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Charlottetown Guardian Three Cents.  
Morning Guardian, Founded 1891. Evening Guardian 1887.

THE GUARDIAN COVERS PRINCE EDWARD ISLAND LIKE THE DEW. OVER 45,000 READERS DAILY

CHARLOTTETOWN, CANADA, MONDAY, DECEMBER 8, 1919.

By Mail, Canada, \$3.00; U. S. A. \$3.50  
Annual Subscription, delivered, \$4.00

## GERMANY'S REFUSAL TO CURTAIL ARMAMENT

### Causes Uneasiness in Supreme Council. Possibility of Pushing Army of Occupation Further into Country is Being Discussed.

(Special to the Guardian.)  
PARIS, Dec. 7.—The question of curtailment of German armament in connection with the peace treaty is again being discussed in the Supreme Council. The seriousness with which the matter is viewed by the conference is shown by further meetings of the Allied war council and the conference delegates.  
Marshall Foch was again before the council where he is supposed to have advocated strict military measures against Germany unless she comes forward to execute the treaty and fulfill her obligations. Just what these military measures consist of, no one outside the conference yet knows.  
Reports of further advance into

## GERMANY'S HAND IN MEXICAN TROUBLE

### Is Supplying Mexicans with Airplanes and Air Pilots. Mexico has Lots of War Planes in Readiness.

(Special to the Guardian.)  
WASHINGTON, Dec. 1.—Mexico has 24 war type airplanes mobilized at Chihuahua city alone, and is obtaining additional planes from Germany, according to War Department information given to the military committee today by Brig. Gen. Mitchell, chief of operations of the army air service. The department also has information, Gen. Mitchell said, that former pilots in the German army are arriving in Mexico for service in the army air force today.

## Closing Meeting Forward Movement

The closing meeting of the great Forward Movement was held in the Methodist Church on Friday evening when a large audience greeted the various speakers. The meeting was eminently satisfactory in every way, and the addresses were inspiring, instructive and intensely interesting. The mighty task confronting the Church was clearly set before the congregation, and the imperative necessity for material action and increased spiritual effort was strikingly and convincingly brought home.  
His Honour, Judge Stewart presided, and the speakers were Rev. Dr. Pidgeon, Dr. Graham, Archbishop Worrell, and Bishop Lucas.  
Dr. Pidgeon gave an excellent address on "The Place of the Church in the Nation's Life." He said that the success of Home Mission Enterprise depends on the foreign mission spirit of the moment. The church must have its heart to the needs of the world at large she trains her people to shut their hearts against herself; and, conversely, the moment she recognizes and ministers to the foreign need, she creates an interest in herself among the country to the city, and from the East and older Canada to Western and Northern Canada.

## ADMIRAL JELlicoe DISCUSSES THE NAVY

### Before Huge Audience in Massey Hall He Tells of the Growth of the Navy and Mercantile Marine and the Importance of Sharing the Burden of Maintenance.

(Special to the Guardian.)  
TORONTO, Dec. 7.—I have been asked by the Government of Canada to give advice, where that advice is sought, as to how Canada may best co-operate in the different tasks of the Empire. About one month ago, someone suggested waiting until my advice was sought. I have every intention of waiting until my advice is sought. Then and then only will I give advice.  
"So spoke Admiral Jellicoe to a capacity audience at Massey Hall this afternoon.  
Commodore Aemilius Jarvis, who introduced the distinguished visitor, said the master mind of the British Navy and of the whole allied fleet, reminded the audience that Toronto had never been honored before by the visit of the First Sea Lord.  
"I hope those who have come far, for I understand there are people from all parts of Ontario here, do not dislike travelling as much as I dislike speaking," said Admiral Jellicoe who throughout his speech was modest to a degree. "I realize you people have not come here to see me, but to do honor to the British navy." Sea power, as I read it, means the ability to use the sea and not only the power to use the sea by use of our splendid mercantile marine but also to guard our communications by the aid of the navy. Canada's produce cannot get to its markets except by ships of the mercantile marine. Canada's prosperity is bound up in the use of the seas. There is \$600,000,000 of trade

## FRENCH STEAMER COLMAR FOUNDERED OFF N. S. COAST

### Steamer Rescued 15 of Crew. Fate of Others Unknown

SYDNEY, N. S., Dec. 6.—The French steamer Colmar, Captain Simon, was reported as sinking in latitude 44.33 and longitude 69.55, according to a wireless message received by the Maritime local agent of the Maritime Department at midnight tonight. The S. S. Mississippi was standing by and had succeeded in rescuing 15 members of the crew, but 12 other members of the crew were adrift in an open boat, and had not been picked up when the wireless message was received from the Mississippi. The scene of the foundering is on the Nova Scotia coast somewhere between Canso and St. John's Island. No details beyond those mentioned above were given.  
The Colmar was a steamer of 1342 tons, and was on a voyage from Rouen France, to an American port.

## VAST INCREASE IN FREIGHT TRAFFIC

### Statement Regarding Movement of Freight via P. E. I. Railway to and From Mainland From October 1st to November 21st—a Period of 48 Days.

In conversation with Superintendent Grady of the P. E. I. R., on Saturday a Guardian representative learned that the car ferry steamer from October 1st to November 21st—a period of 48 days, had made 288 trips, an average of three round trips per day. The total number of cars ferried was 2865, an average of 59 cars per day.  
During this period there were 1677 cars received and 1188 cars forwarded.  
On the third rail district there were 1297 cars handled of which 738 were received and 559 forwarded to the mainland.  
From the narrow gauge district, east of Charlottetown and west of Summerside, there were 1440 island cars forwarded to Borden to be transferred into standard cars for mainland points, an average of 30 cars per day; and forwarded to the narrow gauge district from standard cars at Borden via island cars 378.  
In the various freight commodities moved during the period there were 475,000 bushels potatoes, 170,000 bushels oats and 180 tons starch.  
During the month of October special efforts were made toward the movement of potatoes and other perishable freight, leaving oats and hay to be moved later, and which are now being moved at the rate of about forty cars per day. This movement at the present time is especially heavy from the district west of Summerside.  
It was learned that the freight handled during the above named 48 days is almost equal in tonnage to that moved during the months of October, November and December of last year.  
With reference to the earnings, we find great strides have been made.  
In the year 1880 the total revenue of the P. E. I. Railway was \$112,551.11, and not until 1903 did the revenue reach the three hundred thousand dol-

## STEAMSHIPS MAY MAKE CHARLOTTETOWN PORT OF CALL

A week ago the Guardian noted the return of a well-known business man of Charlottetown from Montreal and stated that while in that city and in Ottawa he had interviewed some of the authorities in regard to making Charlottetown a port of call by the steamers of the Canadian Government Merchant Marine in the new service just started between Canada and Great Britain and the West Indies. It is very gratifying to note that the proposal of the Charlottetown gentleman has been taken up by the Government Steamship Company as the following letter will explain:—  
Dear Sir:—  
We have your letter of the 1st inst.  
We note your visit to Toronto regarding Charlottetown being made a port of call by our vessels, and may say that this matter is being studied out in this office. For our information and to assist us in properly grasping the situation will you please say as regards Great Britain how many months of the year would it be profitable for us to put our steamers into Charlottetown? and to what ports should the ships be sent? Further, as to the volume of business we are likely to get in the period mentioned.  
We presume that a steamer calling once a month on her way to the United Kingdom would be sufficient, but will appreciate very much indeed as much information as you can give us as to what you think can be done.

which has to depend upon overseas transportation and if that overseas transport falls you, either because you have not the ships of the merchant marine or the ships of the navy to protect them, Canada's prosperity is lessened. Canada is beginning to realize the advantage of having a mercantile marine of its own. I understand sixty ships are now under construction for the Canadian Government. That will give Canada a new interest in the British mercantile marine.  
Admiral Jellicoe went on to say that at the commencement of the war, the British Navy consisted of 620 vessels. At the end of the war they totalled 5,000. The personnel of the navy, active and reserve, was 220,000 in 1914, and rose to 400,000 officers and men. The naval aircraft rose from 80 to 3,000. That great force is rapidly disappearing, the greater part has already disappeared. "He continued," the small trawlers and fishing craft brought into the war for certain purposes, no longer exist. Great Britain is going to have a very difficult task in maintaining the protection of what is keeping her alive. Everything is costing double what it did before the war. I know nothing of a naval estimate of the future, but I shall be immensely surprised if we get them down to the 250,000,000 pounds sterling they cost before the war. That burden was borne by forty million people. Whether these people who have been greatly impoverished will be able to bear that burden again, I know not."

## YESTERDAY IN THE CITY CHURCHES

### ZION CHURCH

Rev. Dr. Robert Laird, preached two exceptionally able sermons in Charlottetown yesterday. In the morning in Zion Church he took as his text John 10, 10, "I am come that they might have life and that they might have it more abundantly." He emphasized the need of more missionary effort in Canada among the immigrants. He gave figures showing that the Government had done in the way of establishing schools in the remote parts of the West, while the Church had still many vacancies to fill both in Sunday School and Church missionary effort.

### ST. JAMES CHURCH

In the evening in St. James Church Dr. Laird spoke on the challenge to the Church today. He showed what enormous benefits had accrued to the Empire, not only commercially but also in the patriotic support which it received during the war, from the great work of her foreign missionaries in the war a large number of Fiji Islanders had offered themselves and had been accepted for service in the battle line, men who a few years ago were cannibals. The work of the foreign missionary had entirely changed their mode of life, had destroyed their pagan traditions, had brought to them a knowledge of Christ, and so permeated among them the ideals of Britain that they were inspired to offer themselves on the altar of her sacrifice, that those ideals might be vindicated. The only real Christianity that was prepared to be world-embracing in its endeavour. The Christianity that existed in the heart of Christ was the Christianity that the world needed today, that that Christianity should have its origin from individual to individual, from institution to institution, and from nation to nation. It must be international to be really Christian. Therefore the Church must be prepared to establish itself in every corner of the globe wherein there existed need for the light of the Gospel. To do its work effectively the Church should have adequate equipment in both men and material, and so an appeal was being made for \$100,000 on the part of the Presbyterian Church for \$100,000 and seven men. The speaker had no need to tell his audience, he said, where the first foreign missionary from Canada came from, but magnificently through the work had been Canada had shown a real renitance in her duty. She had failed to stand by her missionaries as she ought to have done, and the call today was for a greater effort. The Presbyterian Church in Canada, said Dr. Laird, had a constituency allotted to it of fifteen million souls to be ministered to in foreign lands, and to cope with this stupendous task she had only 300 odd missionaries. It was impossible to do efficient and satisfactory work with such inadequate means, and that better could be done was indisputable. The speaker instanced one congregation in Western Canada in which investigation had revealed the fact that 100 men of the congregation spent, at the very lowest estimate, \$20 a day in cigars, or over seven thousand dollars a year, which was somewhat less than that Church had contributed to the annual budget last year. There was no objection whatever on the part of that Minister to the men of his congregation smoking cigars, but he made a strong appeal to them to be honest with themselves and their God, and to do their duty as Christians ought to do it. Dr. Laird made a powerful appeal for a cleaner and more aggressive

### CHRISTIAN LIFE IN CANADA TODAY.

He said that the great work of the foreign missionary work had been in the past. It could not stand the test of time if the life of the ministering nation was not clean and wholesome and Christian at its core. Canada must undergo a radical social reformation before she could really begin to do effective foreign mission work of a lasting and high character. There were, said the Doctor, places in this Dominion in which social conditions were reprehensible. In Montreal there were, apart from the British and French-speaking peoples, 105,000 people speaking foreign tongues, and of this vast number only five thousand had been touched by the Christian missionary. Among these hundred thousand odd people, the moral and physical conditions, said Dr. Laird, were so abhorrent as to be indescribable before a decent audience. Much work was necessary among these people and vast numbers of others throughout the country before Canada could hope to put forth her best efforts abroad. The Doctor appealed for sympathetic and hearty support of the Church, the task confronting it at the present time being, such as required all the means that could be placed at its disposal. Men must be ready to give of their abundance, not in miserable dribbles but as they willingly and nobly gave during the war. The congregation at both services were large and interested and the singing was all that could be desired.  
**THE METHODIST CHURCH**  
Rev. O. L. Kilborn, Medical Missionary from China was the preacher at the services in the Methodist Church on Sunday evening. He delivered a very interesting discourse dwelling upon the needs of China, politically, economically, religiously, socially and spiritually. He showed that the attitude of the Chinese had changed in 25 years of missionary work in that country. At the outset they had despised the missionary but now they sought his friendship. Twenty-eight years ago four missionaries and their wives opened the work in the western province of Chantu and today there are 196. Dr. Kilborn submitted many interesting facts in connection with the great work being carried on in that distant land and his address was followed with the closest attention by the large congregation.

## LARGEST SINGLE CARGO EVER SHIPPED FROM HERE

The Canadian Adventurer is expected to sail this evening for St. John's Newfoundland, direct, with the largest cargo of general produce ever shipped on one steamer from P. E. Island. Her cargo consists of 20,000 bags of potatoes, 18,000 bags of oats, 1000 bags turnips, about 800 bags of various vegetables, about 250 carcasses mutton and 300 carcasses pork, 600 barrels apples, 300 packages butter, 350 boxes cheese, 600 cases canned goods, thirty tons of poultry, 400 cases of eggs, 200 tons hay and 200 tons straw, six caskets, from the Montague Casket Co., and 20 head of cattle.  
Captain Wyman is a seaman of long and varied experience and states that the stowage of cargo aboard the Adventurer is the best he has ever seen no space whatever being wasted. This speaks well indeed for the efficiency with which the Charlottetown stevedores do their work.  
Messrs Buntain Bell and Co., the agents for this steamer here speak in the highest terms of the courtesy of the officers and crew of this ship from Captain Wyman down.

## Chambers of Commerce For All World Cities

(Special to the Guardian.)  
LONDON, Dec. 7.—Sir Hanar Greenwood, Under Secretary for Home Affairs, in an address today before the Chamber of Commerce of London, announced that the foreign secretary was about to appoint a committee of representative men to enquire into the best means of promoting British Chambers of Commerce in all the cities of the world.

## Modified Self-Government for India

(Special to the Guardian.)  
LONDON, Dec. 7.—The House of Commons tonight passed the third reading of the India bill, giving India a measure of self-government.

## The Aranmore Abandoned by Crew

Captain T. G. Taylor, Agent of the Marine Department here received a telegram Saturday conveying the regrettable news that the crew of the Aranmore had been obliged to abandon the ship.  
The Aranmore it will be remembered left Charlottetown on Sunday last with light house supplies and provisions for the light-keepers at various points in the Strait of Belle Isle.  
On Thursday last while proceeding along the Canadian Labrador coast she struck on a reef on the east side of Cococoe Bay, described as "bearing north 45 degrees east magnetic from outer island, distance three miles."  
On Friday afternoon a moderate gale was blowing from the south and the ship was pounding heavily, so that the crew were obliged to abandon her and landed on a nearby island.  
The C. G. S. Montcalm which went to the Aranmore's assistance Saturday reported a gale blowing hard from the south and no chance of getting near the ship until the weather should moderate.  
The Aranmore was built in Dundee, Scotland in 1890. She was a steamer of 1700 tons gross, and 502 registered tonnage, 241 feet long, 35 feet beam and 15 feet deep.  
She was formerly for a considerable time engaged in service along that part of the coast where she came to grief. At one time she ran for a while in the Plant Line service between Boston, Halifax and Charlottetown. She was commanded by Captain McDonald and a considerable number of the crew are P. E. Islanders.  
It is to be hoped that the steamer may yet be saved.  
A wire received by Capt Taylor, yesterday (Sunday) stated that the Aranmore was in the same position still. No. 1 hold being flooded and that the provisions were being landed on Wolf Point. The Montcalm was expected to get close to the stranded ship by 10 a. m., the storm having subsided.

## CONDENSED SPECIALS

- WANTED SMALL SIZED ROTARY carriage. Apply stating price. J. M. c/o Guardian. 2867-12-21p
- WANTED GIRL FOR GENERAL housework in small family. Good wages, references required. Write "N" c/o Guardian.
- TENDERS ARE ASKED FOR THE purchase of the lumber contained in the vacant dwelling house and barn, No. 19 Richmond Street. Archibald Irwin. 21
- WANTED—GIRL FOR GENERAL housework. Apply Mrs. Bagnall, 125 Fitzroy street. 31
- CHRISTMAS STATIONERY WITH selected initial letter in gold bronze from 1.00 to \$1.50 per box. Central Job Printery, 176 Kent Street. 11
- WANTED AN EXPERIENCED waitress for dining-room. Apply Victoria Hotel. 2853-12-8M31.
- POSITIONS WANTED.—THE Department of Agriculture has on file a number of applications from married and single men for positions on farms. Farmers, to make sure of help for next summer would do well to engage a man at once. 2861-12-11w4.

## THE WEATHER TEMPERATURE TIDE, MOON, ETC.

The tide will be high this morning at 11.40 and tomorrow at 12.29; it will be high tonight at 10.58 and tomorrow at 11.50.  
Sun sets this afternoon and tomorrow at 4.41; it rises tomorrow morning is pleasantly located, quite space.  
Full moon Sunday, December 7th at 5.04 a. m.  
Last quarter—Sunday, December 14th 1.02 a. m.

## 4 MORE SHOPPING DAYS

EARLY TO SHOP  
AND EARLY TO MAIL  
BRINGS RETURN  
PRESENTS  
WITH OUT ANY FAIL

## ANNOUNCEMENTS, COMING EVENTS, MEETINGS, ETC.

\*\*RESERVE Wednesday, Dec. 10th for auction sale at B. A. Mellett's, York.

\*\*WHERE are you going Wednesday 10th? To the bazaar and supper in King George's Hall, Port Hill. 2788.

