

JANUARY 22, 1917.

The Charlottetown Guardian

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MONDAY, JANUARY 22, 1917

CENTRAL FARMERS' INSTITUTE

The annual meeting of the Central Farmers Institute, the concluding report of which appeared in Saturday's Guardian, was, in point of attendance at least, fully up to the standard of former meetings. Practically all the institutes in the province were represented and a number of subjects of interest to the farmers and to the province were ventilated.

It is to be regretted that the President's address, the address which in all assemblages, from the mother of Parliaments down to the humblest local gathering sets the pace for all the deliberations, manifested a pessimistic rather than an optimistic outlook. So pronounced was this pessimism or rather this evident desire to find fault with or to blame somebody for something, that there was scarcely a paragraph which could not have been amended, if worth while, to the advantage of agriculture in general and to the institute in particular.

The President also paid a high compliment to the influence of the Guardian in the following statement. "An editorial on the potato crop in one of our city dailies at the opening of the shipping season no doubt cost our farmers many thousands of dollars." When an explanation of this item of information was asked for the President stated that the editorial appeared in the Guardian. When called upon to produce a copy of the Guardian containing the editorial which had such an effect upon the produce markets of the world, he failed to do so, but promised to bring a copy to the evening session. This also he failed to do, so we may presume that the editorial, to say the least of it, was a hallucination on the part of the President. This, of course, is by the way, and hardly worth noticing, were it not that it is characteristic of the petty fogging fault-finding nature of the President's address. There was nothing big or statesmanlike in his review, nothing inspiring, nothing that would give encouragement to the people of this agricultural province to take a larger outlook and aspire to great attainments in the future. Nor was there that spirit of gratitude for the magnificent harvests of the past year, and the unheard of high prices obtained for these harvests. In view of the returns derived from the year's labors and the blessings which have flowed thereupon one would have expected a glowing and optimistic address from the chair instead of a petty fault-finding document which had necessitated the President searching for excuses for belittling the munificence of the harvest.

It is observed that Professor Theodore Ross has been elected to succeed Mr. McKay as President. We sincerely hope he will set a better example in the method of reviewing the year's work and giving inspiration for the succeeding year. So much depends upon the keynote in matters of this sort. In this connection it is sincerely to be regretted that Father Gauthier has been excluded from the directorate for the current year. Why, we do not know, and we hope the report we have heard, that it was done intentionally by a clique, is without foundation. The Rev. Dr. Gauthier is perhaps the most outstanding agriculturist in Prince Edward Island. He has been in the forefront of all progressive movements and a pioneer in agricultural co-operation. Until this year he has been actual leader of the House at the annual meetings of the Institute and would have been on the present occasion but for the fact that he had a prior engagement to speak at a Patriotic meeting in Prince County, where he had to advocate the claims of the Patriotic Fund, and to call for recruits. In his unavoidable absence Professor Ross undertook to lead the House, and by some unaccountable manoeuvre, Professor Ross was elected to this directorate, and the Rev. Dr. Gauthier left out in the cold. When this was discovered a great deal of dissatisfaction was expressed by a number of the members who failed to realize until too late that the Institute was being machine-operated. We feel sure that such tactics will meet with the disap-

proval of agriculturists as a whole, irrespective of political affiliations, for it is obvious that if the Central Institute is to be utilized as an outlet for the superfluous energy of disappointed politicians and disgruntled office-seekers, the days of usefulness of the Central Institute are assuredly numbered. We have not the slightest hesitation in asserting that the real value of the Rev. Dr. Gauthier's services in the Central Institute and to the agricultural progress of the province equals if not surpasses that of any other three men on the present directorate.

Referring to the meeting of the Central Farmers' Institute, the Examiner has this to say:

While cheap transportation and weed killing are really the more important matters, it is not unlikely that the Central Institute's resolution as to Prohibition enforcement and Automobile driving will attract the greater attention. These are matters into which party and personal heat have been introduced. That this should be true is greatly to be regretted. The Prohibition Act, as all other sumptuary laws, must have the force of a co-operative public will behind it, or it will not be enforced.

The resolution of the Institute passed concerning the running of automobiles is a very different matter. To use a farmer's simile, "it is a horse of another color." In this case it is the law that is denounced, not its breach. At present automobiles are permitted to run only where a majority of the inhabitants of the district are content that they shall be run, and ask that they be allowed to run;—and there only for three days in each week. But the Institute demands that the law which only permits this partial liberty shall be wholly repealed. Since the present law came into force and operation automobilists have been more careful than they were, and there have been few if any automobile accidents—certainly no accidents of greater moment than those which have happened in the cases of runaway horses and carriages. Why, then, should it be repealed and automobiles banished from the Province. This is a free country; and the rule in a free country is that every man may "do the thing he wills," so long as he does not interfere with the liberty of other men to do the things they will, in peace and safety. Surely the live, liberty-loving farmers of Prince Edward Island do not desire to be exclusive. Nor can we believe that they desire that Prince Edward Island shall be looked upon by all who travel, and by the world at large, as a little place behind the times.

UNAVAILING REGRET

From every newspaper office there will be a flow of warmest sympathy for the editor of the Williamsville (N.D.) Item, says an American exchange. As so often happens in the troubled realm of journalism, he has brought upon himself a reprehension that will not be in the slightest degree mitigated out of consideration for the excellence of his intentions—he has offended a reader whom he was trying to please, and he has the dreary consciousness that his apologies are useless. For the printed, like the written, word remains, and wrong once done cannot be wiped out. Still, the Item's editor has done his poor best to set himself right, and in doing so he tells the whole tragic story—thus:

We wish to apologize to Mrs. Orlando Overlook. In our paper last week we had as a leading, "Mrs. Overlook's Big Feet." The word we ought to have used is a French word, pronounced the same way, but spelled fete. It means a celebration and is considered a very tony word.

There speaks a warm, honest heart, bowed down by sincere grief. But will Mrs. Orlando Overlook be so kind and forgive? It is easier to hope than to expect it, for she has suffered the ultimate pangs, and, after all, it is but poor consolation for her to learn that her "cruel wrongs were due to the search for a tony word. There should have been a better chance of escape for this unfortunate editor if he had left the task of explanation unattempted and followed the time-honored habit of putting the blame on the compositor and the proofreader. Their lot is naturally an unhappy one, and no single increment of their responsibilities adds appreciably to the total.

NOTES

It was a United States paper that said "some may be too proud to fight and others may be too proud to stop." And, by the way, it was an Englishman who, when an American who had just finished reading the account of the Jutland naval battle remarked, "Some fight," replied, "some don't."

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson.

A MAN'S MOTHER.

Man, if you have an old mother, be good to her. Tell her that you love her. Kiss her faded old lips. Hold in your arms the work-knotted old hands. Scatter a few of the flowers of tenderness and appreciation in her path-way while she is still alive and can be made happy by them. Don't wait to put all of your affection and gratitude and reverence for her into a costly ton of marble inscribed "Mother." Don't wait to throw all of your bouquets on her grave. It's mighty doubtful whether an angel in heaven takes any interest in cemeteries or gets any satisfaction from revisiting earth and contemplating a flattering tombstone; but it is utterly, certainly certain that you can make your old mother's heart sing for joy by showing her, while she is alive, just one tithe of the love and appreciation that

THIS IS BURNS' WEEK

The Natal Day of Scotland's Premier Bard falls to be celebrated this week. (The date is January 25, and all over the world, not excluding the war zone, honour will be paid to the memory of Robert Burns. The poet himself commemorated his birthday in the immortal song, "Rantin, Rovin' Robin."

There was a lad was born in Kyle, But whatna day o' whatna style, I doubt it's hardly worth the while To be sae nice w' Robin.

Our monarch's hindmost year but one Was five-an-twenty days begun. 'Twas then a blast o' Januar' win' Blew hansom in on Robin.

The Caledonian Club here have advertised a two days concert for the fitting celebration of the anniversary and these will be given in the Market Hall on Thursday and Friday nights. That these entertainments will be a success goes without saying, and it is only necessary to remind patrons to obtain their tickets as early as possible. Special trains will be run from Summerside and the west on Thursday, and from Murray Harbor on Friday, particulars of which are given in our advertising columns.

The proceeds of the concerts will be devoted as usual to charitable and patriotic purposes. Last year the club as the result of these concerts contributed \$100 to the Patriotic Fund, \$150 to charity, \$10 to St. Vincent de Paul Orphanage and \$10 to Mt. Herbert Hospital, while from the proceeds of the candy sale by the ladies \$135 was divided between the Patriotic Fund and the Red Cross. Altogether \$405 was distributed for these purposes. Patrons of Burns' Concert have therefore the satisfaction of knowing that in addition to paying tribute to the immortal memory of Robbie Burns they are helping the cause of the Empire and relieving the distress of the indigent.

(This year there is an additional attraction to housewives. The merchants are taking advantage of the occasion to put on cheap bargain sales. Most of the merchants take stock this month, so they are in a position to dispose of all surpluses and remnants on hand at give-away prices.

Seldom are there so many attractions offered at one time in any city in Canada.

SOMETHING TO THINK ABOUT

Sir.—The recent address of Mr. Donald Nicholson, M. P., delivered to the Board of Trade, contained a great deal of valuable information on shipping and impressed strongly the necessity for Canadians giving the important subject of ship building immediate attention, if this Country is to hold its own and progress as it should commercially. The War is over, I hope some immediate action will be taken to support our Members at Ottawa re Dry Dock at Southport. Practically every important industry has been bonused and protected in Canada, while shipping has been largely neglected by both Conservative and Liberal Governments. Aside from this particular industry however, I think this splendid address should inspire us Islanders to be up and doing in more lines than one. The question has been often asked why is it we have not at least one Munition Factory in this Province? When you consider the hundreds of millions of dollars being expended in Canada by Great Britain and her allies, it certainly seems strange.

There can only be one answer to this,—lack of enterprise. It cannot be said we have not the capital as this Province is claimed to be the wealthiest agricultural portion of the whole Dominion and with several million dollars lying practically idle in our savings banks.

We hear a great deal today about "National Service" and it seems to me that those that cannot go to the front or assist in munition factories abroad, should be given a chance to lend their energies at home. Should we not strive by publicity or otherwise, to bring home to many of our moneyed men, and especially those that have made their wealth in P. E. I., that "National Service" requires of them to utilize a portion of their surplus in carrying on the industries of the country, thus giving employment

you will heap upon her when she is dead.

And canst thou, Mother, for a moment think That we, thy children, when old age shall shed Its blanching honours on thy weary head, Could from our best of duties ever shrink? Sooner the sun from his high sphere should sink Than we, ungrateful, leave thee in that day To pine in solitude thy life away, Or shun thee, tottering on the grave's cold brink. Banish the thought!—where'er our steps may roam, O'er smiling plains, or wastes without a tree, Still will fond memory point our hearts to thee, And paint the pleasures of thy peaceful home; While duty bids us all thy griefs assuage, And smooth the pillow of thy sinking age.

HENRY KIRKE WHITE.

Kind Lady—Tell me, my poor man, how you happened to become a tramp. Wary Watkins—It was dis way, mum. Dey got me to jine one of dem don't worry clubs, an' I got so I didn't keer a hang wheder I kept me job or not.

to our people, and especially to Returned Soldiers and in this way do their bit to help and encourage the men in the trenches.

In place of the Charlottetown-Pictou Steamship Service the Board of Trade might give some thought to advocating a Charlottetown-Puewash Steamship Service with a view of more direct communication with Halifax. No doubt the Railway Companies and large Steamship Companies could be interested in this subject. In addition we should keep in view the great possibility of Puewash as a Shipping Port for Coal from the Springhill Mines. No doubt such a movement would receive strong support from the Dominion Coal Company as well as many Nova Scotians. With Halifax as last receiving the attention it is entitled to as the best all round Canadian Port, it is bound to become the great centre of Canadian Shipping and a fast Steamship Service between the Island and Halifax, calling at Hawkesbury, making semi-weekly trips, is worth consideration and should interest both P. E. I. and Nova Scotia capital.

Our shipments to and from Great Britain should hereafter be carried largely via Halifax. A Boat on this route would largely meet the requirements for passenger traffic to and from Eastern Nova Scotia and Newfoundland, and would also connect in Halifax with Freight and Passenger Boats for Boston, West Indies and Newfoundland.

With the Car Ferry in operation at the Capes, we might consider the possibility for a special Auto Road-way direct from Point Borden to Charlottetown, perhaps crossing North River Bridge at Brighton, and also an Auto Road from Point Borden to Malapeque through New London, Rustico Brackley Point and Stanhope, giving the fresh fish business as well as general trade, quick transit by motor trucks, and would also give an impetus to open up our unexplored North Shore for Summer Resorts. I am confident the residents through these districts would appreciate such a service if presented to them in a proper manner, and receive their support and co-operation for the general good of the Province. A regular motor-bus service could easily be maintained between Charlottetown and Point Borden which would give a service through a prosperous and beautiful section of country which is now lacking any regular mode of transportation.

We have a nucleus of a big industry in the old established Firm of Bruce Stewart & Co. and if they were receiving the support from our capitalists and well-to-do farmers, to which they are entitled, this concern could not only employ five times the men they have today, in building motor trucks as well as engage in the manufacture of Munitions.

I am Sir, &c.

JOHN O. HYNDMAN,

Charlottetown, Jan 20, 1917.

TYPEWRITING LESSONS

Sir.—As I have had considerable experience in the teaching of shorthand and typewriting, I naturally am much interested in the course of typewriting lessons now running in The Guardian.

I think that the suggestions are excellent. Lesson or story No. 6 is particularly instructive. Exception might, perhaps, be taken to the arrangement of the introductory exercises; but, in general, they are very well adapted to an early mastery of the entire key-board—a feature that is unnecessarily delayed in many of the text-books on typewriting. The lessons are unique in their presentation, and original in their expression. They have the additional merit of being written by a master—or, rather, a mistress of the art; and this personal touch which the author likes to frequently introduce cannot fail to have a stimulating effect on a pupil.

Your placing of this course of lessons before prospective writers, or even present users of a machine, is very commendable, and I have not any doubt that, if the directions of the gifted author are closely followed, the result will be highly beneficial not only to the writers themselves but, incidentally, to those whom they may serve.

I am Sir etc.,

J. O. TRAINOR.

Auburn, P. E. I. Jan 18, 1917.

HE HAD WALKED

Sandy boarded a crowded car and obeyed the conductor promptly when he told the passengers to move up. The car started on its way, but stopped

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 TEN.

I want to tell about a science of way across. Give it a quick, snappy stroke throwing the hand perhaps not more than three inches, and you will find that the carriage, much to your surprise, will return in a flash and settle down ready for the next line. But do not allow it to rest for an instant, for you will notice that as soon as you have delivered the stroke in the correct manner your hands are instantly over the keys in preparation for the first letter of the following line.

Keep your head still. Do not let it bob around, glancing from copy of machine and then back again, for you could do nothing worse to disconcert the eyes, or run the risk of leaving out a line or two; and—do not lose sight of the fact that the eyes, although they have no part in the actual operation of the machine, are as essential as the fingers. Bobbing the head around I suppose might relieve a slight stiffness in your neck after a "out four hours" uninterrupted writing, but it is a wasteful motion, both of time and effort.

USING THE FULL AND FOREARM.

To explain more explicitly the action in throwing the carriage: In the right hand return, use only the forearm as on a pivot from the shoulder. In using the left, make what is called a cone movement from the shoulders, a sort of semi-circle, which is obtained by the full arm.

ELIMINATING LOST MOTION.

Of course these pictures will some day be of practical value, although they are as yet little understood by the public. In any case they taught me where I could eliminate certain motions for the development of greater speed and efficiency in general.

After seeing some of the pictures, I decided that the following ought to prove invaluable to the countless members of our profession: Keep your body perfectly still when you write. Every unnecessary movement you make is just so much lost motion and tends toward decreasing the quantity and neatness of your work.

THROWING THE CARRIAGE.

It is in the throw of the carriage or what is called the carriage return in which lost motion is most evident. If you use a machine which has the right hand return lever, use the third finger of the right hand braced by all the other fingers of the hand. For the left hand return use the first finger of the left hand at first joint braced by the other three. And don't follow the carriage all the

BEGINNERS, SHUT YOUR EYES TO THIS

The beginner is to shut her eyes to the next suggestion I will make, although the experienced typist will find it a wonderful time-saver. In my speed work I always strike the capital letter and the shift key at the same moment. It must, of course, be timed accurately or your capital may be out of alignment, but it is certainly a great means of eliminating extra strokes that will appear on your present method of making capitals is probably to press down the shift key, hold it, then to strike your capital letter. Use only the fourth or little finger of either hand on the shift keys. If capital is on right side use left shift key, and vice versa.

MARGARET B. OWEN.

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at the next block to admit other passengers, and again Sandy moved up. The operation was repeated block after block, and Sandy had been as obliging as possible. Finally he reached his destination, and as he passed the conductor he was gripped by the arm and pulled back. "You didn't pay your fare," said the man. "Fare be blowed," exclaimed Sandy. "Why, mon alive, I've been walking all the way!"

Always be Prepared! It's the only Safeguard Carry Insurance against every contingency with Hyndman & Company, Limited Established in 1876 61 Queen St., Charlottetown. The Oldest Insurance Agency in P. E. I.

Was Completely Laid Up With Severe Case of Piles

SWORN STATEMENT FROM A MAN WHO HAS UNBOUNDED CONFIDENCE IN DR. CHASE'S OINTMENT.

There is no longer any debate as for me than all the others, as I to the best treatment for itching, have not been troubled since last bleeding or protruding piles. But winter. I consider it to be the best remedy for piles I have ever used and shall always carry a box with me, although I don't think I will need it for piles. We have used it for other purposes in the family, such as burns and cuts, scratches, etc., and my wife says it is one of the best remedies for such purposes we have ever had in the house. Although you only charge sixty cents a box for it, it is well worth \$5 a box for anyone afflicted with piles. Now, you can use this letter if you wish or refer anyone to me who wants to know about it for piles. I might say that in my business I am known all over the English portion of Quebec, and am having this statement sworn to before a Justice of the Peace. "Sworn before me this first day of April, 1916. M. M. Holbrook, J. P. island Brook, Que." Dr. Chase's Ointment, 60c a box, all dealers, or Edmanson, Bates & Co., Ltd., Toronto.

one box of your Ointment did more

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