

It Stops Chapping

Jamieson's Carnation Cream is worth a great deal more than it costs this time of year. It costs too little to consider when you credit it with the comfort it gives. It cures chaps and stops chapping. It is agreeable to use and begins healing at once.

Price 25 cents

We have a large variety of other lotions and creams for those who prefer them.

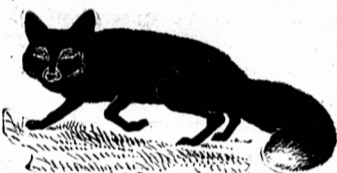
J. G. Jamieson
Druggist

Never Put Off

Till To-Morrow What You Can Do Today

If your eyes are bothering you in any way, come in and have them tested by us, and we will insure you perfect satisfaction.

G. H. Taylor
Jeweller & Optician



Montague Black Fox Exchange
Correspondence Solicited
L. M. McKinnon, Manager
Montague, P. E. I.

1914 Options Wanted

State price and terms at once by wire.

N. C. CHRISTIE
Amherst
Nova Scotia
Breeder and Dealer in Black Silver Foxes and all other Fur Bearing Animals
1105, 2, 7, 6 mos.

BIRTHS

DIXON.—At Hampton, January 15th, 1914, to Mr. and Mrs. R. W. Dixon a son. (Sheldon DeBlois.)

EXPLAINED

Dentist: "I can't understand this at all. You say this tooth has never been worked on before, but I find small flakes of gold on my instrument."

Patient (calmly): "Oh, that's all right. I think you've struck my back collar button."

THE COW

Thank you, pretty cow, that made Pleasant milk to soak my bread. Every day and every night, Warm, and fresh, and sweet, and white.

Do not chew the hemlock bark Growing on the weedy bank; But the yellow cowslip eat. They will make it very sweet.

Where the purple violet grows, Where the bubbling water flows, Where the grass is fresh and fine, Pretty cow, go there and dine.
—Taylor.

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 as certain cure you. 50c a box; all dealers, or Edmanston, Bates & Co., Limited, Toronto. Sample box free if you mention this paper and enclose to stamp to pay postage.

THE GUARDIAN

Advertising Phone 152-3
Subscription Phone 153-2
News and Edit. Day Phone 153
News and Edit. Night Phone 152 & 153

Head Office at Charlottetown
Branch Office at Summerside

THURSDAY, FEBRUARY 26, 1914.

DIARY OF EVENTS

TODAY

City Magistrate's Court, 9 a.m.
Annual meeting, Dairymen's Association, 11 a.m.
Prince Edward Theatre, 7 and 9 p.m.
People's Theatre, 7.30 and 9 p.m.
Lecture in Zion school-room. Conant Frost, 8 p.m.
Lecture in A. O. H., Hall, F. J. Nash, 8 p.m.

NOT WITHOUT STAIN

An interesting discussion took place in the House of Commons the other day on the question of election reform. Some of the members, including Sir Wilfrid Laurier, twitted Premier Borden with having failed so far to fulfil his Halifax pledge to introduce a measure to secure purity of election. But Sir Wilfrid declined to make party capital out of the question. He boldly asserted that he did not think "that any one on either side of the House was in a position to cast stones." He "was quite willing to admit the party to which he belonged was not without stain." His own personal view is that while the law as it at present stands is in some respects too severe in other respects it is too lax. He does not think a member of Parliament should be unseated for a trivial offence on the part of his election agent. On the other hand, he does not think a member guilty of most flagrant contravention of the election law should escape the consequences of his wrong-doing by merely resigning his seat. In this respect the law should be amended to make the punishment fit the crime. Mr. Borden made it perfectly clear that he had not forgotten his pledge, not neglected to prepare a bill on the lines he had suggested at Halifax in 1911. The bill would have been introduced earlier, but for the struggle over the Naval Aid Bill, and the loss of time consequent in the Liberal obstructive tactics. It is not the intention of the Government to relax the present election law as Sir Wilfrid deemed somewhat necessary, but to give the country an election law that can be properly and readily enforced. There is great expense and delay arising out of the existing act, and some of the provisions are cumbersome and unworkable. In concluding his speech Sir Wilfrid had said: "I do not share the view of Mr. Burnham, that the corruption in Canada is a stain to heaven. There is some corruption, of course, and it should be remedied as far as possible by punishing the guilty."

To this Mr. Borden replied: "I agree with my right hon. friend that in this country we are prone to exaggerate the extent to which bribery is carried on. It is not so prevalent as some people would make out. Personation however, I consider a widespread evil and it must be grappled with."

With both party leaders of one mind on this question there should be little difficulty in passing an amending measure. Mr. Borden hopes to have a reform bill introduced at an early date; indeed the Minister of Justice would have brought down such a measure earlier but for the fact that the opposition had given notice of a resolution at the opening of the session, and it was deemed desirable to have a full discussion on the subject.

OCEAN FREIGHT RATES

In the House of Commons the other day, the Minister of Trade and Commerce, Hon. George E. Foster, in reply to a complaint regarding the increase in ocean freight rates, took occasion to show up the extraordinary laxity of the late Liberal government in dealing with this question. He pointed out that on three different occasions envoys had been sent by the British government to Ottawa to endeavor to stir up Liberal government into action "at all to no purpose, and finally the British government gave up the attempt." The present government, said Mr. Foster, proposes to go through with it.

The trouble about ocean freight rates is an old one. For years the majority of lines were running at a loss. On account of cut throat rates between German, British and American ships, none of them paid any dividends. They were dependent almost exclusively on huge subsidies from their respective governments.

The British government was the first to attempt the withdrawal of subsidies and this they did with the two powerful lines carrying mails between England and the United States, by practically cutting their subsidies in half. The result of this was that the companies refused to carry the mails under contract and it seemed probable at one time that the British mails would have to be

conveyed in foreign bottoms. Great indignation was aroused in England and further negotiations resulted in a compromise, the subsidies being based on the weight of the mails carried. This affected very considerably the revenues of the ocean going steamers, and their shareholders suffered the consequences.

Matters were going from bad to worse in shipping circles until the advent of Sir Owen Phillips as Chairman and Managing Director of the Royal Mail Steam Packet Company. He at once recognized that if the Mercantile Marine was to be restored to a paying basis a combination would have to be effected for the purpose of adjusting freight rates. He set about devising a pooling system and as a result a series of conferences were formed, named respectively, The North Atlantic Conference, The South Atlantic Conference, The Mediterranean Conference and the Pacific Conference, with several subsidiary conferences, taking in the Baltic and other trade routes. The principal shipping companies doing business in these respective areas entered into a pool or combination under which a minimum freight tariff was agreed upon and by which all freight shut out from one steamer could be carried by a steamer of another line, and at the end of the year, the proceeds were tabulated and divided in proportion. The result of this arrangement was that no unprofitable freight was carried and all regular lines received a fair share of the business being done. Expenses were cut down and all unnecessary tonnage disposed of, the net effect being that a maximum of freight was carried with a minimum of tonnage. Traders were encouraged to patronize the Conference lines by the promise of a rebate of 20 per cent on the freight shipped at the end of each year, provided they signed a declaration that they had patronized no tramp steamer or outside liner during the preceding twelve months. As it was estimated the gross increase in rates averaged about 35 per cent., this still allowed the Conference Companies an increase of 15 per cent. and this, together with the savings effected by the resulting economies, provided sufficient to convert an unprofitable business into a highly remunerative one. The trading communities protested bitterly against the lack of competition which this brought about, but their protests fell on deaf ears and time has only tended to lighten the grip which the monopolists held on the ocean freight trade.

It was in order to break this monopoly if possible, that the British government invited the Canadian government to take action but as will be seen from the statement made by the Minister of Trade and Commerce, Sir Wilfrid Laurier's government, while entering into preliminary negotiations, failed to respond, with the necessary active assistance to bring the arrangement to a successful conclusion.

It is not altogether fair perhaps to blame them for their apathy, as the problem bristles with difficulties; the different lines could not have continued indefinitely and one or other of the companies would have gone to the wall. The chances were that the German liners would have been the principal survivors in the competition as the German government continued and still continues to heavily subsidize all its ocean going traders.

NOTES

Quebec papers tell of a witness in a local license law case who stated in court that he could take forty-four drinks of strong liquor, and when he had appeared before the Recorder he had a gallon of liquor inside him. He could also take forty glasses of beer without feeling tipsy. He was not a Thiel detective.

How the cat jumped is indicated by the following prophecies and their fulfillment: Away back in the parliamentary session of 1903, when the pretentious scheme of the National Transcontinental railway was launched in the house of commons, Sir Wilfrid Laurier said in the house:—"The sum total of the money to be paid by the government for the construction of that line of railway from Moncton to the Pacific Ocean will be in the neighborhood of twelve million dollars, and not a cent more." The Hon. W. S. Fielding, then finance minister, estimated at \$61,415,000 the cost of the undertaking. By the end of the present year \$161,300,000 will have been spent, exclusive of interest charges, and by 1922, when the Grand Trunk Pacific begins to pay interest on the eastern section—if indeed it ever exercises its option to take over that part of the line—the total cost, inclusive of interest, will have mounted to the enormous figure of \$234,651,521.

One of the most noteworthy cases in connection with the Transcontinental is where a contract was awarded in the far-off Nipigon dis-

trict. Away from civilization and difficult of access with plant and supplies, the contract, in view of these conditions, was awarded at an abnormal figure. But up to 1909, when the contract was on the eve of expiring, not a shovelful of earth had been turned by the contractors, M. P. and J. T. Davis, of Montreal and Ottawa. Meanwhile, the other section had been built and the remaining one was readily gettable. The late President Hays of the Grand Trunk in view of the changed conditions and the fact that nothing had been done, suggested the justifiable cancellation of the contract and a new one at figures which would make allowance for the section having become readily accessible. The late government refused. The Messrs. Davis after years of inaction and without building a mile of the contract simply slyly it, pocketing a rake-off of 10 per cent. or the modest sum of \$750,000.

Mr. J. Walter Jones has issued a booklet of some 50 pages on Karakul Sheep in America. This book is written in Mr. Jones' usual forceful and practical style and gives a complete history of the introduction and breeding in America of the famous Karakul sheep, with most interesting details of the care and breeding of these valuable fur bearers in their native country, Bokhara. The difficulties attending the procuring of these sheep and bringing them to America are also most interestingly described. The chief interest of the book to Prince Edward Islanders is the result of the experiments with the sheep in this country and the splendid promise, already being fulfilled, of making the Karakul sheep industry one of the most lucrative lines in which it is possible to engage. Mr. Jones is to be congratulated on the vast amount of information so interestingly compressed into this small volume.

LAW ENFORCEMENT

Sir.—The above question is often asked in regard to the intemperance that prevails in this fair island of ours. Some will say that our Government is at fault, others have some other parties to blame, but I think the question is an important one and requires the careful consideration of our worthy citizens. I do not think as much in earnest on this subject as they might be, if I am rightly informed the amount received in most cases for fines imposed on rum-sellers, is paid to the Government. Now if this be so, how can we expect our Officials to be doing much to prevent the sale of strong drink in this fair land, if they receive the money so easily? Now when we remember that it is not the rum-sellers that pays that money, but it is our temperate citizens, it is our young men who are thoughtless enough to not bread. Some will say our doctors and druggists are at fault; they are, no doubt to a great extent. I feel like crying shame on our medical men and our druggists to stoop so low as to handle and sell to our young men that which tends to ruin them both physically and morally. Some will even try to blame the Alliance for not doing their duty. Well I would beg for the sake of all that is right and just, for some one to suggest a better way. Why find fault with anything the Alliance has done if no better way can be adopted? I am in full sympathy with the Alliance in their efforts to put down the liquor business, and I think I more of our men would get interested in this great question it would not be long until Prince Edward Island would be free from this atrocious habit. With this in view we can look forward to the time when we can attend our fairs and other public gatherings without being insulted by the inebriate. Then our halls, our skating rinks and other places of amusement will be clean and free from debauchery, and the stench of whiskey while travelling on our railway trains and not be molested as we are today by the drunken ruffian who has no regard for decency.

I am Sir etc.

JUSTICE.

THE DETECTIVES' EXPENSES.

Sir.—The refusal of Stipendiary Martin to allow the witnesses' expenses in the Geo. McDonald case surely requires some explanation. He allowed mileage from Georgetown but not from Montreal. Why from Georgetown? These men were not living in Georgetown, they were living in Montreal, but the explanation given is that they obtained their information here, hence they should not be paid mileage from Montreal. They did not get their evidence in Georgetown and why allow mileage from there? Mr. Martin's reasoning is peculiar in a peculiar case. And strange! Mr. Johnson, K. C., did not object to his client being compelled to pay the mileage from Georgetown. He is not always so easily satisfied. He evi-

dently was in this case. Suppose Mr. Geo. MacDonald had to sue Rev. Mr. Marshall for his drug bill and Mr. Marshall refused payment, stayed away from court, and Mr. McDonald had to send to Montreal for a clerk who could prove the sale of the medicine or lose his bill. What would we think of a judge who could not allow the clerk's mileage from Montreal because the evidence was obtained here, but would turn to Mr. Geo. MacDonald and say, I will allow, in this case, mileage from Georgetown. What would Mr. Martin say about that judge's sense of justice? What would any one say?

The man who violates the Prohibition Act is a debtor to this Province just as well as Mr. Marshall would be a debtor to Mr. Geo. MacDonald and should pay the witnesses' costs just as Mr. Marshall would have had to pay to the last cent. The man who came here years ago to prove the sale of atlases, I am informed, claimed and received mileage from Colorado or some western point. That was justice then and it would be interesting to know why the violator of the laws of our land now receives kinder treatment. This Georgetown starting point is a mystery. Were the ferry in operation and the detectives, making no change of cars, came that way, direct to Charlottetown, where would Mr. Martin reckon mileage from? Would it still be from Georgetown?

I am, Sir, etc.

ENQUIRER.

FOOD SHE TOUCHES FATAL.

PARIS, February 24.—According to Professor Andre Chantemesse, Inspector General of the Service of Hygiene and a member of the Academy of Medicine, a woman pastry cook at Cholet, near Nantes, has been directly responsible in the last ten years for ten deaths and fully 100 serious illnesses.

As a result of the investigation of deaths due to poisoned cream at a wedding feast in Cholet on November 4, 113, the professor concludes that the cook was a perfect instance of the rare phenomenon of a human microbe carrier, saturated with deadly bacilli.

Further inquiries show that the same woman prepared the creams causing similar tragedies at Sulplieres in 1902, at Saint-Macaire the same year, and at other places in 1906 and 1911.

Any food she touches, especially of a creamy nature, is almost certain to be impregnated with microbes of gastro-enteritis. Prof. Chantemesse was assisted by Drs. Picot, Rousseau, and Rodriguez, who tested the theory on guinea pigs and obtained positive proof.

ANOTHER INQUIRY

WITNESS IS DEAD.

TORONTO, Feb. 24.—The second death among the employees of the City Architect's Department since the beginning of the investigation occurred to-day when Mr. James L. Riddell, Chief Inspector, dropped dead at his home, St. Lawrence Hall. He had been on duty until 11 o'clock last night, but had been complaining of a pain in his chest. He passed away at 8 o'clock this morning. About a month ago, Mr. J. P. Whitlam, then Chief Inspector, died. Mr. Riddell was promoted to fill the vacancy. He was 47 years of age, and is survived by a widow and two daughters.

He was a Mason and an Oddfellow, a Conservative in politics and an Anglican in religion. He entered the service of the city in the Architect's Department some nine and a half years ago as an inspector. Death was due to heart failure.

HEALTHY GROWTH

OF PARCEL POST.

TORONTO, Feb. 24.—The parcel post system has settled down to regular business now, and is showing an increase every day, not at the same ratio which marked its first few days' operation, but a gradual and healthy growth. The city delivery is meeting more demands, and there is plenty of work to keep all the extra hands and the vehicles quite busy. The parcel mail from outside places is becoming heavier, while the number of outgoing parcels is increasing in an encouraging manner.

"We are not getting any 'freak' parcels now," said Deputy Postmaster Lemon this morning. He intimated that there were still many inquiries regarding the rules of the system, but said that everyone seemed to be satisfied with the way it was working and growing.

ANOTHER BODY FOUND.

ST. JOHN, Feb. 25.—Further searching this morning in the Grand Union Hotel, where a boy named Johnson was suffocated in the fire last night, resulted in the finding of a second body, that of the cook, a man named LeBlanc.

To give you a beautiful, healthy skin, free from blotches and wrinkles, it would be difficult to find a better aid than frequent applications of that daintily-fragrant skin cleanser Rexall Cold Cream. Every ingredient used in its manufacture is the best obtainable and it positively will not turn rancid with age. Price 25c. The MacKinnon Drug Co., Corner Great George and Kent Sts., mt

FASHION FANCIES

An upstanding frill of net or lace is seen on almost every dress hat and the all-net hat, with platted ruffles rising high from the hat, is usually untrimmed except for dull jet buttons or a pair of fancy hat oins.

Cloth-top shoes are the rule for afternoon wear.

The boned underwaist is a great success with present styles in dress is more usual.

FIRST OF ALL

and since it is trimmed with lace and insertion, it combines in one garment the uses of brassiere, girdle and lining.

The so-called spiral skirt, with the flounces wound around it as the name implies, makes us resemble a human screw but are really very graceful in sheer materials for evening wear. Deep accordion pleatings are successfully treated in this way, but for the street, a plain band without fullness is more usual.

Final Shopping Plans for The Day Are Influenced by the final "Store News" for that Day Appearing in the Morning Newspaper

If "Timeliness" were not an important element in all business, as in all affairs of life, there would be little use for the telephone or telegraph.

To tell a friend, who has just returned from a journey, of the places and things of interest she might have visited is less of a service to her than to tell her of these things, BEFORE SHE STARTED ON THE TRIP.

And so it is with store-advertising. The merchant who offers something of special value to the home-maker should tell the house-maker about it BEFORE SHE HAS STARTED ON HER DAY'S SHOPPING TRIP, not after she has returned. It is better "store service."

Whatever a merchant may have to offer to a home-maker, in the way of real buying opportunities, should be described to her in that merchants "ad" in her morning newspaper—on which she relies for her "decide."

In 1913 The Canada Life

Canada's Oldest and Best Life Assurance Company

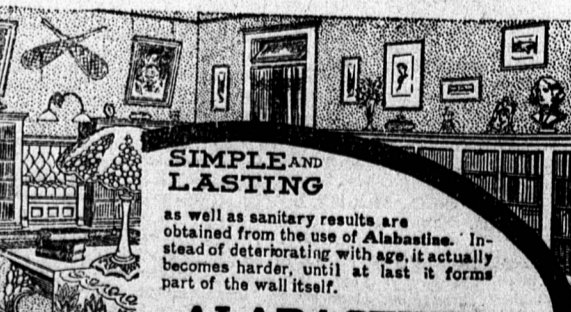
Made a substantial increase in business written over 1912. Liberal clear contracts, large dividends and low premiums is the reason.

W. K. Rogers, Branch Manager
K. S. ROGERS, Ch'town
R. B. ROGERS, S'ide
Special Agents

Fire Insurance A Necessity

Then insure in good strong stock companies, which never contest an honest claim such as is represented by

E. R. BROW
Charlottetown



SIMPLE AND LASTING

as well as sanitary results are obtained from the use of Alabastine. Instead of deteriorating with age, it actually becomes harder, until at last it forms part of the wall itself.

ALABASTINE

with its plain tints, supplies a luxurious wall-covering for the most handsome rooms, leaving your walls free from the delirium of wall papers. We will be glad to tell you more about Alabastine, if you will ask us. Let us show you a test card and cutting of wood with 56 coats on.

Today is the proper time to see about getting Alabastine for your spring house cleaning. Call in today for sample tint cards and present prices.

Fennell & Chandler
Victoria Row

SEE OUR BARGAIN COUNTER

Women's boots in tan & black, buttoned & laced, vici, dongola & calf, 2.10 for 1.38, 3.90, and 2.00 for 2.50, 4.50, 4.00, 4.20 and 3.50 for 2.75, 4.00 for 3.00. Men's boots 5.00, and 4.50 for 3.75. Other lines 3.00 for 2.00. Boy's boots at 1.00. Misses at 1.00 & 1.25. A line of rubbers 1.15 for 90c. Men's rubbers at 65c. Women's at 50c. Men's at 40c. Child's at 35c.

GOFF BROS. 128 Richmond St.