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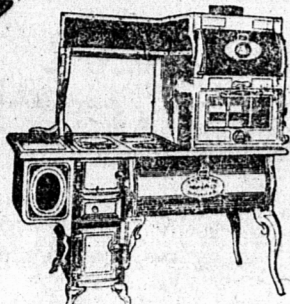
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Charlottetown Branch - G. C. Temple, Manager

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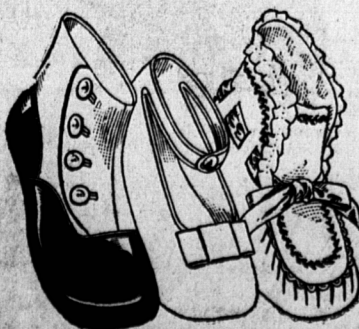
Did you get it?

The items shown on it are NOW DUE for payment, and we will be obliged if you will let us have the amount TO-DAY.

We also find that we have still quite a few of the old—past due accounts unpaid. These of course, we will have to take legal means for collecting, if not settled at once, and are publishing this announcement as a notice.

Please attend to the matter TO-DAY.

MOORE and McLEOD Limited



Misses' and Children's Fall Shoes

Now is the time to buy—

We have a large stock to choose from—We carry the well known lines. McFarlane, Amherst, Classic, Crosby and Hurlbut Shoes. Bring the children here to be fitted.

ALLEY & CO. LTD.

THE CHARLOTTETOWN GUARDIAN

Morning Daily, (founded 1887) \$4.00 per year (delivered) in advance, \$4.00 per year, (mailed) in advance, \$4.00 in Canada, and \$5.00 for U. S. A. MAJOR A. A. BARTLETT, President J. R. BURNETT, Editor and Publisher D. K. CURRIE, Associate Editor

WEDNESDAY, NOVEMBER 5, 1919.

THE FOX INDUSTRY

The revival of the fox industry, after a period of depression due largely to the war, justifies the faith of those who refused to be discouraged by the temporary set back of the past few years. Financial stringency and too sanguine speculation brought about a stagnation in the business. It was only temporary however; nothing can kill or even permanently injure the fox industry. Fox fur is one of the necessities of modern life, one for which there will always be a market and a continuous demand. The only question is how best to supply the market, how best to continue the industry as a stock raising business. This is becoming more and more apparent and today, we are informed by bankers and those in a position to know, there is more money being invested in the business than there was even in the feverish days of the early boom, with this difference, that investments are being made more judiciously and on a sounder business basis. Pelt value is now the standard. In the early speculative days the standard was plain black fox regardless of quality and of price. Today foxes are bought and sold on the basis of their pelt value just as cows and horses and other animals are bought and sold on their individual merits.

The high prices realized for furs both in the St. Louis and London markets, together with the fact that the demand for fur is increasing, have given the industry a stability and a firmness which ensures permanency. The business is now here to stay as a stock raising proposition, incomparably more profitable than any other line of animal husbandry and the only question is how to prosecute the business the most profitably.

As frequently stated in our columns cooperation is one of the first essentials. We have learned much about the fox business during the past ten years. There is more yet to be learned and the only way to learn is by consultation with each other. We have two organizations, the Fox Breeders' Association and the Fox Caretakers' Association. Both are necessary and they are working harmoniously together. The Caretakers, by frequently meeting and conferring on the best methods of handling the stock, have already done much to help the industry and there is much yet to be done. It has been discovered that many of the losses of litters in the past were due to the running at large of dogs frightening the mothers. We understand that legislation will be asked for in the near future to guard against this danger. This and other matters will be brought up at Thursday evening's meeting of the Caretakers.

The fox business is booming at present. It can be very greatly increased by publicity, by cooperation, by pulling together. We have the business in our own hands. Other places are looking for it and will bid high for it and if we lose it or come off second best the fault is our own.

SECOND CAR FERRY

The car ferry at present is making five round trips a day, carrying on an average 120 loaded cars to and from the mainland. Notwithstanding this very considerable traffic the car ferry is not able to keep the freight clear and goods from the upper provinces are delayed several weeks in transit to this province. This shows the imperative need of a second steamer on this route, not only in case the present one is disabled but for continuous work particularly in the Autumn. It is therefore especially gratifying to have the assurance of the Canadian National Railways that a second car ferry is to be provided shortly and the standardization of the railway completed.

Daily Selections for Guardian Readers

Furnished by W. S. Louson

FALLING LEAVES

Summer wanes, the leaves fall, autumn comes apace. No one wishes to bemoan the passing of summer—even the nature-lover glories in the mellow tints of the fall of the year. But to the ordinary man—particularly the holiday-maker, the idler, the trifler—the falling leaves bring gloom warning; seasons pass, times change. Nature is stripping off the foliage of an era that is past in order to prepare the way for a new season ahead.

With the world staggering under its war debts, and the prospect of scarcity and exhaustion ahead, the great need of today is to strip off the falling leaves of the past, and clear the ground for future harvests. Work—good, honest, toilsome work—is what the country needs at this crisis. Falling leaves are very beautiful in their way—but the tints are stern, there is no call for sentiment, but for work. Let autumn leaves usher in winter's wholesome toil.

THE QUIVERER.

Irish Police Barracks Raided; Officer Killed

MULLINGAR, Ireland, Nov. 3.—The police barracks at Ballyvar (about 35 miles northwest of Dublin, were raided last night by masked men. Constable O'Gar, who was doing sentry duty at the time, was taken by surprise and shot dead in the course of the struggle that ensued. The raiders carried off two hundred rounds of ammunition and several rifles and revolvers. Extra police have been drafted to patrol the district.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

A WARM STALL FOR THE MOTOR

For Your Own Sake And Your Car's Sake, Heat The Garage

Have you been running your car through the winters and keeping it in an unheated garage? With motorists who answer in the affirmative there is little need of recalling the difficulties that are inseparable from so doing: The time, energy and fuel, wasted in starting and warming up the engine, the danger of damage the bearings and cylinders from chilled oil, the loss of oil from thinning, by unevaporized fuel, and the abuse inflicted upon the battery through protracted and some-

Rich with the vital mineral salts that brain and body need—delicious with a flavor all its own

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A Literary Note

(H. A. Cody's new novel)

Good, clean, wholesome novels, unique in plot and abounding in action, adventure, are the productions of H. A. Cody. His early experience as a missionary in the Yukon district supplied him with material which he has so successfully as the background of his books of Western life. As a clergyman who enters into the activities and daily problems of his community he has, in other stories, helped to show the place of the preacher and the church in the life of the people.

Rev. Hiram Alfred Cody was born in New Brunswick in 1872, ordained to the Anglican priesthood in 1898, missionary and rector in the Yukon district for six years. Since then he has been rector of St. James' Church at St. John, New Brunswick.

Mr. Cody's new story "The Touch of Abner" is a humorous one. Perhaps its style might be compared to the Joseph Lincoln story book though altogether different. Mr. Cody believes there is enough sadness in the world and he has put a chuckle or a laugh on every page. The hero of the story is Abner Andrews of Ash Point. He and his wife, Tildy, attend a meeting of the influential people of the town of

times fruitless cranking. However, it may be worth while to remark that the evils of "cold storage" for cars, which have been known for years past, are on the increase rather than the decrease and no one can predict how soon future changes in fuel quality and price, will make the heated garage almost a necessity. The operation of cars through the season of intense cold, that prevails over a large part of this country, can be relieved of its most serious evils by the heated garage. At least the starting would be better—can be driven away by it and this is the worst objection to winter operation. By taking suitable precautions, a car under ordinary service conditions, can be kept warm enough for successful operation, which on the street or road, but the long periods, particularly nights, passed in frigid idleness in an unwarmed garage, put the whole car mechanism in a condition as near "inoperative" as can well be imagined. The heating of a garage, under the present prices for coal, piping, heaters and labor involved, is quite an investment and some increase in running expense, but if comfort, convenience and the saving of time are worth anything, some means of garage heating must be found and applied. If one's garage is close to one's house, an extension to it of the domestic steam or hot water heating system may be found practicable. If it is too far removed for this to be feasible, one of the many forms of special garage heater can be installed, or a small second-hand hot water apparatus secured, that will do the work, but before anything in the way of heating is attempted, the garage should be made as tight as possible, by the use of sheathing-paper and wooden sheathing, weather-strips on doors and windows, banking up the foundations and similar expedients. If no heating method can be devised, it may be found desirable to move the car from the home garage to a warm public garage, during the winter. Remember that the heated garage, through its comfort, favors effective car maintenance.

Gloucom to arrange about the building of an Orphanage. When Abner sees how few are subscribing he offers the sum of one thousand dollars, when he hasn't a cent to bless himself with. But he has a farm which is a valuable bed and needed by the Government for railway ballast. Government grafters are after his farm and Abner opposes them and gets into all kinds of trouble. He has a beautiful daughter, Jess, who has attended the Seminary and has come home with a head full of Social Service Work. Her special friend, Belle Rivers, only child of the Attorney-General, visits her. Abner believes in the re-incarnation theory and his neighbor Zeb Burns, is daft on The Lost Ten Tribes of Israel.

You are sure to enjoy the chapter where Lawyer Rackshaw who is trying to get the gravel bed and who plays a mean trick upon the old farmer, receives a box of rats from Abner, or the chapter where Abner is in jail for beating up the Editor of The Live Wire, who has written a nasty article about Abner's wife and her experience with a neighbor's chauffeur who ran away with her one night.

Altogether Mr. Cody has given us a live and humorous story, one that will be welcomed by his many readers. Published by McClelland & Stewart, Toronto. Cloth, \$1.50.

Verdict of Guilty For Werner Horne

FREDERICTON, Oct. 29.—After being out thirteen minutes, the jury trying Werner Horne, German Army Officer, for dynamiting the C. P. R. bridge between St. Croix, N. B., and Vanceboro, Me., early in the morning of February 2nd, 1915, brought in a verdict of guilty through its foreman, Joseph A. Cain of Fredericton. Judge Barry then remanded the prisoner to jail for sentence. F. R. Taylor K.C., appeared for the C. P. R. this morning when the case was resumed. Victor Harslow of Fredericton, manager of the Fredericton and Grand Lake Railway, who at the time of the explosion was C. P. R. superintendent at Woodstock, was the only witness. He told of the delay to trains at the bridge and the extent of the damage.

Judge Barry then asked Horne if he had any statement to make, telling him that if sworn he would be liable to cross-examination. Horne then made the following statement without being sworn:

"The neutrality of the United States was violated by transporting foot-stuffs' ammunition, and soldiers across American territory and across this bridge, I make it on behalf of my government, ordered by my own government, as I say in the first statement given to the American government to hinder the transportation of ammunition, etc., as an officer of the German army, under the protection of my German flag and armed as is foreseen in German instructions. I have not any right to make any other statement without the consent of my own government.

"I could have settled the whole question in a diplomatic way, I was ordered to transport ammunition in the United States and I was personally responsible. I have said that I was transporting the dynamite. The government of the United States asked my word of honor if I had transported dynamite on the American side. I have violated the neutrality of the United

States. My act of war in behalf of my fatherland was carried on Canadian soil."

Judge Barry in charging the jury said that the accused had admitted committing the act of which he was accused. He had made a statement but he must inform the jury that it was not evidence but might be taken into consideration. He regretted that the prisoner had not been represented by counsel, as a full presentation of his line of defense could have been made. The facts showed that the law of Canada had been violated. The contention of the prisoner that he had committed the violation on the order of his government could carry no weight as a foreigner on Canadian soil was amenable to Canadian laws. Horn was not at all affected by the proceedings or the verdict.

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Manager

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