

Tackle That Tickle

It does a fisherman good to look over our fine line of fishing tackle and this year it is larger and better than ever.

For the fisherman who only goes out occasionally we can give you an outfit at very moderate and saving prices

For the persistent angler we have everything that you can possibly desire for use in our waters. Look our assortment over. We are sure we can please.

J. G. Jamieson DRUGGIST

Dainty Wedding Gifts in silver deposit ware including

- Sugar and Creams, \$1.50 pr up Tea Sets, \$15.00 Marmalade dishes, \$2.25 up Salt Shakers, \$1.50 pr Batter plates, \$1.75

G. H. Taylor Jeweler Optician

NEW KING GEORGE HOTEL

Wm. MOUNBOUQUETTE, Mgr. Private Baths, Running Water and Long Distance Telephones in all rooms Large Bright Sample Rooms. CUISINE UNEXCELLED SYDNEY, N. S.

WHITE BREAD BROWN BREAD CAMERON'S HOME MADE Absolutely sweet and wholesome Delivered fresh each day to Coffin & Co John Cameron M. & A. McLeod P. L. Smallwood Ghappell's Grocery John Wheatley Crabbe's Grocery Wm. McPhee Crockett & Co J. A. Cronin Mrs Geo Moore Harry Foster (Water St.) (Rochford Sq.) Mrs Trainor (Rochford St.)

NOTE—Each of those marked thus sell the Brown Bread which is delivered on Saturdays only.



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

Electric Restorer for Men Phosphonal restores every nerve in the body to its proper tension; restores vim and vitality. Premature decay and all sexual weakness averted at once. Phosphonal will make you a new man. Price \$2 a box, or two for \$3. Mailed to any address. The Scoobell Drug Co., St. Catharines, Ont.

Desirable Residence At Auction

Am instructed by the Executors of the late F. P. Gillis to sell by auction on the premises on Monday 2nd June, 1913, at 12 o'clock noon that beautiful 2 1/2 story double tenement house situated on the corner of Great George and Dorchester streets, fitted up with hot water, baths, electric light, and a complete system of sewerage. Convenient to Railway, Steamers, Market and Post office. A rare opportunity is thus offered to persons wishing to purchase an excellent and favorably located residence of modern construction. Terms 25 per cent of the purchase money to be paid down, remainder within 60 days. A good title of the property will be given. R. BEAIRSTO, Auctioneer

THE GUARDIAN be. This is entirely contrary to the spirit of the intention of the Government in introducing the measure, as it would deprive the House of Commons of having control over the expenditure, whether any of the Provinces chose to abuse it or not. The only way to bring the Laurier faction into line with the principles of popular government seems to be the reform of the Senate, and this has now become a matter of urgency.

WE LOSE \$19,584.

By the high-handed action of the Senate, the farmers of this Island are deprived of the sum of \$19,584 for the improvement of our highways during the ensuing year. The Highways Bill, which the Senate strangled last year, met with a similar fate on Friday, when the Laurier majority, including Senator Yeo, refused to consider it a financial measure, and proceeded to amend it so as to make it unacceptable to the Government. They went further, they refused to accept the ruling of the Speaker that no one but a Government member could move the third reading of a Government measure, and proceeded to carry it in the form which they knew was not approved by its sponsors. No Government would be expected to tolerate such treatment, and by their action the Laurier majority have driven another nail in the coffin of the Senate as at present constituted. The Premier at Toronto gave fair warning of what the Government would do should the Laurier majority persist in their work of obstruction in the Senate; this was with special reference to the Naval Bill, but as the Highways Bill has now been twice rejected in the form which the Government considers best in the interests of the country, it may be taken for granted that Premier Borden will also decline to take this challenge lying down.

The question at issue is whether the financial aid to highways should be given in proportion to the work necessary, as shown by the annual estimates and specifications from each Province; or whether it should be a fixed vote on the basis of population, irrespective of the requirements of the different Provinces. In introducing the bill in the House of Commons, Mr. Cochrane, Minister of Railways and Canals, put the Government's position clearly and unmistakably. "I hope," he said, "to be able to make arrangements with the different Provinces, as to what roads we should undertake to construct, and to agree on specifications covering the construction of these roads." Further on he said: "Once we have agreed with the Provinces as to the nature of the road to be constructed, I believe tenders should be advertised for and the contracts let." These two sentences are indicative of the fair intention of the Government, and were endorsed by the Prime Minister who said: "The bill of itself does not enable the Government or the Minister of Railways and Canals to expend one single dollar, unless that dollar shall have been first voted by Parliament. . . . This is only an enabling bill with respect to money which is hereafter to be voted. . . . It is placing at the disposal of the Provinces under proper safeguards which will be devised and agreed upon between the several Provinces and the Federal Government, a sum of money for each Province to bring about better communications between farm and factory."

These quotations show the actual intention of the Government. Every-body recognizes that road-building in the different parts of Canada must vary according to the climatic and other conditions which prevail, and that it would be impossible to have a definite system of rules for road-making formulated in Ottawa which would apply to every portion of the Dominion. Moreover, the population of the West is expanding at the expense of the Maritime Provinces, the needs of which are not less but greater than the newer Provinces. To pass a cast-iron regulation fixing the vote for the purpose on the basis of population would simply mean to penalize the Maritime Provinces and to say each Province for all time should receive a fixed road subsidy, whether or not its requirements necessitated it. The Government does not desire to endow the Provinces in this way, but to put it within the power of the House of Commons to review the expenditure and to vote annually the sum which each Province shows by its specifications and estimates it requires for the ensuing year's work. This gives the Dominion Parliament the authority to decide what money is necessary for each Province irrespective of population, and nothing could be fairer or more equitable. But with a counterfeit of indignation that deceives no one, the Laurier majority in the Senate have declared that in their opinion the House of Commons, the elected of the people, is not to be trusted in the matter, and that the annual vote for each Province should be fixed for all time coming, irrespective of what the needs of the Provinces may

be. This is entirely contrary to the spirit of the intention of the Government in introducing the measure, as it would deprive the House of Commons of having control over the expenditure, whether any of the Provinces chose to abuse it or not. The only way to bring the Laurier faction into line with the principles of popular government seems to be the reform of the Senate, and this has now become a matter of urgency.

SOMETHING DOING.

The boosting of the Island in which we have had much pleasure in bearing our share, is having tangible results already.

FARMERS AND AUTOS

Sir—"R. Warren, Brockton," thinks I must be joking when I say that "one cannot pick out one single valid reason why the auto should come to P. E. I." I do not know whether "R. Warren" intends his letter as a joke. If not he has succeeded unconsciously in perpetrating a great joke when he heads his letter "Valid Auto Reasons." The whole letter reminds me of an invalid with no strength to stand, and it is not only without "a single good and valid reason" but is absolutely contradictory. In his "first" he says that "autos went frighten horses." This he contradicts in his "second" by saying that "Island horses are so frightened that buyers won't be troubled with them." This he goes on to contradict in his "third" by saying that "Island horses will soon get accustomed to autos as outside buyers have no trouble in training them to be so." What, really, does he mean? Did you ever see such a string of bald contradictions? He goes on to say, "the farmers need the auto." Let the farmers be the best judges of what they need. At present they are pretty unanimous in saying that they don't need the auto and won't have it. For farming purposes it would be quite useless on P. E. I. He says that "because the farmers don't want them they won't permit others to use them." That is not correct. We don't mind who uses them so that they don't run them at the risk of the population, and as the farmers are the bulk of the population they have a right to protest. It is hardly fair to call farmers selfish for refusing to allow a handful of pleasure-seekers to make it impossible for us to drive anywhere with either pleasure or safety. I am, sir, etc., FARMER.

THE HUMAN PROCESSION

Guy Montagu George Finch-Hatton, Viscount Maidstone, who is the eldest son and heir of the thirteenth Earl of Winchelsea, will celebrate his twenty-eighth birthday today. His family record goes back to the reign of the first Henry, over seven centuries ago. One of his ancestors, Sir Heneage Finch, was speaker of the Commons at the beginning of the Commonwealth. The estates include several ruined castles, and it is alleged that these will eventually all be repaired with American money.

Thomas Augustine Daly, one of the most celebrated of American preachers, humorists and poets, is a native of Philadelphia, where he was born forty-two years ago today.

Morris Sheppard, who succeeded J. W. Bailey as United States senator from Texas, celebrates his thirty-eighth birthday today. He is a self-made man, paying his way through the University of Texas by working as a night watchman, and later studied law at Yale. He was a young lawyer of twenty-seven when he first went to Washington as the representative of a Texas district.

FIRST THINGS

PIANOFORTE BICENTENARY.

The first pianoforte was probably constructed about two centuries ago, although no definite date can be attached to the invention of that now widely popular musical instrument. The first public performance on a piano was at Covent Garden, in London, just 146 years ago today, May 28, 1767. The invention of the piano is variously attributed to Cristofalli, an Italian, to J. C. Schroter, a German, and to Marius, a Frenchman, all three of whom produced instruments of this type between 1710 and 1715. The name of "piano-forte" was given to the instrument by an Italian, and was generally adopted, although since shortened to "piano."

One of the most terrible and destructive of the many conflagrations that have ravaged the city of Quebec occurred sixty-eight years ago today, May 28, 1845. Twelve thousand persons were rendered homeless and many lives were lost, the fire consuming 1,650 houses before it burned itself out. Misfortune—perhaps another name for inadequate fire protection—again visited the city in 1866, when 2,600 houses, including seventeen churches, were burned, and 20,000 were made homeless.

Stanley Rose Badgley, the famous specialist in church architecture who planned many important religious edifices in various cities of Canada and the States, was born at Ernestown, Ont., sixty-three years ago today, and studied architecture under R. C. Windeyer of Toronto. Today is the anniversary of the birth, in 1856, of Francis E. Clergue, who developed the hydraulic power of the falls of St. Mary at Sault Ste. Marie, Ontario and Michigan.

MAINLY ABOUT PEOPLE

Hon. W. Richards was in town yesterday, looking as hale and hearty as ever, in spite of his ninety-four summers.

Mr. M. H. Bolger, representing Boston capitalists, and Mr. J. Borit, Secretary, Boston Board of Trade, are here in connection with investments in fox propositions. The proposal is to acquire a ranch and to start breeding on a large scale.

Rev. R. W. Weddall, Woodstock, N. B., who has many friends in Charlottetown, has accepted an invitation to become pastor of the Methodist Church in St. Andrews, N. B., and will enter upon his duties the last of June.

Mr. J. P. Hood, who has been touring the Pacific Coast, writes enthusiastically of his trip. After crossing the Continent to Vancouver, Mr. Hood journeyed by easy stages to Mexico, and is at present in California on his return journey, which he intends making via New York.

Mr. A. L. Stark, and Mr. L. C. Creamer, of the Massachusetts Silver Black Fox Company, Ltd., have come here to learn all about the industry. They are highly pleased with all they have seen and heard, and are satisfied that though Boston may be the hub of the universe, this is undoubtedly the hub of the fox industry.

Captain G. E. Thomas, late of the Cavalry, and now on the reserve of officers, is at present here in connection with a scheme for settling home farmers on the vacant farms here. The Captain is accompanied by Mr. G. A. Richardson, and together they will visit different parts of the Island, photographing homesteads, gathering information, and buying options.

UNEXPECTED READ

your paper, the death notices and the local columns, you will be struck by the uncertainty of Life when you see the number of young men taken suddenly by the grim reaper, from loving wives and children.

THE WISE MAN

Protects his wife and family by a policy in Canada's Oldest Life Assurance Co. The Canada Life.

W. K. Rogers, P. E. I. Branch

K. S. ROGERS, Charlottetown, R. B. ROGERS, Kensington. Special Agents

"Motor Vehicle Act"

Parties desirous of a copy of the above act can obtain the same free of charge by sending a post card to the undersigned

C. L. MacKay

Secretary, P. E. Island Motor Vehicle Association, (Queens County Branch) Charlottetown, P. E. Island May 20 MEET.

Fennell & Chandler

Victoria Row

Alabastine

For Permanency

When you decorate with Alabastine you do so for permanency as well as superior artistic effect. Unlike kalsomine, Alabastine does not rub off or crack. Unlike wall paper, it does not peel off or decay. Alabastine, you see, is a hygienic cement, made from gypsum rock. It gradually hardens and becomes part of the wall itself. If, at any time, you wish to redecorate with a different style, simply apply Alabastine over the Alabastine coating upon several years before. Call and let us show you tint cards. Get a copy of "Homes, Healthful and Beautiful," the handsome book of stylish wall decorations. Price of Alabastine is 50c. for 5 lb. pkg. M.E.H.

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A Beautiful Line of Ladies' Neck Wear

- A spick and span arrival of fancy neck wear just arrived at Patons. Be sure and do your shopping early and make a selection while we have the variety to choose from. We have Robespierre collars in a large range of colors from 50cts to \$1.25 Embroidered Dutch and sailor collars from 25cts up. Lace collars and cuffs at 65 and 75cts Embroidered lineu collars, all sizes 25cts Crochet string ties in black, navy, tan, green and red at 25cts Kid gloves in tan, black, cream, navy, grey and green. Perrins guaranteed at \$1.50 A beautiful line of lisle and silk hosiery from 15cts to \$1.25 Long and short silk gloves from 60 cts to \$1.25 Belts, assorted colors in silk and elastic from 25cts to \$1.50 A grand showing of hand bags at Patons. Kid gloves clearing at 89cts. Patons. Never before here has there been shown such a pretty and serviceable line fashionable wash goods, repps, ratines, cords, linens, zepfers, chambrays, (bordered) New cloths, voiles, bulgarian marquisettes from 15 to 60cts. See them: 69ct corsets for 45cts Lot of corsets less than half regular price. 500 sprays and wreaths of flowers, many marked from 75cts to \$1.75 for 25cts to clear.

Victoria Paton's Phone 9-6

months, and returned to England by way of New York, Washington, Philadelphia, Baltimore, Niagara Falls, Canada, and Nova Scotia, sailing on a ship from Halifax. He made many friends in all these places, but was not particularly impressed with the country. In a letter dated New York he wrote: "Such a place! such people! barren and secluded as poor Bermuda is, I think it is a paradise to any spot in America that I have seen." Quebec won his approval, however, and the voyage down the St. Lawrence aroused his enthusiasm, and suggested the beautiful "Canadian Boat Song."

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