

The Charlottetown Guardian

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THE WAR

For over three months, since February 22nd, the battle of Verdun has been in progress almost without cessation day and night. Since last Saturday this battle has increased in fury and so far with distinct advantage to the brave French troops who are defending the position. Details of this terrible battle have been given in our despatches from day to day and the end is not yet. In fact it would appear now that when this battle ends it will spell the beginning of the end of the war. The position is one which the Germans will not dare give up. The French troops hold the advantageous positions and are on the defensive. The Germans must continue their attacks or retire. In their attacks on the well fortified trenches and impregnable positions they expose themselves to a deadly fire and their trenches have been smashed into dust. Behind them lies the city of Metz and the forty mile valley between with its wealth of iron ore, Germany's source of supply for eighty per cent. of this absolutely necessary commodity. To yield to the French at Verdun would mean to endanger this valley. Hence the efforts that are being made, not to open a road to Calais as the intention at first was said to be but to save the source from which they derive their iron, and also to save the city of Metz from bombardment. According to our latest despatches the French had driven them from Fort Douaumont which the Germans had gained possession of during the earlier days of the battle. Around the ruins of this fort the most desperate battle is now raging, the Germans throwing wave after wave of infantry against it, some of their lines being almost completely annihilated before being permitted to retire. In some cases the Germans reached the French trenches and hand to hand fighting took place. At other points the French made bayonet attacks on the sections of trenches which the Germans had occupied. The slaughter has been terrific but so much to the advantage of the French that the victory was celebrated in Paris.

Military critics express the opinion that the Battle of Verdun is a dying gasp on the part of the Germans. A Paris correspondent when asked if there had not been many such "dying gasps" replied: "Yes, they began several weeks ago, and since they began the French, who until that time had acted purely on the defensive, have been gradually taking the offensive into their hands. If you follow the action closely, you will see that recently the offensive as often, if not more often, comes from the French as well as from the Germans. This puts the Germans in the position where they have to attack. They are now in the position of the man who was wrestling with the bear. The man was ready to quit, but the bear would not. The Germans have either got to attack at Verdun, or submit to attacks by the French, while the French hold the dominating positions. This seems the veritable dying gasp by the Germans before Verdun, but it is a terrible convulsion."

Elsewhere, apart from the master stroke of the Russians in pushing a body of cavalry to join the British in Mesopotamia, there is little change in the situation. The Russian and British troops are gradually nearing each other. The Germans and Turks are strengthening the defences at Bagdad which they expect will be invested shortly. The Turks report that the Russians advancing towards Baiburt, between Erzingar and the Black Sea have been checked and suffered enormous losses and that the Russians there are hastily throwing up fortifications. This however differs materially from the Russian reports. The Russians are masters of craft and it is quite probable that they are digging trenches where they are not needed in order to deceive the Turks while preparing to strike at some other point.

On the Italian front while progress appears to be slow it must be remembered that the road they are obliged to travel is an exceedingly difficult one. That they are making definite progress is, however, assured.

A French writer commenting on the Italian campaign says:—
"On all sides the Italian ants are climbing, climbing, toward the redoubts in which the Austrians are massed; the bastion of the Trentino is besieged as if it were a fortress. The roads and byways are mounting always. Nearly all the crests are already occupied. A Roman work, worthy of Romans. The day will come when the progress made will come to its total by one loupé." So that, with all the successful work that the Italians have put into their offensive campaign, there seems to be no reason to fear that an equally successful defensive cannot be maintained.

CANADIAN SHIPBUILDING

We published recently a letter by Mr. Alex G. Baillie on the revival of shipbuilding in Canada and in today's issue an interview with Mr. H. H. Blanchette who has interested himself and gathered a good deal of valuable information on the subject. In this connection an address delivered by Hon. Geo. E. Foster in the House of Commons recently on this subject will be interesting.

After discussing a scheme advocated in the United States and pointing out certain weaknesses which in his opinion would make it unsuitable for Canada, he outlined a scheme proposed by the New York Chamber of Commerce which he believed could be made applicable to Canadian conditions. He said:

Applying to Canada that scheme, which was debated and unanimously approved by the New York Chamber of Commerce, it would work something like this: You would appoint in the Dominion of Canada a commission consisting, we will say, of three members of the Cabinet whose departments are interested—for instance, Commerce, Navy and Finance. The Government side of that commission would be the ministers of these three departments. Add to these a naval instructor and three practical and experienced men in shipping matters, selected by the Government and you have the commission which would operate in Canada. That commission would have general oversight and power over the classes of vessels to be built under the scheme; how they should be standardized, how they should be manned, everything in connection with them, and, to the extent that it would be possible, the regulation of the rates as well. That committee would then be empowered to enter into contracts with shipbuilding companies, to build according to the plans and regulations laid down in Canadian ship yards, and the builders of the ships would be allowed the difference between the cost of construction in Canada and in European ports, that difference having been carefully ascertained by the commission. The object would be to enable the Canadian shipowner to have his ships built in Canada with exactly the same cost to himself as if he had them built in a European port. If the tonnage could be built in a European port at a certain percentage per ton cheaper than in Canada then the subsidy for construction would be that difference in cost, whatever it was, so as to put the Canadian shipowner on an equality, in the after competition, with his competitor who had ships built in European shipyards. The time during which this should be carried out would be limited to a period of say 10 years, so that during that 10 years this operation of building would go on. Then the commission would be empowered to enter into contracts with the ship owners, when the ships were built, and to guarantee to the owners the differences in cost of operating the ships under the Canadian flag and under a European flag, that subsidy to continue for the life of the ship. The commission would possess itself of accurate information on the difference both in cost of construction and cost of operation and would pay that difference and that difference alone. In that connection we should place at the disposal of the Commission the sum of \$15,000,000 or \$20,000,000, and empower that commission to guarantee the bonds upon the ships built up to 50 per cent. of the value of the ships. Such bonds would be 5 per cent. bonds, and the Government Commission would get one-half of one per cent on those bonds returned to its treasury for its work and its supervision.

What would that mean? It would mean that for 10 years you would have shipbuilding tried under the advantage of a bonus equal to the difference in construction cost in Canada and the difference of operation cost; the latter subvention to extend the life of the ship. Capital would be attracted and induced to invest in steamships owing to the Government guarantee of bonds, which would, of course, be given under a proper amortization scheme by which those bonds would be provided for and paid off during a certain period.



New Silks at Paton's Limited

New Silks are arriving daily, some of the New Shades in Duchess are Moss Green, Resda Green, Hunters Green, Rose, Nigger Brown, Belgian Blue, Navy Blue, Tan, Coral, Pale Blue, Shell Pink and other shades too numerous to mention.

Two tone corded Silk for Suits very new and stunning The colors are Black and Green, Black and Purple also Black and Blue at 1.65 a yard.

Beautiful Black Taffeta Silk at 1.60 and 2.00 a yard. Faillette Taffeta in Brown, Blue, Black and Purple at 2.65 per yard.

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If you want something for a real nice Dress, come in and see our Charmeuse in Green, Raisin and Drake Blue at 2.65 yard.

PATONS, Limited

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson.

PATIENCE.

There is a peculiar need for patience in the troublous times through which we are at present passing, and happy indeed is she the sublime faith of whom suffices to create that calmness and tranquillity of mind, without which no one can resolutely face the storm of events.

Patience is the greatest necessity of these days, as, truly, it always must be. Without it we are unable to see our sorrows in their proportion, and are without the Divine consolation which alone can help us.

It is not by any means the poorest among us, the most unfortunate, or those who bear the heaviest burdens who are the most discontented.

Often it is, on the other hand, such as are well supplied with comforts, and whose lots are cast in the pleasantest places, who thus torment themselves and others with continual moanings over slight annoyances and fancied tribulations, while some who have many and real afflictions bear them with a brave and noble spirit and meet their fellow-men with a generous cheerfulness.

"For ye have need of patience that after ye have done the will of God, ye might receive the promise."

Clean-up sale of Furniture at PATONS LIMITED. 9843-5-20Mtr. A Busy Maritime Industry.

One of the very busiest industries in the Maritime Provinces at the present time is the Carritte-Paterson Mfg. Co., which has factories at Halifax and Sydney. Their principal product is roofing material, such as Two and Three Ply Roofing, Mineral Surface Roofing, Rubber Roofing, and Tar & Gravel Roofing. They also specialize on coal tar products and make the well-known "Tarriv" for street paving. One of the Carritte-Paterson by-products is Coal Tar Creosote Oil, the highest class wood preservative known. And in connection with this article it is interesting to learn that in the United States its sale for preserving timber is larger, measured by gallons, at the present time than the sale of gasoline for motor power which is being so much discussed by the press and public owing to the increase in cost. The use of Coal Tar Creosote Oil in Canada is becoming larger each year. This oil is used as a base in the manufacture of the Belvex Shingle Stains, now so popular in all parts of the country. Other products of the Carritte-Paterson factories are Carbunol, a disinfectant, Greenoid, a cow spray; and Everjet carbon paint for wood and metal protection. These products are sold by the hardware and general store trade throughout the provinces and special literature regarding them will be sent on application to the Carritte-Paterson Mfg. Co., Ltd., St. John, Halifax and Sydney.

Closing out Sale of Furniture at PATONS LIMITED. 9843-5-20Mtr. Final Furniture Sale at PATONS LIMITED. 9843-5-20Mtr.

Carter's Reliable Seeds

are sold by over 150 Reliable Merchants in Prince Edward Island.

Carter's Tested Seeds

May not be the cheapest seeds but we are SURE THEY are the BEST.

DON'T experiment with Cheap Seed you may save a few cents in the price, and lose many dollars in the failure of the crop, and fill the land with Weed Seeds. Farmers and Gardeners have our Guarantee backed by 37 years experience in the seed business which should count for something. Buying cheap seeds listed in Department Store Catalogues is "playing with fire." High Grade Seeds are never sold at bargain prices, you will get burned sure. Buy the BEST and only the BEST, therefore buy CARTER'S SEEDS and you are safe.

Carter & Co., Ltd.

Seedsman Charlottetown

Have You Started House Cleaning Yet?

If you haven't started housecleaning yet, now is the time to begin and here is the place to get your supplies.

Alabastine	Carpet Tacks	O-Cedar Mops
Alcohol	Curtain Stretchers	Picture Wire
Ammonia	Carpet Beaters	Paints
Bon Ami	Dust Pans	Floor Wax
Brooms	Mops	Furniture Polish
Buckets	Dusters	Putz Cream
Brushes	Kalsomine	Hammers
Chloride of Lime	Ladders	Stove Pipe Enamel

Fennell & Chandler

VICTORIA ROW

"The Haberdashery"

Real Bargains In Men's Suits

Notwithstanding the sharp advances in woolsens we are in a position to give you ready-to-wear Suits at old prices. We stocked heavily in advance and can save you money on your Spring Suit. We list below three popular priced specials.

\$10.00 Handsome Sturdy Tweed Suits in brown tweeds, dark greys, checks, grey mixtures and blue stripe effects, splendidly tailored and good fitters, while they last.....\$10.00

\$12.50 Snappy Tweed Suits in brown plaid effects, grey mixtures and rich dark tweeds beautifully made and perfect fitting, one price to all.....\$12.50

\$15.00 At this popular price we can give you a splendid Blue Serge, Grey Worsted, Brown Whipcord or your choice from a wide range of up to the minute Suitings.

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Gents' Regal Shoes \$5.00

One of the greatest shoes made in the United States now made in Canada. Made in Vici and Gun Metal, Black and Tan, by skilled workmen, artists in their line hence a beautiful well made shoe of lasting wear.

G O F F B R O S

Agents

Back Was Lame and Ached; Could Do Very Little Work

SUFFERED MUCH FROM KIDNEY DISEASE FOR YEARS, BUT CURE CAME WITH THE USE OF DR. CHASE'S KIDNEY-LIVER PILLS.

Doctors had tried to cure this man but failed to get at the cause of trouble, probably because they relied on medicines which act on the kidneys only. The strong feature about Dr. Chase's Kidney-Liver Pills is their combined action on liver, kidneys and bowels. In many of these cases the disease is so complicated that ordinary kidney medicines fail to be of much benefit. Under such conditions Dr. Chase's Kidney-Liver Pills usually touch the spot and effect a cure.

Had they been only moderately successful Dr. Chase would never have selected them for world-wide distribution. As it was, the demand for these pills resulted naturally from their superior merit, and there was nothing else to do but supply them in large quantities.

Mr. Simeon Shieloff, Birchbrook Ontario, writes: "For several years I suffered greatly from kidney disease. I was weak and could do very little work. My back was lame and ached and I suffered much from headaches. Tried doctors and obtained no relief. Dr. Chase's Kidney-Liver Pills were recommended by a friend, and after taking four boxes I think I can say that I am cured, for I feel as well as I ever did."

This statement is endorsed by Mr. Harry Anderson, J. P., who writes:—"This is to certify that I am personally acquainted with Mr. Simeon Shieloff and believe his statement in regard to Dr. Chase's Kidney-Liver Pills to be true and correct."

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, all dealers, or Edmondson, Bates & Company, Limited, Toronto.

RUSSIAN CAVALRY CROSSED FROM PERSIA

LONDON, May 23.—The military correspondent of the London Daily News declared that the Russian cavalrymen probably crossed the Persian-Mesopotamian frontier from the region of Kermanshah. He argued that the Turks probably had shortened their lines because of the Russian threat against their Bagdad line of communication and that the Czar's troops made their way to the British lines with little resistance.

"When General Bartoff, the Russian commander, or General Lake reaches Bagdad the long drawn out front over which the Grand Duke's armies are operating will be contracted and the Russian forces can be drawn in toward the centre to force the Turks to fight a pitched battle on the upper Tigris or upper Euphrates," said the News.