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Montague Black Fox Exchange
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ADEMINTON

AUCTION SALE OF Valuable Residence, Furniture, &c.

Thursday, May 8th

I will sell by auction on Thursday, May 8th at ten o'clock at the residence of the late Henry Weeks, Pownall Street, all the house furniture, bedding, piano and effects therein

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THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY, MAY 7, 1913

THE DREADNOUGHT TO BE SCRAPED?

In a most important, but highly technical, unsigned article in the current Quarterly Review on the "Battle and its Sattelites," the naval question is discussed in a new light. The writer evidently addresses his criticisms to the lords of the Admiralty, and treats his subject accordingly, but there are three points in the article which are not interesting or unimportant to us here at the present time. In the first place he emphasizes the necessity of having a good complement on our battleships of quick-firing guns, in addition to heavy firing guns. The Dreadnought was hailed as a revolution because the number of heavy guns was multiplied and the secondary quick-firing guns were done away with. He doubts the soundness of this, and argues that to multiply the number of heavy guns is merely a development, the wisdom of which must be judged by tactical and strategical requirements. It is a question of the decisive range for battle. Admiral Fisher and his supporters favor the big gun which they say carries 12,000 yards effectively, though the evidence is only from peace practice, and not very reliable. The other school maintains there is no reason whatever for claiming the next naval war will be a long distance one and points to the Russo-Japanese engagements, where the most effective work was done by the smaller quick-firing guns at comparatively short range. The writer supports the latter contention, and advocates the return to a more general adoption of quick-firing armament, as the safety of the British Empire in the next war will depend more upon offensive than defensive tactics, and the vessels with the quickest-firing guns will be of greater service in putting the enemy out of action. In the second place, the writer questions the wisdom of building too many battleships of the Dreadnought dimensions. He points out that today we have 24 Dreadnoughts to 21 for Europe, but in a year's time the figures will be 36 British to 51 European. Though the balance of power is altering rapidly against us, the writer does not favor further additions to the Dreadnought class, but rather the expenditure of an equivalent amount of money on vessels of a smaller type, armed with more quick-firing guns. In this connection he questions the wisdom of the Admiralty in declaring the best aid Canada could give would be the provision of a certain number of the largest and strongest ships of

war which science can build or money supply. "Are we drifting into a fetish for what is gigantic?" he asks, and points out that Mr. Balfour said that he was led by his Naval advisers to believe that the Dreadnought was so powerful that a country possessing four of them could defy any fleet in the world. And already we have 24, and are building another twelve. Where is it going to end? The writer, who is evidently in the inner councils of the modern experts, suggests that more attention should be devoted to the building and equipping of battleships of the smaller type. He argues that destroyers will soon be out of date, their place being taken by the quick-firing battleships. This is due to the advent of air craft whose main function will be to use their range of vision as the eyes of a fleet. The writer concludes an able article by stating that the glamor of Dreadnoughts has led to an attempt on the part of small nations to possess one or two, but this is only a momentary phase and, broadly speaking, it is the supreme service of invention to the predominant naval power that the game has become too expensive for the smaller countries to play. Now wireless telegraphy and hydroplanes have added to the advantages of the predominant power. Both by day and night, in absolute secrecy, and without interference, the Admiralty can talk from Whitehall to Alexandria; and every description of vessel can send messages. The patrol is now perfect, for hydroplanes can see for 50 or 60 miles on a clear day. Without an unchallenged command of the sea no conceivable disposition of protection can safely husband across the North Sea a fleet of transports, the leading ships of which must necessarily be out of sight of the rear ships, and which can be fired into from every quarter at a range of ten or twelve thousand yards. To sum up, the writer's contention is that it is the duty of the Admiralty to save expense upon destroyers, which are now said to be obsolete, to build fewer vessels of the Dreadnought type, but to increase the number and efficiency of battleships of a smaller description, carrying a number of quick-firing guns in addition to the heavy guns, as the battle of the sea in the future will be the quick, as well as to the strong. The necessity for this is all the greater as the life of a modern man-of-war is not more than ten years, when it becomes obsolete.

WANTED—A SUMMER HOTEL.

Key West, Florida, is a city with a slightly larger population than Charlottetown. It has many advantages as a winter resort and thither, for many years, tourists, anxious to escape the rigours of more northerly climates, resorted, to the mutual advantage of themselves and the people of Key West. Until recently Key West was short of extra hotel accommodation for the busy seasons, greatly to the detriment of the tourist business. The people began to realize that they were deliberately throwing away business by not catering to it. A campaign was begun, consultations were held, plans were discussed and by reason of the consultations and the discussions the people became interested. Finally a plan was evolved. It was decided to organize a hotel company, capitalized at \$100,000, and invite all who wished to take shares at \$10 a share. Energetic and reliable men were selected to solicit for stock and as a result, in an incredibly short time the \$100,000 was subscribed, a very large part of it in single shares. The hotel was built, the tourist business increased enormously and is still increasing because all who go there are assured of accommodation. Charlottetown, like Key West, has many attractions for tourists. Its hotel accommodation is known to be barely sufficient to accommodate the ordinary tourist business and comparatively few will take the risk of coming without some assurance of comfort and conveniences on arrival. Charlottetown needs a summer hotel. The Key West method of procedure is open. We have it on good authority that \$30,000 would build a hotel here which, until further development in the tourist business, would afford all the accommodation that reasonable or unreasonable tourists would look for. All that is needed is the \$30,000 and this can be had

by asking for it and placing the proposition before the people in a reasonable way. The advantages of the \$10 share system will be at once apparent. It will necessarily mean a large number of shareholders, each interested in the success of the hotel. With practically everybody boosting it the hotel would have reasonable assurance of success. What would it mean to Charlottetown and the surrounding country to have such a hotel here? It would mean very much to the merchants to have several hundred customers added each season to their regular trade list. It would mean even more to the farmers, as to them would fall largely the duty of supplying the provisions, such as meats, chicken, eggs, garden truck, etc. It would mean the hiring of horses and the innumerable services which numbers of strangers in a community would require. It is admitted by all that such a hotel is needed here. It is admitted that the tourist business of the province cannot increase beyond its present limits without it. It is admitted that the province needs the tourist trade and that it has every qualification to attract this trade with the one exception of a hotel. Surely such a want is a little thing to stand in the way of a trade that must of necessity be a great boon to the province. And it need not stand in the way. If you are tired of pills, powders and potions and want a really good tonic try Rexall Hypophosphites. This a splendid tonic and blood builder, a tissue maker and nerve strengthener, a tonic that is working wonders with every user. We have sold hundreds of bottles of it this year and don't expect one Rexall Hypophosphites is sold at \$1.00 a bottle with the understanding that you can have your money refunded if it doesn't satisfy you. The McKinnon Drug Co., Corner Great George and Kent Sts.

in the way another season if the proper steps are taken to enlist the cooperation and assistance of those who are interested. Such an appeal as stirred Key West into building its magnificent hotel, if made here, would we believe, meet with similar success. Who will undertake it? The project in which the great majority of our people are financially and personally interested is the project that will be ultimately successful. Such a project is needed to bring our people together and engage them in a common, patriotic mutually profitable undertaking. Where has the unanimity and enthusiasm manifested at a recent meeting of the Board of Trade leaked out to? Here is a problem for the Board's consideration—Wanted—A Summer Hotel.

NOTES.
In our advertising columns the Abegweit Athletic Association make a final appeal for funds to aid them in rebuilding their grand stand which was destroyed by fire. They have already met with generous support from prominent citizens, and now ask the general public to come to their assistance to enable them to begin their summer season with some assurance of success. The Department of Agriculture is planning for its summer work. Live stock judging classes similar to those held during the short course that were held at various centres where arrangements can be made. The Department will be prepared to contribute a small amount to getting together a good quality of stock suitable for this work. As a number of students from almost every section of the Province attended the Short Course last year, we expect much interest will be taken in this work and that those live stock judging classes will result in much benefit to the whole community. In a review of the Fox Industry, The Montreal Gazette says—Most notable success has been achieved in Prince Edward Island Mr. Charles Dalton, of Tignish, and Robert T. Oulton, of Alberton, were pioneers. Their experiments were carried on for many years. Others took up the business. Prices of silver foxes, for breeding, it is declared, have gone up from \$3,000 a pair to \$15,000, and if the best could be bought, even more might be given. The Prince Edward Island Fox, cut off by the sea from the mainland, appears to have developed qualities that make it superior to others, and the importation of specimens from other places has not improved the strain. As a result of the prices noted, which were fixed as the value of the animals for breeding rather than for their fur, there has been a rush into the fur farming business. Bank deposits have been withdrawn and farms mortgaged to get the capital for the new enterprise, or for shares in established companies. Probably this presages individual losses. The statements in Mr. Jones's book indicate that the successful breeding of foxes in captivity requires even more care and enthusiastic attention than the breeding of ordinary fine farm animals. Not every man with the price of a silver or other fox and money to make a wire corral may expect to draw a fortune out of his venture. Enough is set out, however, to give promise that fur farming may be made a paying business, and if this is the case with foxes, it may be expected also to be the case with other fur bearers, some of which are less delicate than the fox.

A PLEA TO FARMERS
Sir—It is surprising to see that in this, the twentieth century, there are people so narrow that they refuse to accept one of the greatest gifts that Providence has caused the brain of man to evolve for the convenience of humanity. It seems inconceivable and in years to come this ponderous prejudice to one of the greatest of modern conveniences will be a matter for profound wonder, and will be a shameful blot in the memory of the next generation. The farmers of this Province have always been credited with good common sense, and there is no doubt they recognize the high qualities of the modern motor driven vehicle and what it is doing in the world today. They must realize that the whole world of mechanics has been revolutionized by the motor. They are making the motor do a large part of their work today for them but they are simply too stubborn to apply that motive power to vehicles and come in line with the rest of the great wide civilized world. It seems astounding but is apparently true. Such letters as have appeared in the press from certain districts must cause the blush of shame to come to every native of this Island, both at home and abroad who

MAINLY ABOUT PEOPLE

Rev. John McKinnon has been elected Professor of Gaelic in the University of Edinburgh. He is a native of P. E. Island and was educated at the West River Seminary of the Presbyterian Church of Nova Scotia at Durham, Pictou County. Mr. R. E. Smith, formerly vice-principal of Queen's Square School, Charlottetown, P. E. I., and for some years past located at Hankinson, North Dakota, is now superintendent of schools for Richland County, in that State. Rev. John P. Gerrior, a native of Pictou County, Nova Scotia, and who at one time was pastor of the First Presbyterian Church of Summerside, P. E. Island, is now serving his eighth year as pastor of the Edinburgh Church, Oakland, Cal. E. W. Bowness of Portland, Ore., a science graduate of McGill University, and a son of Andrew Bowness, Kensington, P. E. I., has accepted the position of cost engineer to the city of Edmonton, Alberta. The municipality owned street railway, telephones and other public utilities will receive his expert attention. At present he is in business for himself as a consulting engineer. Sir Louis Henry Davies, jurist and statesman, was born in Charlottetown, P. E. I., May 4, sixty-eight years ago, the son of Hon. Benjamin Davies. Called to the bar of the Inner Temple, London, in 1866, he returned to his native Province, and was successful in solicitor-general, leader of the opposition, premier and attorney-general, member of the Dominion House of Commons, Judge of the Supreme Court, and minister of marine and fisheries from 1896 to 1901. Mr. H. C. Christie of Toronto, who with his wife and family usually spend the summer here, registering at the Queen, intend visiting Scotland this summer so will be missed by their numerous friends. Mr. Christie has been here on behalf of his firm during the last few days, and is enthusiastic over the "forward movement" now in progress. He thinks the Summer Resorts proposition an excellent one and sure to catch on with people in Toronto and further west. He suggests however, that further hotel accommodation is necessary for the transient visitor.

had hoped to see the Province keep step with the world's march of progress. Ten or fifteen years ago in view of the conditions then, such a view of the people held could have been understood, but seem unreasonable today. Accidents have surely happened in the past and will happen again, when care is not exercised, but the thing to do is to exercise the necessary care. It must be borne in mind that after all it is the horse, and not the motor vehicle, that takes fright and does the most of the damage. The following is from one of your contemporaries is worthy of reflection by those who have such a strong antipathy to modern motor driven vehicles: **MUST THE HORSE GO?**

Has the horse become unprofitable, both on farms and in cities? An unqualified reply in the affirmative is given in the book "Horse, Truck and Tractor" (Chicago, F. G. Browne & Co.). In support of the conclusion, facts of startling statistical accuracy are given by the authors. The price of the horse has increased 143 per cent. in ten years. He tires out in six hours, while the tractor is as powerful as twenty-five horses and as enduring as one hundred. The horse draws a ton in a day at a speed of 2 1/2 miles per hour. With a tractor twelve furrows are turned as easily as one, and the speed is increased to thirty miles per hour. A single steam shovel picks up enough in a single load to fill three or four waggon, and one motor truck will easily carry a weight of ten tons. "When land was \$20 an acre and when horses were \$50 a piece, there was no urgent need of engines, either in a city or on a farm, runs one paragraph. "But today we have an entirely different situation. Land, ordinary farm land, has gone up in price till it touches \$200 an acre. Horses, ordinary horses without pedigree, have gone up in price until \$1,000 will buy only three or four of them. Land has gone up in price and partly in quality. Horses have gone up in price and not in quality. Engines have gone up in price, and down in quality. No matter what our theories may be, the horse is going out and the engine is coming in, because the engine is fitted to survive." The case for the tractor is exceedingly well put by the authors, who claim to write especially for horse-owners who are finding their horse-profits decreasing. Surely our farmers will deeply ponder this whole subject over before resolving to further prohibit a machine which is welcomed wherever white man rules and civilization holds sway. I am, sir, etc., **PROGRESS.**

Ourtainings of every description—a truly complete variety. You'll find we are headquarters for housefurnishings of every sort.—Beer 4-29ME ft.

Bargains AT PATONS Great May Sale of Whitewear



Gowns, Slips, Skirts, Drawers, extra value 98c, regular \$1.35. Drawers 40c, value 65c. Special Gowns, 59c and 69c. 4 dozen manufacturer's samples in Princess Slips. White Skirts, Drawers, Gowns, etc., Drawers 25c, 35c, 45c, 50c and 80c. Skirts 75c, 98c, \$1.10 and 1.25. Princess Slips 98c, \$1.25 and 1.50. Night Gowns 59c, 69c, 85c and \$1.10, \$1.25, \$1.75 and \$3.00. Corset Covers 25c, 35c, 50c, 65c, 85c to \$1.25. Crepe Gowns \$1.50. The above are all especially selected for this week end sale and are exceptional value at the prices quoted. 75 pairs Standard Corsets at Half Price. During the first week in May, we will discontinue certain lines of Kabo, P. C. and B. & I. Corsets. A great many of them more on short lines but all are No. 1 quality and strictly perfect goods. Another lot of special 75c Corsets for 48c, \$1.25 for \$1.00. 6 pieces, Ratine Voile at 25c, 4 pieces two tone Ratine at 59c. 4 Pieces Striped Ratine, 35c, 49 in. two tone striped cord 35c. 3 Pieces White, Blue and Pink Oatmeal Cloth, 20c. 36 in. Print Cotton 8c, 36 in. English Cotton 10c. 36 in. Fine Percaline, 12c. White, Blue, Mauve and Pink Cord 15c. All of the above lines are worth from 2 to 4c a yard more than above prices. American Batiste in pretty designs, two tone Cotton Whip cord 20c, in 4 shades, 22c. 25 Pairs Rainproof Coats, \$5.00. 75 Ladies' Black Cloth Skirts \$2.50. 25 O. S. Ladies' Black Cloth Skirts \$2.50, all sizes up to 33 waist. Twenty-five Misses Skirts, Black and Tweed Effects, \$1.98. Twenty-five Black & Colored Silk Waists latest design, \$2.98. 86 Misses' Dresses 98c. 23 White Dresses for Little Girls 48c. Ask to see our 95c Serge.

James Paton & Co

Six Reasons Why the Canada Life Leads

The sixty-sixth annual report of the Canada Life Assurance Company shows a surplus earned for the past year—exceeding \$1,111 by \$237,000—of \$1,530,667. The income—exceeding the previous year by \$853,559—was \$7,396,760. The assets were increased by \$4,044,182 and now stand at \$48,301,523. New paid policies amounted to \$15,512,339. Payments to policy holders amounted to \$2,462,965. The mortality was again very low.

W. K. Rogers, P. E. I. Branch
K. S. ROGERS, Charlottetown, }
R. B. ROGERS, Kensington, }
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Spring Cleaning

includes the painting of the house, doors, screens, etc., just as well as going over the interior of the dwelling. The best paint to use for interior and exterior wood work is the B. & H. line made by the

Brandrom-Henderson

This paint resists all kinds of wear and weather and a little of it covers a large surface. Shows here in every shade and color you could want. Call in and see our color charts.

Fennell & Chandler

Victoria Row

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Our endeavor is to secure for our customers the best value possible and in offering the "Art" Shoe for Women, we are living up to our reputation. Bright snappy models in both low and high cut, buttoned and laced, in our complete range.

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