

Keep Free From Dust

There's dust in plenty these days—more than plenty one finds during a drive in the country.

Whisks

—the kind that get all the dust out of clothing, etc. All well made and the broom corn is tough and elastic. They are the kind that give long and satisfactory service. Have them in various sizes from 10c up.

J. G. Jamieson
Druggist

Just Received

Unique designs in Fox Jewelry and Souvenirs of P. E. I. consisting of Fobs, Brooches, Charms and Spoons, etc.

G.H. Taylor

Jeweler & Optician



To Investors in the Fox Industry Throughout the United States

An excellent chance is offered to get in with a good reliable company of Americans now building ranches on P. E. Island. For further particulars write the Boston Office of Bay State Fur Farms, Room 76, 45 Bromfield St. Boston, Mass.

MARRIED

MCLEOD—BELL—In the Presbyterian Church, Stanley Bridge, P. E. I., on Tuesday August 11th, 1914, by Rev. John Stirling, Raymond A. McLeod of Fonnas Mills and Gertrude Adelaide daughter of David R. Bell, Stanley Bridge.

RIGGS—PURSEY—At the home of the bride's parents, North Rustico on Wednesday, Aug. 19, 1914, by the Rev. John Stirling, Vernon William Riggs of Charlottetown and Ruby Ella Pursey, daughter of Mr. and Mrs. John Pursey.

GARDINER—MacEACHERN—At the residence of the bride's father, August 12th, 1914, by the Rev. Daniel MacLean, Mr. Munsey Gardiner and Miss May, youngest daughter of Mr. Donald MacKinnon. At the same time and place, by the same Hugh Grant to Miss Euphemia MacEachern, all of Conoe Cove.

Retall Nioe is indispensable for relieving any offensive odors of the body. Use it and your very presence will suggest an air of daintiness to those around you. There is a perfume of cleanliness, a sort of body incense suggestive of health and purity of skin attained by those who regularly use Nioe to overcome unpleasant body odors, especially those arising from perspiration. Convenient and pleasant to use after the bath, it gives the body a fragrant cleanliness. Harmless and Non-irritating, 25 cents. MacKinnon Drug Co., Cor. Great George and Kent Sts. Metf.

For that auto party, long drive, picnic or outing of any kind, you will find a Thermos bottle or Thermos lunch set practically indispensable. A thermos will keep liquids icy cold for seventy hours, prices \$1.50 up. The Two Macs, 149 Great George Street, Metf.

THE GUARDIAN

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

MONDAY, AUGUST 24TH 1914.

DIARY OF EVENTS

TODAY.

City Magistrate's Court, 9 a. m.
People's Theatre, 7.30 and 9 p. m.
Prince Edward Theatre, 7.15 and 9 p. m.
Montague Horse Races—special train leaves Charlottetown at 9 a. m.

		AUGUST.	
		HIGH WATER.	
Date.	Day.	Time. H't.	Time. H't.
1	Sa.	5:01 7'6"	19:07 6'6"
2	S.	6:07 7'6"	20:22 6'6"
3	M.	7:12 7'6"	21:31 6'8"
4	Tu.	8:18 7'7"	22:32 7'0"
5	W.	9:22 7'8"	23:32 7'2"
6	Th.	10:22 7'9"	
7	F.	0:03 7'8"	11:18 8'0"
8	Sa.	0:35 7'4"	12:05 8'0"
9	S.	1:06 7'4"	12:49 7'9"
10	M.	1:34 7'4"	13:32 7'7"
11	Tu.	2:00 7'4"	14:14 7'8"
12	W.	2:25 7'3"	14:56 6'9"
13	Th.	2:51 7'3"	15:42 6'4"
14	F.	3:19 7'2"	16:33 6'0"
15	Sa.	3:51 7'2"	17:46 5'8"
16	S.	4:24 7'1"	19:03 5'7"
17	Mo.	5:04 7'1"	20:18 5'9"
18	Tu.	6:45 7'2"	21:20 6'2"
19	W.	7:58 7'4"	22:10 6'6"
20	Th.	9:06 7'7"	22:51 7'0"
21	F.	10:04 8'0"	23:58 7'4"
22	Sa.	10:58 8'4"	
23	S.	0:02 7'7"	11:49 8'7"
24	M.	0:35 8'0"	12:39 8'8"
25	Tu.	1:07 8'1"	13:30 8'6"
26	W.	1:40 8'2"	14:23 8'3"
27	Th.	2:14 8'2"	15:19 7'8"
28	F.	2:52 8'1"	16:24 7'2"
29	Sa.	3:25 7'9"	17:40 3'8"
30	S.	4:04 7'6"	19:02 6'6"
31	Mo.	5:44 7'4"	20:16 6'7"

GUARDIAN'S SPECIAL CABLE SERVICE

Arranged with London Times and London Daily Telegraph.

The Guardian has just concluded arrangements whereby it has obtained the right of exclusive publication of all the cable dispatches of the London Daily Times and the London Daily Telegraph in addition to the dispatches from Montreal, Halifax and St. John.

This service includes special signed cables from Ashmead Bartlett, who acquired great fame for his masterly work in covering the Russo-Japanese, Balkan and Boer wars; E. J. Dillon, the expert English journalist who is in close touch with all of the inside workings of European diplomacy, and others of equal repute.

Cables from other correspondents in the principal European capitals will include the dispatches of Herbert Temple, W. Orton Towson, and Frederick Villiers in London; Fritz Jacobsohn, Steven Burnett and Frederick Werner in Berlin; C. F. Bertell in Paris and others who will cover the European war from every possible angle.

This service will afford our readers prompt, accurate and complete war reports written in masterly style and upon which complete reliance may be placed.

PROVINCIAL EXHIBITION

It will be generally conceded that the government has acted in the best interests of the province in deciding to proceed with the exhibition this year as usual. It is quite true that, on account of the war, there is not unnaturally a feeling of depression and anxiety. This is all the more reason why the ordinary routine should as nearly as possible, be followed out in all our activities. The Provincial and county exhibitions are annual events to which the people look forward with keen interest and for which many of them, particularly the farmers, make preparation. A break in the yearly sequence would not only be a loss and a disappointment but would injuriously affect future exhibitions. Moreover to abandon on account of the war, an event of this kind, which is a purely business affair, would tend to intensify the depression and emphasize the calamity of war.

While deploring the calamity and sympathizing with the sufferers, the best assistance we can render to the Empire and to our own country is to go on quietly and sanely with our work, to maintain the country's industries and interests, and not spend too much time or energy in deploring an event that, although deplorable, is now unavoidable. The war is on, and will be fought to a finish. Until that finish is accomplished we have a part in it.

Major General Sir William Otter, the first Canadian in command of a Canadian army, and now on the retired list, in a message to the Canadian people, "as a private citizen" says in The Canadian Courier:

"One of the greatest services which the Canadian people can render to the Empire at the present moment is to increase our supply of food for the British people. This is at once our duty and our opportunity. The only possible danger to Great Britain at the present time is a scarcity of food. Canada should put forth a supreme effort to supply the British people with the foodstuffs they require. If the British fleet keeps the North Atlantic clear of dangers, and we are all convinced that this will be done, it is surely to the advantage of the Empire that we should make an unusual effort to provide the cargoes which the ships will be seeking.

"Above all, let us be cool and calm. No matter what news comes over the cables, we must not be either timid or depressed."

OUR NAVY

Many people are anxious about our Navy in the North Sea and the outcome of the apparently long delayed battle of the fleets. A good deal has also been written about the lack of speed of the British and French cruisers in Atlantic and Mediterranean as compared with that of the German vessels. In this connection we may quote the views of a naval expert as given in the Quarterly Review of April 1913.

The cordon of more numerous ships, he says, relying for its strength all through on the security of the battleships' backing, and the possession of bases conferred by the command of the sea, grows tighter and tighter. In every navy we find men like the French Admiral Aube and the Russian Admiral Makaroff teaching the theory of the fast ships gaining command of the sea independently of the battleship. WAR COMES AND IT IS THE OLD STORY OF EVERYTHING HINGING ON THE BATTLESHIP. It is true that the Russian vessels were easy targets for Japanese destroyers at Port Arthur, but what power other than Togo's fleet cooped them up in Port Arthur? After Tsushima, indeed, Japanese destroyers successfully torpedoed big ships which had ceased to be effective; but then again their success rested on the fact that the Japanese battleships had already destroyed the resisting power of the Russian fleet.

What reason is there to suppose that our future experience with air-craft is going to be different? Their main function will be to use their range of vision as the eyes of the fleet. There will, however, be this difference, that if one fleet has an effective command of the sea, while another fleet dare not proceed to sea for fear of being brought into action, the air craft of the first fleet will be able to do their work far more effectively by reason of the secure haven on the sea afforded them. Their opponents, operating say between Emden and Dover—a distance (there and back) of some 600 miles—will have no security along all the wind-swept waters dominated by a fleet with its adjuncts skillfully disposed. The threat of a fleet moving at 15 to 20 knots, with cruisers capable of 30 knots and hydroplanes of 60 knots or more, is an infinitely more far-reaching one than of the old line of battleships, even though they were less dependent on their adjuncts, the frigates. If, during daylight, an enemy's cruisers, destroyers, or hydroplanes, having no support from their own battleships, are driven in upon the fleet's wide oblong of danger, embracing many hundreds of square miles, they have small prospect of escape. This fact, added to the paralysis which overtakes the enemy's trade, the fear of amphibious raids on his coasts, and the loss of prestige and morale arising from inaction, tends to cause the battle-

fleet to be sent to sea in the hope of retrieving the situation. The unseen pressure of the battleships of the predominant Power will have been the real compelling force, in virtue of which cruisers, destroyers, submarines, hydroplanes and trawlers for mines have effected much, but without which they could hardly have influenced the result of the war.

This, it will be seen, is exactly the position of the British and German fleets in the North Sea, and explains the apparent inactivity of the British Navy. Its policy is to paralyze and demoralize the enemy and compel it by this pressure to come out to the open in an attempt to relieve the situation.

THE GRIM SILENCE

With the Empire's fate being worked out and the foundations of the world's future peace being laid in what will probably be the biggest war in the world's history, it is not to be wondered at that news from the scene of operations is being eagerly and anxiously looked for, and that there should be nervousness, and even fear, because of the meagreness of the reports received. The silence—almost as hard to bear as bad news—is not ominous, however; it is part of the war scheme, and we who have only to wait must learn to wait and to trust. Great Britain never strikes till she is ready and we may trust her officers on sea and land to know when the time is ripe for action. "Out of the darkness of the North Sea" we have heard little as yet, but we shall hear in good time.

We have many instances of the secrecy observed in the movements of British ships and British troops. During the past week, it will be remembered, several British cruisers arrived in Halifax. Of their coming the Halifax authorities knew nothing until the ships were in the harbor. They left as quietly, their destination unknown. All we know of the movement of the ships is that, whereas only a little over a week ago the North Atlantic steamer lanes were unsafe and shunned by the regular liners, now they are being traversed without fear and with absolute safety; commerce has been resumed and is officially declared to be normal even in England.

An instance is given by a United States correspondent who happened to be in England during the early days of the war, which shows the secrecy under which military movements are carried on. It will be remembered that Great Britain declared war on Germany on August 4th. On August 5th the mobilization of troops began. In the four days from August 5th to August 9th, 120,000 men had been assembled at Plymouth, the principal base of military operations in England. Transportation to continental points began on August 7th and was conducted under the most rigid

secrecy. Even the residents of the town were deprived of the opportunity to witness it at close range. The town was policed by Territorial troops organized for service at home and to take the places of the regulars as they were sent away. On August 7th eight cruisers and destroyers convoyed into Plymouth Harbor ten coastwise vessels and regular army transports. These were anchored under the shelter of the forts at Drake Island and Devonport, commanding the approaches to the harbor from the landing stages of which all civilians were excluded.

Early on the morning of the 8th the work of loading the regulars began. How many troops and what munitions of war were put on board has never been revealed. The belief was general among the men and even among the officers that their destination was to be somewhere in the North Sea beyond the northern boundaries of neutral Holland. The transports disappeared in the night and it became known that they landed at Ostend, Calais and Dunkirk. Then silence fell again. The troops and the munitions of war disappeared again and we expect to hear from them when the allied British, French and Belgian armies meet the Germans in Belgium, an event which must now be very near, if indeed it has not already taken place. At this meeting the German advance through Belgium on the road to Paris must be stayed.

For the result of this meeting we shall wait in hope. Days may elapse before the result is known. What occurred in Belgium as told in our dispatches yesterday was to be expected. The Belgians, the smallest nation engaged in the war held their forts at Liege and still hold them. They were unable however, to prevent the enemy swarming over the unprotected and ungarriioned country, but even in that swarming the enemy's losses were terrible. The next chapter of the gruesome story will be the meeting of the allied armies and their enemy, probably on the old field of Waterloo.

FOX AND FUR COMPANIES

ANSWERS TO CORRESPONDENTS

L. T., ONT: We advise you to hold your shares; a good dividend is almost assured next year.

R. M., VERMONT: All you mention are good; spread your investment over the lot. If only three, any of the bunch will do.

ENQUIRER, TORONTO: The roughly good standing; has had good year and promises well for next.

INVESTOR, CRAPAUD: Both are good companies.

DOUBTFUL, P. E. I.: If it be in the prospectus the Directors are collectively and individually responsible.

A. R. N., BOSTON: The prospects as bright as ever.

C. H. B., MONTREAL: Nos. 2, 3 and 4 on your list have promised dividends this year. The stock now selling is ex-dividend and for increased capitalization.

R. E., QUINCY, MASS: Don't know the Company, but the prospectus seem all right. Ascertain from which ranch the options were obtained, as there are foxes sold here not ranch bred.

C. W. H., HALIFAX: See article in issue of 88th inst.

S. J. L., BOSTON: Each of the shares now selling are for increased capitalization. They are sound Companies and you would not do wrong to invest in each of all of them.

I. S. S., SPRINGFIELD, MASS: There is so much now published that it is impracticable to give you the information you desire in these columns.

J. R. M. E., VANCOUVER, B. C.: It would be invidious for us to make selections. Make a list of those advertising and send it to us and we will give you whatever information we have about them.

JUST IMAGINE

Just imagine that every citizen of Charlottetown was under orders to be within doors at a certain hour of the night!

Just imagine that no household could show a light from its window in this city after a certain hour at night! Just imagine that at every step you would be liable to be halted by a sentry and asked your business, even in daylight!

Just imagine that all the men of the

city had gone to war and only the grandfathers and the sick were left behind with the women and children! Just imagine that those helpless folk were liable to attack from brutal foe at any hour of the day or night! And then—thank your Providence that your lot is cast in Canada, and make up your mind to do what in your power lies to help those who are living under the conditions so stated. The first two of them exist in Great Britain today; the last three are taking place in Belgium and France and Germany.

And thank your God and the presence of British statesmen, that there is a fleet to protect the Motherland from the horrors which are now devastating western Europe.

Things may be bad under martial law in Britain. Kitchener is employing the iron hand which the situation calls for. But how much worse are they in the countries which are in the zone of the actual fighting?

CADET CORPS

Sir:—The cadet corps movement is gaining ground especially in the Maritime provinces. People realize as they never did before that the country-boy has been neglected physically as well as morally.

This harmless exercise benefits our "future men" three fold. Mentally, socially and lastly he who completes the course becomes more manly, because all the muscles and senses are brought into action.

Another beneficial effect is "Development of mind concentration." Contemplating that the Cadets are under no military obligation other than instant obedience to their instructor and proper care of all accoutrements issued to them, the Vernon River

OUR OYSTER INDUSTRY

Sir:—In writing on this very important subject, I shall avoid party politics, and I wish my old friend, the leader of the opposition had taken the same view and given the public the benefit of his experience in the cultivation of the bivalve.

I do not think it necessary to write in defence of the action of the Government, still I think in common justice it should be borne in mind that they have taken up a new duty of which they had little practical knowledge and no experience, and there is no doubt they are doing their best to conserve the industry in the interests of the public. We hear a great deal about the rights of the oyster fishermen. This has no foundation. I contend that no individual

They Are Here Safe From the Seat of War

5 large cases. Newest and most up-to-date goods, shipped just the day before war broke out.

Goods from Britain
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Belgium
Germany

Also our New Furs and Ladies' Coats are now open and ready for inspection.

Patons

The House of Quality

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Sept. 3rd, 7th and 9th 25.75
Sept. 1st, 4th and 8th 21.55

Fix your date now and let me reserve you a sleeping car accommodation; you may be disappointed if you wait too long.

Tickets sold and reservation made over all lines.

W. K. Rogers

Charlottetown

"In unsettled times the minds of men turn instinctively to the sound security of Life Insurance."

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Permit The Great-West Life to give you that information,—by mail, if you wish, for leisurely consideration.

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When you can prepare all your meals on our odorless oil stoves.

Our oil stoves consume little oil, are simple to use, give a steady concentrated intense heat, are absolutely odorless, and give satisfaction in every respect. Call in and look over our display.

Fennell & Chandler

Victoria Row

Ladies' Footwear at Goff Bros.

Just received a fall shipment of Ladies' boots in Patent, Gun metal and Tan calf. These boots are on the newest lasts and are very stylish. Prices \$4.50 and \$5.00.

We sell ladies' and children's Hole Proof Hosiery. Guaranteed to wear 6 months.

GOFF BROS.

The Shoe Men