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THE N. B. AND P. E. I. CONFERENCE

The presence among us, at any time, of some two hundred representative men of our own or our sister provinces, would in itself be a matter of considerable importance; of much more grave and serious importance is it when such visitors come to us "charged with the responsibility of leadership in work for the Kingdom of God."

Such was the mission of the New Brunswick and P. E. Island Methodist Conference, the members of which—to the number of between 150 and 200—have been in Charlottetown during the past week. Among them, are the leading men, clerical and lay, in the Methodist Church, one of the largest religious bodies in the Maritime Provinces. They are here as the executive of the Church, its accredited lawmakers, its spiritual guides.

In the pastoral address, published in The Guardian of the 13th, the Conference has reviewed the work of the past year, given its decision on various questions submitted for consideration and generally mapped out the campaign for future action.

The pastoral address will be read with interest and profit, not by Methodists alone but by the Christian people of Canada of all denominations. While, necessarily, the counsel and admonition are framed with a view to the special interests of the denomination over which the Conference has jurisdiction, its pronouncement on the moral, social, and religious problems will apply with equal force to all Canadians.

"We must Christianize the agencies of civilization, purify business, political and social life and win them over to the purposes of the Kingdom of God." In regard to the evils of intemperance, public gambling, the white slave traffic, labour abuses, and others of kindred character we must show that His principles are dictating our policies and practices.

It will be remembered that the General Assembly of the Presbyterian Church of Canada, in session in Toronto last week, made equally emphatic proclamation with reference to moral and social reform. This is the voice of the whole Christian Church of Canada, Protestant and Roman Catholic, and it is a hopeful sign of the times that in their frequent conferences they are coming nearer to a common working ground.

The reference to Church Union, a question which has been freely and fully discussed by the three bodies concerned, and so far without arriving at a satisfactory conclusion, will be read with interest in view of the vote taken last week by the Presbyterian General Assembly, when by a vote of 181 to 65 the majority report of the committee in favor of union was adopted in its entirety, with the exception of an alteration in the clause continuing negotiations with other churches, the alteration suggesting that the negotiations be continued with a view to "consummating the union without delay."

U. S. A'S PERIL FROM JAPAN

Several of the more responsible English reviews have been seriously considering the situation between the United States and Japan, and the consensus of opinion seems to be that it hodes ill for our southern neighbors. The Saturday Review seems to think that there can be but one ending to the crisis that is steadily approaching, and that is we shall have Japan as our neighbors instead of the republic of the Stars and Stripes.

The reasons given are briefly these. Japan is at present contending for the recognition of her treaty rights, and this Washington is unable to do without crushing out California's independence as a State in the Union. That is the ostensible reason for present differences, but the true reason lies deeper; both countries are contending for supremacy in the Pacific. The first direct American challenge to Japan was the policy which led to the annexation of Hawaii, against which the Mikado protested. Then came the conquest of the Philippines and the creation of naval bases in Samoa and the Ladrones. That is to say the United States occupies every strategic position necessary to the control of the Pacific. Thus behind the dispute between America and Japan is a governing cause which must continue to operate until one is driven to give way to the other.

It may be that rivalry of this kind does not always end in collision, being sometimes averted by some powerful factor for peace. In the case of

Japan and the United States there is none. They are racially antagonistic in an acute form. Their spiritual, intellectual, and social ideals are incompatible, and neither geographical position nor political condition imposes on either a wholesome restraint. The inevitable explosion between them will come the moment either thinks she is ready, and suddenly after the manner of all modern war. The question is what may determine the action of Japan. In the event of a conflict she has thrown the responsibility for it on the United States as she did on Russia in 1904. The Panama Canal is not yet open. Her undefended frontiers are safe from attack owing to the existence of the Anglo-Japanese Alliance and Russian preoccupation in Europe. The people of Japan are making their influence felt directly in affairs, and may force the Government to vindicate the national honor by force of arms. In the United States the constitutional machinery is not yet adapted to the conduct of a world policy, and statesmen at Washington talk about peace without providing its only guarantee.

It seems to the writer in the Saturday Review that the popular belief of many people that in any case U. S. A. must come out "on top" is even less grounded on facts when one comes to consider the chances of war. On the eve of the conflict in the Far East Russia ranked as third of the naval Powers and Japan last. Today by similar reasoning the United States is held to be superior at sea. But should it come to actual fighting it will be found that America dare not concentrate her fleet in the Pacific and dare not divide it. Therefore the Philippines, which are only three days' steaming from Japan, would fall to her as easily as they fell to Admiral Dewey in 1898, thereby doubling her territorial extent.

For war purposes Japan is nearer to the Pacific Coast than the United States, and could proceed to make her temporary command of the sea into a permanency. For not only is her rival without an effective army, transport, commissariat and every other essential of modern warfare, but the U. S. A. railway system on the Pacific Coast has no centre. Should the United States hold San Francisco with such strength as she could muster, as she would be bound to do, Southern California and Oregon would temporarily at least be occupied by the Japanese. In short, argues our contemporary, the United States is, at the present moment, in a worse military position with regard to Japan than Russia when the Korean dispute was coming to a head.

THE AUTO

Sir:—I have been interested and considerably amused in following the discussion of late in our Island papers on the auto question. It would seem that the farmers are not quite so ready to admit the automobile as some of our "law makers" who so vigorously championed the repeal of this obnoxious act, would lead us to believe. And while the men who drafted these famous "restrictions" (that were supposed to give us timid Islanders a sense of security) may have been sincere in their belief, any such restrictions would be strictly adhered to by those running automobiles, let me assure you few others do, and it was really amusing for any number of intelligent men to discuss the question of whether fifteen, eighteen, or twenty miles be set as the speed limit, out in the country, clear of the awe-inspiring presence of the police. Who is to know how fast they are running? In other Provinces where such laws are in existence no one ever pretends that speed limits are obeyed by fifty per cent of drivers.

It is almost impossible to hold them in check inside the town limits, and out in the free and open country they run their cars any old way they please. The speed limit is the limit of the car's speed, any time they feel like letting it out or lowering the record for some particular distance held by the last sport's time reported.

It is ridiculous to talk of taking the car's number and resorting to the law to enforce any such restriction. What kind of a case could a lone farmer prove against a car-load of people if they insisted in any case that they were below the fifteen mile limit, in case of an accident? That farmer would be simply ridiculed as a hayseed who did not know what he was talking about. What did he know of an auto's speed, etc.? You might hold up one hand, or both hands and one foot, to many of the men who would be indiscriminately let out in the country with one of these machines for all they would care. Any one who meets the farmers of the other parts of the Dominion knows what a nuisance the running of autos has become. For four or five weeks each year it may privilege to mingle with an intelligent body of farmers, and from their experience with automobiles I do not want to see them running here, for while it may be true in the immediate vicinity of a large town where many are owned most of the horses get accustomed to them in time, yet it is never safe for women or children to drive the roads alone. The distance between the different important places is known and about every other fellow going there tries to beat the last record.

I am stating facts that are almost daily proven by the press in reading of the number of cars turning turtle, skidding, going over embankments, etc., nearly all caused by reckless driving. Only last year an Island

clergyman in New Brunswick (that is supposed to have an ideal auto act) was almost killed by his horse bolting and smashing his rig. No attention was paid to his beseeching hand, and in the excitement and confusion of the moment he did not get the number of the car that caused the trouble, and the reports of the accident all agreed that great indignation was expressed. That is what usually ends any piece of rowdiness in the country. But in this particular we are expressing our indignation while it will be of some benefit. If all men drank liquor as some men drink it there would be little need of prohibition, and if all men would only drive their cars as a gentleman does, I for one would be willing to share the highway with them, but as human nature is now constituted, there is liable to be as many fools let out with these cars as we meet in charge of any other conveyance, with the difference that they have too good an opportunity to take charge of the road. It does not matter how much or little noise or odor is created by the modern machine, it is not the noise, but the absurd appearance of this vehicle without a horse that fills one with terror which is not to be wondered at, as the cute fellow said. It don't scare a horse any more speeding down the road on him than the road would scare a man, and that the average horse is terrified of an auto it is silly for anyone to deny and it takes a long time and constant association with one to get them acquainted. There are some exceptions but this is the rule and I consider the farmers of this Province know a good deal more about this matter than any of those smart Alceks who presume to jeer at them. They experienced them here and many of them have in other places, and it is easy to know the feelings of the farmers who have this nuisance fastened on them. Anyone who read the letter of such an intelligent English farmer as Mr. Metcalfe of Tryon, or how they ruined country life in England as well as many such from farmers in Ontario, cannot believe but that the farmers there are continually annoyed. The following clipped from a letter in Canadian Farm of May 2nd is a fair sample of how "Now that automobiles have practically driven the farmers' wives and daughters from our highways and in many instances the farmers too with their loaded wagons going to market, I am sorry to say that many automobilists are so lacking in common civility as to laugh at the farmers' misfortune when horses and load are upset in the ditch. Signs and signals are unheeded by many, etc., and every day that the farmers team and auto will not do on the same road," and the writer, Mr. Wm. Welsh, goes on to suggest the dividing of the public road.

That such a powerful and high-speeded machine as an automobile has no more right on the country roads than a railway train, the majority of farmers everywhere feel. In control, police protection can control reckless driving and there are so many other busy and exciting things going on around that a horse does not take such notice of them, but it is childish for the advocates of this machine to claim it is as "harmless as a wheel-barrow" or baby carriage. These may perhaps sometimes frighten a horse but they do not come on him at thirty miles an hour and they never maimed or killed anyone that I report speak for itself. "An appalling exhibit of motor vehicles manslaughter is made by the official figures submitted by Secretary of State May in his statement to Governor Sulzer of New York urging the need of more adequate automobile laws. During the years 1911 and 1912, 967 persons were killed and 9,107 seriously injured in automobile accidents in the State of New York. In the borough of Manhattan alone since 1911, 585 persons have been killed outright and more than 4,900 injured by motor vehicles."

What does "20th Century" think of that record for his machine as "harmless as a wheel-barrow"? The person ashamed to sign his name to his insulting tirade of abuse against the Island farmers, but coward enough to slit from ambush.

Such evidence as the above continually brought to our notice it does make one tired reading the letters and speeches of a lot of armchair critics who think it smart to jeer and pool-booh at the farmers' fear of the auto and I would like to see some of these brave men forced to drive many of the ordinary farm horses I have in mind past an auto on some of our country roads. Their experience then would be worth something and if the man who claims he met 500 horses showed any fear, would have driven a horse and met one-tenth that number of average automobiles he would see this matter in a different light. It all depends on how they are driven. These machines are not a necessity here, they would mostly be used for pleasure, to the inconvenience of the large majority of the people. We don't consider this stand still in repair and allow everybody to use them as they do and we can't see why they should expect any special privilege.

This question has been pretty well debated. There is no invidious prejudice against this machine as some would insinuate and the farmers have given the question plenty of thought. Many of their friends own or daily use autos abroad and, as Mr. McArthur says, some of them are getting

better off financially and are able to go away occasionally and actually see for themselves what is going on in other places and do not lose any sleep over the great depreciation in price our horses are liable to by not being broken to autos. If there is any one thing the P. E. I. farmer produces that he gets the full measure of value for and a little sloped over it is for the celebrated "Island horse" his reputation as a good doer is established, all we need to do is keep up the standard.

In conclusion let me say I do not think any person should be allowed to attack the farmers under a non-deplume. If a man is sincere in his belief and has the courage of his convictions he will sign his name to whatever he has to say, whether it loses him friends or not.

W. M. LEA.

MAINLY ABOUT PEOPLE

The marriage takes place at the home of the bride, Vernon River, on Tuesday, June 17th of Miss Lou Matheson, daughter of Mr. and Mrs. Duncan Matheson, and Mr. Harry Tweedy of Earncliffe, Rev. H. A. Brown officiating.

NEWFOUNDLAND ISLE SPORTSMAN'S PARADISE

Story of the Settlement of the "Isle of the Sea"—Population 300,000

There is at least one case in which distance does not lend enchantment to the scene. The traveller on an Atlantic liner, crossing the dreaded fogged Banks of Newfoundland would never imagine that the bare, bald headlands which he sees when rounding Cape Race—that graveyard of the Atlantic—to be anything but the fringes of a country as bare and bald as the rocks themselves. He has to visit this "Terra Nova" and then his will join the many voices already raised in proclaiming it "The Sportsman's Paradise" and a typical "Isle of the Sea." The discovery of Newfoundland dates from 1497, when John Cabot, of Bristol, Eng., in the little ship "Matthew" of barely twenty tons burden made landing at what is now Cape Bonavista. It was not until 1583 that the island was formally taken possession of by Great Britain and attempts at settlement made. Following its discovery its shores were frequented by sailors from all the European countries. They came out to prosecute what is still the greatest natural asset of the country, cod-fishery. For many years the island was a bone of contention between the powers, especially England and France and it was only in 1713, by the Treaty of Utrecht, that the French renounced their rights of possession. They still claimed exclusive rights to fish on the North Atlantic coasts and for nearly two hundred years there were frequent controversies between the two nations until the matter was finally adjusted at the Hague conference of 1904. France then withdrawing all claims in return for certain concessions on the West coast of Africa. The island is some 317 miles long by 316 broad, with an area of 42,000 square miles, that is, about half as large again as Ireland. The many inlets and harbors on its coast cause it to have a comparatively great length of coast line. Situated at the mouth of the St. Lawrence, its strategic position is ideal. The power possessing it is in the best possible position to defend or attack the Eastern coasts of the Dominion. Amongst the islands of the world, Newfoundland ranks tenth in size. The total population is some 300,000 of which 50,000 live in the capital, St. John's, the remainder being scattered along the coasts in numbers varying from a good sized town to the smallest hamlet. Nearly one-third of the interior is taken up by waterways. Newfoundland's natural riches consist chiefly in her fisheries—cod, seal, whale and salmon, in order of importance. Four times the amount of fish caught in the Dominion of Canada, nor twice that taken in the Norwegian waters does not come up to a season's catch in Newfoundland; and the supply shows no signs of falling off.

ANGLICAN SYNOD TORONTO, June 14.—In the report of the committee on the state of the church of the Anglican Synod here only one reference was made to the church union and that advised the church to move slowly. It was adopted without discussion.

MOROCCO SITUATION

LONDON, June 14.—There is a serious situation in the Spanish zone in Morocco. The French force was ambushed by the Moors. 64 were killed and a hundred wounded. The Spanish troops are taking the field against the Moors.

You men who shave at home will find it a more comfortable job all along the line if you use Euthymol Shaving Cream. Besides softening the beard and making easy work for the razor it will take out the sting, burn and smartness after shaving and leave the face cool, smooth and pleasant. At the price, 25c. for a large tube it is a good investment for any man. McKinnon Drug Co., Corner Great George and Kent Sts. MONT.



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MONTAGUE MARKETS. Corrected for every Wednesday and Saturday issue. Potatoes 25 Beets, per doz. 12 Lard, per lb. 14 to 16 Beef (small) per lb. 8 to 16 Beef (quarter) per lb. 5 1/2 to 7 Pork 9 to 10 1/2 Lamb, per lb. (small) 10 to 14 Fowl 9 to 13 Mutton 8 to 12 Butter 24 to 25 Eggs, per doz 26 Oats 40 to 42 Hay (Pressed) \$12 to \$14 Hay (Loose) \$12 to \$13 Pork 7 1/2 to 9 1/2