Trusty Trout Tackle

Our line of trout tackle is always right up to date. At present we have one unusually fine showing of

Rods Reels Lines Baskets

We are quite sure you will require some new things in your outfit—cost will be slight and satisfaction great in knowing you have the best. See our

Dollar Special Rod

J. G. JAMIESON, DRUGGIST

dtf

THE CHARLOTTETOWN GUARDIAN

THURSDAY, MAY 12, 1910.

GOOD WORDS FOR MR. WARBURTON, M. P.

The Toronto Globe in its Saturday Magazine section of May 7 gives an appreciative notice and a good portrait of Mr. Warburton, M. P. Well, our Province being small, we are pleased to have our public men taken notice of. The Globe's sketch is drawn with a free hand. Here is an extract:

"When a man is a master in the law—an ex-Judge—when at the same time he is a master of the science of engineering; when he has been the Premier of his Province; when he has been made Chairman of the most important committee of the House of Commons in his first Parliament; and when with all these things he combines qualities of historian, student of literature and reader of books, it is difficult to suppose with them a man so simple and retiring of personality as is Mr. Warburton. Slow moving and heavy, slow of speech, grave, almost silent, almost shy for a man so powerfully made, he does not reveal himself readily. One might have said, judging hurriedly, that he was neither brilliant nor original, nor eloquent. It is true that he is not original and not eloquent, but he is brilliant."

Next we are told that in the fifty-eight years that were completed last [illegible] Mr. Warburton has been a [illegible]. Particulars of his parentage, school days and college course, [illegible] and newspaper work, his political aspirations and successes are given, and then this follows:

"The interests of the Island occupy his best thought. He has three hobbies, as he calls them, concerning the improvements of conditions there. They are oysters, a North Shore railway and better communication between the Island and the mainland. Of course, on the latter point he is merely representing the wishes of the whole Island. But when he is not writing something on the history of the Island—he has already published one excellent book on that subject—or when he is not preparing lectures or delivering them, on his studies in literature, he is writing and working for the three things; the oysters, the railway and the better communication scheme. It is safe to say that these three obtain the best of his time."

There are further complimentary words among which is this passage which will interest the friends and promoters of the Tunnel:

"As for the betterment of communication facilities between the Island and the Mainland, he, of course, wishes to see whether or not a Tunnel could be built. There is already a survey at work on that. If the survey reports that the Tunnel project is feasible he will be among the most influential representatives to urge the Government to undertake it. If not, he will continue his present work of trying to get the terminal ports of the winter steamers changed from the Georgetown-Pictou route to a Tatamagouche-Charlottetown route."

It is news to learn that the Tunnel survey is actually going on. May the day of its completion be hastened!

HALIFAX WANTS BETTER TRANSPORTATION.

Halifax is concerned to become the port of a transcontinental railway, like the Grand Trunk or the Canadian Northern, as St. John is now the Atlantic terminal of the Canadian Pacific Railway. The desire is natural and just. The Intercolonial does not stand across the continent, and, the contention is that, if cannot serve both its own traffic and that of the Transcontinental between Moncton and Halifax, without being double-tracked at least, and with the second line of rails having much reduced grades.

The process of double-tracking the Intercolonial from Moncton eastward has been gradually going on for a year or more past, but it would take a long time to complete it at the present rate of progress. It will be a costly work, too, if the almost level grades of the Transcontinental are to be had—the maximum being four-tenths of one per cent., that is a grade in which the rise is no more than four-tenths of a foot in one hundred feet of length. The grades on the Intercolonial between Moncton and Halifax and also between Moncton and St. John are much greater than this.

Wherefore Halifax naturally desires that the line from Moncton to the Atlantic seaport, and whether owned by the Government or a railway company, shall have a four-tenths grade, and as favorable curves as the best of the great through lines of the continent. The Halifax Herald has taken the matter up with vigor, contending that the chief factor in the growth of a city in these days is transportation, and that no port has ever achieved success until it has been provided with great through lines of railway.

In support of this argument it is pointed out that the Grand Trunk has made Portland, Maine, that Seattle and Portland, Oregon, owe their rapid growth to the great through lines of which they are the terminal ports, and that Vancouver would be but a hamlet were it not the Pacific port of the Canadian Pacific. These examples are unmistakeable and convincing. Halifax, like other Maritime Province cities, has not grown so rapidly as it should have done. "Here is a city," says The Herald, "over one hundred and fifty years old, that does not grow as much in ten years as Vancouver does in one."

From the Prince Edward Island standpoint we sympathize with Halifax, or any other Maritime Province town in its desire for improved transportation lines and facilities. The Island people have been contributing without a murmur for many years past to build and improve railways, canals and harbors on the mainland of Canada. At the same time we would like for the good people over the Straits to consider our position also—our winter isolation and especially our want of rail connection with the great transportation lines of the mainland. All the Herald's excellent arguments apply with double force to the case of Prince Edward Island and the port of Charlottetown. That is why we want the tunnel.

A Tennyson is needed in these days to clothe in poetic garb the people's sense of loss and their loving memory of the good King they have lost. Alfred Austin's rather dull and weak attempts best show how far the present Laureate falls below the Tennysonian standard. "Don't shoot the organist—he is doing the best he can," was the legend placed above the organ in the church of a western mining town. Doubtless also, Laureate Austin is doing the best he can.

Already inquiries are being made from points in the United States and inland in Canada as to accommodation for tourists at the seaside in Prince Edward Island. It is of importance that those catering to the desirable tourist trade should make the fact known as widely as possible by advertisement. The enquirers want to learn where desirable hotels or boarding houses can be found for individuals or families, with the rates of charge, the means of reaching such places, whether medical attendance can be easily and quickly secured, and so on. The information should be available at once in order to afford time to make arrangements before the season opens; which may be some-

—A delicate pomade is the best form of hair dressing. BEARINE is that and more; it makes the hair grow. 50c. a jar.

"If you want the correct spring style in a hat—stiff or soft you'll find it at D. A. Bruces. 4—30dtf

Low shoes will be in high favor this summer.

The New Styles Are Handsome.

They are snug fitting at the heel, and there is no bulging at the sides.

Call and make your selection.

Our prices are always as low as the quality will allow

GOFF BROS

drwstf.

WHY HALLEY'S COMET CANNOT STRIKE THE EARTH.

The reasons are three-fold. In the first place, when the comet crossed the earth's orbit in passing toward the sun, the earth was far away from the point of crossing, and will be far away, but not so far, when the comet shall in a few days hence cross the earth's orbit as it rushes back toward the great depths of space.

We know that we may safely cross a railway line on a level crossing with a horse and carriage, or on foot, in the most leisurely fashion, while a train is approaching, it may be at the rate of forty miles an hour, if the train is at some miles of distance. This may serve to illustrate one of the reasons why the comet cannot strike the earth.

But the crossings of the orbits of the comet and the earth are not level crossings, and this gives us a double security. Again the railway and the carriage road may serve to make our meaning plain. All are familiar with places where a carriage road passes over a railway by an overhead bridge, or where the carriage way crosses the railway under the rails, which are supported by a bridge. At such crossings we have no fear of the rushing train because there is no possibility of a collision.

It is thus with the comet and the earth. Both are speeding swiftly on their way and cannot stop. But the comet on its way toward the sun crossed the earth's roadway millions of miles above it, then went round the sun and on its way back into space will pass some millions of miles below our track.

This is all well enough known to most intelligent persons, and is only here set down for the benefit of the school boys and girls who read The Guardian and are interested in comets. Very probably, if Halley's comet or another of the same sort were to strike the earth it might not do the earth or its people much harm, for comets are known to be very light in weight, and the earth is a pretty solid body. But it would spoil the comet! And that we would be very sorry to do. It would then be like a wrecked train, so badly smashed that it could never be repaired or run again.

The planets moving majestically in their orbits may be compared to regular trains, and the comets to special trains in a well-regulated railway system. And God's train's are always on time, have been so for many thousands of years, and the specials have never yet come in collision with the regulars, so far as human knowledge goes. The system is well ordered and sure. And that is perhaps the best reason why the comet cannot strike the earth.

"A new line of girls' wash suits—similar to the line of which we sold so many this spring—has just come to hand. Can we trouble you to look them over this morning—Moore & McLeod.

5-11d3i.

"Remember this! We are selling a four piece split bamboo fishing rod in case for $1.00 and a three piece bamboo rod for 85c. We can save you money if you buy your tackle here. Geo. E. Hughes, The People's Druggists. 5—10dtf.

The Best Chocolates

are not always the highest priced.

Delamar Chocolates

sold at a fair price—not the highest—are the best that can be made.

Delicious and Wholesome

Try some of 16 varieties at

The Best Drug Store
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FERTILIZER

Muriate Potash, Nitrate Soda, Phosphates, Bone Meal Bone and Potash, Kainit and mixed fertilizer for all kinds of crop at lowest prices. See us before buying.

R. E. MUTCH & CO

Ch'town, P. E. I.

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Are You Sound Enough for Insurance

The man with a policy in the Canada Life is sound, body and mind.

Canada Life has the strongest reserve fund of any company on the continent. It has the healthiest policy holders—and in fact a policy in this company is a sort of mark of your executive ability.

We have one particular policy here that is bound to appeal to you. May we tell you about it? Drop us a card.

W. K. ROGERS Charlottetown Manager P. E. I. Branch

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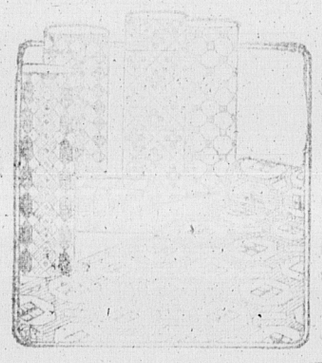
BEER & WEEKS

Notice of Oilcloths! We Can Please You



Our usual large and complete variety is fully up to our standard, again. The new patterns are unusually attractive. Some of the nicest designs are for sitting and bedrooms—while we have many handsome tile effects for the hall, dining-room and kitchen.

Fifty patterns at this price, floral, tile and marble designs, per square yard..... 25c

Still better qualities in bathroom tiles, floral and block patterns, in a splendid range..... 35c to 45c

Thirty five of the newest patterns—dainty and effective, splendid wearing qualities..... 30c

Inlaid linoleums from $1.00 per square yd up. Printed linoleums, 2 and 4 yds wide,..... 40c to 65c

If desired our men will call and measure for you. We cut and match all oilcloths. Send them to you ready to lay—free of charge.

Clearance of Tapestry Squares

Opportunity to replace that worn shabby one with a bright new one—and at little cost.

Only a few of about twenty squares must be cleared to make room they occupy.

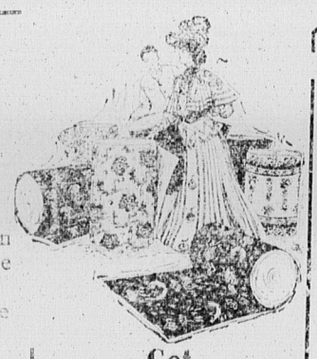
Only one of each—and a good range of colorings and sizes.

2 1-2x3 yards and 2 1-2x3 yards, reds, greens, fawns..... $7.75 for $5.25

2 1-2x3, all different patterns good range of colors..... $9.00 for $6.75

2 1-2x4..... $10.25 for $7.75

3 1-2x4..... $13.75 for $9.00



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Household Linens

No fancy prices here—and quality must be irreproachable.

Our table linens and napkins come direct from Irish mills—direct to you. We save you fully 20 to 30 per cent.

Our towels and towelings cannot be equalled in the city.

Our sheetings and pillow cottons will always be found reliable in quality and at the price of inferior goods elsewhere.

Our line of real handmade fancy linens is wonderfully complete and remarkably low in price.

Dainty curtains—every sort here

Special values at 50c, 75c and 1.00 the pair.

Our large twelve hundred pairs of curtains to select from you are assured of satisfactory variety HERE and as to values—our most enthusiastic customers are those who have compared our values with the best elsewhere.

25c buys a pair of Nottingham curtains 2 1-2 yds. long fair width.

50c buys a pair of nice curtains 3 yds. long 36 inches wide—strong wearing quality.

75c buys very attractive curtains 3 yds long, 54 inches wide, strong and durable.

$1.00 buys handsome durable curtains 3 1-2 yds long by 60 inches wide.

Other prices up to $18.50 the pair.

Beer & Weeks

Would You Increase Your Crops If You Could?

That's all We Want to Know

For Orchardists

(continued)

Sulphate of Ammonia is also used as a source of Nitrogen but it is a little more expensive and not so quick in its action, and under average conditions does not give any better, if as good results as Nitrate of Soda. Both Acid Phosphate and Basic Slag are largely used to supply the necessary Phosphate Acid to the orchard. The action of the former is somewhat quicker, which necessitates Basic Slag being applied in the fall, otherwise they seem to give good results. The high percentage of Lime contained in Basic Slag has a very beneficial effect on fruit trees. The prevailing practice in the world famed Annapolis Valley is to apply Bone meal and Muriate of Potash at the rate of 500 lbs of the former and 300 lbs. of the latter per acre in the fall. The Nitrogen and valuable humus are supplied by ploughing in clover crops of clover and other leguminuis plants.

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If not don't read this—it won't interest you—you're not the man we want. But if you are a man who, is willing to "sit up and take notice" to 20th century methods—who's willing to "get out of the rut" in farming, we are willing to devote considerable of our time to show you how it can be done—and done profitably too. We're after business, but we don't want to do business with anybody who hasn't confidence in himself or the untiring effort of scientists and Government agricultural experts.

We Can Show by Facts and Figures that You Can't Afford Not to use Fertilizers

These unmixed fertilizers contain the highest percentage of soluble and available plant foods known to the Agricultural science—they are applicable to any soil. Now you know and we know that you can't afford to overlook the wonderful improvements brought about by these unmixed fertilizers. We know that they are just what you want.

Can't we send you some interesting new ideas on farming"—send your request on a post card and we'll send them—there's numerous practical points that you can't afford to miss—so write now.

AULD BROS

Charlottetown P. E. Island