

To Flush the Kidneys

Use Lithia Tablets. It is a common practice to use remedies to empty and cleanse the bowels when one feels badly. It is often just as essential to flush and cleanse the kidneys.

Lithia does this and also corrects acid and disorder conditions of secretions.

Lithia is the natural kidney remedy and should be more generally used. We have effervescent tablets 35 and 50c bottle.

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We have a large variety in brooches, stick pins, fobs, rings etc.

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Correspondence Solicited
L. M. McKinnon, Manager
Montague, P. E. I.

THE GUARDIAN

Advertising Phone... 132-3
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News and Edit. Day Phone... 133
News and Edit. Night Phone 132 & 133

Head Office at Charlottetown.
Branch Offices at Summerside, Alberton, Souris and Montague.
London Office, Marconi House, Strand W. C.

President... A. A. Bartlett
Managing Editor... J. R. Burnett

MONDAY, JUNE 8, 1914.

DIARY OF EVENTS

TODAY.

City Magistrate's Court, 9 a. m.
Supreme Court, 11 a. m.
Prince Edward Theatre, 7.30 and 9 p. m.
People's Theatre, 7.45 and 9 p. m.
City Council meeting, 8 p. m.

JUNE

Date.	Day.	HIGH WATER	
		Time. H't	Time. H't.
1	M	4:18 67	11:24 70
2	W	5:01 68	16:52 68
3	Th	5:50 70	18:16 69
4	F	6:37 73	19:25 70
5	Sa	7:25 76	20:35 73
6	Su	8:15 78	21:38 75
7	M	9:04 81	22:37 77
8	Tu	9:55 83	23:33 78
9	W	10:44 83	
10	Th	11:31 83	11:31 83
11	F	12:17 81	12:17 81
12	Sa	1:01 78	13:04 78
13	Su	1:48 72	13:54 74
14	M	2:31 70	14:50 70
15	Tu	3:11 68	15:51 68
16	W	3:54 67	16:56 66
17	Th	4:31 66	17:64 61
18	F	5:03 68	18:10 60
19	Sa	5:31 69	19:14 61
20	Su	6:01 70	20:10 63
21	M	6:31 72	21:02 65
22	Tu	7:01 74	21:52 67
23	W	7:31 76	22:41 69
24	Th	8:01 77	
25	F	8:28 70	13:10 78
26	Sa	9:11 71	14:34 79
27	Su	1:01 72	15:38 78
28	M	2:27 72	16:27 77
29	Tu	3:03 71	17:28 73
30	W	3:40 71	18:35 72

ADVICE

The road master probably receives more advice than any other man in any sphere of usefulness or usefulness. Fortunately he possesses, to a remarkable degree, the saving grace of being able to ignore advice, otherwise the roads would be much worse than they are.

The latest advice issued to the long-suffering roadmaster and road maker, unofficially, of course, is not to cut down the trees by the roadside; this, on the false assumption that the Government has sent forth orders that "all trees along the roadside must be destroyed." No such order has been issued. An order has, however, been issued that clumps of trees, bushes and other debris along the roads be removed. Unfortunately, in many cases, this order has not been carried out and as a result the roads are becoming narrower, they are banked with snow in winter and kept in a muddy condition during the early summer. There is no objection, and none has been raised, to trees by the roadside, provided they are sufficiently far apart, say ten or fifteen feet, so as not to hold snow drifts or prevent the sunlight from drying up the roads. Trees so planted, and of a suitable variety, are ornamental. When allowed to grow wild, in unsightly clumps, scrubby and dirt-catching they are not only not ornamental, they are an eyesore and a nuisance.

A drive from Charlottetown to Crapaud will convince the most sentimental admirer of nature that trees are not ornamental when they are "in the way." On many sections of this road thick clumps of bushes are allowed to grow right out to the carriage tracks, not a foot of margin on either side the roads cut up into ruts through having been, until a few years ago, covered with the winter's snow-drifts and since then in unbroken shade. While such accumulations are permitted we shall never have decent roads and the road referred to above, one of the most travelled roads in the province, is, on account of such accumulations, in many places, a disgrace.

For many miles of this road there is the excuse that the original forest still borders it; yet even this could be overcome by keeping the legal width, 60 feet, clear of these encumbrances.

From Charlottetown to Bonshaw practically no work has been done on the road this spring. This is in no way creditable to the people whose duty it is to see that the roads are kept in good condition. The roadmasters are not the only ones to blame for this. The people whose farms adjoin the neglected roads are equally to blame. It is their duty to insist that the roads be attended to in the proper season, that the regulation width be maintained throughout and that no unsightly undergrowth, clumps of bushes, stumps and other

debris be allowed to disfigure the roadsides.

There are many communities throughout the province whose roads are a credit to them and whose farms are enhanced in value as a result. It would pay the province to award prizes to the communities having the best roads, as is being done in the Fields of Standing Grain Competition, and we would suggest also that a leather medal or some similar mark of distinction be awarded to the community having the worst road, or a road under a certain "percent of efficiency."

A NEW INDUSTRY

A lobster farm is about to be established at Jeddore Harbor, Halifax County, N. S. The promoter is Mr. E. N. Parker and he has secured permission from the Marine and Fisheries Department to enclose a section of the harbor with wire netting about a mile from the mouth of the harbor, where the passage is very narrow. The enclosure will be so constructed as to keep the lobsters secure inside while their enemies at sea are excluded. The initial cost of the undertaking will be about \$5,000.

This experiment will be watched with interest, especially by fishermen in Prince Edward Island, where the breeding of wild animals has become a distinct industry. With sufficient room and suitable ground there is no reason why lobsters could not be bred within definite areas. There are several locations in Prince Edward Island waters where such a business would have many prospects of success. There will always be the difficulty of securing sufficient room. The young lobsters could not be held in areas of sufficient size they would naturally remain near the locality in which they were hatched until they had attained the roaming size at which stage the netting would hold them in check and keep them in their owner's territory.

NOTES

And now the experienced landowner are instructing the shipbuilders how to construct unsinkable ships, how to provide them with life saving appliances, in case the unsinkable device should fail, and how to awaken the passengers in case of unexpected happenings at night. If some of the instructions we have read were acted upon the ships would be unshakable to begin with, as there would be no room for anything but the appliances. Ships, as at present equipped are probably as safe as human ingenuity can make them, safer than our horses and carriages and infinitely safer than if built by the landsmen advisers who have just discovered how to build safe ships.

Our attention has been called to a letter in the Patriot of June 1st in which the statement is made that "there is a company which has leased an area of one hundred acres of barren bottom in Orwell Bay"—and the usual assertion that the fishermen "could make a barrel each tide" &c. There is absolutely no truth in this statement as no Orwell Bay leases have been granted nor can be granted until the plans of survey have been published, and this has not yet been done. This is only another example of the adverse criticism that is being levelled at the government without a shadow of foundation in fact. If correspondents with a grievance were to communicate with the authorities before rushing into print they would probably find as little substantial ground for it as in the case referred to.

CONFEDERATION AND AUTOS

Sir:—I have a suggestion to make in regard to the fiftieth anniversary celebration of Confederation, but don't know whether it will be proved or not.

I understand the number of tourists would be greatly increased by allowing them to bring their autos with them.

I feel, as though this difficulty could be overcome if the committee in charge would write a circular letter to the Secretary of each school showing the benefits which would be derived, especially to the fox business by their coming to the country, and also having the Secretary read the letter at the annual school meeting and, after having the matter discussed a vote to be taken to allow autos to run one week before and two weeks after the celebration.

This would give ample time to tourists, to see the splendour of our island. It would also improve the condition of the roads, and the money spent by tourists would help pay expenses.

As the committee would be asking this of the public it would be non-political. Hoping this suggestion will be favourably received,

I am Sir, etc.,
WILLIAM BURLINGH,
Ellerslie, May 27, 1914.

FOX AND FUR COMPANIES

ANSWERS TO CORRESPONDENTS.

A. S. A. MONTREAL: Thoroughly reliable and its recommendations may be depended upon.

R. E. MONCTON: Yes, under strict supervision and quarantine. They may be traced, their progeny as well.

INVESTOR, BOSTON: Certainly not, the prospects were never better. We don't know the individual and he has evidently little knowledge of the industry. (1) Yes. (2) Yes. (3) Not this year.

F. G. U. NEW GLASGOW: Thanks for prospectus. We already had procured a copy. The local directors are men of standing in the community, and the ranches from which they have options have some of the choicest foxes in the Island.

E. B. BOSTON: (1) Yes. (2) Not so well known. (3) Yes, but not an island incorporation. The foxes are from Island stock.

MISS A. M. A. SAN FRANCISCO: We are writing you forwarding prospectuses.

ANTONIO, MONTREAL: (1) Yes. (2) Divide it among three or four. We are sending prospectuses.

R. T. UPPER SACKVILLE: The Company is good, and will pay a dividend this year.

S. K. WINNIPEG: Will send you literature. (1) No. (2) Send a selection.

J. L. A. CAMBRIDGE: Yes, plenty of time and Nos. 3, 7, 8 and 11 in your list.

ISLANDER, VANCOUVER: Thanks we do not accept money for investment. Communicate direct with one of our Companies, or with an Exchange. Advertisement may be seen in this issue.

INVESTOR, SHIPPEGAN: The Company has had good increase and should pay a good dividend.

F. E. W. PROVIDENCE, R. I.: The number incorporated is 196. (1) Directors and management good; foxes not all class A. (2) The loss of pups less in proportion to last year but actual value not yet ascertained. (3) The price of pups and breeders is higher than last year. In one instance class B. options have sold for \$11,000 as against \$10,000 for class A. options last year. (4) The demand is greater than ever for breeders and there is every indication that the demand will be maintained.

BAIT AND ICE REPORTS.

QUEENSFORT, June 6.—Stormy, no nets hauled today.

AMHERST HARBOR, June 6.—Stormy today, no herring.

OUR LONDON LETTER

FROM OUR OWN CORRESPONDENT

LONDON, 22 May.—While the Home Rule Bill is going steadily through the mechanical legislative process introduced by the Parliament Act, the political situation is just as steadily becoming a sort of slough of Despond. The Leader of the Government is tactful and determined; the Leader of the Opposition is confronted with the position over which he has now no control; while the Leader of the Irish party is playing the part of a dog which jealously eyes any intruder who seems disposed to snatch his bone.

In the meantime the conditions, not only in Ulster, but throughout Ireland, are such as to create the greatest disquietude. Ulster volunteers are still actively aiming, and their leader, Sir Edward Carson, has this week publicly reiterated that he and his supporters will face death rather than the rupture of the Union. But the Ulstermen no longer have the monopoly of such warlike intensions and manes. The Nationalists in the north and west have begun to form volunteer corps so that they may be prepared to prevent the disruption of Ireland. The Irish Nationalist Volunteers as an organization have not yet received official recognition from the Irish party leaders, but they are seeking it, and moreover, the formation of these corps is receiving the support and sanction of the bishops and parish priests.

The speculation as to whether the ascending bill is to be introduced in the Commons or in the Lords first was set at rest yesterday when the Prime Minister stated that it will be introduced in the House of Lords.

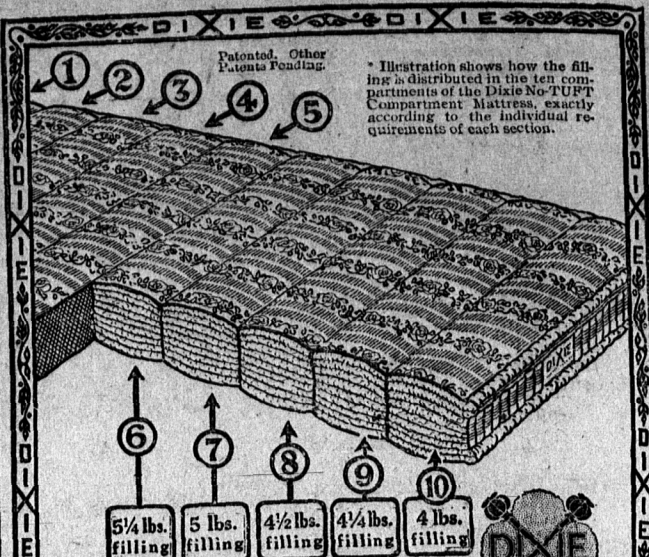
The result in the North East Derbyshire by-election while it cannot be regarded as an anti-Home Rule verdict, deals another blow to the Government by that loss of prestige which invariably is the effect of a lost seat. The growing antagonism between Liberalism and Labour indicates a very weak link in the coalition Government.

Open revolt against this forcible feeding process in legislation occurred last night (21st May), when an uproarious session brought the House of Commons sitting to an immediate suspension at the early hour of six o'clock. This would have been serious even if it had only happened in connection with routine business such as estimates, but seeing that it was the third reading of the Home Rule Bill which was before the House, the event is full of significance.

It revives thought of the old warning: "There's many a slip 'twixt cup and lip." History has shown that it is such outbreaks as these that open the flood-gates of human passion and strife. The throwing over of a few chests of tea, the serving out of wine-greased cartridges to native soldiers in India, resulted in unforeseen consequences of the sort that make history, and the temper of certain sections of the nation in Great Britain and in Ireland is no less heated today.

(Continued on page three)

THE HOUSE OF QUALITY



DIXIE NoTUFT TEN COMPARTMENT MATTRESS

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debris be allowed to disfigure the roadsides.