

THE GUARDIAN

Advertising Phone 132-3
Subscription Phone 132-2
News and Edit. Day Phone 133
News and Edit. Night Phone 132 & 133

Head Office at Charlottetown
Branch Offices at Summerside,
Alberton, Souris and Montserrat.

WEDNESDAY, MAY 21, 1913

Saturday, May 24th, Empire Day being a statutory public holiday, The Morning Guardian will not be issued on Monday May 26.

The Evening Guardian will not be issued on Saturday, but will be published on Monday as usual. Advertisers will please note these changes.

FACTS ABOUT CANADA.

The forty-third annual report, just issued by The Royal Bank of Canada, contains in addition to the usual bank statistics a fund of information which will be of much interest and value to Canadians.

The growth of the Royal Bank to its present proportions with assets amounting to over \$179,000,000 is one of the great evidences of Canada's prosperity.

Much of the information given can, by laborious searching, be found in the government blue-books; very much more, and equally valuable, is given in this brochure alone and from this latter we shall make a few selections.

British investments in Canada amount to \$2,144,190,082; American investments, \$417,143,221; foreign investments, \$139,589,650.

The total wheat production of the world in 1912 was 3,961,469,000 bushels; of this North America produced 939,103,000 bushels.

Of the total North American yield Manitoba, Alberta and Saskatchewan produced 190,000,000 bushels.

The export of wheat from Canada to Great Britain grew from a little over 8 1/2 million bushels in 1895 to over 60 1/2 millions in 1912.

Of the whole wheat product of Canada 3,738,836 barrels of flour were shipped to Great Britain and foreign countries.

Canada 3,738,836 barrels of flour were shipped to Great Britain and foreign countries. Another interesting fact in this connection is that of this export of flour 58,408 barrels went to the United States.

Denmark; 110,557 to Norway; 13,223 to Russia and smaller quantities to practically every country in Europe.

CHANGE OF CLIMATE. Can our climate here be improved? It is a better climate, taken all round, than that enjoyed by any other Province, or on the eastern seaboard of the United States.

Certain authorities in the United States are firmly convinced it is possible, not only for us, but for the whole of the eastern seaboard.

Mr. William M. Calder of New York has introduced a resolution in the House of Representatives respecting a scheme for obstructing the Labrador current for this very purpose.

The proposal is to form an immense jetty on the Grand Bank southeast of Newfoundland, the effect of which would be to obstruct the Labrador current and to allow the Gulf Stream to consummate its purpose of increasing the temperature of the North Atlantic Coast.

The undertaking would be an extensive one, and would probably cost millions, but should it prove effective, it would certainly be worth the money.

The jetty would extend 200 miles into the ocean and taper from about forty miles wide at its base to three miles at its eastern extremity, and cover an area of more than 1,000 square miles.

How could this herculean task be accomplished? The proposal embodied in the resolutions includes the siting up of part of the waterway. The sands that are being constantly

moved southward by the actions of the Labrador current will be intercepted and deposited over the site where it is proposed the jetty should take its rise. Should this be found practicable it will be seen that a series of islands, or one long peninsula, will be formed as a sandbar, gradually rising till it has reached the desired height.

How can this moving sand and sediment be caught to form the nucleus of the peninsula? The proposal outlined by Mr. Calder is that an obstruction of great steel rope or cables should be stretched across the desired length of water, and gradually raised until the silted bank has attained a height above high water mark.

It will be remembered that a somewhat similar proposal was made about the time of the Titanic disaster, with the object of "tying up" the icebergs. It was then estimated that such a scheme would cost at least a hundred million dollars. But Mr. Calder assures us that by harnessing the ocean in the way he suggests, the work could be accomplished in half the time and at one-fifth the cost of the previous scheme.

What the success of such an enterprise means to us is that what can be done southeast of Labrador can be done along the Straits of Belleisle. What a tremendous difference it would mean for our climate and navigation were the entrances to the strait banked up.

Newfoundland and Labrador would become one, and all the ice current, which makes our springs so long and dreary would pass by on the other side of that island. We would enjoy the full benefit of the Gulf Stream, and our Island, instead of being only a summer paradise, would become a winter health resort as well.

NOTES. Heartfelt sympathy goes out to Mr. and Mrs. D. O' M. Reddin in the death of their only surviving daughter, Miss Marjorie Helen, which sad event occurred yesterday morning.

Only a few weeks ago their elder daughter was called away and the double bereavement is a crushing blow. Both were exceptionally lovely characters, the idols of the home and favorites with all who knew them.

The dread disease, tuberculosis, against which all efforts of the best medical skill and the loving solicitude of parents and friends appears in so many instances to be unavailing, was the cause of death in both cases. To the doubly bereaved parents and brothers we tender sincere sympathy.

VALID AUTO REASONS. Sir, "Farmer" in a recent letter to the Guardian takes a rap at the letters which Auto Champions have written of late. He says "One cannot pick out from the whole lot one single good and valid reason why the Auto should come to P. E. I."

Surely "Farmer" is joking here, are a few reasons plainly set forth? First—Auto's won't frighten horses.

Second—The absence of Auto's in P. E. I. is running the market for P. E. I. horses abroad—Island horses are so frightened when brought into contact with Auto's that buyers won't be troubled with them.

Third—Island horses will soon get accustomed to Auto's as outside buyers have no trouble in training them to be so.

Fourth—Auto's will only run three days a week, farmers can do their shopping on the alternate days and so miss them.

Fifth—Auto's will be so plentiful that the horses meeting them so often will cease to notice them.

Sixth—The farmers need the Auto—Seventh—Because the farmers don't need them they won't permit others to use them.

If "Farmer" is still unsatisfied, I would advise him to go to some Auto, Advocate and no doubt he will be plentifully supplied with Reversible, warranted-to-wear-on-both-sides arguments, as illuminative as the head-lights on the noiseless, "odorless" Automobiles.

I am Sir, etc.—R. Warren, Brookton.—N. B.—Farmers are selfish.

THE AUTO. Sir, I notice in your paper of May 17th a letter headed "Fourth of July For Running Of Autos" and signed "Auto."

The statements he makes therein show that he "has not the average sense of the average horse or he would not make those statements."

Regarding the Consolidated School, I wish him to know that it like the Automobiles was forced upon the people in the beginning. It was not a superior school, or a school without a peer in this or any other Province.

It was simply a graded school in which the pupils got a "smattering" of domestic science and agriculture.

Better scholars—better equipped in every way—have gone forth from the district schools. The expenses of the school were so enormously high that the farmers could not afford to support it consequently it went where the Automobiles will go.

The writer also says "the 20th Century woman is afraid of nothing." That is not true I am a 20th Century woman and I have lived for many years where automobiles are run; and my experience with them is that they carry death and destruction in their path; even where the roads and streets are wider than ours there are accidents continually.

The writer says "well widen the roads." Does he not know that

it would take years and thousands of dollars to do this, and our Government is too mean to spend the money thus. My people have always been Conservatives—but they are thoroughly disgusted with Conservatives NOW.

Furthermore, the Auto would not benefit the Island in any respect. There are just a few in the city and country who want Autos.

I am Sir, etc. E. S.

THE HUMAN PROCESSION. Sir Arthur Conan Doyle, the creator of "Sherlock Holmes," will be fifty-four years old tomorrow, but he is still an enthusiastic sportsman, as he always has been.

He is the favorite sports of the great novelist, but it is at amateur billiard that he really shines, and he recently competed in a tournament for the championship of Great Britain, making an excellent showing. He is fond of boxing, and is often among those present at the London shows.

MABEL TALLAFERRO 26 TODAY. Miss Mabel Tallaferro, the lovely and charming actress of "Springtime" and "Polly of the Circus" fame, will celebrate her twenty-sixth birthday today.

Miss Tallaferro and her sister, Edith, will be joint stars next season in a new drama, and will make the first starting tour of sisters on the legitimate stage since the days of the Bateman sisters, back in the seventies.

Mabel Tallaferro was born in New York, May 21, 1887, and began her stage career as a child, playing with James A. Horne, Chauncey Olcott, and others.

She won her first great success as Lovey Mary in "Mrs. Wiggs of the Cabbage Patch." She has toured Canada, Australia and England, as well as the United States.

Miss Tallaferro became the wife of Frederick W. Thompson, the Coney Island amusement promoter, in 1906, but they were divorced about a year ago. Not long ago Mr. Thompson took a second wife, Selene Pilcher, an old-time sweetheart who is now a fashionable modiste in New York.

GLENN CURTISS SAYS FLYING IS NOW SAFE. Once upon a time there was a young lady who, finding the prevailing weather not to her liking, thought she would like to seek succor from the torridity by leaving her body in a cooling pool, or by taking a dip in the ocean, or other body of water.

She was a dutiful young thing, as all girls should be and so, having arrived at this decision, she approached her mother with the question, "Mamma, may I go out to swim?"

Now, some mothers would instantly have negatived such a proposition, without giving it any consideration, or would have as unthinkingly responded with, "All right, run along and don't bother me."

But this was an old-fashioned mother, who had the welfare of her offspring at heart, and she turned the full light of her intellect on the proposal. Her reply is immortal. "Yes, my darling daughter, hang your clothes on a hickory limb, but don't go near the water."

In some light the average person will view the statement recently made by Glenn H. Curtiss that flying in hydro-aeroplanes is now perfectly safe—just like a basket phaeton, in fact, and a little safer than a street car. And if a hydro-aeroplane is safe, and the new style of water-boat, which is a combination of flying machine and motor boat, is even safer.

Mr. Curtiss is a recognized authority on flying, and his statements are to be respected, but the majority of people will prefer to accept them on faith and not "go near the water."

Glenn Hammond Curtiss is the complete name of the famous aviator and inventor, and he was born at Hammondsport, N. Y., which is still his home, thirty-five years ago today, May 21, 1878.

Like the Wright brothers, his first love in the mechanical field was the bicycle, and from this he developed an enthusiasm for motorcycles. Seven years ago he built a motorcycle of forty-horse power and took it to Ormond Beach, Fla., where he made a mile in 26 2/3 seconds, the fastest mile ever traveled.

He began experimenting with flying machines at about the same time as the Wrights, but they developed their machine to the flying stage somewhat earlier. Since then the Curtiss and Wright interests have been rivals in business, and suits for infringement of patent were instituted by the Wrights against Curtiss.

FIRST THINGS. THE FIRST DEMOCRATIC CONVENTION. The first national convention of the Democratic party met in Baltimore eighty-one years ago today.

This was the first national convention ever held in the United States by a major party, although the Anti-Masonic party had held such a meeting in Baltimore some eight months before.

The Democratic delegates ratified the nomination of Jackson for the presidency, already made by State legislatures, and formally nominated Van Buren for the vice-presidency.

The convention adopted no platform, but expressed confidence in Jackson and his policies. The first definite party platform was formulated at a national convention of National Republicans, or Whigs, held in Washington the same month.

The first national Democratic convention to nominate a presidential candidate was held in Baltimore in May, 1836, when Van Buren was chosen as the standard bearer.

Both the 1832 and 1835 conventions were largely composed of federal officeholders.

On account of Saturday, May 21st being a holiday Messrs Stanley Bros. will be open Friday night.

MAINLY ABOUT PEOPLE

At a sale given under the auspices of the Dartmouth Women's Auxiliary, held last week in Dartmouth, N. S., a very nice program was given in which Miss Helen Woodroffe, daughter of the present rector of Christ Church, and formerly of St. Paul's Church, Charlottetown, contributed several numbers which were enthusiastically received.

TODAY IN DOMINION HISTORY

A century ago Halifax was one of the busiest ports in the world, and its harbor was crowded with men of war, privateers, and captured prizes. The war between England and the United States was an ill wind that blew only good to the little Nova Scotia city. The merchants waxed wealthy, and the farmers and fishermen received unprecedented prices for their products.

The youths of Halifax were anxious to go to sea on privateers, and the newspapers were filled with flattering offers. The recruiting of a crew for the good ship Canso, 100 years ago today, May 21, 1813, was brought about by the following advertisement in the Acadian Recorder:

"All tight lads who are willing to serve His Majesty in that fast-sailing, excellent sea-boat, the Canso, of twelve guns, commanded by Lieut. Croke, now fitting out for a short cruise, to protect the trade of the British Provinces and pick up a few straggling American Bordeaux men, will meet with an honest, hearty welcome from a sailor's friend, by applying on board that vessel at the naval yard."

"What should sailors do on shore, while King, Country and Fortune point to the ocean?" begins another advertisement, and continues, "His Majesty's schooner Pictou, of twelve guns, commanded by Lieut. Stephens, as fine a vessel of her size as ever floated on salt water, wants a few jolly spirited fellows to complete her complement for a short cruise, who may all fairly expect to dash in coaches on their return, as well as other folks. Apply on board at the naval yard, May 21, 1813."

The ingratiating and jovial tone of these appeals would indicate that "tight lads" were not plentiful in the Halifax of a century ago, and that there was great competition for their services. Certainly the spirit that seemed to animate those privateering expeditions was far removed from our conceptions of grim war.

ANOTHER KIND OF DYNAMITE TRIAL

BOSTON, Mass., May 19.—William M. Wood, the millionaire president of the American Woolen Company, with Dennis J. Collins and Fred E. Atteaux, were arraigned in the Suffolk superior court to-day to stand trial on an indictment charging them with conspiracy in connection with the "planting" of dynamite in Lawrence for the purpose of inflaming public opinion against the striking mill operatives last summer.

Eminent counsel has been engaged for the defense and the trial promises to be one of the most notable legal battles in the history of Massachusetts.

Minard's Liniment Co., Limited, Yarmouth, N. S. Gentlemen,—In January last, Francis Leclaire, one of the men employed by me, working in the lumber woods, had a tree fall on him, crushing him fearfully. He was, when found, placed on a sled and taken home, where grave fears were entertained for his recovery, his hips being badly bruised and his body turned black from his ribs to his feet.

We used MINARD'S LINIMENT on him freely to deaden the pain and with the use of three bottles he was completely cured and able to return to his work.

SAUVEUR DUVAL, Elgin Road, L'Islet Co. Que.

NEW FURNITURE AT LESS THAN AUCTION PRICES. Another car-load of furniture received at Patons, consisting of Sideboards, Dressers, Commodes, Parlor tables, Bed-room tables, Kitchen tables, Extension tables, square or round. This car lot was bought before the advance and will be sold at prices equal to Auction, open for inspection in two days. Yours for Quality furniture and general house furnishings. Patons. 5-21mtf201

DEATH OF NUN. HAMILTON, May 19.—Mother Gertrude, formerly Mother Superior at St. Joseph's Hospital, died to-day at the House of Providence following an eight months' illness.

If you want something a little better than the ordinary in smoking tobaccos try Sweet Chestnut. It is a mild, cool, fragrant, non-biting smoke that is becoming all the rage with particular smokers. At the price it is an unusually good value 25c. Master Workman in plug form, a popular brand 15c. The MacKinnon Drug Co., Corner Great George and Kent Sts.

"Vacuum Cleanings. Patrons will kindly book orders ahead so as to avoid disappointment. Beer & Weeks. 4-29Mtf

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PATONS Store Closes Saturday 24th.

Advertisement for Kellogg's Corn Flakes featuring an illustration of a child and a box of cereal. Text includes 'Thank You Mother', 'See that the name is Kellogg's CORN FLAKES', and 'NEW FURNITURE AT LESS THAN AUCTION PRICES.'

Advertisement for Fennell & Chandler featuring the text 'For Any Job On Inside Wood--Use KYANIZE' and 'If it's a floor--if it's a door--if it's a stair--if it's a chair--There's a Kyanize finish made to do the work and do it right.'

Advertisement for J. G. Jamieson Druggist, 'See Our Extra Special 25c Trout Line'. Text includes 'We have a very large stock of these lines from very light to extra heavy. They are braided oil silk or enamelled and you will wonder how we do it. Bought them right you see and selling them right. See the Leading Tackle Dealer about it.'

Advertisement for G. H. Taylor Jeweler Optician, 'The Eye is the Window of the Soul'. Text includes 'you either pay a small penalty in money now or a large penalty in eye strain later. If wisdom guides your choice we will be pleased to have you call and consult us.'

Advertisement for NEW KING GEORGE HOTEL, 'Wm. MONBOURQUETTE, Mgr. Private Baths, Running Water and Long Distance Telephones in all rooms. Large Bright Sample Rooms. CUISINE UNRIVALLED SYDNEY, N. S.'

Advertisement for Purest of All Pure Food, 'Cameron's Home-Made Bread'. Text includes 'For the sake of the little children use our Bread always.'

Advertisement for Montague Black Fox Exchange, 'L. M. McKinnon, Manager Montague, P. E. I. Correspondence Solicited'.

Advertisement for CANADIAN PACIFIC 'Round-the-World-Tour', 'EMPERESS OF ASIA', 'To Leave Liverpool June 14th', 'Special Booklets on Application', 'Homeseekers Excursions', 'Special Second Class Round Trip Tickets on Sa'e every Wednesday until November.', 'Winnipeg 48.65 Calgary 64.15 Equally Low Rates to other Points.', 'CANADIAN PACIFIC "SHORT ROUTE"', 'Points in Maritime Provinces to Montreal and West.', 'Two Fast Express Trains EACH WAY EACH WEEK DAY BETWEEN ST. JOHN AND BOSTON.', 'W. B. HOWARD, D. P. A., O. P. R. 56 John, N. B. J. K. R. 84 Local Agent, Opera House Building, Charlottetown'