Ranfurly, 57 years old today. Bion J. Arnold, noted electrical engineer and inventor, 52 years old today. Prince Henry of Prussia, only brother of the German emperor, 51 years old today.

E. T. Seton

Ernest Thompson Seton, the famous author of nature stories, whose gifted pen has made his human characters seem almost equal in intelligence to the so-called "lower animals"—almost, but not quite,—was born in South Shields, England, fifty-three years ago today. His youth was spent in the backwoods of wild-west Canada and on the western plains and there he became acquainted with those four-footed and winged creatures whose lives and tragedies he has so sympathetically bared in such books as "Wild Animals I Have Known" and "Lives of the Hunted." His formal education was secured at Toronto Collegiate Institute and in London. Returning to Canada in 1886, he became official naturalist of the Manitoba government, and in that capacity gained the material for his earliest books, "Mammals of Manitoba" and "Birds of Manitoba." All this time he entertained an ambition to become a painter and illustrator of animals, as well as a writer, and this ambition was realized by six years of art study in Paris. It was in the French capital that he met his wife, Grace Gallatin, an American newspaper correspondent and magazine contributor. Mrs. Seton was born in Sacramento, Cal., and her beauty, charm and rare intellectual attainments, so often characteristic of the "native daughters of the Golden West," quickly captured the heart of the young author and artist. The covers and title pages of most of Mr. Seton's books were designed by his wife, and she has also attended to the revision of the manuscripts and the reading of the proofs. Soon after their marriage the Setons went on a honeymoon trip through the Rocky mountains, covering over 10,000 miles in Canada and the States. It was this journey that gave Mrs. Seton the material for her charming book, "A Woman Tenderfoot," and subsequent similar trips resulted in the volume, "Nimrod's Wife." The Seton country; home in Connecticut is situated in a lonely and wild spot where nature still reigns supreme, and yet is not far distant from the teeming millions of the American metropolis.

NOTES REMARKABLE SPREAD OF TEMPERANCE

LONDON Aug. 13.—The very remarkable spread of temperance in the British Isles in every rank of society was recorded by Sir Thomas Barlow, president of the International Medical Congress, in a speech delivered to several hundred doctors of various nationalities at a breakfast given in their honor by the National Temperance League in the Grafton Galleries.

Sir Thomas said that a great improvement in this respect had taken place in the army and the navy where the young officers were setting a good example for their men. There had also been an enormous change among the commercial classes, while the use of alcohol in hospitals and by medical men generally had greatly decreased. The president made an appeal to the doctors present to endeavor to check the consumption of medicated wines, all of which he said were Mtfr. mischievous.

FIRE SALE Big Success This Morning At 10 A. M.

Entrance On Sydney Street

DEPARTMENTS on sale are Furniture, Carpets, and all Ladies' ready-to-wear, Outer and under garments.

No. YARDAGE dry goods on sale this A. M.

All original prices are cancelled by RED MARK.

NEW SALE PRICE IS IN RED

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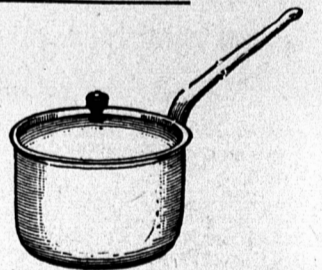
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WHERE TO STAY IN HALIFAX

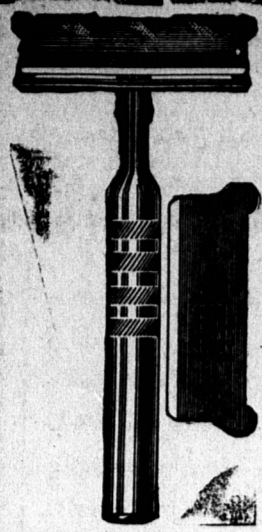
A Foundation Stone Of The Halifax Hotel is Organized Service It costs—but the steady increase in business proves its value When you stay at the Halifax you can enjoy living. E. L. MacDONALD, Manager.

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Mark Cross—a \$5.00 quality razor, by its very name is working magic in the world of razordom. It swept New York with a wonderful record and has come to Canada with the same marvellous success.

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INTRODUCTORY PRICE

25 CENTS

The Blade—"a miracle in steel"—is made of Sheffield steel, scientifically treated, perfectly tempered, hand ground, honed, stropped and hair tested. Extra blades in waxed paper, rust proof packages—5 cents each.

Guaranteed better than any \$5.00 razor or your money back.

J. G. Jamieson DRUGGIST



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BIRTHS

BARBOUR.—At St. Anthony, P. E. Island on Aug. 2nd, 1913, to Mr. and Mrs. George Barbour, a son.

DEATHS

STEWART.—At Kingsboro, Lot 47 on 27th June, Jessie, relict of the late Captain James Stewart, aged 76 leaving three sons and three daughters to mourn her loss.

TODAY IN DOMINION HISTORY

What was called the "Nova Scotia cyclone," although by no means confined to that Province, began forty years ago to-day, and continued to rage along the Atlantic coast for two weeks. The storm was the worst and most destructive that had ever visited the Canadian coast, and was equally severe in the eastern part of the United States. Its ravages were terrible, and, owing to the long continuance of the gale, many superstitious persons believed that the end of the world was at hand. It is known that 1,220 vessels, of varying size, were destroyed. The loss of life was over 600. The fishing industry of Canada was severely crippled. The money loss caused by the storm was not less than \$3,500,000.

A quarter of a century ago to-day steamship Geiser, of the Thingvall line from Copenhagen to New York, was run into by the Thingvalla, of the same line, near Sable Island, eight-five miles east of Nova Scotia. The impact was so terrific that the Geiser was cut almost in two, and sank in eight minutes. Of her passengers and crew, 117 were lost and only thirty-one saved. The Thingvalla was seriously injured, but managed with great difficulty to limp in to Halifax, and the first news of the disaster was sent out from that city.

INCITING DOCK WORKERS TO START RIOTING.

LONDON, Aug. 12.—The "Evening Standard" tells of a new development of the militant movement. It says emissaries of the militant suffragettes are inciting dock workers and others in the east end to start rioting promising them that in the event of their being sent to jail, their families will be provided for out of a special fund, on a more liberal scale than the men are able to do. This proposal is in accordance with a speech made by Sylvia Pankhurst, in the east end on July 21. The women's Social and Political Union denies any knowledge of the plan.