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WEDNESDAY, JULY 23, 1913

FAITH IN THE LAND.

In this age of speculation and get-rich-quick enterprises, when fortunes are made in a few years or even a few months by a lucky investment, we are apt to lose sight of the really great and permanent things, the things that cannot fail, and to risk our all on such chances as have brought wealth to others.

At present the majority of our people are intoxicated with the wealth that has come to so many in the fox business and with its almost infinite opportunities for profitable investment. While there is room and opportunity in it, it is still governed largely by the ability of the investor to seize the psychological moment for buying and selling, still subject to such fluctuations as are liable to befal any speculation.

Dazzled by the glare of the wealth that has come of it the majority are watching it, waiting for an opportunity to get into it, or are selling all they have to secure this pearl of great price, forgetting that there are other and even greater pearls lying at their feet, pearls indigenous to the soil, and pearls too which are inexhaustible and rich.

Ten years ago Canada exported nearly thirty-five million pounds of butter. We are today producing more milk and more butter than ever before, and yet last year we were obliged to import about seven million pounds of butter from New Zealand to supply the home demand.

At the prices now ruling for butter and likely to rule—or even to go higher—for years to come, dairy farming is one of the most profitable occupations open in Canada today. There is an assured market for all dairy products; high prices are assured practically for all time to come.

The essential difference between dairy farming and the ordinary speculative undertakings is that the former, in producing wealth, increases its own productiveness; it is not only inexhaustible but the more it produces the more it is capable of producing. The soil can be indefinitely enriched by drawing from it the wealth of the dairy returns. It is a bank the withdrawals from which are deposits as well, and therefore a bank that cannot be broken.

It would be most regrettable if any industry, even the great fox industry, should entice our people away from the land and its possibilities. There never was a time in our history when these possibilities bulked larger than they do now, and those who will read the signs of the times aright will see in the changed relations between production and consumption of farm products an added reason to place more faith in the land.

EMPTY HEROICS.

Mr. J. J. Hughes, M. P., has been reading the handwriting on the wall and earnestly desires to stave off the evil day. Mr. Hughes need not worry unduly; he will not be called upon to give an account of his stewardship until 1915 and nothing he may say in the meantime in excuse of his conduct in opposing the Naval Aid Bill will then avail him anything.

When he hands in his checks, the electors of King's will be prepared to pass judgment upon his unenviable record. No apparent object was served by yesterday's meeting at Georgetown, except to give Mr. Hughes an opportunity of excusing his conduct. Being evidently a little doubtful of his ability to do that satisfactorily, he brought to his assistance two of his friends in the House—Messrs. Macdonald of Picton and Carvell of Carleton, both members of that little band of obstructionists which included "patriots" who read in Parliament from the Declaration of Independence, refuse to stand when the National Anthem is sung, cause almost a riot when the chairman rules against them, and are guilty of other unconstitutional conduct, bringing the House of Commons into disrepute throughout the whole world.

Mr. Hughes has reason to ask to be saved from this kind of friends in a loyal Province such as ours. That he is not ashamed of them, only tends to prove how utterly incapable he is of gauging aright the sentiments of the constituency he now represents.

Neither Mr. Macdonald nor Mr. Carvell contributed anything new to the controversy. They attempted to justify the policy of the Opposition, but what did that justification amount to? Simply this: That Canada should be allowed to build her own Dreadnoughts. That, when all is said and done, is what they had to offer as an excuse for their otherwise

inexcusable obstruction of Mr. Borden's policy in the House. A great deal has been said about voting money to be spent in wealthy England, but such clamorers are careful to avoid giving the reason why it is necessary at the present to go to England for what, under different circumstances, might have been obtained in Canada.

Had it not been for the policy of procrastination pursued by Sir Wilfrid Laurier, Canada would have had the nucleus of a great shipbuilding industry today. During the fifteen years he was in power he not only did nothing to encourage shipbuilding, but so discouraged the idea of Canada taking any share in the Empire's defence that it became evident he would have no lot or part in any naval development or expansion. As a sort of sop to those of his followers who became restless under his chilling apathy, he purchased two old vessels, one of which was only fit to get wrecked at a Liberal picnic. That is the sum total of what Sir Wilfrid did in his fifteen years to develop naval shipbuilding in Canada.

Contrast that with the policy being pursued by Mr. Borden.

Mr. Borden, on December 5th, when introducing the Naval Aid Bill, said: "No one is more eager than myself for the development of shipbuilding industries in Canada, but we cannot, upon any business or economic considerations, begin with the construction of Dreadnoughts; and especially we could not do so when these ships are urgently required within two or three years at the outside, for rendering aid upon which may depend the Empire's future existence." According to my conception, the effective development of shipbuilding industries in Canada must commence with small beginnings and in a businesslike way.

This is so palpably reasonable that no one but a purblind party hack, destitute of all reason, would seek to dispute it. The Government has followed this up by giving orders for certain small craft to be built in Canada. If Sir Wilfrid be so anxious for a Canadian shipbuilding industry, why did he not make a beginning with the S. S. Minto and Earl Grey? Preposterous! It may be said, then, how much more preposterous to make a beginning with three Dreadnoughts? This shows in a way everyone will understand how utterly absurd is all this new-found anxiety on the part of the Laurierites to encourage new industries by beginning with the most expensive vessels in the world. Japan and the United States may be quoted as instances of countries which have successfully launched into naval shipbuilding on their own account. Granted. But both these countries first provided by purchase from England the ships necessary for their defence, and when that was accomplished they set about in a business-sort of way to build men-of-war at their leisure.

To lay down a shipbuilding plant sufficient to supply modern requirements would cost us in the vicinity of \$75,000,000. Before we could produce any vessel that would be of any material assistance in the defence of the Empire there would probably be no Empire to defend. Yet this is the policy Mr. Hughes and his "patriotic" friends have the hardihood to recommend to the people of Prince Edward Island!

The humiliating position in which Canada is placed by the action of the Laurierites in killing Mr. Borden's naval proposals to do something immediate and effective for the fighting forces of the Empire, is emphasized when we review the history of naval co-operation between the over-seas Dominions and the Motherland.

Australia gave \$630,000 annually from 1887 to 1902, and from 1902 to 1907 gave \$1,000,000 a year, when a local fleet was established on a big basis, including a battleship.

New Zealand gave \$100,000 from 1887 to 1902, and from 1902 to 1907 \$200,000 a year, when the contribution was raised to \$500,000, and in addition has given a battleship.

Natal from 1897 to 1902 gave 12,000 tons annually and since then \$175,000 a year.

Cape Colony from 1897 to 1902 gave \$150,000 annually, and since then \$200,000 a year.

Newfoundland has given \$15,000 a year towards the maintenance of a branch of the Royal Naval Reserve since 1902.

Malay States a battleship.

Canada, thanks to Sir Wilfrid Laurier's criminal lethargy, or worse, has given nothing and lags last of the Over-Sea Dominions.

In face of these facts the heroics indulged in by the speakers at Georgetown deceive no one. They are but sounding brass.

RICHELIEU DEMANDS \$15,000.

VANCOUVER, B. C., July 21.—Vancouver fight promoters will probably meet Willie Richieu's demand of a guarantee of \$15,000 for a twenty round bout with Freddie Welsh here on Labor Day.

KINGS COUNTY LIBERALS MEET

(Continued from page one) was true, he said, with regard to fish, that under the present tariff of the United States, fish would go in free of duty, but he said that the same privileges extended to the markets of the world, and ingenious attempts to show that if there had been a reciprocity agreement Canada would have had a practical monopoly in this regard. He had the grace to admit, after all his arguments, that the people of Canada, aware of these great advantages he spoke of, had rejected them. Of course, not that he believed they were right. "We have got protection in Canada run riot," declared Mr. Carvell, and then craftily, "but I don't want anybody to go away with the idea that I advocate free trade entirely." He realized that they had got to have a revenue in a country like this, and as he did not believe that the people would stand that revenue being levied by direct taxation, they must have a customs tariff, but that tariff, he argued, was not as reasonable as it should be and he held out the inviting prospect of a reduced tariff and the required amount of revenue for the maintenance of public works without an extra dollar being taken out of the pockets of the poor laboring class, and as he uttered the last words, Mr. Carvell lowered his voice with appropriate sympathy. He next twitted with the Naval Bill, and advanced the stereotyped arguments of the Liberals to justify their opposition to the Bill, but he claimed that they fought for the rights of self-government and that they wanted the matter to be treated as a business proposition. With due egotism Mr. Carvell assured his hearers of his undying loyalty as a son of the British Empire, and that he would spend Canada's last shilling in Britain's aid, if he thought the Empire was in danger. But he did not believe that there was at that time any danger, and he ventured to say that no man in Canada today believed it, though they believed it then. After showing with just a ring of triumph in his voice how the Liberals had blocked the Bill that was to give aid to the Empire, Mr. Carvell claimed that when they did so they were taking the ground that it was the duty of Canadians to play their part in the defence of the Empire. He declared that the Bill was the outcome of a huge pact between Premier Borden and Mr. Bourassa, the leader of the Nationalist party, and that the pact had been fallen out and that the matter had been exposed. He went on to say: "You can always trust two scoundrels, no, I will say you can always trust two men engaged in scoundrelly transactions to fall out afterwards." Then as if afraid that he had not made ample amends for his resort to vilification, Mr. Carvell turned to the Press representatives and said: "Now, don't say I called them scoundrels; I withdrew that; I called them scoundrelly transactions." But he could not get out of his vilifying mood, and immediately he referred to Mr. H. B. Aimes as a most sanctimonious and parsimonious man, and finding that the harmonious sound of the phrases tickled his audience, he went further and said that Mr. Aimes was a member of a firm manufacturing boots and shoes, "who charge you for leather and boots and sell you paste-board shoes soles instead of leather soles." With the enthusiasm and emphasis born of his discovery he advanced the theory that the increase in the estimates for the building of the ships was due to baser motives than those given by the Government, was due to the desire of the Government to rake in four or five millions in order to run the next election campaign with.

Mr. Carvell referred also to the Highways Bill, and in a flow of glib talk attempted to shift the burden of the deprivation of the province of the \$19,000 or \$20,000 it would have got this year for expenditure on its highways, from the Liberals on to the Government. "I tell you," he said, "we want honest legislation in Canada," and with characteristic modesty claimed that that could only be got from the Liberal party.

MR. E. M. McDONALD SPEAKS

Mr. McDonald was the next speaker, and he began by bestowing a little praise on Mr. Hughes, and thought great credit for sending to the House to represent them such a good supporter of the Liberal Party as Mr. Hughes was. Mr. McDonald was anxious to put his audience at their ease, and he told them a joke, regardless of the fact that it was a joke on Mr. Carvell. He said that at the last session of the House there was an Englishman who was correspondent for the London newspapers. This man wore a monocle, with which from time to time he fixed his gaze on the different members of the House, and one of those who fell under his notice was Mr. Carvell. "Who is that clean-shaven, solemn-looking fellow?" replied somebody. "Is Mr. Carvell, member for Woodstock." "Why," was the Englishman's rejoinder, "he seems to me like the man that beheaded Lady Jane Grey." Leaving such jokes aside, Mr. McDonald indulged in humour of another kind. He took the Customs Tariff as his next topic, and said that they had heard that there was going to be a great deal done with the tariff, but after two years the tariff was practically unchanged; the tariff that the Hon. Mr. Fielding had brought down in 1907, the tariff under which Canada prospered and made such great strides along the path of prosperity; the tariff which the Tory party were afraid to touch. (Mr. McDonald's memory probably being short, he forgot that it was this same tariff that Mr. Carvell had just five minutes before condemned as being unreasonable.) Having little regard for the feelings of the audience, Mr. McDonald also dealt at

length with the Naval Bill, and like Mr. Carvell modestly proclaimed his strong Imperialistic convictions, which, however, in the arguments which he adduced to show why the opposition to the Naval Bill was justly founded, suffered a terrific blow. He wanted to see naval and other shipbuilding yards established here, and Canada building her own vessels, and manning them, but the well-to-do farmers in the audience did not obviously relish the prospect he held out of this kind of employment and of sea-faring life for their lads with farm help in the already depleted condition that it is in.

COULD NOT QUIT

In spite of his assurance that after Mr. McDonald's speech the audience would be free to depart, Mr. Hughes had the gumption to detain them for half-an-hour longer while he covered up the tracks in regard to the Highways-Bill that he evidently thought Mr. Carvell had left exposed. He thanks to Messrs. Carvell and McDonald for their kindness in going there to air their peculiar political views, which he truthfully remarked they had done at great inconvenience to themselves.

THE OPEN DOOR

The motion was seconded by a dozen persons in the audience in their eagerness to see the prolonged proceedings at an end, and to be away, and before the motion was put everyone was on his feet.

THE NATIONAL ANTHEM

Three cheers were separately given, with an eye on the open door, for the "Grand Old Man," and for the "Senate" that saved the situation this year. The National Anthem was sung in somewhat rapid time, the audience standing of course, as per regulation, and then a rush for the door and the cool air.

THE HUMAN PROCESSION

James Clark McReynolds, who holds the post of Attorney General in President Wilson's cabinet, was born in Elkton, Ky., July 23, 1862, and was educated at Vanderbilt University and in the law department of the University of Virginia.

Congratulations to: Cardinal Gibbons, 79 years old to-day.

Simon S. Pennewill, former governor of Delaware, 46 years old to-day. Dr. Albert Shaw, well known editor and publicist, 56 years old to-day.

Rt. Rev. Edwin G. Weed, Protestant Episcopal bishop of Florida, 76 years old to-day.

Alfred G. Allen, representative in Congress of the Second district of Ohio, 46 years old to-day.

THIS DATE IN HISTORY

1775—Francis Vidoc, a criminal who founded the police detective system of Paris, born at Arras, France. Died in Paris, April 29, 1857.

1785—Saxony, Bradenburg and Hanover formed the Germanic Alliance.

1792—Lardner Vanuxem, originator of Association of American Geologists, born in Philadelphia. Died in Bristol, Pa., Jan. 25, 1848.

1840—Bill for the union of Upper and Lower Canada received the sanction of Queen Victoria.

1858—Jewish Relief Act passed by the British parliament.

1869—United States end of the first Franco-American cable landed at Duxbury, Mass.

1885—Marriage of Princess Beatrice, daughter of Queen Victoria, and Prince Henry of Battenberg.

1912—Bishop Henry W. Warren, of the Methodist Episcopal Church, died in Denver. Born in Williamburg, Mass., Jan. 4, 1831.

TODAY IN DOMINION HISTORY

Alexander Antoine Tache, the distinguished Canadian Catholic churchman, was born in Riviere-du-Loup ninety years ago to-day, the son of Sir Etienne Pascal Tache, the Canadian statesman. After graduating at the college of St. Hyacinthe and studying theology in the Seminary of Montreal, he became professor of mathematics at the former institution. Filled with missionary zeal, he determined to labor among the Indians of the Red River. His work in this and other fields attracted attention, and in 1851 he was summoned to France and consecrated bishop of Arath. After a visit to Rome he returned to Canada to resume his missionary work. In 1871 St. Boniface was erected into a see, and Bishop Tache was appointed archbishop. His long and useful career ended on June 22, 1894, at Winnipeg.

TRADE TOTALS \$1,079,934,011 FOR FISCAL YEAR

OTTAWA, July 21.—Final figures on Canadian trade for the year ended April 30 total \$1,079,934,011, as compared with \$879,611,838 for the preceding year. Imports total \$578,587,617 and exports \$401,346,394. There was an increase of 18 per cent. in imports from the United States, which amounted to \$442,213,343, or \$75,000,000 more than the year before. The exports increased \$73,000,000. Exports to Britain amounted to \$183,734,820 and to the United States \$168,605,800.

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BIRTHS.

FARQUHARSON.—At Southport, Lof 48, on June 28th, 1913, to Mr and Mrs. Seymore Farquharson a daughter.

DEATHS.

HENRY.—At Malpeque, P. E. I., on June 26th, Lewis Henry, aged 73 years.

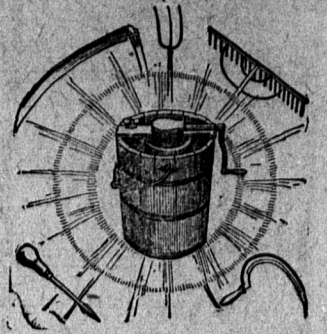
McKAY.—At Malpeque, on July 13th, Miss Louisa McKay, aged 83 years.

(From Yesterday's Evening Guardian) MACDONALD.—At Hunter River, July 13, 1913, James Henry Macdonald son of the late James Macdonald, aged 25 years.

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