

# THE Charlottetown Guardian

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## FOUNDATIONAL

Boarding houses, tenements and dwellings in many large cities are filled with men and women eking out an existence which too often is neither pleasant nor profitable; many are living individual lives. Why? Is it possible that the cause might be traced in many cases to the training received in early years? If such training had taught them more about the natural conditions surrounding their homes, their school houses, the farms, might not some of them have remained? Now as never before we are realizing that the home is the most important institution in the land and that the arts and sciences pertaining thereto are taking precedence over the subjects emphasized a few years ago. We are realizing that it is more important to allow children to develop rather than endeavor to mould them by conventional courses of study often unsuited to their requirements or their abilities. While it is true that many who migrate from their farm homes are eminently successful it is equally true that the great majority often wish they were again upon the old homestead.

Early training and education have a great influence upon the career. The chief difficulty in the past has been that the farm home has had no champion in our schools. The pleasures, the possibilities for development, the true meaning of natural life has not been placed before the child as have the studies leading to other professions. It is more important that the child reared in the country should be familiar with the process of the development of an apple or a berry than that he should know the intricacies of the binomial theorem. The transformation of the egg to the butterfly through the various stages, the use of the nodules on the clover roots—or the proper care of milk, are all important facts to the farm boy, whereas mathematical problems are the essential facts of education to the engineer, but why make either assume studies of little interest and of practically no value to them?

Natural sciences interest the agriculturist. Why not teach them to the farm boys and girls? That "familiarity breeds contempt" is not true in nature. The more we know about natural objects, and underlying laws the more eager are we to delve deeper. Imagine a public school located in beautiful natural surroundings—everything required for normal, healthy development of mind and body, out-of-doors, but inside a conventional course of studies that lead into other channels. There are so many vital and interesting phenomena in rural districts that require study but which have been sorely neglected, that it is high time we considered carefully whether the average boy and girl were being given a fair opportunity to make the most of the life which is opening up before them.

Now that agricultural departments are spending time and money to assist the farmers to larger crops and greater profits, it is gratifying to note that educational departments here and elsewhere are doing more for the development of the child, in order that the appreciation of home and the farm might be greater. Teachers who are sympathetic toward the natural sciences are necessary because in their hands, to a very large degree, lies the future of the child. Courses of study will shortly, we understand be arranged in order that such development may gradually be attained. This attained, the result would without doubt warrant any effort and expense necessary. Such arrangements would not interfere with those seeking entrance to the other professions but we would see developing side by side with them an intelligent, enthusiastic, and satisfied class of young people simply because they had come more closely into touch with the great out-of-doors.

## THE KNOCKERS

The practice of mudslinging and general condemnation so viciously indulged in of late with a view to securing some party advantage has, like a boomerang, come back and struck home. As a result of the boot scandal circulated and shouted by the Opposition Press in Canada, the Russian Government, it is said, has cancelled a \$3,000,000 order that would have been filled in Canadian factories. The British Government, being more in touch with Canadian methods and knowing the character of many campaigns previously conducted by the Liberal party, have placed the proper discount on the recent efforts to blacken the reputation of the Borden Government and continue to place extensive orders in this country.

The boot investigation has fallen flat, for the Canadians in the trenches have discarded British army boots and gone back to the Canadian army boot as the more comfortable and more suitable for their work. The most reassuring feature of the whole nasty business at Ottawa is the determination of the Government to push the investigation to the furthest limit, even after Parliament has prorogued. The Department of Justice has been instructed to act without mercy in regard to all irregularities in the purchase of war supplies. Incidentally also the Department of Justice will likely find scope for considerable activity in connection with certain curious transactions which went on in Western Canada under the old Government. The country wants a thorough cleaning up of political and departmental corruption, and there is a housecleaning in hand at present that will set some carried-over grafters to serious thinking. In the meantime there is no room for conscienceless slanderers, who stop at no injury to Canadian industries if only they can at the same time hurt their political foes. It is time Canada, in every province of it, our own included, had put a stop to the indiscriminate slander so often indulged in for the sake of party advantage, a species of slander that spares not even the fair name of the country so long as it is supposed to besmirch the character of the party in power. What we need, in Canada, and particularly in our own province at present is constructive, not destructive, campaigning and there is room for it. We are on the eve of such an era of prosperity and of general betterment,

politically, morally and socially, as we have never yet experienced and have no room for the knocker or the croaker. Fortunately knocking usually proves a boomerang and the three million dollar contract lost to Canadian manufacturers and Canadian laborers will not have been entirely lost if it teaches the knockers a lesson that they shall feel in the only vulnerable part of their anatomy—their pockets.

## P. E. ISLAND PEAT BOGS

In the report of the Department of Mines for 1913, just issued, statistical information is given regarding the peat bogs throughout the Dominion. The following is given of Prince Edward Island: "Mermaid peat fuel bog, situated north-west from Charlottetown and about two miles from Mount Herbert Station on the Intercolonial (P.E.I.) Railway. The total area covered by this bog is approximately 186 acres, varying in depth from 3 to 10 feet.

"The Black Banks peat litter bog is situated about seven miles south of Alberton, by water across the Casumpeque Bay. The total area covered by this bog is approximately 884 acres, with a depth varying from 3 to 20 feet. The bog contains a very fine peat litter, which is fairly free from humus, from the surface to the bottom.

"The approximate area investigated in Prince Edward Island during the month of July, 1913, was 1,070 acres."

The report does not undertake to classify Prince Edward Island peat as to its fuel content, but the fact that it is classified as "peat fuel bog" and "peat litter bog" presupposes that it has commercial value for either purpose and that it is workable.

The manufacture of these comparatively large deposits of peat should at present appeal with a good deal of force to our capitalists. This is one of our few undeveloped natural resources and has probably as much promise of profitable returns as any other resources we possess, including the silver fox and the oyster industries. The wealth of the province will not be exploited until the value of these so-called barrens is ascertained.

## THE PATRIOT IN THE THROES

Our respected contemporary is at a loss for a stick with which to beat the Government for the crime of committing a surplus. First it tries one way, then it tries another, and as it is evidently quite at sea on the subject, it explains that the Guardian does not understand what it means. We give in parallel column two extracts from the Patriot dealing with the same subject; and ask our readers whether it is possible to grasp exactly what our respected contemporary wants to be at:

Patriot, April 15.

"Another important point made by the Leader of the Opposition was where he showed that by not paying teachers their monthly salary in December and carrying the amount over into 1915, the Government changed what would have been a deficit of \$8,000 into a so-called surplus."

Patriot, April 19.

"The Guardian this morning . . . does not understand or willfully misrepresents, in calling attention to the fact that it was the money held back from the teachers which made the small surplus for 1914, it was not contended that the monthly salaries for December were withheld."

## OILING THE ROADS

We note by many of our exchanges that the use of oil on roads is becoming more general year after year and with increasing satisfaction in solving the dust problem. A number of Canadian cities have adopted the street oiling system with such good results that there is now a quite general demand to have it applied on country roads. It is pointed out that the roads would last longer and there would be more general satisfaction, not only to the users of the highway but to the farmers and other property owners living along the routes. It is a well known fact that the dust and dirt blowing off the roads on to the trees and crops on the farms have injured them to a considerable distance on each side of the dusty roadways. If the roads were oiled, this feature, which is a very important one from an economical standpoint, would be removed.

This method of dealing with the dust nuisance has as far as we know, never been tried in this Province, although we have had considerable experience in town and country with the dust. An experiment on a sufficiently extensive scale to demonstrate its efficacy could be profitably tried either on the city streets or on sections of country road. If found beneficial the operations would no doubt be extended, if otherwise, little harm would be done and the question so far as this Province is concerned, would be settled.

## NOTES

Sir John French has made a report on the fighting at and about Neuve Chapelle which indicates that the engagement was one of the most severe in which the British shared during the war. The casualties, however, were less in number than early statements suggested. Of a total of 12,800, there were 2,527 killed, while the hospital service had to care for 8,500 wounded. Sir John French suggested in his report that the majority of the corps were new to the work they were required to do; but they did it effectively, won ground from the enemy and inflicted greater losses than they sustained. The success is encouraging both for the men in the field and the country they serve.

Says the New York Herald:—One of the hyphenateds who keeps bombarding newspapers with communications upholding everything done by Germany vigorously defends the sinking of the merchant steamship Falaba and the drowning of more than 100 non-combatants, one of them an American citizen. The fault lies wholly with hated England, he declares. Because England "does not bring out her navy," German submarines are sinking merchant vessels. And in the next breath he asserts that the Falaba was sunk because she dared to send out wireless calls for help—in other words, because she was committing the crime of attempting to "bring out" British warships.

"I cannot but conceive," said Mr. R. B. Bennett, of Calgary, in the House of Commons, "that this is the end of the public career of the member for Edmonton as it should be the end of the public career of the member for Assiniboia" (Mr. Turiff). He went on to say that the Laurier Government had handed over the resources of Western Canada with lavish hand to its own party friends. Men with nothing had grown rich out of the public domain. When elections came these men rallied to the support of the Government. "These were the porch-climbers and thugs of whom the member for Edmonton spoke," declared the Calgary member. Having disposed of the public domain, he said, the former Government had then started to corrupt the public opinion. Little did the people of Western Canada know when they listened to the outspoken member for Edmonton that he had sold the independence of the press. "When the honourable gentleman stood up and discussed the legislation respecting the Grand Trunk Pacific," said Mr. Bennett, "and expressed so much concern for vested interests, we did not realize that \$15,000 worth of influence was speaking."

# A GIGANTIC BLUNDER TRANSCONTINENTAL RAILWAY THE WORST THAT WAS SAID OF IT IS LESS THAN WHAT HAS OCCURRED

There are probably few Liberals today hardy enough to say that the building of the National Transcontinental Railway by the Laurier Government was anything but a gigantic blunder. Today this chicken is coming home to roost, a big bird, which has cost the country upwards of two hundred millions of dollars, and which will cost the country many millions more.

The worst that was said of the Laurier contract when that remarkable instrument was before Parliament in 1903 and 1904 was less than the worst that has actually come to Canada through the blind recklessness and incapacity of the Laurier Government. The Liberal Government's constructing commission, composed of men who knew nothing about railway building, threw away forty millions of dollars in absolute waste. The investigating commission appointed by the Borden Government so found and so proved. The cost of the road piled up year after year until it exceeded the largest estimate of the Laurier Government by one hundred million dollars exclusive of interest. Until the Laurier Government went out of office and the Liberal constructing commission was abolished there was no attempt to introduce methods of economy into the construction of the railway. The Liberal policy of "economy and retrenchment" was not born until after the Liberal Government went out of office. The road was completed by the Borden Government on strictly business lines, by practical men. And then what?

### FINE FOR THE COMPANY.

The Laurier contract with the Grand Trunk Pacific was a magnificent agreement from the standpoint of the company. It provided that the Grand Trunk Pacific should operate the railway for fifty years on a rental equal to three per cent on the cost of construction. That rental would not free the country from interest obligations, inasmuch as the money with which the road was built cost the Government three and a half per cent. The half per cent. difference meant \$3,393,230.33 up to the end of 1914 when the road was completed. It would mean \$908,687 each year during the fifty years of the lease, or a total of \$43,499,900.

But the contract made it still easier for the Grand Trunk Pacific by giving them the right to operate the road for seven years without any rental. That wasn't all either. It gave them the right to operate for three years more without rental, except that the calculated interest for those three years would be capitalized. They would thereafter pay interest on this interest. Great. This was the contract which the Laurier Government forced through an unwilling Parliament. The Grand Trunk Pacific Railway cheerfully contracted to take over the line on completion for operation on these terms.

### BLUNDERED IN BOTH.

But the Grand Trunk Pacific failed to realize that the Government which entered into this crazy contract could not be expected to show any higher degree of business ability in the building of the road. The company might have fairly assumed that the incompetence of the Laurier Government would be as great in the one case as in the other, that what would help them in the one case would hurt them in the other. History has shown that

### DAILY SELECTIONS FOR READERS OF THE GUARDIAN

Furnished by W. S. Louson.

#### WHEN DADDIE CALLS

There is never a trial or so great a care,  
There is never a frown so weary,  
But the heaviest load seems light to bear

When I hear his laugh so cheery,  
And I see his face  
And I hear his voice—  
When Daddy calls me "Dearie."

There is never a hill on the road so steep,  
There is never so hard a theory;  
There is never a pit beyond so deep,  
But his face is ever so merry;  
It will always beguile  
Be a path for a smile—  
When Daddy calls me "Dearie."

There is never a shadow when night's dawning nigh,  
Makes me fear of To-morrow's query,  
There is never a trouble to come bye and bye,  
That make the outlook dreary;  
Soon storms are past  
Trials cannot last—  
When Daddy calls me "Dearie."  
KATHERINE JACKSON.

an assumption of that kind would have been a reasonable one. The Laurier Government blundered in the building of the road as they had blundered in framing the contract, and this time the other party to the contract stood to lose. The railway that was to cost \$61,000,000 actually cost \$161,000,000 without interest, and the rental basis altered in proportion. The road was completed at the end of 1914, with the exception of the Quebec bridge, the history of which is the history of another stupendous Liberal blunder, a blunder which cost the lives of scores of Canadian workmen.

And now the Grand Trunk Pacific shows a coldness for the Laurier contract. It displays no eagerness to begin the operation of the line on a rental basis of six or seven millions. It shows no inclination to take over the big white elephant at all.

### OFFERS NO PROTECTION.

And in this situation the Laurier contract again fails to protect the country.

It provides no adequate security to compel the Grand Trunk Pacific Railway Company to operate the Transcontinental.

It is beautifully indefinite in its reference to the time when the road is to be taken over by the company. In other words, it provides that the road is to be taken over upon completion, but it does not say what constitutes completion. So there you are.

In the meantime it will be necessary for somebody to operate the 1,800 miles of railway in order to prevent it from rusting. The Government has for some time been operating a bi-weekly service over the lost end in New Brunswick, with Intercolonial railway stock, and is paying \$12,000 a month for the operating by contractors of 270 miles in northern Ontario and Quebec, for the benefit of settlers. It looks as if the Government would not have to operate the whole line, for purposes of maintenance, and in the interests of the few hundred settlers who have gone into the country. It will be an expensive business.

### WHAT WILL BE DONE.

As a first step the Minister of Railways has given notice of a resolution securing for the Government the right to use the line from Lake Superior Junction to the head of the Lakes. The Laurier Government in the course of its railway frenzy allowed this important link to be built and owned and controlled by the Grand Trunk Pacific. Thus the National Transcontinental Railway was cut off from the Great Lakes traffic. The line from Lake Superior Junction to Port William was built and owned by the Grand Trunk Pacific, with much public assistance. The Minister of Railways is now taking power to acquire or lease this necessary link, including all terminal facilities, accommodation works, etc.

The whole situation shows how little regard the Laurier Government had for the public interest, and how little capacity it had to protect that interest. The National Transcontinental Railway was to have been the crowning achievement of the Laurier career. It was to prove his claim to the reverence of posterity as a nation-builder. It was a Laurier enterprise from beginning to end, a new through line east of North Bay never having been contemplated by the Grand Trunk. It was to round off Sir Wilfrid Laurier's "work."

It is doing it. It has proved Sir Wilfrid Laurier to be one of the greatest blunderers that ever blocked the progress of a young country.

### NOT SUFFICIENT WAR TAX STAMPS.

TORONTO, Ont., April 17.—Twelve million war stamps have been sold from the Toronto postal depository. The Inland Revenue officials have handled 100,000 stamps of various denominations, but the demand is greater than the supply of two cent ones and the 50,000 which were on hand from Ottawa this morning were cleared out in an hour. One hundred thousand could have been sold.

### DUTCH TRAWLERS RELEASED.

LONDON, April 19.—A despatch to the Exchange Telegraph from Ymuiden says that the four Dutch trawlers taken by German warships into Cuxhaven have been released.

### CARGO OF FOODSTUFFS THROWN INTO COURT.

LONDON, April 19.—The Norwegian steamer Albis from New York to Copenhagen with a cargo of foodstuffs, which was detained at the Scottish seaport of Kirkwall on April 5, arrived at Middlesbrough-on-Tees, on April 12, where a majority of her cargo was thrown into the prize court.

The Danish steamer Annam, from San Francisco for Aarhus, detained at Kirkwall April 7, was taken to Hull April 12 where the vessel is being held pending an investigation regarding her consignees.

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