

The Charlottetown Guardian

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HOME PRODUCTS EXHIBITION

The current number of the Agricultural Gazette tells of a Home Products Exhibition held in Victoria, B. C., which should be a lesson and a revelation to other cities—Charlottetown included—which are, or ought to be, employing every possible means both for winning the war and preparing for peace.

Why could not Charlottetown engineer some such scheme as this having the double object in view of contributing to some one of the war funds and at the same time boosting our local industries.

Our Development Commission, which already has done so much to demonstrate the possibilities of the province would add very materially to what has already been accomplished by instituting some such exhibition as this, at a date that would not conflict with the Provincial Exhibition.

Given the necessary publicity, with the enthusiasm that could be aroused in such an undertaking, and with the growing spirit of mutual helpfulness and co-operation that is developing as one of the effects of the conflict in which we are mutually engaged, an undertaking of this kind could not fail to be both an inspiration and a revelation.

SMELT FISHING

Smelt fishing, which assumed considerable proportions in recent years, has been, comparatively, a failure so far this season, owing largely no doubt to the late formation of ice. The season closes on February 15th. Last year, for reasons similar to those which militated against the industry this year, fishing was poor and the fishermen and dealers presented a joint petition to the government asking that the season be extended so as to include the next spring or high tides after the 15th February.

JUSTIFIABLY STRONG LANGUAGE

Agitators against National Service should be called traitors; they are unworthy of the name of men, and should not be at liberty. This is what Premier T. C. Norris, said to the Great War Veteran's Association in Winnipeg recently.

have no right to liberty, and in the near future will be surprised at their own smallness. They are not worthy of the name of men," he added.

"These men are doing the Kaiser's will just as much as his armies. They are worthy of no other name but traitors. They stand behind the hand that assassinated Belgium, murdered Nurse Cavell, and performed other brutal atrocities."

This is strong language but fit was coming to the men who do nothing themselves but find fault with what others are doing to help win the war.

THE NICKEL LIE BURIED

Mr. F. A. Mackenzie, the noted London, Eng., correspondent of the Liberal Toronto Star, has driven the final nail into the coffin of the nickel lie. In a cable to the Star, since reproduced in other Liberal newspapers, Mr. Mackenzie frankly admits that he finds "everyone here satisfied that the precautions taken to keep our nickel from the enemy are adequate," and goes on to give the following authoritative statement issued by the British authorities:

"Export of nickel from the United States is finally controlled by British officials, not the Merctons. Two certificates are necessary from the British consul general in New York and the British war trading department before exportation. Certificates are only granted after the most careful investigation of consignees. They are pledged not to resell."

This authoritative statement of British control of all Canadian nickel exported from the United States, agrees almost to the point of parody with the explanation of the same question by Hon. Arthur Meighen, Solicitor General, in his speech in Toronto on November 23. Said Mr. Meighen:

"The Government of Great Britain through its Committee on Enemy Supplies, at the head of which is Sir Francis Hopwood, are by themselves and by our agents in daily, weekly and monthly control of all the output of the International Nickel Company. I am in a position to say, and at the proper time in a position to prove, that not a pound of nickel goes from that Company to a plant in the United States, and not a pound passes from it to a boat on the water, save with the approval of the Admiralty and of the British Government."

In the same speech, dealing with the position of Henry Merton and Company, the Solicitor General said:

"After the war broke out, by arrangement with the British and Canadian Government, Henry R. Merton and Company were made the London representatives of this Company (the International Nickel Company) not only for British orders, but for all orders overseas. And why? In order that there might be one single funnel, one single point to which all orders must come, that these orders might receive before their being filled the ratification and the imprimatur of the British Admiralty. It is the British Admiralty—it is not Henry R. Merton and Co., or anybody else—who pass upon the overseas orders of the International Nickel Co."

This combined, final refutation of the cruel lie that the Dominion and Ontario Governments were part and parcel of a conspiracy to send Canadian nickel to Germany to shoot down our own sons, will not only satisfy the Canadian people; it will serve to throw into bold relief the character and the calibre of the men who are seeking by hook or crook to turn the whole matter to political and partisan advantage.

LOGIC OF EVENTS

Cannon, Sir Wilfrid Laurier's official candidate in Dorchester, says that he opposed Mr. Severyn, because Severyn has gone back on his 1911 attitude that Canada should not participate in Britain's wars.

In other words, Sir Wilfrid Laurier and Mr. Cannon were out to beat Mr. Severyn because he favours Canadian participation in the present war.

That is the only logical inference to be taken from their attitude.

WHERE THE PARTIES STAND

"Canada is in this struggle to the last man, and the last dollar," declares Sir Robert Borden.

"Are we to ruin our country from the point of view of men and wealth and everything else for England? I say 'No!'" declares Sir Wilfrid's candidate for Quebec.

Between these two conflicting attitudes where do British-Canadians stand?

NOTES

Looking back over the past two and a half years it is clear that Germany's onset failed when she was defeated and thrown back at the Marne. Despite local successes in different fields the war remained in the grip, or deadlock, stage for many months. The struggle may now be said to be in the drag stage. It is largely a question of superior numbers and superior supplies. The Central Powers are far on the road towards exhaustion and a triumphant victory is assured if only the Allies can bring all their almost inexhaustible reserves of men and materials effectively to bear against the enemy. This is the reason for the National Service campaign in Canada. The nation must respond to the Prime Minister's appeal and assist him in organizing the whole Canadian population in the prosecution of the war to the utmost of its capacity.

TO THE MAN ON THE LAND

AN APPEAL BY THE MINISTER OF AGRICULTURE

Sir,—For two years and a half, War, red and ruinous, has raged through the world, and still no decision has been reached. There is reason to hope that before 1917 closes the struggle for liberty will have been won, or be greatly advanced. Amid the varying phases of this titanic conflict the fact stands out more clearly than ever that agriculture is of supreme importance. Extraordinary measures are being taken by the allied countries to increase and encourage production. It is earnestly hoped that every farmer in Canada will strive to increase the food supply of the Empire. A still powerful and unscrupulous enemy openly avows its intention to try and sink all ships carrying supplies to England during the coming year. In the tremendous strain yet to come a vital factor will be ample and unfailing flow of food to England and France. No matter what difficulties may face us the supreme duty of every man on the land is to use every thought and every energy in the direction of producing more, and still more.—

I am Sir, Etc.

MARTIN BURRELL, Minister of Agriculture.

HOW IT STRIKES A TRAVELLER

Sir,—In these days when all the world is on wheels, carriages, steam cars, electric cars, gasoline motor cars, motor boats, bicycles and what not, it strikes a visitor to your fine province strangely that motor cars should be forbidden on your streets and highways except on a few short stretches of roadway and on three days of the week. There, as I am informed, 2,500,000 motor vehicles are in use in the United States, or one for every 40 persons in that country. Had we as many motor cars here in proportion the total would be about 2,400. Motor cars are in use in hundreds of thousands, aye in millions in the great war in Europe. Without them our hopes that the Allies could defeat the Kaiser would be in vain. Motor cars are in use in every civilized country in the world except Prince Edward Island. And why not here? The anti-motor men may think they are wiser than all the rest of the world, but are they really so? Do they really hope by using all the people of the world to their way of thinking? Can they hope to prevent forever the use in this province of this most useful vehicle? If they indulge such a hope they are under a strong delusion, believing a lie.

Just think of the absurdity of present conditions. The highways of the land are open and free to white men, Indians, Chinamen and all others for travel, and properly so. Horses, cattle, sheep, swine, foxes and poultry may make use of them. Carriages, carts, bicycles, may come and go at will, but not the gasoline motor car. Why? Simply because a lot of selfish old fogies, whose posterity will always be ashamed of them, and in many cases are now ashamed of them, have so willed it. Having numbers they think to use their power to deprive other people of their natural rights as freemen. Obviously the motor man has as much a natural right to use his motor on the highways as the manufacturer or the miller has to use steam, or water power to operate his factory or his mill, or as the farmer has to use a windmill or an engine to thresh or crush his grain, saw his wood or pump water for his stock.

This natural right to drive a motor car on the highway is the same as his right to ride in a railway car, or steamship or a motor boat; yet he is denied this natural right. Is it not absurd, almost unthinkable? Such conditions cannot last, ought not to last longer than until the next meeting of your Legislature. I have never owned or operated a motor car, but I claim my right to do so. I will here claim my right to do so. I will here claim his right to use any kind of motor power that will serve his purposes. He is within his rights in doing so, but why does he deny me an equal right?

Your province suffers in its reputation, in its credit for intelligence and progressive spirit, by the selfish narrowness of its anti-motor obstructives. Five years hence, when the cars are running on all the roads they will be ashamed of themselves. This is the

twentieth century; the anti-motor people seem to think we are still living in the dark ages. At least that is the way it strikes me.

I am, sir, etc., TRAVELLER.

LEAD KINDLY LIGHT

How Cardinal Newman Wrote This Wonderful Hymn.

John Henry Newman, one of England's most distinguished scholars, poets, educators, and theologians, was born Feb. 21, 1801, and died Aug. 11, 1890.

In the latter part of 1832, Dr. Newman, while in Rome, was prostrated with malarial fever. On recovery sufficiently to attempt to return to England, he took passage on an orange boat as far as Marseilles. When the Strait of Bonifacio, between Corsica and Sardinia, the vessel passed into a severe storm. With wind and waves raging furiously and the sky black with impenetrable clouds, the passengers became panic-stricken under the belief that the vessel would not survive the storm. Dr. Newman for a while paced the deck, awed by the threatening situation and deeply engrossed with the religious movement in which he had become a central figure.

Suddenly, on the night of Jan. 16, 1833, there appeared a slight rift in the dense clouds, and out of it a solitary star beamed forth hope and encouragement. Dr. Newman was so impressed with this omen that he bared his head and uttered the prayer, "Lead, kindly light, amid the encircling gloom; Lead thou me on!"

After the storm cleared he wrote the immortal hymn, which can be best understood by a knowledge of the circumstances that inspired it. This beautiful hymn is to be found on page 261 of "Heart Songs"—the wonderful collection of songs that is being distributed by this paper on terms that make it almost a gift. The coupon published elsewhere in today's paper, explains terms.

A FUNDAMENTAL FACT.

(Brantford Expositor.)

Tired of giving to the Patriotic Fund, are you?

Well, Tommy is probably tired of fighting in the trenches, but he isn't dropping his rifle and striking the trail for home!

The fact is we stay-at-homes have to see this thing out, like it or not, tired or not. We stand pledged to support the wives and children of the men who have thrown up their civil employment, and are now fighting our battles.

Don't let us ever lose sight of that fundamental fact.

THE GREAT HANDICAP.

"A good name is more to be desired than great riches," quotes the Parlor Philosopher. "Still," mused the Mere Man, "great riches will keep a fellow out of jail more successfully."

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson.

"BACK TO THE LAND"

New York Mail: It would be magnificent if a Back to the Land movement were based on a sound foundation. The day of farm drudgery is passing. The telephone the rural free delivery, the automobile, are wiping out the loneliness of farm life, lessening the labor, brightening the outlook. They are the harbingers of still better things. It is not a distant day when machine power will take the place of muscle power on the farm; when farming will be done on a manufacturing basis. In our farm methods we have been crude, in our marketing methods we have been worse. A Back to the Land movement that means nothing more than a continuation of the old system, or lack of system, will be of little value to the nation or those who take part in it. A Back to the Land movement that ushers in order, regularity, common sense, efficiency will mark an epoch in the nation's history.

Let me do my work from day to day, In field or forest at the desk or loom, In roaring market place, or tranquil room;

Let me but find it in my heart to say, When vagrant wishes beckon me astray—

"This is my work; my blessing, not my doom; Of all who live I am the one by whom This work can best be done, in the right way." Henry van Dyke

Typewriter Speed Secrets

Told by the

Mistress of the Keys

HOW TO MAKE YOUR MACHINE SING AT THE RATE OF ELEVEN STROKES A SECOND OR 137 PERFECT WORDS A MINUTE—A PANDORA BOX OF GOOD ADVICE TO THE FRATERNITY OF FLYING FINGERS.

STORY EIGHTEEN

There have been arguments for and against demanding a certain speed requisite in shorthand and typewriting before graduation from school, but in setting this standard it is not always quite fair to the individual. To some favored young people everything comes easily. They are, however, no in the majority. Most of us have to work and grind to get anywhere and we usually appreciate what we do get more than those others. But it really is not expecting too much to insist on a speed of one hundred words a minute in shorthand and seventy or eighty on the typewriter, although if you stayed in school until you could take your dictation at the rate of a hundred and twenty-five words a minute without feeling in the least pushed, how much more confidence you would have in yourself when you go out to take that important first position, where, in reality you probably won't have to take it any faster than eighty at times. There are few business men who can compose at the rate of a hundred and twenty-five a minute for very many minutes, but it is for the emergency that we want our additional twenty-five or fifty.

MAKE YOUR TABLE SOLID

Speaking of that sort of crowded letters reminds me to tell you something along the same line. If your machine is out of alignment one letter too close to another look to the solidity of your table first, before you call for the repair man. No machine will do its best work if you have it on a shaky desk or on an uneven floor. A typewriter must have a solid foundation to do its self justice—how anyone can write with the machine on a swaying table is a mystery to me—it isn't fair for the stenographer or the machine to have to turn out any kind of work under these circumstances.

WATCH YOUR CARBON PAPER

If you are interested in turning out neat looking carbon copies, (and it is only natural that you should be), do a little economizing for your employer in addition, learn to take proper care of the carbon paper. It will dry out under the slightest provocation, so keep it far from a radiator or very warm, dry places. If you can let it stay in its original box, between waxy paper, and just as soon as you have finished with a sheet put it back with the rest. Even the air in some offices makes it dry and crinkly.

And now a little discovery which very few of you know about—Have you ever had occasion to draw horizontal or vertical lines for soft copy? For the horizontal lines use the typebar improvement. A little trick time-saver which has to do with one of those few occasions when "accidents will happen"—when for instance, you are reading.

LITTLE THINGS TO KNOW

There are any number of little things that a typist could and should know before she enters an office to sell the ability she has learned in school, thus leaving any spare moments that may come in the working day for self-improvement. A little trick time-saver which has to do with one of those few occasions when "accidents will happen"—when for instance, you are reading.

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Rubbers and Overshoes

Hard-wearing and serviceable. The heavy hardy kind that will stand a lot of rough usage and some of light material but just as good wear for the average man.

Lumberman's rubbers, laced and buckled tan and black leather tops also high rubber tops.

Ladies holeproof Hosiery Silk Cashmere and Lustre Goff Bros. First class repairing department in connection

Silver Foxes Bring More Money In New York

Than anywhere else on earth. If you have Silver Foxes on hand—few or many—get in touch with a firm of reliable Silver Fox specialists— who know values— who can be depended on for prompt, honest returns and whose clients are able and willing to pay fancy prices for the choicest skins or the highest average prices for average grades—

For instance—

M. F. Pfaelzer & Co., Silver Fox Specialists---

115 W. 29th St., New York.

Important Notice

The firm of M. F. Pfaelzer & Co., is the one which recently sold one pair of Silver Foxes in New York for the sum of \$3,500.