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OF A
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THE CHARLOTTETOWN GUARDIAN

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Covers Prince Edward Island Like the Dew

MAXIMS
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MERCHANT

When the time comes for the meek to inherit the earth taxes will be so high they won't want it.

CHARLOTTETOWN, CANADA, MONDAY, NOVEMBER 21, 1927

Charlottetown Guardian Two Cents
Morning Guardian Founded 1887

WORST RAIN STORM IN FIFTY YEARS

Heavy Damages to Highways, Bridges and Farm Lands in Quebec.

QUEBEC, Nov. 19. — Considerable damage has been caused in the ancient capital by the worst rain-storm that has visited this district during the last fifty years. Reports of heavy damage to highways, bridges and farm lands throughout this district and in the Eastern Townships, where extensive damage was caused by similar weather conditions only a fortnight ago, are reaching the city today indicating that the property losses will be extensive. During the last three days the record rainfall of 3 1/2 inches has played havoc with the sewage system of the upper part of the city, with the result that this morning gangs of street workers were endeavoring to remove some of the water from the streets of Belvedere ward, with the aid of pumps. Serious damage has already been caused in Belvedere through the flooding of cellars of hundreds of houses in the area extending from St. Louis Road to Ste. Foye Road. This part of the city was flooded when the existing sewage pipes apparently proved inadequate to handle the abnormally heavy flow of rain water.

Reports reaching here from Beauce County are to the effect that the village of Scott in the eastern townships is in danger of being flooded by the Chaudiere River, which has risen several feet above its normal level. Deputy Minister of Roads J. L. Boulanger was advised by long distance telephone from Bonnacova last evening that the suspension bridge over the Jacques Cartier River had been badly damaged by the rushing waters of the river that it was considered unsafe for traffic.

Two motorists were said to have fallen off the bridge from a height of 25 feet, without however, receiving serious injury. Serious damage was also caused to the Quebec-Murray Bay highway. Mr. Boulanger has been advised, the Macadamized surface of the road having been broken through for a considerable distance in the village of Malbaie and between Ste. Agnes and Cap A l'Aigle.

Drastic Cut In Building Program

(Special to the Guardian)
LONDON, Nov. 19. —The reduction of cruiser building announced by the government is more important than was at first seen. There was to be one cruiser of ten thousand tons and two cruisers of eight thousand tons started this year. It is now decided that only one cruiser of eight thousand tons. Building of the ten thousand tons cruiser which have cost two million pounds is not postponed, but abandoned. The government will make further building cuts next year if other countries reciprocate.

E. R. Paacock, former Torontonians is one of the directors of the new armaments company, formed by Armstrong and Vickers.

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Nine Years Since German Fleet Surrendered

(Special to the Guardian)
TORONTO, Nov. 19. —Just nine years ago on the twenty-first of this month the Scotch mist which had hung low on the Firth or Forth for days suddenly lifted as British and American warships weighed anchor and steamed forth on one of the most extraordinary naval events in history.

It was on November 21, 1918, that the German high seas fleet surrendered to the allies. The rendezvous with the vanquished enemy was fifty miles from the place where the allied fleet had been anchored and they gauged their speed so as to reach the place at the appointed hour of eight o'clock. It was a weird spectacle. Two huge sea armadas approaching each other in the morning haze. The allied ships lined up in two columns six miles apart. As they met the enemy in the first peaceful encounter in more than four years the allied vessels flew their battle ensigns and every gun was manned ready for instant action. They could not afford to take chances and it seemed almost unbelievable to the crews that the whole procedure should be carried out without any show of hostility on the part of the late enemy.

But the Germans were scrupulously clerical in seeing that the details of the program were carried out to the letter. When at noon the last vestige of fog was watted away by a stiffening breeze a sight came to view which had seldom been duplicated anywhere. The two fleets were arranged in three lines—ones on each side and Germans in the centre. Together they steamed to harbor, the pride of the German navy broken, docile, a prisoner.

Among the German ships surrendered were five battle cruisers and nine dreadnaughts all in the vicinity of 25,000 tons each, seven light cruisers of about 5,000 tons and fifty destroyers. About the only incident in the whole manoeuvre was when a German destroyer struck a mine and sank and when some one sent up two carrier pigeons from a German submarine and the German admiral was notified that they had no right to do this.

Anglicans Bar Fixing Of Date For Easter

LONDON, Nov. 19. —The assembly of the Anglican Church today rejected a proposal for a fixed date for Easter by adopting an amendment moved by Lord Hugh Cecil that nothing should be done in this regard unless the Christian people of all countries concurred, and that the time had not yet arrived for such legislation.

Reginald Denny's Wife Gets Divorce

LOS ANGELES, Nov. 19. —Mrs. Irene Denny was granted a divorce decree from Reginald Denny, motion picture actor, in Superior Court yesterday on grounds of cruelty. Custody of their young daughter, Barbara, and alimony of \$1,000 monthly as long as Denny draws his present income, asserted by Mrs. Denny to be \$3,000 weekly, also was granted her.

Land-Yacht Wonder

(By British United Press)
LONDON, November 19. —A land-yacht that is claimed to be a home on wheels, with every advantage of the motor-car and a home combined, was one of the most luxurious novelties to be seen at the recent Motor Show at Olympia. Occupiers of this land yacht will have the whole country as their domain, coupling the joys of touring with the comforts of the portable hotel which will be always with them.

This super-caravan is divided into five compartments. At the rear of the table is a single-berth cabin, each fitted with a seven foot bed, with wardrobe drawers, a commodious hanging cupboard, and dressing table appointments. Forward in the living room which can accommodate five people for meals at a central table. This table is a wonder of invention. One of the side seats can be converted into a spare bed. The table itself lifts up to disclose a large aluminum washing sink with hot water and a "rin away".

A flap at the rear of the table can be raised and gives access to the instrument board, which embodies all the usual car fittings. In addition, it carries the necessary controls for the domestic power-plant, which is sufficient to charge the lighting accumulators and to supply energy for the electrical cooking and water-heating apparatus.

KING AND HIS HAREM WILL GO A-MOTORING

His Arabian Majesty Ibn-Saud and His Wives Will Cross Desert in Motor Cars.

LONDON, Eng., Nov. 19. —Ibn-Saud, King of the Hedjaz, and his 14 wives no longer will travel by camel on their far journeyings across the desert domain of Ibn-Saud. The King has equipped himself and his harem with a fleet of eight high-powered motor cars built specially for him at Wolverhampton, Staffordshire under the direction of Stuart Marr who has served in Arabia and knows exactly what the King wants. The complete equipment of motor cars is costing King Ibn-Saud \$55,000.

The Arabian King has provided two motor caravans so that he may take his complete harem with him wherever he goes. His wives and their attendants will be locked in these totally-enclosed vehicles, jared from the sight of men. Sitting six a side upon a pile carpet, they will traverse the desert at over 50 miles an hour. There are no windows, light being admitted through opaque glass in the roof, and the women will be kept cool by electric fans.

King Ibn-Saud will travel in front in one of his four touring cars, capable of 70 miles an hour. With him will be his suite, followed by two 24-seater open cars of the carabane type, containing his bodyguard of 50 warriors, armed to the teeth. Stuart Marr in an interview with the Daily News said: "I have been out there and know exactly what the King wants. Previously he undertook these long journeys by camel, travelling only 20 or 30 miles during the cool hours of the night and camping by day. He will now be able to cover between 200 and 300 miles a day, and, in addition, can take his whole harem with him. This is a triumph for British car engineering. Italy tried hard to get the order, and one French estimate was turned down. This is the first time Ibn-Saud has had a complete fleet of cars specially made."

The vehicles are of 20.8 horse power. Giant tires costing \$375 a set have been fitted to take the load over the rough desert, and extra large water tanks and radiators have been installed, with gasoline tanks holding 60 gallons, as the fleet will sometimes have to travel 600 miles without refuelling. Ground clearance is nearly a foot, a miniature steel staff carries the Royal pennant on each car, and grips are provided for white-robed outriders to cling to when passing through crowded cities. The drivers will be Mohammedan Indians.

Union Of Three Maritime Provinces Not Practical

(Special to the Guardian)
TORONTO, Nov. 19. —"The union of the three Maritime provinces might be more economic so far as the civil service is concerned, but there are no facts to go on. The whole question is purely one of opinion," said Prof. A. MacKenzie of the department of law at University of Toronto, concerning the report of the Hon. W. L. MacKenzie King before the Women's Canadian Club at Montreal yesterday, when he suggested that the question of making one province out of the present three, should be considered.

Opinion in Toronto today seemed to be that Premier King was speaking numerously about the question of the Maritime subsidies, raised so prominently by their representatives at the recent premiers conference at Ottawa. Prof. MacKenzie, who is a recognized authority on maritime affairs thought it was very dubious whether the question could even be seriously raised today.

"The three provinces," he said, "have their civil service and their legislatures, with their own members of parliament. Naturally, there would be a great deal of disturbance to root these up and merge them into one." In a small way, the idea of asking the three Maritime Provinces of Nova Scotia, Prince Edward Island and New Brunswick to form one province would be analogous to asking the nine provinces of Canada to give up their local privileges and form one government of Canada.

"I don't think the question is a live one now in the Maritime Provinces," said Prof. MacKenzie. Vincent C. MacDonald of McGill University, a former Nova Scotia barrister and recently research assistant to the royal commission of Maritime claims, was interviewed by the Star on the subject of the desirability of union of the Maritime Provinces. Mr. MacDonald said that this had been the subject of some periodic discussion, but had not become an acute question in the Maritimes. Advocates of the union had appeared before the Duncan Commission

sent itself to visitors arriving in the city. The century-old Rideau Canal bisects the city. The old improvement Commission created a sewerage system of driveway and parks along its banks but these improvements stopped short when the waterway slipped into the business section of the city and later joined the Ottawa river. The driveway is now 10 feet extended right up to the Connaught Place plaza making an artery by which motor cars can come into the downtown section of the city without meeting an important cross street.

The most recent announcement in connection with these plans involves the expropriation and tearing down of an old hotel on Sparks street, the main street of the city. This too will have the effect of making a combined park and driveway approach to the seat of the government on Parliament Hill. The Federal District Commission naturally does not disclose all its plans but its activities of the past three months have given some indication of the vast undertakings.

CANADA'S CAPITAL TO TAKE IN NEW PARKS AND PLAZAS

Ottawa Improvement Commission Is Making Many Changes In Contour Of The City.—Many Buildings To Be Torn Down In Carrying Out The Scheme Of Beautification.

OTTAWA, Ont., Nov. 19. —The city of Ottawa is taking on a new aspect. The Dominion government is taking definite steps toward the remodeling of the central parts of the city and the next few years will find the capital of Canada assuming new urban dignities. Entire city blocks have been expropriated, new parks and plazas created and imposing government buildings projected as part of the immediate programme.

Sir Wilfrid Laurier, as Prime Minister, created the Ottawa Improvement Commission 30 years ago with a view to preserving the natural beauty of the city and that body spent nearly three and a half million dollars before its work concluded early this year. A new organization, the Federal District Commission, has taken its place with increased powers and increased funds to expend. The first Commission devoted itself mostly to the creation of parks and driveways throughout the city and it now controls 10 parks, six driveways, seven bridges as well as greenhouses and playgrounds. The given most of its attention so far to the centre of the city where the business buildings were threatened to congest the approaches to Parliament Hill, the very heart of Canada's Government.

Connaught Place, the central plaza on which face the Union Station, the Chateau Laurier Hotel, and the Post Office, is being extended several hundred feet westward by tearing down almost an entire city block. The result will be that Ottawa will have one of the great city squares of the world almost at the foot of Parliament Hill. The city post office is to be allowed to stand until it outlives its present usefulness and it will occupy a rather isolated position in the open space but eventually it too will go and a wide sweeping vista of the city as well as the skyline of the Laurentians will pre-

dominate the view. The cumulative effect of these changes already announced will be practically the recreation of a city. Over a period of 30 years Ottawa will be allowed to grow practically untrammelled but the future is now definitely plotted out and a capital not only in name but in appearance is destined to emerge within this generation.

Mrs. Grundy Still Alive

(By British United Press)
LONDON, November 19. —The rumor that Mrs. Grundy is dead is exaggerated. She is not even ailing. She was seen the other day in a South London train when she proved her identity to several passengers.

One corner of a compartment was occupied by a young woman with a bag of golf clubs. She was reading. Her book was on her knee, and it and its fellow, with their shapely appendages clad in pale silk hose, were generously but quite self-consciously displayed.

It so befell that Mrs. Grundy, "untraining at an intermediate station, found herself seated in the opposite corner. The shimmering limbs were a magnet for her outraged modesty. Indignant gaze gave place to stony stare, and in another moment she had justified tradition.

Leaning forward suddenly, she plucked gingerly at the hem of the indecorous garment and drew it firmly over the offending knees. Then, duty done, she pursed her lips and glared defiantly at the window glass.

No word was spoken. Even her victim only showed her astonishment in an embarrassed blush, which, however, expressed the view that even conceding the saving in overhead expenses claimed to be involved in the union of the Maritime provinces such a project could not materially improve the financial position of those provinces.

"There are also practical obstacles to overcome. Each of the provinces is conscious and proud of its long and honorable history and of its hitherto important role in the building of Canada, the sentimental bond is strong and it is no slight matter to contemplate a fusion of such a project could not materially improve the financial position of those provinces.

CHAMPIONSHIPS AWARDED AT FOX SHOW

Judging of Foxes Completed—Messrs. McLure & MacKinnon Owners of World's Champion Fox.

(Special to the Guardian)
TORONTO, Nov. 20. —Judging of foxes at the Royal Winter Fair was concluded this morning. The first class called was the male pup championship and was won by Robert Humphrey of Kensington. This fox, a winner in another class, was also second or reserve champion. Then all the pup females that had won in their respective classes were brought together and again the female pup championship went to Robert Humphrey, with F. S. Smith whose foxes are ranked by Harry England, second or reserve champion.

Humphrey's male pup and female pup then showed against each other for the grand champion pup of 1927 which also carries with it the world's championship for pups of 1927 and the female won. Humphrey's success is remarkable and he is being warmly congratulated on every hand.

After the pups were disposed of the male adult champion fox owned by McLure and MacKinnon Fox Farms competed with the adult female champion owned by Robert Humphrey. Both foxes were showed to perfection and great interest was taken in the outcome. After a careful comparison the judges gave the award to Morris Mack owned by McLure and MacKinnon Fox Farms.

This fox is therefore the grand show champion of 1927 and world's adult champion fox of 1927. He is as nearly a perfect fox as can be, and was greatly admired by critical fox breeders. His forebears are largely pure winners for three generations.

The show just closed was most capably managed by the officials of the association, Mayor Frank Arnett, and George H. McCallum of the Ontario Breeder's Association, Summerside and Shelton Sharp of Adelaide and Dr. A. A. Lockhart of Kensington. The judges, Vincent Fayle of Toronto and George Calbeck of Summerside gave satisfaction to all and as one prominent Ontario breeder expressed it, "They knew their job and their awards were satisfactory even to those who received no prizes."

The fox men are returning by early train Monday. (Canadian Press)
TORONTO, Nov. 19. —Judging in the silver fox classes is progressing rapidly and Prince Edward Island is as usual taking the majority of ribbons. R. S. Humphrey, Kensington, P. E. I., took five firsts out of a total of ten classes judged.

The results: Groups or herds three animals, either sex, get of the sire; R. S. Humphrey. Three animals, get of the dam, R. S. Humphrey. Breeders herd, one adult male and four females, Pure Canadian Silver Black Fox Farms, Summerside, P. E. I. Fox Breeder's Gazette, Canadian futurity weekstakes, females, R. S. Humphrey, Holt. Renfrew Company perpetual challenge trophies for championships, Champion adult male fox, whelped previous to 1925, F. H. Smith, Coleman, P. E. I.

Championships: Adult male fox whelped in 1926, McLure and MacKinnon, Charlottetown. Province of New Brunswick trophy, fox champion adult male, McLure and MacKinnon, Charlottetown. Adult female fox whelped previous to 1926 (Sellers Gough Trophy) Harry England Coleman, P. E. I. Adult female fox whelped in 1926, (fur trade journal of Canada trophy) R. S. Humphrey. Adult female fox, Province of Ontario, trophy, Harry England, Coleman, P. E. I.

PENSIONS FOR WIDOWS OF QUEBEC JUDGES.

QUEBEC, Que., Nov. 19. —Commencing today, the widows of all judges who die whilst in the service of the province will receive a pension of \$1,500 per year. This law was passed at the last session of the legislature. The order-in-Council was signed by His Honor the Lieutenant-Governor today authorizing the coming into force of the law. The principal clause of the act states that "from and after the first day of the month following the death of a Judge of the sessions of the peace, a pension of \$1,500 yearly shall be paid to his widow." This pension will be paid in full during the lifetime of the widow or during such time as she remains a widow.

Believe Aviators Encountered Adverse Weather

(Special to the Guardian)
LONDON, Nov. 19. —Relieved by a report from Warsaw that Captain R. H. MacIntosh and Bert Uinkler landed in southern Poland yesterday, friends of the fliers nevertheless still wondered what misfortune defeated the attempt at a non-stop flight to India, and just what course their plane the Princess Xenia followed in its long flight. The first conjecture is that the aviators encountered adverse weather conditions, lost their direction and circled blindly for many hours. Another guess is that they turned back after a forced descent farther to the south.

Ten Thousand Soviet Troops Assembled On Chinese Frontier

(Special to the Guardian)
LONDON, Nov. 19. —The Westminster Gazette's correspondent at Peking says the Governor of Helung-Kiang has reported that ten thousand Soviet troops of the fourth division are assembled on the frontier and has requested the Peking government to make a protest in Moscow, owing to the Chinese fears of invasion. The Governor also reported that the Bolsheviks are lending approximately \$40,000,000 to the Mongolian government for the purpose of building a strategic railway from Kiankhiang and Urga westward to Turkestan.

Rev. Dr. McDougall Preached Farewell Sermon Yesterday

Large audiences greeted Rev. Dr. Macdougall yesterday when he closed a short pastorate with the Central Christian Church of this city. At the morning service Dr. Macdougall selected his subject: "The Lord's Supper Celebration, that is Christian rather than Magical" and for the evening his subject was "The What and the Why of Waking up to God." The music for the day was morning an anthem by the choir, "God is Our Refuge," Mr. Ben Acorn taking the solo part and next Summer, he enters upon his duties as Principal of the new college at Toronto next May and during the Summer he will pay visit to different parts of the country becoming acquainted with the churches and especially the young people of the congregation.

Dr. Macdougall leaves by the early train this morning for his home in London, Ont., after a few days' visit he leaves for Winnipeg where he will supply the pulpit of the Home Street Christian Church for two or three months. Dr. Macdougall will be heartily welcomed back to this city when he pays a visit next Summer.

Dr. Macdougall's leaving is much regretted by all, as he made many close friends while here. Dr. Macdougall expects to pay a visit here next Summer, he enters upon his duties as Principal of the new college at Toronto next May and during the Summer he will pay visit to different parts of the country becoming acquainted with the churches and especially the young people of the congregation.

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30 MORE SHOPPING DAYS

MOTHER'S HOUSEHOLD WORD DARN!!

Maximum and minimum temperatures: Toronto, cloudy 26-2
Montreal, snow 32-2
Quebec, cloudy 36-2
Ch'town, cloudy 42-2
Halifax, fog 64-8
St. John, cloudy 58-3
Boston, cloudy 56-3
New York, clear 48-3

High tide this morning at 8.57 and tonight at 8.59. Sun sets this evening at 4.23 and rises this morning at 7.10. New moon Thursday, Nov. 24th, 5.05 a.m. Summerside tide 15 minutes later than Charlottetown.

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Montreal, snow 32-2
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HOPS OFF FOR HONOLULU, BUT RETURNS

British Aviator Made Long-Delayed Start From San Francisco For 9,600 Mile Flight to New Zealand, With Honolulu as First Intermediate Stop.

MILLS FIELD, San Francisco, Nov. 19. — Captain Frederick A. Giles, British aviator, returned here today 45 minutes after taking off on a projected flight to Honolulu, which was to have been the first leg of an aerial trip to New Zealand. Captain Giles hopped off early today on his projected 9,600 mile flight from the Golden Gate to New Zealand, with Honolulu 2,400 miles distant, as his first scheduled stop. The plane got off to a bumpy start at 8.17 a. m., Pacific coast time, and Giles had some difficulty getting altitude. The flyer circled easily, gaining altitude a foot at a time, and finally struck out over San Francisco Bay.

Giles started his dash against advice of the weather bureau officials who declared flying conditions between here and Hawaii "were not good."

Lord Derby Sells Real Estate Worth Eight Millions

LONDON, Nov. 19. —Lord Derby who in recent years has sold much of his landed property in order to "escape the burden of high taxation of real estate, has just sold further portions for approximately £1,750,000, (about \$8,505,000). The property consisted of a large part of the city of Liverpool, a section of the town of Bootle and parts of the township of Kirkdale and Walton.

The transaction was one of the largest single real estate deals of recent years in the British Isles.

Announcements, Coming Events, Meetings, Etc.

**Come to the dance in Tryone Hall on Monday, Nov. 21st. Admission 25c. Free lunch. 512

**Eat Wholesome Whole Wheat cereal the 100 percent food in bread biscuit, muffins, etc. 9486-Oct. 3-ft

**Kelly's Cross, Wed. Nov. 23rd. Lecture by Rev. W. V. McDonald, D.D. Big Social and good entertainment. If not fine on Thursday. 510-11-21-31

**Come to the Concert and Box Social in Marshfield Hall, Wednesday evening, Nov. 23rd under the auspices of the Y. P. S. of the United Church. Best city talent. If not fine, first fine night. 517-11-21-31

**Come to Borden Hall, Thursday, November 22nd, to see "The Importance of Being Earnest", played by the Young People of St. John's Church, Crapaud, in conjunction with the Women's Institute. 515-11-21-21.

**Inquire Re Chronic Diseases 12 Prince Street, Dr. Clift. Don't delay, recovery in next three months. 9-12-3 mos.

**The annual meeting of the Long Creek Farmer's Institute will be held in Afton Hall, Thursday, November 24th, at 7.30. Hector McLean, Secretary. 573-11-21-21.

**Social and entertainment Coran Ban Hall, Wednesday, November 23rd, in aid of Church Fund if not fine Wednesday, first fine night. Charlottetown talent. 449-11-18-41

**Members of Prince Edward Lodge, No. 14 A. F. and A. M. Standby Bridge are requested to meet at their lodge room at 12.30 p. m. Tuesday, Nov. 22nd to attend the funeral of their late Brother David R. Bell. 500-11-19-21

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