

THE CHARLOTTETOWN GUARDIAN

MONDAY, APRIL 29, 1912.

SOME FRUITS OF THE GREAT DISASTER.

An immediate fruit of the great ocean disaster is that all the great steamship lines are buying and building more lifeboats. The Olympic, sister ship of the Titanic, which was to have sailed from Southampton on Thursday last, but was detained by a strike, was fitted out before sailing with enough regular lifeboats and collapsible boats to carry 3,000 persons. And yet public feeling was not satisfied, because the large number of collapsible boats were not believed to be sufficiently reliable for emergencies.

It transpires that the boat deck plan of the Titanic was prepared for 32 lifeboats of full size, but only 16 were on board, along with a smaller number of collapsible boats, the latter being capable of folding up so as to save space. Now we are told that lifeboats and rafts are being purchased in hundreds by all the great steamship companies on both sides of the Atlantic and all the boat-building concerns are rushed with orders for new boats. The new standard set is "enough boats to carry all on board." This may be in some sort locking the stable after the horse is stolen, but it will doubtless make life somewhat safer on the high seas hereafter than it has been. If so it is one of the few hopeful results of a great calamity.

Another result is the adoption of

more southern route for the voyages of the great liners between Europe and New York. The White Star Line has routed its ships southward to the 41st parallel of north latitude, which is about the latitude of Oporto in Spain and of New York on this side of the Atlantic. This course would pass some 360 miles south of Cape Race, the southeastern extremity of Newfoundland. The object is to get south of the bergs and icefields in which many ships have of late encountered peril and the Titanic met her doom.

Moreover there is a good prospect that the British Board regulations, made years ago when the largest ships were barely one-fifth the tonnage of the Titanic, are to be revised so as to render it imperative that all passenger ships shall carry a greatly increased equipment of boats and life-saving appliances. Hitherto luxury and speed have been counted of more importance than life. Hereafter the security of human life must be taken into account. The travel public have taken alarm. Public opinion demands that there shall be no more Titanic disasters. The notion of the unsinkable ship has been exploded. The time has come when the law as well as public opinion will demand that when a ship goes down the people on board shall have the best possible chance to keep afloat, if only for a few hours.

LOCAL LEGISLATION.

It becomes more and more obvious that the session of 1912 in the Provincial Legislature will rank as one of the most remarkable in many years past. It has before been remarked in these columns that never before has so much actual work been done in the Assembly with so little talk, but this general statement gives little idea of what has been done. To a large extent the entire provincial system has been remodeled, or reformed or in some way affected by the legislation of the session.

The ending of the fiscal year has been changed from the last of September to the last day of the calendar year. The entire road system has been remodeled and changed. The system of assessment and collection of taxes has been reconstructed. A new Audit Act has been passed and a new Auditor appointed, with enlarged powers and responsibilities. Important changes are developing in the school system, by which the teachers will receive better remuneration. A salary is provided for the office of Premier and provision being made for the much-needed revision of the statutes.

This recital covers only a part of the work undertaken and to be carried through in a single session with the object of improving the system and the conduct of public affairs in this Province. We think our readers will agree that to project, prepare and carry through such an amount of legislation must have involved much arduous work and painstaking efforts on the part of a Government which has so recently assumed the responsibilities of power. It has been a busy time in the Legislature since it began, and must

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DRUGGIST

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3-241 yr.

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ing of the Titanic. It is said this was a British ship on the high seas, and so on. But it was also a common carrier, bound to an American port, and having on board hundreds of American citizens. The interest of the American Government and people in the tragedy was scarcely less than that of the British people. We fail to see why the Senate should not inquire into the matter in its own way. All possible light should be thrown upon the dark tragedy and its causes.

Reckall Celery and Iron is a superior spring tonic for those who are weak and ailing. Many people cannot take pills and tablets and find in this tonic just the thing to build up the body. Iron is a superior blood builder and celery a superior sedative and both are combined in this tonic in a most efficient and palatable form. The McKimmon Drug Co., corner Gt. George and Kent Sts. dtf.

SAWING WOOD.

Mr. Editor:—You have no doubt you often heard the saying that it is no use believing all one reads in the newspapers. Such is the case with an article I saw in your paper recently from one of your correspondents claiming that his neighbors saw 28 cords of wood in 4 hours, and 20 minutes. He says, "beat that who can." It would be easy enough to beat that if one wanted to stretch the truth. If your correspondent had the minutes into hours we might believe him, but as it is I would just as soon believe the story that Jonah swallowed the whale. Just imagine a pile of wood 4 feet high, 10 feet wide and 8 feet long, then put 28 of them in one pile. Then imagine one man at the saw handling that pile of wood in 4 hours and 20 minutes. Impossible! More like 20 hours and 4 minutes. We will be waiting to hear from some smart fellow who will claim that he split that same pile of wood some fine morning before breakfast. It would be just as likely a story.

ONE WHO KNOWS.

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Restore Faded and Gray Hair to Natural Color—Dandruff Quickly Removed.

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Nowadays we don't have to resort to the old time tiresome method of gathering the herbs and making the tea. This is done by skillful chemists better than we could do it ourselves; and all we have to do is to call for the ready-made product. Wyeth's Sage and Sulphur Hair Remedy, containing Sage in the proper strength, with the addition of Sulphur, another old-time scalp remedy.

This preparation gives youthful color and beauty to the hair, and is one of the best remedies you can use for dandruff, dry, feverish, itching scalp, and falling hair. Get a fifty-cent bottle from your druggist today, and you will be surprised at the quick results. All druggists sell it, under guarantee that the money will be refunded if the remedy is not exactly as represented. Special agent, E. A. Foster, Sunnyside.

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Advertisement for PATON'S RUGS AND SQUARES. Features a large illustration of a rug and text: 'RUGS AND SQUARES \$6.00 8.00 10.00 15.00 22.00 35.00. Rug fanciers will find much to admire in our present beautiful stock of authentic patterns for 1912. Newly arrived shipments have brought many specimens of great beauty and interest, an inspection of which we welcome. Besides the fact is PATONS rugs and square collection is second to none on P. E. I. and they are priced in strict relation to their value. PATONS rugs and squares have stood the test for 1-1 century. PHONE NINE-SIX

Advertisement for THE ALL CANADIAN ROUTE TO MONTREAL. Text: 'Via the Intercolonial Railway Maritime Express is the only All Canadian Route to Quebec, and Montreal from the Maritime Provinces. The Maritime Express is generally admitted by experienced travellers to be the most comfortable train in America. This is especially true in regard to the dining and sleeping car service. The diners of the I. C. R. are rommy and well ventilated and furnished in the best of taste. The excellent meals are served Table d'hote at a price away below the la carte rates prevailing on the company owned lines. The sleeping coaches are up-to-date in every particular, and the smoothness of the road bed makes the long journey easy and pleasant. Being popular with a class of travellers who are generally found to be the acme of good company, the through journey is never found dull, and even during the winter months there is much of scenic interest in the day's ride through the Provinces of Quebec, Montreal is reached at the convenient hour of 6.30 p. m., and connections are made at Bonaventure Union Station with the through trains of the Grand Trunk Railway for Toronto, Buffalo, Detroit, Chicago, and other points in western Canada and the United States. Connecting train from Pitou leaves at 6.20 daily except Sunday. 2-4dtf

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