

The Charlottetown Guardian

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

SATURDAY, OCTOBER 21, 1916.

THE ALLEGED MANDATE

Sir Wilfrid Laurier had always claimed that he had the mandate of Parliament for the establishment of a Canadian Navy. Let us see how he obeyed it. In the same year came the Imperial Conference in London. Mr. Brodeur, still Minister of Marine, was one of the Canadian representatives. The British Ministers made perfectly clear what the Admiralty and the Imperial Government considered best. They said that *one Navy was best*, that the most effective defence by sea would be accomplished by the direct assistance of the Dominions to a single Empire Navy, any part of which could be used at any time to defend any part of the Empire. Here is their own statement:

"The greatest output of strength for a given expenditure is obtained by the maintenance of a single Navy with the concomitant unity of training and unity of command. In furtherance then, of the simple strategic ideal the maximum of power would be gained if all parts of the Empire contributed, according to their needs and resources, to the maintenance of the British Navy." (British Blue Book, page 21.)

But if Canada or Australia preferred to undertake local defence, the Admiralty proposed a partnership Navy of Dreadnoughts, Destroyers, and Submarines, in all 13 vessels with crews of 2,425 men, the whole equipment costing \$18,000,000.

Australia accepted the plan and has gone on with it.

New Zealand ordered her Dreadnought, which has become part of the British Navy, and three destroyers.

Meanwhile Australia, New Zealand and the other Dominions—all but Canada—continued their yearly payment. New Zealand promised to maintain her Dreadnought when completed. New Zealand has less than one-seventh the population of Canada.

Again Canada failed to rise to the occasion. Canada would not join the other Dominions in providing a Pacific Navy and would not provide a complete fleet unit. "The Canadian Government invited the Admiralty to explain how much could be done for \$2,000,000 to \$3,000,000 a year in the way of supplying two squadrons, one for the Atlantic and one for the Pacific. Sir Wilfrid did not accept the condition that the Navy which he proposed to create would go under the control of the Admiralty as part of the Empire Navy in war time.

The Conference ended August 10th, 1909. Australian and New Zealand representatives went home and the construction of their ships began at once. By June of the next year, the Dreadnought Cruisers New Zealand and Australia were under construction in Great Britain for their respective Dominions. On January 18, 1910, Sir Wilfrid Laurier introduced his alleged Navy Bill. The Empire was interested to see what the leading Dominion would do. It found that the Canadian measure did not provide for a fleet unit. It did not provide for a Dreadnought. It did not provide that the proposed squadrons should, in case of war, become part of the Empire Navy. *It did not even declare that the navy should go to the defence of the Empire in any war.*

The largest ship of this fleet was a light unarmoured cruiser of the Bristol class. Four such cruisers, with a smaller one and six destroyers, were to compose the Canadian Navy, and this was to be divided into two squadrons, one for each ocean.

PROPHECY, NOT OUTLOOK

The Patriot explains in its yesterday's issue that its assertion of the previous day, namely, that the government programme with reference to the Car Ferry and the standardization of the Prince Edward Island Railway had broken down, was a prophecy, not a statement of fact. Had it in the first place, put

its "anxious outlook" in the form of a prophecy its readers would not have been seriously concerned over the matter, as the Patriot's prophetic flights, though fairly continuous, have not been an unqualified success up to the present. The Patriot very foolishly says: "Let it (The Guardian) produce a recent official statement from any well recognized political or official source that it is the Government's intention to proceed within a reasonable period with the standardizing of the gauge. The Guardian's own ipse dixit is not sufficient.

As to this we have only to say that the Government has been "proceeding" uninterruptedly with the Car Ferry proposition since the contract for the work was awarded and the proposition as the Patriot knows, includes the standardizing of the P. E. Island Railway. Why should it be necessary for the Government to inform the Patriot of anybody else that it was still proceeding with the work, that it had no intention of giving it up before it was completed?

Everybody understands the need of the transfer shed pending the standardization of the Railway. It appears from the evidence given at the inquiry that the "temporary" feature of the present shed was too much in evidence and that it is desirable that better accommodation be provided, especially for the winter season. A resolution asking that such be provided was passed by the meeting. Whether the resolution is demanding more than is absolutely necessary for a temporary arrangement we are not in a position to know. Some at least doubt the wisdom of making an admittedly temporary contrivance too elaborate and the use the Patriot has hastened to make of it makes it extremely suspicious.

THE CALL TO MEN

A call is now being made to the manhood of Canada both for new units and reinforcements. The call has been sounding in the ears of Canadians for over two years; the cause for the call has been before them for over two years; the reasons why they should respond to it have been before them for over two years and especially so during the past year when the Canadian casualty list published daily contained the names of those who fell because they had not received the assistance they needed.

The call is being repeated not largely to unheeding ears. Recruiting has fallen off alarmingly. It is beginning to look as if the voluntary system had exhausted itself, as if practically all who realized their obligations to the country that feeds and shelters them, had done their duty. It now remains to deal with the others. How is it going to be done? According to the Defence of the Realm Act, or the Canadian Militia Act, they can be compelled to take up arms in defence of their country wherever such defence can best be offered. At present that defence can only be offered on the battlefields of Europe. There is where our men are needed to save and defend our country. So far it has not been considered necessary to enforce this law. The government has left the matter to the free will, the patriotism and the manhood of the people. The free will, the patriotism and the manhood have come forward, the others have not. What then remains?

We are fighting an enemy whose men between the ages of 18 and 60 are compelled to fight. The present military age in both Germany and Austria is between those two ages. They have between them a population of over one hundred millions. They have an army of a million men coming of age every year, and as long as the war lasts this new army of a million men will come to the front to fight us. Had we lived up to the traditions of free born, liberty loving, loyal Britons we would on the first call to arms have had more than our promised half-million men in the field. We have not got them yet. We are still depending upon those who went forth voluntarily to defend their country, depending upon them alone, while men equally fit are shirking at home enjoying the shelter that others are dying to provide for them. It is not fair, it is not British in the former British way. It would be regrettable in the extreme to be compelled to enforce the law and yet under present conditions appears to be the only fair way.

HAPPENINGS OF THE WEEK

Mrs. C. C. Gardner, left last week for Montreal accompanied by Mrs. Richards. Mrs. Gardner's friends hope that she will soon return in her usual robust health.

Miss Elmer Roach who has been the guest of Mr. and Mrs. George A. Sharp for the past few weeks has returned to her home in Sussex after a most delightful visit.

The interesting news of the promotion of Hugh Ronald Stewart to a Lieutenancy in the Flying Corps was received here this week by his father, Mr. D. B. Stewart, Lieut. Stewart's friends will heartily congratulate him on his well earned honor.

The mission which closed this week in St. Peter's Church was most interesting and proved an inspiration to all who so faithfully attended. The visiting clergymen, Rev. Mr. Huband and Rev. Mr. Little will always receive a cordial welcome in this city.

Mr. T. C. James' many friends are pleased that his progress towards renewed health in the Royal Victoria Hospital is so favorable that his return home in the near future is looked forward to.

Miss Josie Blake who has spent the past five weeks visiting friends in Montreal left this week for Halifax where she spent a few days before returning home.

It is pleasing to learn that Miss Evelyn Goff, whose eyes were giving her much anxiety is much improved and that she has arrived in Toronto from New York, to resume her musical studies.

Mrs. W. H. Croskill returned this week from a short but pleasant visit to New York.

Mr. and Mrs. Alfred V. Fraser left on Friday via Summerside on return to New York. The banquet to Mr. Fraser at the Victoria Hotel on Tuesday night was a most elaborate affair. Mrs. Fraser greatly enjoyed her stay in Charlottetown and was the guest at many pleasant afternoon teas.

Mr. and Mrs. C. H. Longworth, Miss Rose Longworth, Mrs. Arthur Weeks and Miss Weeks, and Mrs. W. S. Stewart, are spending a pleasant holiday in New York and Boston.

Miss Gladys Large gave an enjoyable shower on Thursday evening in honor of Mrs. Ernest Beer. Quite a number of young people were present and thoroughly enjoyed the pleasant time afforded.

Mrs. J. A. MacDonald, of Brighton, is visiting her aunt, Mrs. W. Abbott, at the Waldorf Apartments, Grosvenor Ave. Westmount, Montreal.

Yesterday afternoon Mrs. J. E. McLarty, received for the first time in Charlottetown since her marriage and the very large number of guests who were present testified to the popularity she has won during her residence in the city. Mrs. McLarty, who wore her wedding dress of ivory satin and chantly lace was assisted by Mrs. (Rev.) T. W. Murphy, the latter being gowned in mauve silk. Mrs. Tenison, Mrs. Reek, and Mrs. T. W. Murphy, the latter being gowned in mauve silk. Mrs. Tenison, Mrs. Reek, and Mrs. T. W. Murphy, the latter being gowned in mauve silk. Mrs. Tenison, Mrs. Reek, and Mrs. T. W. Murphy, the latter being gowned in mauve silk.

CAPTAIN FRASER WELL KNOWN HERE REMEMBERED

The many friends here of Captain Robert Fraser, who for many years came to Charlottetown in command of the steamship Coban, running between this port and Montreal, and whose wife is a daughter of the late Mr. A. N. Large of Charlottetown will be interested in the following item from the Daily British Why of Kingston, Ont.:

"In a most fitting manner the employees of the Montreal Transportation Company, Ltd., in this city, paid tribute to Capt. Robert Fraser, who for the past thirteen years has been marine superintendent of the company in Kingston. "Capt. Fraser is leaving the company to make his home at Long Beach, Cal., owing to the fact that his health has not been of the best, and his physician has advised him to go south. Late Thursday afternoon the employees, with a number of personal friends, gathered in the stock room to say good-bye to Capt. Fraser and at the same time took advantage of the opportunity of presenting him with a parting gift. Capt. Fraser has ably looked after his duties, and during his stay with the company has, by his genial and courteous manner, won the esteem of all the employees. It is with sincere regret that the members of the staff say farewell to him, but it is the earnest wish that in due time he will be restored to good health, and that he will be in a position to again return to Kingston. With Mrs. Fraser he leaves on Saturday for his new home. A large circle of friends throughout the city join the staff of the Montreal Transportation Company.

The prize that escapes your hands, That test your nettle and prove your worth; It isn't the blows you deal, But the blows you take on the good. That shows if your stuff is real. —SELECTED.

DOLLAR DAY

Thursday, 26th

STOP!

We Want Your Fur Business

We want it on the merit of our **MERCHANTS' DISC.** The "Force" behind **PATONS' FURS** is summed up in one word—"Value."



LOOK Your Furs are Here

We are particularly well equipped in Furs in Alaska Sable, Black Fox, Blended Watermink, Caracul Astrachan, Cinnamon Bear, Fitch, Isabella Fox, Mink, Orenburg Mink, Opossum, Grey and Black Persian Lamb, Red Fox, Patch Fox and lots of Odd Neck Pieces and separate Muffs.

PATONS, LTD.

Were made at 7c to 10c, and the lower grades at 4c to 6c per pound; sheep, ewes, \$7.25 to \$7.50; bucks and culls, \$6.75 to \$7.00; lambs, \$9.50 to \$10.50.

HIDES AT TORONTO

E. T. Carter & Co. quote hides, etc. at Toronto as follows: Lambskins and pelts, \$1 to \$1.50; sheepskins, city, \$2.50 to \$3.50; sheepskins, country, \$1.50 to \$3; city hides, flat, 20c; country hides, cured, 18c; country hides, part-cured, 17c; country hides, green, 15c; calf skins, lb., 25c; kip skins, per lb., 22c; horsehair, per lb., 35c; horse hides, No. 1 \$5 to \$6; horsehides, No. 2, \$4.50 to \$5.50.

Amherst Men Gathering Big Profits From Schooner Launched on Parrsboro Shore. (Amherst Guardian.) Speaking of gold mines, what about this one?—A short time ago an Amherst man invested a sum of money in a vessel built and launched on the Parrsboro shore. Within ten weeks after the schooner took the water he received in profits fifty-three per cent. of the amount he had invested. Since that time he has received another \$200 as his share of further profits earned by this vessel.

Join the Greatest Co-operative Plan in Existence, to Save Money

It does not cost anything to join, you merely invest your money in large or small amounts, in the very best of security obtainable, viz. Life and Endowment Insurance.

When you think of the numberless widows Life insurance is saving from poverty, from hunger and from despair, of the countless children to whom the Policy benefits are giving a chance in life, preventing them from being huddled together in the slums of large cities, breathing foul air and eating food both unsuitable and insufficient and best of all saving and preserving to them the mother's care, you will agree that it is the greatest beneficent institution in the world.

We would like to be of service to you and yours. Can we have an opportunity of submitting particulars of our plans free of charge?

Hyndman & Company, Limited

Provincial Managers, Great-West Life, Charlottetown
Several reliable energetic Soliciting Agents wanted.

The New Silver Moon with Revertible Flue is the Proper Home Heating Stove for You

The New Silver Moon is the safe and economical home heater. Call in today and let us show you how this perfected stove—

- Gives good heat 24 hours in every day
- Is easy on Coal
- Needs little attention
- Gets all the good from the Coal
- Gives proper, satisfactory heat all through the home.



Fennell & Chandler

Victoria Row

RUBBERS, RUBBERS

High heels and low heels broad toes and pointed toes Buy the Merchant's brand of Rubbers for Iron wear. Felt footwear now in prices right. Our new Gaiters expected Oct. 14th. The latest style.

GOFF BROS.

Dollar Day Excursions

Schedule of Time and Fares on Special Trains On OCTOBER 26th, 1916.

Station	TIME	FARE
Murray Harbor	leave 7:00 A. M.	1.50
Murray River	7:13 "	1.40
Wood Island	7:35 "	1.20
Melville	7:48 "	1.00
Fodhla	8:05 "	1.00
Vernon River	8:31 "	.55
Vernon	8:53 "	.45
Lake Verde	9:05 "	.45
Mt. Albion	9:17 "	.30
Mt. Herbert	9:27 "	.15
Charlottetown	Arrive 9:45 "	
Summerside	leave 8:00 "	1.50
Kensington	8:23 "	1.25
Freetown	8:39 "	1.10
Emerald Jct.	8:48 "	.95
Bradallane	8:55 "	.90
Fredericton	9:06 "	.75
Hunter River	9:20 "	.60
North Wiltshire	9:30 "	.50
Loyalist	9:45 "	.35
Royalty Jct.	10:00 "	.20
Charlottetown	Arrive 10:15 "	

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson.

THE TEST.

The test of a man in the flight that he makes.
The grit that he daily shows;
The way that he stands on his feet and takes
Fate's numerous bumps and blows.
A coward can smile when there's naught to fear,
When nothing his progress hinders,
But it takes a man to stand up and cheer
While some other fellow stars.

It isn't the victory after all,
But the fight that a brother makes;
The man, who, driven against the wall,
Stand up erect and takes
The blows of fate with his head held high,
Bleeding and bruised and pale,
Is the man who'll win in the by and by.
For he isn't afraid to fall.

It's the bumps you get and the jolts you get
And the shocks that your courage stands,
The house of sorrow and vain regret,
Old earth.