

# The Ordinary Cough

All coughs are much the same in the incipient stage, but its hard to tell what they will develop into.

A cough at the beginning does not amount to much, it has to become more than an ordinary cough to have any special attention paid to it. That's just where mistakes are made; the time to stop a cough is when it begins. Always keep a bottle of

Jamieson's

White Pine and Tar

in the house and doctor your cough at the start. It will cure at once

Large bottles 25c and 50c

J. G. Jamieson DRUGGIST

## Never Put Off Till To-Morrow What You Can Do Today

If your eyes are bothering you in any way, come in and have them tested by us, and we will insure you perfect satisfaction.

G. H. Taylor

Jeweller & Optician



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

### MARRIAGES

**HUNTER-STEWART.**—At the home of the bride, Dunstaffnage, by Rev. W. H. Spencer on Jan. 14th James Sterling Hunter of Kensington to Lydia Jane daughter of John A. Stewart.

### DEATHS

**SUTHERLAND.**—At Kensington, Jan. 14th, Margaret, infant daughter of Rev. G. A. and Mrs. Sutherland.

**WILLIAMS.**—In this city, Jan. 14, 1914, John Edward, infant son of James E. and Mrs. Williams.

**McLEAN.**—At Mt. Herbert, on January 14th 1914, Miss Sarah McLean, aged 66. Funeral on Saturday at 1 o'clock sharp.

**McDONALD.**—At Covehead Road Jan. 15, 1914, Miss Ida McDonald aged 23. Funeral Saturday 17th at 10 o'clock to Lot 48 Cemetery.

### CARDINAL O'CONNELL TO SUCCEED RAMPOLLA

ROME, Jan. 15.—It is announced that the nomination of His Eminence Cardinal O'Connell, Archbishop of Boston, to the important post of Vicar General of the Basilica, a post formerly occupied by Cardinal Rampolla, late secretary of State to the Vatican, has been made.

Cardinal Merry del Val, the present Secretary of State has refused the position which was said to have been offered to him by the Pontiff. The Pope, it is said was impressed by the claims of the eminent American Archbishop and he is the more disposed to confer the post upon him because of the difficulties of reconciling the respective merits of the European group of Cardinals.

His Eminence Cardinal O'Connell has occupied the archiepiscopal throne of Boston since 1906 and had been bishop of Portland,

**DR. A. W. CHASE'S 25c. CATARRH POWDER.**  
Is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. 25c. a box. Blower free. Accept no substitutes. All dealers or Edmondson, Bates & Co., Limited, Toronto.

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### DIARY OF EVENTS

TO-DAY.

City Magistrate's Court, 9 a. m.  
Seed Fair Meeting, Agricultural Hall, 1 p. m.  
Funeral of Hon. David Laird, Hockey, Vics. v. Cons., Arena Rink, 8 p. m.

FRIDAY JANUARY 16, 1914

## The Evening Guardian

A 2nd Edition of the Evening Guardian is now published at half past four o'clock every afternoon. It contains all the latest Telegraphic and Local News, and "Bad" Fisher's famous "Matt & Jeff" series of humorous cartoons.

The Evening Guardian has appointed its own Special Representative at Ottawa who will telegraph the latest news from the capital.

Read the  
The Evening Guardian  
Price 2 cents Subscription \$2.00

### BRITISH DIPLOMACY

The promotion of Sir Lionel Carden, British Minister in Mexico to a similar post in Brazil, is regarded by some of the British community in Mexico as a left handed compliment. Sir Lionel has earned the reputation of being antagonistic to President Wilson and his Mexican Policy, and the American concessionaires have been loud in their demand for his withdrawal. While the crisis was on no attention was paid to this agitation, but now, when feeling has somewhat subsided, the British Government has seen fit to promote Sir Lionel to the more highly paid and responsible office at Rio de Janeiro.

Possibly the shuffling of offices came about in the regular routine; but whether or not the impression has got abroad that the British Government has succumbed, to the pressure of the disappointed American concessionaires. Some pro-British newspapers regret the promotion till a more convenient season, as British subjects resent the transference during a crisis, or immediately thereafter, of "the man on the spot."

It may as well be admitted Sir Edward Grey is no fool and exactly appreciates at its true value the impression the transference will make. Hardly in any other instance save where the United States is concerned would the British Government risk the appearance of a climb down; but her characteristic attitude where Washington is concerned is to appear to give way. What she really does give away is a non-essential, something she can afford to lose without damage to her prestige, her preconceived policy, and her political and material interests.

One instrument may be discarded, but only to be substituted by another that will accomplish the work designed with greater ease and smoothness. A representative may seem to be slighted, but only that his country may benefit the more. Sir Lionel Carden is a diplomat with long experience, almost exclusively in latitudes where he was "up agin" the U.S., viz in Cuba and Mexico. Everybody knows his views, for ever since he served in the Mexican Mixed Claims Commission in the late eighties he has been marked as the man for British interests in Central and South America.

When there was trouble in Mexico he was selected to uphold British prestige. He did so. As the result of his stand the situation has been saved. The British Government now can easily afford to let him pass from the scene, to be replaced by an official less openly aggressive, though equally as uncompromising.

The withdrawal of Sir Lionel Carden has been compared with the treatment meted out to Sir Alexander Swettenham, Governor of Jamaica at the time of the disastrous earthquake. While Kingston was in chaos an American man-of-war appeared on the scene and without invitation from the governor landed an armed force. Sir Alexander promptly requested the admiral to withdraw, which he did, but not before dispatching an alarmist cablegram to Washington that his assistance had been spurned and he himself slighted. This was followed immediately by a Press campaign in the United States against Sir Alexander. It was allowed to run for some time, and then the British Government, while acknowledging that, according to international law he was right, requested Sir Alexander to apologize to the admiral, as his refusal of assistance at such a time savored of the brusque and ingrate. Sir Alex-

ander, however, stuck to his guns, maintained his action was constitutional, and wholly in accordance with his oath of allegiance, and offered to resign. The Colonial Office accepted his resignation, the American Press was silenced, and Jamaica was immediately restored to the position of a British naval base, previously abandoned because it was thought British interests were safe in the hands of the U. S. navy. Once more the British flag, and not the American, is predominant in the Caribbean.

### THE INTERCOLONIAL

There is talk from time to time, that is, when there is nothing else to talk about, to the effect that the Intercolonial is about to be purchased by or given away to some one or other of the Railway companies that are rapidly becoming rich in Canada.

There is no more in it than there is in other vapourings that are started occasionally by our Liberal friends to make political talk seem talk is cheap.

Sir William Mackenzie has said that the Canadian Northern would like to buy the Intercolonial which is pretty good evidence that he does not expect to get it. Had he had any hope of securing it, it is quite safe to assume that the shrewd Sir William would not have mentioned it.

We have it on good authority that, not only has the government no intention of selling the Intercolonial, but that among the estimates to be submitted at the present session of Parliament will be heavy appropriations for the Intercolonial. The complete rejuvenation of the system from St. Rosalie to Halifax, a distance of some 700 miles is under contemplation by the Minister of Railways, Hon. Frank Cochrane and Mr. F. P. Gullilus, General Manager of Government Railways.

It is the intention to eliminate all curves as far as possible and to decrease those that cannot be got rid of. It is further intended to reduce the grades until a maximum of six tenths of one per cent has been reached. With such a road it is believed that a tonnage of 100,000,000 tons can be obtained. It is intimated, also, that non-paying branches through country already supplied will be taken up. The intention, in short, is to make the system a thoroughly up-to-date one and to put it upon an absolute business basis.

The Liberals made a mistake when in office in not buying the Booth road which would have connected the I. C. R. with the Great Lakes and the purchase of which was urged by the Conservatives at the time. The price asked was high but the cost of the road, what it was worth then and the earnings it was making should not have weighed against the strategic value of the connection which would have stretched the Intercolonial from the Atlantic to the Great Lakes and made it a real railway.

Instead of selling the Intercolonial it is much more probable that before long the Dominion Government will extend the publicly owned railway to the Georgia Bay and eventually to the Pacific.

### WHITE GLOVES

Fitting well into the optimistic reports of the City Council, and the Board of Trade, were the congratulations of His Lordship, Chief Justice Sullivan, in acknowledging the gift of a pair of white gloves, indicating that there were no criminal cases before the Supreme Court then in session. His Lordship remarked that no crime of a sufficiently serious nature to necessitate action by the Supreme Court had been committed in the county during the past six months.

It is indeed gratifying to find that in the midst of the prosperity that is becoming so evident in our province lawlessness is conspicuous by its absence.

It is quite true that there have been violations of law and many of these have been taken note of in the lower courts. It is possible also, that some may have gone unpunished who should have been brought to justice, although with the machinery of the law in its present state of efficiency, escape is becoming more and more difficult, and as the years roll around those who take the risk of defying the law are becoming fewer and fewer.

Our laws make ample provision for the safeguarding of life and property and also provide the machinery to compel obedience or to inflict the penalty of disobedience. If we are to become law abiding, if we are to avoid the so-called "minor offences," this machinery must be kept in condition like the "mills of the gods"; it must strike where it promises, otherwise the law itself will be held in contempt, as the coward is who threatens and is afraid to strike. When punishment follows the crime

for which it is prescribed, as surely as night follows day; when there is no hope of escape from the consequences of breaking the law—major or minor—crime will become comparatively rare.

### THE THRILLING RESCUE FROM STEAMER COBEQUID

Continued from page one

said he and the others would stay by the wreck until morning. The steamer lay too in easy distance. This morning boats were sent to the Cobquid and the Captain and members of the crew taken off.

Discussing the appearance of the Cobquid when the Lansdowne left her, Captain Burns said she was down by the head and covered with ice. All to be seen above water was the upper deck house, the funnel and the masts. There is little hope of saving any part of the wreck. Captain Howson when seen would say little of the occurrence but other members of the crew speak in the highest terms of his bravery and coolness. "The captain was the last to leave the ship and all through the ordeal he kept buoying us up with hope that we would be saved," was the comment. Interview with the Captain will follow at once.

B. T. Shrimpton, junior wireless officer, tells a thrilling story of the manner in which the operators stuck to their posts on the ill-fated Cobquid and continued to send out S. O. S. signals until the mountainous seas carried away their wireless mast and the rising waters prevented further work. When the vessel struck there was a thick snowstorm and a 40-mile wind. It was bitterly cold.

Captain Howson said they were on Brier Island and the first S. O. S. was sent out by the senior operator a few minutes after the vessel struck. For forty into the air and then water in the engine room put the dynamo out of business and the accumulators were relied on. Soon after the aeriels were carried away by a heavy sea and all attempts to communicate with land were abandoned until temporary facilities could be erected. This explains the long silence between the first calls from the vessel and the wireless received on Wednesday morning. The passengers and crew were huddled in the Captain's cabin, the only part of the ship out of water. There was perched order at all times and no one seemed to have any fear of being drowned. There was plenty of food but water was scarce and they had to go easy on it. The fifteen of them on the Lansdowne were the last to be taken off.

Captain Howson takes the blame for the accident. He says he was on the bridge at the time the vessel struck and did not see the lights in their proper position. The weather was very thick and a heavy snow was falling. Talking of the time on the steamer between the time she struck and the arrival of the rescue boats, he says it was a dreary wait. The passengers and crew huddled in the Captain's cabin where the windows were covered with ice and there was no chance to see. They had a few candles but could not get at the lamp room. All the time the seas were sweeping over the vessel and this made the lot of the survivors more perilous as at any moment the waves might sweep into the cabin when all would have been swept away. For food they had ships biscuit and a little water which the men found. The men also broke open the water casks in the small boats and although the water was frozen they cut the ice up and distributed pieces among the survivors.

The captain speaks in the highest praise of the wind and says the discipline at all times was perfect. (Special to The Guardian).

YARMOOUTH, Jan. 15.—While the 24 passengers and 72 crew of Cobquid were housed here early today Capt. Howson and eleven seamen were still on the wreck but will be taken to St. John. The Cobquid is badly smashed and coated with ice. Only the Captain's Cabin remains intact. They were all gathered there to keep dry and warm when the rescue arrived as seas were breaking over the main deck. The transfer to the steamer Westport was made in three boats in a boiling sea and was accomplished in two hours.

(Special to The Guardian)  
ST. JOHN, Jan. 15.—Word just received says that the Captain and the rest of the crew of the main steamer, Cobquid, who stayed on the steamer last night, are being brought here on the Government steamer Lansdowne and will be here late this afternoon. The Chief Engineer, D. H. Douglas, in an interview said that the ship had encountered a series of heavy gales and snow squalls and they were particularly bad on Monday night. The second Engineer was on duty when the ship struck at 4:14 and a quarter of an hour after she struck the engine was flooded and in less than an hour the fires were out. After that there was no other fire or light on the ship except that provided by a few candles. In his opinion the ship's bottom was gone. But above water she is still intact except that her hatches were washed off. The wreckage coming ashore, he says, must be the stuff floating out of the hold through the open hatches.

Among the passengers were Sisters Baptista and Emanuela Gallant, Miss G. Herbert (of Nevis); Capt. G. M. Hicks, Miss M. James, Miss D. James, W. Charles Menney, Mrs. H. Lucas and Miss M. Lucas. Capt. J. Edgar McKinnon of the steamer Westport says he came out of Yarmouth on his regular trip on Tuesday morning and reached Westport about 3:30 in the afternoon. It was blowing the worst gale of the winter in St. Mary's Bay. At Tiverton she heard of the steamer being ashore but the message was so indefinite that they did not know where to look for the vessel. She left Westport this afternoon on her regular Wednesday trip for Yarmouth and with the intention of looking out for the wreck. She first ran to the southwest Ledge but seeing no signs of a wreck there, made for Trinity Ledges where they saw the vessel. They arrived there at 4:15 and blew the whistle as a signal to draw the attention of those on the ship. In a few minutes those on the ship were getting ready to launch the first boat in which 24, including the passengers, left the wreck. In the heavy sea it was a difficult task to transfer them but it was done in safety. The second boat load was then ready followed by the third. It took about two hours to transfer them all and the steamer left the wreck for Yarmouth at 6:15 making a good run. When he left the wreck the steamers, John L. Cann, and the Lansdowne were standing by. Capt. Adelbert McKinnon of the John L. Cann, gave an interesting story. Both men being very modest did not want to talk much but were willing to answer questions. They think their noble acts was part of a day's work. The Capt. of the Cann says he was bound to St. John and was laying in Westport on account of the storm which was the worst of the season. He heard of the disaster about ten o'clock but did not know where to go, the message was so indefinite. He left Westport at three o'clock yesterday afternoon and searched the Southwest Shore of Brier Island but could see nothing. The vapor was so thick they could not see a boat length ahead. He arrived back at Westport about 5 o'clock. At 9:30 p. m. today he got word that the steamer was on Trinity Ledges and left at four o'clock for the scene, arriving there at 5:30. He found the vessel lying with her head to the Westward her bow down and her stern up. Her main deck is awash at high tide and from what he was told the steamer filled three minutes after she struck. When the Cann arrived the Westport had taken two boat loads on board and the third was on her way to her. He took the Cann to windward to make a lee for the boat so she could have smoother water. Then she went near the wreck and picked up the last boat which left the ship.

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### MORE STRIKES IN SOUTH AFRICA.

CAPE TOWN, Jan. 13.—The Trades Federation here to-night proclaimed a general strike throughout South Africa. JOHANNESBURG, South Africa, Jan. 13.—The Rand miners, by a two-thirds majority to-day voted in favor of going on strike. CAPE TOWN, Jan. 13.—The strike fever has extended to the docks both here and at Durban, Natal, where a number of trainmen and mechanics laid down their tools to-day. LADYBRAND, Union of South Africa, Jan. 13.—A train full of passengers was deserted to-day on the open veldt by the train crew, the members of which struck some time after the train left Durban at midnight. The train, besides passengers, was carrying a heavy mail. It was taken to Allendale siding, where the engineer uncoupled the locomotive and returned to his home, leaving hundreds of people many miles from the nearest town.

### SLASHED "PANTS" NOT FOR ENGLAND

LONDON, Jan. 15.—Eminent tailors here resent the cabled dispatches from America stating that New York dudes are imitating the woman's split skirt fashion by wearing slashed trousers, in emulation of English gentlemen. "Slashed trousers might appeal to the east end coster, but English gentlemen know nothing of such taste," says an expert, who grew purple in the face as he resented the idea.

For that cough of yours you will find nothing better than Rexall Cherry Bark Cough Syrup, a superior preparation that is pleasing to the taste, doesn't effect the stomach in any way, cures the cough, relieves the cold banishes all kindred troubles. Put up in two sizes, 50c. and 25c. bottles. Money back if dissatisfied. The MacKinnon Drug Co., Corner Great George and Kent Sts. Mtfr.

"Men's Heather mixed golf hose very attractive ones 85c per pair now only 64c. Moore & McLeod 3869-1-15m3i

"Blk.woollen overhose with cut heel, 60c for 45c. Moore & McLeod 3869-1-15m3i

"Toboggan sashes red or navy 40c for 30c, or 50c for 38c. Moore & McLeod 3869-1-15m3i

"What is home without a Hot Water Bottle? We keep the best. E. A. FOSTER, Central Drugstore. 3885-1-16m3i

"Wool Toques and Caps 50c 60c 75c are now offered here at 38c, 45c and 56c. Save money and get what you want right now while the zeros days tell you your need. Moore & McLeod 3869-1-15m3i

**Nothing in a Good Morning Newspaper is of Greater "Human Interest" Than The Store Ads**

BUYING is such a big part of the routine of life—so much else, of home-comfort and life's livableness, depend upon wise buying of things for the home and person—that the "ads" acquire a real importance as "timely news."

Advertised in this morning's paper are things of beauty and utility, which, before the day is done, will have "found their places" in the great scheme of home-making in this city. But for the timely publicity given to these goods by the merchants, their sale would lag and wait upon NECESSITIES of buyers, rather than answer to their immediate use.

As long as human beings are interested in making home and the life at home better and more attractive, so long will the "ads" continue to hold a large element of "human interest." For they aid and accelerate the "making of the better home." They assist home-makers to "make the most" of their resources for buying—often making possible economies which permit, through wise management, the purchase of HOPED-FOR THINGS, as well as of the things that MUST BE BOUGHT.

You'll find, in today's paper, advertising which will have a quickening element of "human interest" in it for you.

**The Beechwood Silver Foxes Ltd.**  
Ranch, Cornwall, P. E. I.  
Provisional Secy. Treas. H. McMILLAN.

Offers a small block of Stock to investors who want to get in on a ground-floor proposition and share in 1914 dividends.

The Company own two pair Silver Black Foxes of high quality and three pairs of patches about 90 per cent black in breeding.

Capital \$40,000; Shares \$50.00 each.

Ranching at very low cost.  
For information and prospectus apply to

**GORDON McMILLAN**  
North River P. E. I. R. D.  
6784, 1.10M4c

**In 1913 The Canada Life**  
Canada's Oldest and Best Life Assurance Company

Made a substantial increase in business written over 1912.

Liberal clear contracts, large dividends and low premiums is the reason.

**W. K. Rogers,** Branch Manager  
K. S. ROGERS, Ch'wm  
R. B. ROGERS, 'aide  
Special Agents

**Fire Insurance A Necessity**

Then insure in good strong stock companies, which never contest an honest claim such as is represented by

**E. R. BROW**  
Charlottetown

**Get a 'Perfection' in Your Home**

For that cold room or cold corner of the home you need our Perfection blue-flame oil heater.

This is a splendid stove for every home, can be carried from place to place, uses very little oil, distributes heat wonderfully and has no odor absolutely. Even on the coldest day it will soon heat up an entire room.

For that cold corner, the bathroom, upper hall, or in the kitchen in the mornings it is really invaluable. Many sizes, call in and look over our line.

**Fennell & Chandle**  
Victoria Row