

**THE GUARDIAN**  
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 Head Office at Charlottetown  
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Diary of events  
 City Magistrate's Court, 9 a.m.  
 St. Mary's Tea.  
 C. O. F. High Court Meeting.

WEDNESDAY, JULY 16, 1913

**THE AUTOMOBILE.**

After a lapse of seven years the automobile is to be seen once more in our midst. Taking advantage of the permission of the Governor-in-Council to run automobiles three days a week in Charlottetown and Royalty, some of the motor companies have sent automobiles to advertise their manufactures, and the manner in which these vehicles have been plied must have favorably impressed pedestrians and horsemen alike. On Monday, the auto of which Mr. Roy Holman is agent, was driven throughout the city and into country, attracting hardly any more attention than did any ordinary team. That is the best argument that could be advanced in favor of the re-introduction of automobiles, and it is up to the motorists and chauffeurs to be guilty of no recklessness which would tend to invalidate it.

Perhaps, as the majority of new owners here will have for the most part to take charge of their own vehicles, it might be as well to give some timely warning as to driving a brand new machine. This may best be given in the words of Mr. H. Mas-sac Buis, the Motor Editor of the Observer. "My advice," he says, "to the novice buying a moderate priced car is either to be content with it as standardised or else to go in for an altogether different class of machine. "Having learnt to drive, having registered your car and insured it and yourself, you will see to it that the number plates are on the machine.

"In regard to driving the machine while it is yet a new vehicle, you will be well advised to remember something more than you will have learnt when handling the sample vehicle, because that will have been an old machine. In your pride as a new owner you will be very delighted at the remarkable powers of performance of your car, and you will very probably show yourself and your friends how it can overhaul other cars on the road, and especially how it can romp past them. If you wish to have satisfactory motoring curb all such instincts. Never, in any case, put a new car to the top of its performance, or show yourself how 'lively' it is until you have run it a good thousand miles. Make it go slowly up to the first thousand, so that the oil gets thoroughly well worked into all the parts, and any little irregularity of surface there may have been about the machining, or, more particularly in the case of a cheap car, in the guise of filings or what not that may get between the working surfaces, is likely to have been passed out of the organism of the car under such easy working conditions before it can have done much, if any, harm in the way of scoring or what not. Besides, if you will exercise normal restraint for the first thousand miles you will have had the opportunity to find out precisely what are the easiest working conditions of the car, and will have learnt to change gears and so forth gently, so that you are in the best way to get the most economical and satisfactory results out of the car."

Under our law, no automobile may be driven at a greater speed than ten miles an hour, and as the area in which permission has been granted is comparatively small, it would be as well were the automobilists to keep well within that rate. It will depend to a very great extent on the manner in which the motorists of the city conduct themselves, how soon, if ever, the country people will reverse their judgment regarding them.

**FOX INDUSTRY.**

Those interested, directly or indirectly, in the fox industry of this province—and this means the whole province—are to be congratulated on the unanimous decision of Monday morning's meeting of fox-men, namely, to form an Association for MUTUAL protection and assistance. We want to keep this word, MUTUAL, constantly before our people. We have one of the greatest business propositions in the world to guard, to foster, to build up. It can be built up only by mutual assistance. There is no place in it for the knocker, or for him who selfishly seeks to profit at the expense of others. It is big enough for all and in building it up there is room enough for all. By hearty, honest co-operation the fur

business of this province can be made one of the most profitable industries ever undertaken in any country, not excepting gold-mining. Should conflicting or throat-cutting interests enter into it, it may become demoralized and worthless within a few years. We have persistently advocated the forming of an association and are delighted to find that the association has materialized.

It will be remembered that, during the last session of the Provincial Legislature, a bill was presented by Hon. Charles Dalton praying for the incorporation of a company which had been formed in Summerside under the name of "The Black Silver Fox Breeders' Association."

One of the principal clauses in this bill was one empowering the Association to "prepare and publish a herd-book" and "registering the pedigrees of foxes eligible for this Association according to such standard as may from time to time be prescribed."

The proposal for registration met with strong opposition, a petition signed by 176 fox-owners having been presented by Mr. Gallant against legalizing the registry. It may be mentioned that the majority of the signatories were owners of red foxes and mixed breeds, not more than half a dozen being owners of silver black foxes.

In face of such opposition, however, the Government had no alternative but to suggest that the bill be withdrawn for the present and Hon. Mr. Dalton accordingly withdrew the bill.

Probably, after all, this was a blessing in disguise as, at the time, the fox-owners did not realize the value to themselves of having such an official record of the pedigree of their stock and might have been inclined to kick against registration. It is evident from the sentiment expressed at Monday morning's meeting that the fox-owners now realize the tremendous advantage of organization for self-protection.

The meeting had two proposals placed before it, one, to form a separate Association and the other that they should form a branch of the already existing Black Fox Breeders' Association, with independent officials and committees to govern the same. The consensus of opinion was in favor of the latter proposal and after some discussion it was agreed to unanimously.

The effect of this co-operation will no doubt be to create a strong sentiment in favor of protecting the local industry and, even without a government charter, the members will soon be in a position to compile a stock book that will be of infinite value both to themselves and to intending purchasers.

It should be distinctly understood that there can be no objection to anyone importing foxes from any part of the world and selling them under their present designation. To what exception may be taken is the publication in outside papers or throughout the Dominion and the United States that Prince Edward Island foxes have been sold at figures much below the ruling price of the Island bred. The Association should be in a position to prevent any misunderstandings of this kind arising and, with a strong executive always on the que vive, the industry should soon find itself on a firm and substantial basis.

**TODAY IN DOMINION HISTORY**

Pierre le Moine, Sieur d'Iberville, the famous Canadian explorer, was born in Montreal 253 years ago today, July 16, 1661. He was one of a number of brothers (some historians say seven, others eleven) who figure in some degree in French colonial history.

Sir James McPherson Le Moine, born at Quebec in 1825, was knighted in 1897 in recognition of his literary work and ornithological researches. He wrote "Maple Leaves," "The Land We Live In," "Quebec, Past and Present," and many other valuable contributions to Canadian literature and science.

**THIS DATE IN HISTORY**

1557—Anne of Cleves, fourth wife of King Henry VIII. of England, died. Born Jan. 5, 1540.

1728—Sir Joshua Reynolds, famous English painter, born. Died Feb. 23, 1792.

1773—Thomas Worthington, governor of Ohio and United States senator, born in Virginia. Died in Chillicothe, O., June 20, 1827.

1821—Mary Baker G. Eddy, founder of Christian Science, born in Bow, N. H. Died in Newton, Mass., Dec. 3, 1910.

1857—General Havelock defeated Nana Sahib at Futtehpore, and retook Cawnpore the following day.

1867—The Hon. John S. Macdonald became premier of Ontario.

1905—Commander Peary sailed from New York in search of the North Pole.

1912—The national house of representatives passed a measure making it unlawful to deal in cotton "futures."

**MAINLY ABOUT PEOPLE:**

Mr. S. L. Shannon, Treasurer and Comptroller of the I. C. R., and Mr. W. C. Paver, Secretary and Treasurer of the Employees' Provident Fund of the I. C. R., are at present visiting the Island.

Mr. Earle C. Young of Charlottetown, who made such a brilliant success as Hansard reporter at Ottawa during the past long and trying session, is enjoying a well-earned rest with his uncle, Mr. T. H. Young, Westfield, Mass.

The many friends of Mr. Frank McKenna, formerly of Newton Cross but now of St. Louis College, New Westminster, B. C., will be pleased to see him home again after an absence of almost four years. Mr. McKenna has had a brilliant collegiate career and has succeeded to no small degree in the home of his adoption.

Mr. A. Arnep of the Dept. of Mines, Ottawa, is at present in the province looking over the peat deposits with a view to ascertaining something of their commercial value. Accompanied by the Publicity Agent (Mr. J. B. McCready) Mr. Arnep inspected the bog at Lot 48, near Mermaid, where he found peat of good quality. On completion of his investigations here, he will proceed to Prince County. The results of this inquiry will be included in Mr. Arnep's report to the Department.

His many friends in this Province will be pleased to hear that Mr. Hiram Stevenson, Kamsack, Sask., whose marriage is announced in another column, has met with a large measure of success in the West. Mr. Stevenson has been in the West for nine years homesteading and obtaining a patent which he sold out and after other successful business ventures recently entered into partnership with Mr. William McLennan, also of this Province. Both these men are to be congratulated on their success.

It will be learned with regret in Charlottetown that Mr. Harry Quinn, son of Mr. John Quinn, contractor, King Street, who is a patient in the Aberdeen Hospital, New Glasgow, is reported not expected to recover. Mr. Quinn has been in New Glasgow about a year, where he has been employed in the car works. Four weeks ago he became ill and has been in the hospital since. A telegram was received by his parents yesterday and this morning his brother Mr. Augustine and sister Miss Kate will leave for New Glasgow to be present with him.

The Duke of Connaught, who is mentioned as the new Governor of Ireland under Home Rule, is the most popular member of the royal family in Ireland. When he was stationed there some years ago with his regiment, his handsome presence and frank geniality made him much loved, but he had another characteristic which is still more appreciated in Ireland. This was his reputation as a straight-living man. Vice in any form seemed to have no attraction for him, and he was known in his regiment by the nickname of the "Saint." Nevertheless, even in his young days, he was known as a capable officer and the "best of good fellows." The Duchess of Connaught is also very popular with the Irish.

Bishop McNally, of Calgary will leave shortly for Winnipeg to proceed on his new bishopric office at Calgary, says a western exchange. He has just returned from Rome. He was consecrated in the Eternal City, a somewhat unusual proceeding, and one which is attributed to the friendship which has always existed between him and Mgr. Sbarretti, former Papal delegate of Ottawa. When seen the bishop stated that he intended to return to Almonte for a few days at the end of the week, and that he had a splendid trip. He will go to Calgary shortly to take up his new duties. Bishop McNally is a native of this province, and visited his father Mr. John T. McNally, Summerside, leaving on return to Calgary yesterday morning.

**THE HUMAN PROCESSION:**

Charles Stewart Vane-Tempest Stewart, sixth Marquess of Londonderry, was born in London, July 16, 1852, and succeeded to the title upon the death of his father in 1884. Congratulatory too.

Baron Knollys, who recently retired from the position of private secretary to King George V., 76 years old today.

**CELEBRATION OF THE FALL OF THE BASTILLE.**

MONTREAL, July 14.—The French colony in Montreal to-day celebrated the 124th anniversary of the storming and destruction of the Bastille in Paris. In Paris the national fete is always kept up for three days, and in this city this year the example has been followed, largely owing to the presence of the cruiser "Descartes" in the Port.

The arrangements for the fete were made by L'Union Nationale Francaise, and they comprised religious, social and convivial events.

In the Chapel of the Sacred Heart in Notre Dame church, a special mass was celebrated by Archbishop Bruchesi. The sermon delivered by Father Coste recalled how the great names in French history have been bound up with the church. When Maisonneuve founded Montreal, he did so by celebrating a mass.

For French-speaking Protestants there was also a service conducted in the St. Jean Presbyterian church, streets of St. Catherine and Cadieux corners, at which Rev. H. Joliat was the preacher.

**FOX MEETING**

(Continued.)

Mr. J. W. Jones said the Dominion Government would have no right to impose quarantine restrictions unless it were proved that infectious disease actually was prevalent among the imported stock. He thought, however, that if an association were formed with a very large and representative membership, the sentiment would be such that no one would care to import western foxes. The Government could do nothing on its own initiative to protect the industry, because the Government, as a Government, knew nothing about the industry. But were an association formed which could advise and back up the Government, then they would be able to get the legislation they wanted.

Mr. F. L. Rogers pointed out that there was an association with over 30 members already in existence, namely, the Prince Edward Island Silver Black Fox Company. They had attempted to get a charter during the last session of the Legislature, but the matter had fallen through. The association, however, was still in existence, and it was on the point of issuing publicity matter.

Mr. Woodman said the reason why the charter was not granted was because a petition signed by 196 or 197 ranch owners in Prince County was presented against the registration of foxes, the conditions suggested being such that not one in ten of the existing companies could have registered their stock.

Mr. Prowse suggested that it would be better if the meeting agreed to join the existing association which had quite a lot of experience already in the matter of organizing.

Mr. Hughes said that they were more particularly interested in at present was keeping out western foxes without any pedigrees. Mr. Rogers said he had gone over the list of those who signed the petition of protest against registration and found the names of only three or four breeders of silver black foxes. The committee of the association had thought it better not to apply again for a charter as it would probably be better to run the association without Government interference. The time would come when the Government would be very glad to give them a charter.

Mr. Hughes suggested a committee should be appointed to bring the matter of the importation of western foxes to the notice of the Government forthwith as it was detrimental to the interests of fox owners to have these selling as Island foxes.

Capt. D. A. MacKinnon thought it would be better were such a committee appointed to prepare an impartial statement to submit to the Government instead of presenting a prejudiced and incorrect report. Some of the foxes which the Canada Exchange had for sale were the finest that had ever come to the Island, and some of those present knew that there were foxes in the ranches of some of the companies that had been floated that could not be compared with them. They were western foxes and advertised as such and he defied anyone to prove that anything that had been said about them in the advertisements was not absolutely correct. It was better to sell foxes for what they really were than to surreptitiously put outside stock into ranches and pretend they were Island bred. With regard to the complaint of Mr. Hughes of her foxes, he asked why it not better we should get all the foxes it was possible to obtain and market them here for what they really were? We would then become the only centre of the fox industry, not only of Island bred, but of whatever breed was to be found on the continent. He was thoroughly in favor of the promotion of an association, as he thought it was the best thing for the industry.

Mr. Woodman thought it was unfair to blame one importer of western foxes more than another. One importer in Summerside had brought in about 120 foxes last season, they arriving at the rate of 30 per day, and no one had taken exception.

After some further discussion, it was resolved to form a branch of the P. E. Island Silver Black Fox Association, and the committee previously appointed was empowered to nominate officers.

**KARAKULE SHEEP.**

Mr. Walter Jones drew attention to the forthcoming lecture on Karakule sheep by Professor Young, and also suggested that the new organization should arrange for a Big Game Convention to take place here next November, when twenty or so papers would be read by the leading authorities on the various subjects of interest. That, he thought, would be a tremendous help to the Island's new industry, and Mr. McCready, the Publicity Agent, might be entrusted with the making of preliminary arrangements. The cost could be defrayed by voluntary subscription; or an extra tax could be put on foxes by the Government in order to pay the cost.

The meeting was then adjourned at the call of the chairman.

**FOURTEEN KILLED AND 150 INJURED.**

LOS ANGELES, July 14.—Fourteen persons are dead as a result of the wreck at Vineyard station last night, when two Pacific electric trains collided. The number of injured was said tonight to exceed one hundred and fifty. Several of these are in a precarious condition. Two bodies, those of a man and a woman, have not been identified.

For housework you will need rubber gloves. They are just what you want in washing greasy dishes or doing mussy jobs around the house. Shown here in many grades and all sizes ranging in price from 60c to \$1.25. The MacKinnon Drug Co., Corner Great George and Kent Sts.

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**BIRTHS.**

McKAY.—At Stanley Bridge on July 2nd to Mr. and Mrs. George McKay, a daughter

(From Yesterday's Evening Guardian)  
 SMYTH.—At Glynde River, Lot 21, on July 13th, to Mr. and Mrs. Allan Smyth, a son.

CARR.—At Clifton Bridge, New London, on July 7th, to Mr. and Mrs. Robert Carr, a daughter.

MacEACHERN.—At New Westminster, B. C., on July 2nd to James and Mrs. MacEachern (Annie M. Docherty) a daughter. Congratulations.

**DEATHS.**

WHITE.—At Murray River, July 8th, 1913, Jane, relict of the late Mr. William P. White, aged ninety-two years.

GILLIS.—An Indian River, on Monday, July 14th, Bertram P. Gillis, aged 24 years and two months, son of Mr. and Mrs. V. S. Gillis. R.I.P.