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TUESDAY, MAY 27, 1913

MEDICAL ETIQUETTE.

Sir Thomas S. Clouston, M.D., Edinburgh, the greatest living authority on mental diseases, who is called in as expert in all the leading causes celebres where there is any question of sanity, in a letter to the editor with reference to the recent amendment to the Prohibition Act, says: "I sympathize with all efforts to regulate the use of alcoholic drinks so that they shall be discouraged and their evils minimized. . . . I believe in all the measures you describe in your article, except that which makes a doctor liable to satisfy the courts that his prescription was in accordance with reasonable medical requirements. That implies an interference with the doctor's professional practice and his confidential relations with his patients, which are at the very root of our professional work and position. It would seem also to imply an exposure of the patient's name in what is not a criminal offence; also non-medical persons cannot possibly judge as to what is 'reasonable' in medical practice." Sir Thomas, we know, is voicing the views of the medical profession in the Old Country, which sets its face rigidly against interference between a doctor and his patient. Priest and penitent; lawyer and client; doctor and patient, are the three relationships which are supposed to be held inviolably sacred; so we may easily appreciate the astonishment and indignation of such a distinguished member of the latter profession as Sir Thomas when he discovered that our legislature here made the magistrate the judge of what is a "reasonable" dose of alcohol to prescribe a patient. It would be interesting to have the views of our local medical men on the subject.

SAVINGS BANK INTEREST.

During the discussion in the Senate of the Banks and Banking Bill a matter of general interest to savings bank depositors was raised by Senator Power. The hon. gentleman drew attention to what he called the illiberal way in which depositors in Canadian banks are dealt with, and suggested that the Government should increase the rate of interest on deposits in the post office and other Government savings banks. This, he argued, would compel the corporate banks to follow suit. At present the Government and other banks pay three per cent per annum on deposits, but on borrowed money they pay from three-and-a-half to three-and-three-quarter per cent. Why shouldn't the Government pay a similar rate of interest to the poor and thrifty depositors who lend it their money? This was the case the Hon. Mr. Loughheed presented him, and he did not take long to give a full and complete answer to what on first sight seems a plausible and unanswerable proposition.

In the first place the Government did formerly pay three-and-a-half per cent, but during the last Liberal regime the rate was reduced by one-half per cent, the then Finance Minister, Mr. Fielding, giving as his reason the fact that the Government banks were being used by wealthy people and corporations as a means of depositing money at good interest practically at call. It is a mistake to think that even now the Government savings banks are the depositories of the poor. Fifty per cent of the deposits represent the deposits of very wealthy people; and one-third of the savings in Government savings banks is owned by six per cent of the depositors. In other words, of the forty million dollars deposited, thirteen millions belong to very rich individuals who must have some satisfactory reason for depositing it at what is considered an uncommercial rate of interest. The reason, of course, is obvious. No other where could they obtain a gilt-edged investment on such terms, and realizable on demand.

But why should the Government not pay three-and-a-half per cent to depositors, since it pays that rate when borrowing in the European markets? First, because the Government must keep a gold reserve of ten per cent always on hand, which is estimated costs one-third of one per cent. Then the management and administration of this fund represents a difference between three-and-one-third and three-and-one-half. In addition, it must be remembered that in case of an abnormal demand for withdrawals, the Government might be called upon to borrow on short loan, which it could not do under four per cent. So that the savings bank deposits costs the Government every

bit as much as does their money raised on loan in England. It may be suggested that it would be better to pay a half per cent more and attract more Canadian capital to the public service, but no financier would consider that a sound policy to pursue. As Senator Loughheed took the trouble to point out at considerable length, Canada must necessarily, for many years to come, while she is a developing country, be a large borrower in European markets, and it is obviously to the advantage of trade and commerce, and the development of the resources of Canada, that foreign money should be imported, rather than that our own money should be tied up in the way indicated, and that we should rely upon the capital which we ourselves possess. It does not require us to accentuate the value of importing capital into Canada until we reach a stage of development far in advance of what we have already reached. For these reasons the Government would be ill-advised to increase its rate, which would have to be followed by the banks generally, and which would tend to increase still further the enormous total of one-hundred-and-thirty-three million dollars which is thus, from a development point of view, unremuneratively tied up.

MOTOR BUSES AND ROADS

A correspondent kindly sends us the following extract from the current issue of the Weekly Star and requests the favour of its publication:—The introduction of a motor car on the stage route between Guelph and Berlin, in Wellington County, Ont., is, in the opinion of the author, a most suggestive of the possibilities that lie in the development of motor driven vehicles on country roads. This motor "stage" will make two trips daily, where it was formerly possible with the horse drawn stage to make only one trip a day, and that involving a "change." The automobile hasn't many friends in the country just now, because some automobile drivers have abused their road "rights." But there is no reason why the motor car should not become a real friend to the farmer, serving him in a variety of ways. Of course, to get the best out of a car it will be necessary to give good roads, for it would be impossible to operate a car economically over the ordinary country highways. But given good roads, why should not farm districts have "street railways" without rails and street cars," but with motor buses passing to and fro over stretches of fifteen or twenty miles and linking up centres of population with the farm? There would be no outlay for right of way, and no costly rails to buy. All that would be necessary would be the building of a good road, and the good road that would make the operation of a motor bus line possible, would operate to the economic advantage of the horse drawn stage, and add to the neighboring farms the enhanced value that attaches to good roads. Such a motor bus service might be made to fulfil an infinite variety of services, and do much for the social life of the farm. It would bring the city and the farm into closer touch. The city man, after a day's strenuous work, would be enabled to make an evening visit in the country; the farmer or members of his family, after the day's hard toil, would be enabled to enjoy the entertainment of city life without putting an added burden on wearied work animals. The farmer's wife would be enabled to "come to town" without taking a much needed horse from his work in the field, and would be enabled to do her shopping in half the time because of the greater speed attained with the motor driven vehicle. And if a passenger service, why not a freight service, with freight trucks hauling to town tons instead of hundred weights at a time, taking the loads of three or four farmers at one haul, and leaving men and animals to work at home?

The question of transportation in its intimate relation to the farm is bound to come more and more into public notice, and our legislators, if they are wise, will stand prepared to give the same ready assistance to the furtherance of schemes that tend to bring farm and city into closer touch, and make farm life brighter, and more social, that they have ever been ready to accord to railroad interests. The farm has paid generously for the subsidizing of railroads to open up the country; what more reasonable than that it should look to the country for aid in the making of "good roads?"

The Government has succeeded in getting through the House again this session the Bill enabling it to expend in co-operation with the provinces the sum of \$10,000,000 in the construction of good roads. There does not appear any good reason why the Senate should "throw the bill out," this session as it did last year. There can be no question as to the legitimacy of the measure. If fault is to be found it is in the smallness of the "subsidy." It is not to be supposed, however, that this is to be the final expenditure in this direction.

NOTES.

Interviewed as to his attitude in the Naval Bill, Senator Yeo, Prince Edward Island said:—"My mind on the subject is absolutely open. I shall wait till I hear the discussion before coming to a conclusion."

At a meeting of the stock breeders held in connection with the Horse Show at Charlottetown, several live stock associations were formed. The Directors of the Horse Breeders' Association have met and have drawn up a proposed constitution which they plan to submit to the meeting

of stock breeders during the month of June. A meeting of the Beef Breeders' Association will also be called for sometime during the month. Due notice of these meetings will be given through the press. It is very important that these would be largely attended as the price of live stock and live stock products is increasing so rapidly that farmers must give more attention to this branch of their industry.

Sir Wilfrid Laurier's logic is as defective as his strategy (says the Saturday Review). He tells a Toronto audience that his country is wherever the British flag flies. Obviously, if that is so, his country is best protected by a navy whose concentration would make for efficiency either in attack or defence. Yet he is prepared to fight by every means in his power the proposal to hand over the Canadian Dreadnoughts to Imperial control. He wants to have them in Canadian waters under the orders of the Canadian Government. He says that neither Australia nor Canada lives now in security: "the British fleet is too far away". Does he imagine that either would be secure if it had two or three or half a dozen Dreadnoughts on its coast? If the main British fleet suffered reverse an odd Dreadnought or two in Colonial waters would not save the Dominion or the Commonwealth.

The Department of Agriculture is in receipt of a communication from a correspondent in New York enclosing the following clipping which will be of interest to farmers in P. E. Island. The price of beef has been going up for the last few years and will undoubtedly continue to go up. The price of milk in cities will also continue to go up but the bulk of our farmers can take advantage of the meat market. "Washington: Advocating a law that will prohibit the killing of cattle until they have reached a certain age, because cattle are becoming scarce, a committee recently appointed by the Chamber of Commerce of the District of Columbia will confer with the Secretary of Agriculture, Houston. After investigation the committee has decided that within the next ten years children will have no shoes to wear, beef will sell at between 40 and 50 cents a pound, milk will be at least 15 cents a quart and the price of butter will soar to the sky. All this is laid to the killing of cattle without giving them a chance to breed. The only way in which to stop this, says the committee, is to have passed a law which will prohibit the killing of cattle until a fixed age, which should be three years in the case of steers and six years for cows."

MAINLY ABOUT PEOPLE

A quiet wedding will take place tomorrow, Wednesday morning, at the home of Mrs. L. M. Poole, 40 Hillsboro Street, when Mrs. George Stanley, Charlottetown, will be married to Mr. J. T. Bethune of Montreal.

Lady Davies, Ottawa, entertained informally at the tea hour yesterday afternoon when among her guests were Mrs. Martin Burrell, Mrs. Louise Burrell, Mrs. John Pugsley, Mrs. R. M. Coulter, Mrs. W. W. Cory, Mrs. R. Nicholas Slater, Mrs. Alan Palmer, Mrs. F. H. Chrysler, Mrs. MacBride, Miss Sparks, and Mrs. Gordon Hewitt.

Sir T. Crossley Rayner, Chief Justice of British Guiana, who is at present in New York on his way to Canada en route for England, in a private letter to the editor, says: "I am rather thinking of taking a run over to Winnipeg, across the Great Lakes but have not yet decided on that. I shall do the St. Lawrence trip, along the Thousand Islands, which I am told is very lovely. I am afraid I cannot go to Prince Edward Island this time, but what you said about it has made me look it up and it seems to be a delightful place. I shall certainly bear in mind what you have said about the Island and Charlottetown, and if possible try to have a look at it when I come to Canada again. Now I have found the way to this part of the world, I shall probably come this route every time I go home, and try to see a little more of the country each time. I have not seen Baedeker's Canada, and it does not seem difficult to fit in Prince Edward Island in a trip home this way."

The Montreal Star of the 22nd contains the following reference to Mrs. Herridge who is a daughter of the late Dr. Duncan formerly of St. James' Church, Charlottetown: Mrs. W. T. Herridge is leaving on Saturday for Montreal, whence she sails by the Megantic to spend some weeks at Edinburgh, Scotland, visiting her mother and brother, Mrs. Thomas Duncan, and Rev. Dr. Duncan, of St. Outberts.

RAILWAY RATES

Sir:—In The Patriot of today there is a letter signed "Farmer" under the heading of "Striking the Farmer" that bears the earmarks of a professional politician, anxious to have a fling at the Government of the day. Will "Farmer" be good enough to state some specific case where the rates are increased 100 per cent? And at the same time will he be good enough to state to what part of the Continent these farmers are going to get lower freight rates than are in force on the Intercolonial? At the same time will "Farmer" kindly explain why the starch factories in Maine are in operation this spring grinding up marketable potatoes, if the price in Boston is as good as he claims? There are several other questions I would like to ask, but these will suffice until I ascertain whether "Farmer" is a real farmer or a machine politician "out in the cold."

I am, sir, etc.,
KING'S COUNTY,
May 22, 1913.

THE CONSOLIDATED SCHOOL

Sir:—The letter signed "E. S." in your issue of the 21st deserves, perhaps, a little more than passing notice. The writer makes such statements as the following: "Regarding the Consolidated School, I wish him to know it was forced upon the people in the beginning." The action of the six consolidated districts, in voting into consolidation by their own free will and accord, is surely sufficient evidence that this statement has no foundation in fact. The further fact that this school continued operations from year to year by the annual vote of the ratepayers of the districts concerned, is sufficient warrant for the assertion that "E. S." in justice to herself, should retract such unfounded statements. Again, the writer says: "It was not a superior school." It was simply a graded school in which the pupils got a smattering of domestic science and agriculture. Let the school speak for itself. During the seven years it was in operation, forty-two pupils were prepared for Prince of Wales College. From the six districts which, for the previous seven years only one pupil passed into Prince of Wales College, upwards of twenty were matriculated from the Consolidated School.

For the past four years a Queen's County Scholarship went to this school. No school in the Province could duplicate this. During the winter months classes were held for the benefit of the bigger boys who, in the ordinary district, would not be attending school at all. The number of prizes won from year to year at the Provincial Exhibition, in School Gardening, Stock Judging, and Household Science, speaks volumes for the "smattering" referred to. It is quite evident that "E. S." has lived for many years in a foreign country. No person would accuse her of living where she could keep in touch with the progress of education in this Province.

Again, the writer says: "Better scholars, better equipped in every way, have gone forth from the district school." It is easier to make this statement than to prove it. The pupils, the teachers, and the public, who have had experience with both the district and the consolidated systems, should be the best judges of this matter. Did "E. S." get her training at the Consolidated School? The expenses of the school were not "enormously high" considering the opportunities afforded, and I think we are safe in saying that the majority of the ratepayers, in the nearer districts at least, who have children to educate, would gladly pay a little more than they have been paying, should the good old days of consolidation return once more. At the present moment, when a

(Continued on page three)

THE SILVER LINING

(By an Islander.)
We have received "The Silver Lining: A Collection of Poems and Essays," by Mrs. Annie Rodd, author of "The Island Rose," and "Sunbeams." A few of the poems in the present issue were included in "Sunbeams," but for the most part they are new. Mrs. Rodd has been a voluminous contributor to the press, her work for the most part appearing in the New York Weekly Witness, and the Farmer's Advocate. She is a native of Prince Edward Island, resident for the most part in Charlottetown; but has travelled considerably, and now winters regularly in Florida. St. Petersburg Daily Times, Florida, referring to Mrs. Rodd, says: "Mrs. Rodd visited the city a few years ago and at that time wrote several interesting stories of the city, which have attracted parties to the city. These articles were published in a New York magazine. Her most recent publication is a book of poems and essays entitled 'The Silver Lining.' This collection contains a great many verses of worth on many different subjects. These are very true to life and written excellently. She will place her work on sale at the local book stores."

Mrs. Rodd is a very interesting woman. She was born on Prince Edward Island and has made a number of visits to different centres of the United States. She received part of her education in Boston. She expressed a regret that her latest book did not contain some works on the Sunshine City. She is now preparing articles and poetry, which she will publish, on the city's beauty. The Silver Lining (75c.) is on sale at the bookstores.

New Furniture at less than Auction Prices

Another car-load of furniture received at Paton's, consisting of Side-boards, Dressers, Commodes, Parlor tables, Bedroom tables, Kitchen tables, Extension tables, square or round. This car lot was bought before the advance and will be sold at prices equal to Auction, open for inspection in two days. Yours for quality furniture and general house furnishings.

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 - 18 x 36 in fine linen neck towels in damask design for initial monogram each23c
 - 68 x 86 inch hemmed or fringed honeycombed breadspreads—nice soft quality—pure cotton, free from dressing\$1.15
 - 76 x 100 inch fringed bedspreads, pure cotton, free from dressing, soft and will wash well—a bargain at\$1.65
 - The best white cotton values in the city at 6c, 7c, 8c, 10c up. See and compare—you'll buy here.
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