

THE GUARDIAN

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WEDNESDAY, May 27, 1914.

TODAY.

City Magistrate's Court, 9 a. M.
Prince Edward Theatre, 7.30 and 9 p. m.
People's Theatre, 7.45 and 9 p. m.

You need not keep "on your hands" to your present disadvantage, any real estate that is "good enough to advertise."

SEA TRAGEDIES

There has been another tragedy of the sea, particulars of which appear in this morning's issue. Three lives were lost. The incident recalls another which occurred less than a year ago off the entrance to Charlottetown Harbor when four men lost their lives.

Is there some responsibility attaching to these tragedies? Is there some one or some system to blame? No one knows and therein lies the responsibility. Some one should know. Time and again—always immediately after a tragedy—attention is called to the fact that the seaworthiness of coasting vessels is never enquired into, is never insisted upon by the authorities; that many floating coffins are sent to sea to go down to death with their crews under the first adverse weather conditions. This has occurred more than once around the shores of Prince Edward Island and of the sister Maritime Province. There are widows and orphans in Prince Edward Island who owe their misfortune to the fact that husbands and fathers went to sea in unseaworthy vessels, in vessels which they would never have set foot in had they known the actual conditions.

Inquests have been held over the dead; Coroners' juries have returned verdicts of "accidental drowning"; they have never inquired into the causes of the accidents. It is time to turn over a new leaf in this inquest business and to make as full an enquiry into such "accidents" as when a life is lost by the "accidental" discharge of a revolver or the "accidental" plunge of a dagger into the heart of a victim. There are accidents at sea, and as long as men go down to the sea in ships disasters and tragedies will occur unavoidably. But there are accidents and tragedies which occur simply because the ships in which they occur are unfit to cope with conditions which are naturally to be looked for at sea. Human life is too precious to be thus trifled with. Employees have a right to know whether they are risking their lives when they take service in vessels, and no vessel should be allowed to go to sea without an official inspection which will give employees an assurance that they have at least a fighting chance for their lives in the dangers which they know they are to meet. This inspection should be insisted upon. Coroners' juries should make the fullest possible enquiry into the causes that lead to the death of victims of these occasional disasters. Without such inquiry their inquests are meaningless and useless. This is a matter that should be taken up at once by the press and by the public. There is too much chasing after gain regardless of what it costs in the blood and the tears of others. Official inspection of all sea going vessels should be openly and fearlessly demanded. Official condemnation of all unseaworthy vessels should be demanded also and those sending such to sea should be held criminally responsible.

THE C. N. R. DEBATE

The Financial Times, dealing with the much discussed Canadian Northern proposals, says Sir Wilfrid Laurier is never at his best when dealing with a strictly dollars-and-cents subject which offers small scope for the imagination; and when the dollars-and-cents subject is a railway matter the effect of his oratory is still further handicapped by the inability of his auditors to forget his speeches in the early years of this century on the Grand Trunk Pacific. At present Sir Wilfrid, Mr. Bennett, and Mr. Meighen are the only important opponents of the Government proposals who have been heard; and Mr. Meighen's speech was mainly a matter of personal and local (Kingston, Ont.) hostility to Sir Wilfrid Meighen, which can hardly have much interest for the country at large. With Mr. Borden's able opening of the case and the thoroughly businesslike attack on Sir Wilfrid's arguments by Mr. Meighen, the Government certainly came through Wednesday with all the success that they could desire. Mr. Bennett's speech, so far as it can be judged from telegraphed reports was a vitriolic attack on Meighen, Mackenzie, Mann and the generally accepted practice of railway finance, and a bold but faltered assertion that Canada cannot support three railways.

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The Liberal party is, of course, in an extremely difficult position in this debate; a much more difficult position than that of the Conservatives at the time of the National Transcontinental proposals. The C. N. R. is not a new road; it is obviously a legacy of the previous Government, assisted by a number of provincial Governments, some of them Liberal and some not, which have assisted in bringing about the present impasse. The Liberals are practically compelled to confine their attack to the details of the measure, the method by which the nation's assistance is to be granted. Now the present agreement, although made under some pressure of necessity, is immensely more advantageous to the country than that of the Transcontinental, made quite voluntarily by a Government which was under no greater pressure than a conviction that the new road might be "too late" for the country's necessities; which fact necessarily takes the sting out of almost any criticism that Liberals can make. It was doubtless for this reason that most of Sir Wilfrid's criticisms was directed at a feature of the agreement in which comparisons, to the disadvantage of the National Transcontinental agreement, happen to be impossible, namely the efforts to consolidate the various Canadian Northern subsidiary companies. He made much capital out of the fact that the subsidiaries are not actually wiped out. But the fact is that they could not be wiped out. The Borden Government is not dealing with a brand new project, as Sir Wilfrid was with the Transcontinental; it is dealing with an existing system, which has been built up piece by piece out of isolated bits of railway and with isolated bond guarantees and subsidies. The Borden Government could not wipe out these isolated entities without confiscating the stock of some small minority holders, or the security pledged to some creditor; but it has performed an extremely valuable service in pooling the whole of the Mackenzie and Mann holdings into one basket and putting it under one controlling stock issue. It is preposterous to assert that this does not constitute a unification of the system; one might as well say that the Grand Trunk, which holds the stock of the vast number of still existing subsidiary corporations, is not a unified system. The same is true of the extent of the mortgage guarantees given to the Dominion, which Sir Wilfrid Laurier criticized as inadequate, they are all that can be taken without tearing up the existing mortgages, and they include, as Mr. Meighen promptly pointed out, the sections of line which are the key to the whole system, and a number of townsite properties which are additional to the railway proper.

THE HIGH COST OF LIVING

At the present time possibly no other subject is receiving quite as much attention in Canada as this one. It will be a surprise to most readers to know that during the fiscal year which ended March 31st, 1913, Canada paid \$11,500,000 in duty on food, and all of this large sum is virtually a direct tax on the consumer. In glancing over the list it is easy to understand that the buying public are themselves to blame in many instances, for there are articles of food produced in Canada that are equal in every respect to those made in any country in the world. In the baking powder line alone there were 667,904 lbs. imported into Canada, and this means the consumer paid in duty the enormous sum of \$67,000. There are no better goods in the world in this line than magic baking powder and it is made in a model, sanitary up-to-date factory, and can be procured in any first class store at one-half the price the imported article sells for. Such articles as raisins, currants, and other things which do not grow in Canada, or are not produced here, have of necessity to be imported, and the duty paid. If the consumer would devote a little thought and attention to this subject a large amount of money could and would be saved.—(Canada Free Journal)

PRINCE EDWARD ISLAND AS A SUMMER RESORT

THE LAND OF PURE DELIGHT FOR TOURISTS AND HEALTH SEEKERS
SOME OF P. E. I. ATTRACTIONS

Prince Edward Island is the best spot on earth in which to spend a vacation. It is more, it is the ideal land we've all heard and sung about in the halcyon days of childhood and youth, "The Land of Pure Delight." Some of its outstanding features are:

A LAND OF BEAUTY.

Three hundred and seventy-eight years ago Jacques Cartier wrote:—"All this land is low and the most beautiful. . . . This is a land of the best temperature which it is possible to see." Thousands of tourist visitors attest that it is more beautiful today, and the most attractive summer resort in the entire Dominion of Canada.

A DELIGHTFUL SUMMER CLIMATE.

Gentle scenes laden with the breath of the sea blow from the south and the west all through the long summer days, dying with the red and gold amber and green of a gorgeous sunset. The nights are always cool and bright, insuring refreshing rest and sleep. There are no fogs.

A LAND OF HEALTH.

In no country does so large a proportion of the people live to a green old age. Only about one per cent. of the population dies each year. The report of the Registrar of Vital Statistics for the year 1913 shows that of a total of 983 deaths there were: 130 over 60 years of age; 188 over 70 years of age; 210 over 80 years of age; 27 over 90 years of age. The infant mortality of other countries is almost unknown here. There is no other land under the sun where 40 per cent. of the population live to pass the seventy year span of life!

A LAND OF ABUNDANCE.

In no other country is there greater abundance of the best food and of clear, sparkling water in town and rural districts alike. Lamb of finest flavor; Eggs, milk, butter and cheese; The most luscious oysters in world; Lobsters in great abundance; Sea and brook trout, mackerel, cod, etc.; Wild geese, brant, plover, duck and partridge in their season; Strawberries, raspberries, blue berries, cranberries; Apples and plums of rare excellence; cherries and small fruit are plentifully produced.

Prince Edward Island crop are, 1913: Wheat, 29,500 acres; oats, 176,200; barley, 4,200; peas, 70; mixed grains, 7,500; hay and clover, 184,100; buckwheat, 2,600; potatoes, 31,400; turnips, etc., 7,400; corn for fodder, 260. Prince Edward Island live stock (June 30th, 1913): 36,000 horses, 48,600 milk cows, 64,300 other cattle, 85,700 sheep, 43,800 swine. P.E.I. farm crops, exclusive of fruits, in 1913, were valued at, as follows: Wheat, \$450,000; oats, 2,420,000; barley, \$80,000; mixed grain, \$203,500; buckwheat, \$42,500; roots, \$625,000; hay, \$3,000,000. Total, \$8,186,000. P.E.I. has \$246 worth of farm implements per farm, as against \$157 in N. B., and \$87 worth in N.S.

AGREEABLE SOCIAL CONDITIONS.

The Island is socially a land of the golden mean. Few are very rich and almost none are poor. The great majority enjoy comfort and prosperity. Sobriety and order everywhere prevail. In no part of the American Continent is there proportionately so little serious crime. There are no tramps and beggars are unknown. Churches and schools are abundant.

POSTAL AND OTHER FACILITIES.

There are 56 post offices—one to every 4 1/2 square miles. Throughout a large part of the Province there is free delivery of the mails daily at the farmers' road gates. The Prince Edward Island Railway intersects the Island in every direction, bringing four-fifths of its area within five miles of the rails. Telephone lines all over the Island connect 175 towns, villages and settlements.

SOME SPECIAL ATTRACTIONS FOR TOURISTS

ON THE NORTH SHORE.

The rampart of sand dunes, fifty miles long, thrown up by the waves. The long shallow lagoons inside the dunes, the haunts of fish and waterfowl. Scores of miles of broad, clean hard sand beaches, the delight of surf bathing and sheltered sea bathing; Shooting wild geese, duck, brant, partridge and plover in their season. Fishing brook and sea trout, mackerel and other sea fish. Clam baking, picnicking, oyster digging. Boat sailing and rowing. Hundreds of motor boats. IN CHARLOTTETOWN. Victoria Park, 60 acres within ten minutes' walk of the Post office. Beautiful walks and drives, tennis courts, cricket and baseball. The Belvidere Golf Links. Amateur Athletic Grounds. An excellent Free Public Library. The Legislative Building, seat of a Legislative Assembly older than the United States Congress. The Micmac Encampment at Rocky Point. The old French Fort at the Harbor's mouth. Seventy miles of land-locked waters for boating, bathing, oyster shing and clam digging. Charlottetown has one of the finest harbors in Canada, entirely land-locked, with a shore front of over four miles. Charlottetown has broad macadamized streets, with concrete sidewalks, lined with lawns and shade trees. Charlottetown's water supply system is pure, cold, spring water in abundance. There is none better in Canada or the world. Within a radius of 25 miles in and around Charlottetown, there are 50,000 people. Charlottetown has one of the finest market buildings in Canada. THE FOX RANCHES. Tourist visitors and investors will find great interest in seeing the scores of fox ranches that are thickly dotted over the western and central portions of the Island. P.E.I. has 290 incorporated fox companies, with an authorized capital of over \$26,000,000, and a number of ranches not incorporated. Sixty-four fox companies were incorporated in P. E. I. during last Legislature besides oyster farming, industrial and trading companies. Selling prices for P.E.I. silver foxes, at close of 1913, were \$20,000 to \$30,000 per pair for provided breeders, and for young foxes born during the year, \$15,000 per pair. P.E.I. fur farming includes the breeding of three varieties of foxes, also racoon, fisher, beaver, otter, mink, muskrat, marten and Russian sable, as well as Persian lambs. Eighty-five per cent. of all the valuable foxes in captivity throughout the world are within P. E. Island. P.E.I. has 187 lobster-canning establishments.

The Service you Have Been Looking for

All Arrangements for Your Trip Made in the one office.

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Charlottetown

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12 Western Ancestors
16 Cross and Patches.

Special for a Few Days

50 shares Preferred Amherst Boot & Shoe Co 6 p. c. quarterly. This Company has had nearly half a century of success having been established over 47 years ago. Remember this is preferred stock and the dividend is sure and comes quarterly and is no experimental co.

Phone 521.

Price \$100 per Share.

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ity top notch, the variety large and complete—and the prices as low as you could wish, for quality.

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Experienced angler come to us because they know we carry the most satisfactory flies and other items of fishing tackle.

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BIRTHS

KENNEDY.—At Murray Harbor North on May 16th, 1914, to Mr. and Mrs. Wm. Kennedy, a daughter.

DEATHS

JENKINS.—At the P. E. I. Hospital on May 25th, Reaney Jenkins, of Cherry Valley.

MCLEOD.—At Kinross, on Tuesday, May 26th, Alexander D. McLeod, aged 64. Funeral from his late residence to Orwell Head cemetery on Thursday, 28th, at 10 a. m.

MARTIN.—At Charlottetown on May 26th, Donald Charles Martin, son of Mr. and Mrs. K. J. Martin, aged 21 years. Funeral from the residence of his father, 178 Weymouth St., Thursday at 2 p. m. to the People's cemetery.

"If you go fishing the 24th, you better lay in your supply of fishing tackle now, so you will have everything ready. This is the head quarters for fishing gear—our tackle is selected by an expert angler and is ideally suited to local conditions. Come here for rods, lines, reels, flies, baskets, floaters, sinkers, etc. Two Macs, 149 Great George St. Metl.

PILES Do not suffer another day with itching, bleeding, or protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and certainly cure you. 50c a box; all dealers of Ointment, Hays & Co., Limited, Toronto, Ont., 113-115 St. Nicholas St. Metl.