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BIRDS

MCUGIGAN.—On Aug. 12th to Mr. and Mrs. Leo McGuigan, a daughter. —Congratulations.

SMITH.—At West Side, New Glasgow, N. S., on Sunday Aug. 17th, to Mr. and Mrs. John F. Smith, (formerly of Charlottetown,) a daughter.

ROSS.—At Kinross, Aug. 20, 1913, to Mr. and Mrs. J. F. Ross a daughter.

DEATHS

WIGMORE.—At Grahams Road August 16th, 1913, Miss Mary Wigmore in her 82nd year.

MARRIAGES

OLLIS—MACGREGOR.—The marriage took place at the Central Christian Church, Vancouver, B. C., on August 6th of Miss Emily M. MacGregor and Mr. Hugh E. Ollis. The pastor the Rev. Geo. R. Whipple officiating.

THIS DATE IN HISTORY

1785—Oliver Hazard Perry, American naval hero, born. Died Aug. 23, 1819.

1908—The Prussian government granted to women the privilege of higher education.

Major-General F. D. Middleton, issued his famous "address to the people of Canada" twenty-three years ago today, explaining the charges that L-1 had made against him as an outgrowth of his conduct of the campaign against the Red rebels in 1885.

If you are troubled with dyspepsia you will find positive relief in Rexall Dyspepsia Tablets. This is a splendid treatment for healing the stomach to supply the nourishment necessary to steady nerves, maintain strength, and good health. Price 50c, money back if dissatisfied. The MacKinnon Drug Co., Corner Great Geo. and Kent Sts. Mt.

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DIARY OF EVENTS

TODAY.

- Auction Sale of furniture of late W. W. Wellner, 1 p. m. today.
- Special meeting, City Council, 8, p. m.
- Band Concert, Queen's Square Gardens 8, p. m.
- Meeting of Maritime Lodge of Brotherhood of Locomotive Firemen, Engineers, continues.
- City Magistrates Court at 9 a. m.
- Maritime Branch of the A. A. Union of Canada, 26th annual track and field championship, A. A. A. grounds, 2 p. m.

THURSDAY, AUGUST 21, 1913

CANADA'S MILITIA

General Ian Hamilton's report on his recent inspection of our military forces is worthy of his reputation for thoroughness and dispatch. It is not two months since he was in our midst investigating and inspecting our militia camps throughout the length and breadth of the Dominion, and his report is already published after having been submitted to the War Office. Not much red tape delay with Sir Ian.

We have already published a summary of the report showing that the Inspecting Officer is highly pleased with what he saw of our defensive forces. But though pleased he is not satisfied. Our Militia Law calls for a field army comprising seven mounted brigades, six divisions, three mixed brigades and lines of communication units, together with garrison troops for Halifax, Quebec and Esquimaux.

To provide for such a war organization we require 5,500 officers and 143,000 other ranks for the field army, and 400 officers and 10,000 other ranks for the other troops, the total plan being for 5,900 officers and 153,000 other ranks.

Last year 3,800 officers and 43,000 other ranks received military training, so if mobilization of the Canadian army had been ordered it would have been necessary to find at short notice some 2,100 officers and 110,000 other ranks from sources outside the Militia forces in order to complete the field army and bring the garrison troops to the authorized strength.

Besides this there is the wastage to be replaced, which General Hamilton estimates at 50 per cent., making due allowance for which means that the total deficit on the establishment is 4,900 officers and 180,000 other ranks.

How is this to be met? Sir Ian draws attention to the existing law, whereby all male citizens between eighteen and sixty, numbering at present about a million, are supposed to be available by enrolment and ballot for the defence of the country, but as this law is not enforced it is virtually useless.

"As it is," he says, "there is no heart in the act; it rings hollow, and so it comes that, in my humble opinion, Canada today is certainly not making provision up to the limit of resources for her own defence. To remedy this no change in the existing law is necessary. All that need be done is to revive the old French and British custom—a custom as old as Canada itself—of preparing in peace military muster rolls of the men actually liable. The next step would be to instruct the military authorities to base their schemes of war organization for home defence upon these muster rolls."

This is the system in vogue at present in every part of the Empire save the Mother Country and Canada, and, of course, where compulsory service is substituted.

Colonel Hamilton has great faith in the cadet scheme which is so popular here, but adds: "If the movement should, from any cause, hang fire, then I should like to see Canada emulate Australia, New Zealand and South Africa, in frankly adopting compulsory training for all youths up to the age of eighteen. In Natal, where such a system has existed for some twenty years past, the results, whether judged from a moral, a physical or military standpoint, are perfectly splendid."

This is a matter which is almost certain to evoke a good deal of controversy, but when it is understood that this sort of cadet military training is not allowed to interfere with a boy's civil calling, and that more is gained in health, strength, and moral force than is lost from business, the consensus of opinion will favor General Hamilton's alternative.

TAKING FOR GRANTED.

A letter recently received from a correspondent in Mexico asking for particulars as to the early history

and antecedents of Colonel William Cody, familiarly known as "Buffalo Bill," led to some enquiry and the consequent explosion of the more or less fondly cherished delusion that Prince Edward Island had the proud distinction of being the birthplace of this once picturesque Indian-fighting, broncho-busting, western showman.

According to his own story Col. Cody was born in Scott County, Iowa, on February 27th, 1846. So far as his life's history shows he was not born anywhere else nor did he ever see Prince Edward Island.

As to why he was born at all, what special mission he accomplished in this world or what Prince Edward Island missed in not sending him forth, we are not concerned at present. The subject is not referred to in any spirit of regret, nor is it intended to participate another "Shakespeare-Bacon controversy" in order to prove that "Buffalo Bill" was really a Prince Edward Islander masquerading under an assumed nativity. What impresses us is the readiness and the avidity with which we take things for granted.

It was said and generally believed that Col. Cody was born in Prince Edward Island. How the idea originated matters little. He was a picturesque figure and it appealed to some "streak" in us to be proud of the fact that he was one of us. Had he been a brigand or a pirate—or a saint—so long as he was sufficiently conspicuous in either capacity, it would have been the same.

A theory is advanced, a story told, and it appeals to the popular fancy. It is believed unquestioningly. The only condition required to ensure belief is that the theory or the story suits us, that it is something we would like to believe in. It matters little if any, whether it be true or false, so long as we want it and do not know that it is not true.

And so, for the most part, we build ourselves up on myths, or theories, or legends, because we like them, because they appeal to some one or other of our peculiarities.

The hero worship on which British valour and British patriotism rest are buttressed up by sayings and deeds attributed to some of Britain's heroes and which would not bear scrutiny. The famous saying "Up Guards and at them" credited to The Duke of Wellington has been discredited by the cold facts of history, yet the repetition of the saying has strengthened the heroism of many a British soldier. The order was worthy of the Iron Duke and belief in it worthy of the British soldier.

It will be remembered that when the world was thrilled with the appalling story of the Titanic disaster men and women turned with relief from the heartrending details which told of the shrieking mass of humanity tumbling from the decks, to that inspiring scene when the ship's band struck up "Nearer My God to Thee." This beautiful incident has since been told in song and story and men and women have been inspired by it to deeper devotion and to a calmer view of death. The fact that the bottom was knocked out of it when a witness one of the ship's crew, swore at the investigation subsequently held, that the band did not play this hymn, has not materially affected the result. The story, which originated in the fertile imagination of a newspaper reporter, has had an influence for good. It would have been a fitting finale to an awful tragedy and it is to be regretted that it did not occur.

And the inference? Well, one inference at least, is that a story, to be believed, must have in it much that men and women would like to believe. If there is enough of this element in it to make it stick together it will be accepted without much questioning.

NOTES.

It is gratifying to know that a systematic effort is about to be made to place the fox and fur industry of Prince Edward Island on a solid basis, a meeting for this purpose being called to take place in Summerside tomorrow. From every viewpoint this will be the most important meeting yet held in connection with the fox industry. It will be remembered that at the general meeting held in Summerside in January last a committee of ten was appointed to draft certain recommendations in the interests of fox breeding in the province. This committee will report at tomorrow's meeting and no doubt the recommendations to be submitted will have a vital bearing upon the future of the business. It is therefore of the utmost importance that every part of the province be represented so that the conclusions arrived at will be the voice of all the foxmen of the province, united for mutual profit and for the conservation of one of the greatest industries in the world today, an industry which is now in the hands of Prince Edward Islanders to either conserve and perpetuate by mutual agreement, or to be allowed to lapse and be taken hold of by others if we fail to agree upon such

measures as will be in the interests of the whole business. We trust that all interested in foxes will be present at this meeting.

SUPPLEMENTARY REPORT OF B. L. F. & E.

Continued from page one

Mexico—that was the vast area that came within the purview of their organization. When they considered the great wealth and vast population represented in those territories—the great stretches of land, its great natural resources, the great tracts of arable and fertile lands, the great forests, the great mineral wealth and the great freshness that abounded when they considered also the great crops grown in this country and its great manufactures, no matter what shape those great interests were put into, a great many, if not all, of them had to go through the hands of the firemen and engineers that motivated and controlled and conducted the great transportation interests of the country. They were aware that next to agriculture there was more money invested in the transportation interests of the country than in any other interest. It was almost appalling, when they came to consider it, the vast amount of wealth and the vast number of men employed in transportation activities. They felt therefore that men of their calling had great responsibilities and they knew they were a superior class of men to be able to perform such important duties in the affairs of the world. Because upon the way they conducted their business in carrying on their place the vast valuable property placed in their hands, and not only that, but the countless numbers of people that every year they carried over those railways, depended the safety of both life and property, and therefore made the duty all the more important that has been entrusted to their care and conduct. He felt that he was speaking to men who were noble and worthy calling. They required to be possessed of the greatest caution, the greatest skill and the greatest efficiency that it was given to the sons of man to attain. He congratulated the people of the province upon the fact that they had come from all points of the American continent here to the Garden of the Gulf, to hold their conference and consult together for the benefit of their Brotherhood for the carrying out of their plans for the betterment of the organization. That was a pleasure to them because they felt no community and so they were proud to have the organization in their midst. Mr. Stewart desired to express a special cordial greeting to those men who had come from the neighboring republic of the United States. He wished them to feel that they were not among strangers, that although there was a different flag flying over the States from the flag which flew over the Dominion of Canada, in language, customs and laws, there was so much in common between them that they felt when they came to them on occasions of that kind that they were not meeting as strangers or as foreigners but were members of one great Brotherhood that extended over the whole North American continent. (Applause.)

U. S. CONSUL FROST.

Mr. Frost, U. S. Consul, said that perhaps it was hardly within his province to welcome here a representative of that great Brotherhood and it was his pleasure and privilege to assure them of the heartiness with which they would receive from the citizens of this province, which he could testify to. The trainmen of the United States had earned for themselves the respect of the community and that was also evident of the trainmen of Canada; and indeed there was no reason why the railroad men should not be respected. A man entrusted his life to a doctor and his property to a lawyer, but the only man to whom he entrusted both was the railway engineer. The record of the railway engineers, the best of the land was worthy of the best traditions of the profession. As they knew this Island had its peculiarities, among them was prohibition of automobiles, and one factor accountable for that, he considered, was that the people were convinced that they were excellently served by the railways and the railway fraternity. Referring to the prohibition of railway traffic on the Sabbath Day, Mr. Frost said he was a staunch advocate of the prohibition of Sunday labour, both on the railways and every other form and he believed that it was a powerful national body such as that should take up and bring about the observance of such a splendid thing as the prohibition of Sunday labor, in every part of the world the wholesomeness of modern life would be greatly increased. He thought the modern life of the United States owed tremendously to the railway. They were probably aware that American railroads had within their province more mileage than any system of railroads in Europe, and Mr. Borden informed him that the Dominion of Canada had more railway mileage in proportion to population than had the United States. It had been said that the history of Canada since the Federation was the history of its railways. Remarkable on the splendour of having such a body of useful energetic and prosperous men in their midst, Mr. Frost assured the visitors that any of them that should care to drop in at the American Consulate would be welcomed tremendously under the Stars and Stripes. (Applause.)

A RAILWAYMAN'S VIEWS.

The next speaker was Mr. E. A. Ball, of Stratford, Ont., First Vice-President of the order, who explained the purpose of the assembly and the aims and objects of the organization, and why such an organization was necessary. He said that some years ago, almost every village and town had its own industry, but eventually capital began to combine, and industries were moved to large centres, thus compelling the workmen to follow them there, or seek other ways of making a living. In large cities the cost of living was greater than in the smaller and higher wages were absolutely necessary. It was worthy of note that the seller fixed the price for practically every commodity except labour. The railroads to-day had stated the price they would pay engineers, and some of them were not willing to come up to the standard. Labour was there obliged to follow in the trail of capital, and to co-operate for its own protection. The Brotherhood of Locomotive Engineers was organized in 1863, of Conductors in 1867, and of Firemen and Enginemen in 1873. The B. of L. F. & E. started with 1 lodge and 11 members. It had now 827 lodges and a membership of about 90,000. The railways too had combined, and there were in existence to-day Federated Boards or General Managers' Associations. In 1910 agreements had been reached with 53 roads. Mr. Ball said that it was necessary to ask for increase of wages owing to the increasing demands on the skill and strength of the railwaymen. They had to undergo severe examinations, physical and technical. Mr. Ball proceeded to say that for the betterment of its membership the Order had a system of insurance. Since 1874, \$16,000,000 had been paid out in death and disability claims, 25 per cent. to members when in life. They had \$3,000,000 behind their insurance systems, and members up to assessments on the amount. A man was also insured against the loss of a limb, or against the diseases to which railwaymen were subjected. The insurance rate was very low, being only \$12 on the thousand. There was a ladies' auxiliary of 8,000 members, who must be wives, mothers, daughters or sisters of firemen, and who also were allowed to take out insurance. Mr. Ball then spoke of the qualifications required for membership. Men who were drinkers or frequented saloons, or men who were guilty of insubordination were not part of the Brotherhood, and impenitent offenders of regulations was not so demanded.

MAINLY ABOUT PEOPLE

Mr. John Kidman, Ottawa representative of the Montreal Gazette, is at present visiting the Island. While in the city, he has been piloted round by Mr. Nicholson M. P. with whom he visited the Experimental Station yesterday and addressed a farmers picnic. Mr. Kidman expects to spend a week on the North shore before returning to Montreal.

Mr. and Mrs. Wesley Davy, accompanied by Mrs. H. S. Paynter, (Mrs. Davy's mother) of New Castle, Pa., have arrived in Charlottetown, on a visit to Mr. Davy's parents, Mr. and Mrs. Edward Davy. Mr. Davy holds the responsible position of Master Mechanic with the New Castle Portland Cement Company. It is twelve years since Mr. Davy last paid a visit home.

Mr. J. J. Seward, Canadian Manager of Borden Ltd., and Mrs. Seward have been in the Province for the past few days. Mr. Seward's headquarters are at Montreal and this is his first visit with his wife to the Island. They are delighted with the beauty of the scenery, and the healthiness of the climate, reminding them as it does at this season of their native Berkshire. Mr. Seward will return later in the season for some sport.

Mrs. (Governor) Rogers recently visited the congregation of St. Peter's Bay and organized two Auxiliaries to the W. F. and H. M. S. Her visit was greatly enjoyed and she was presented with addresses of welcome at Marie and St. Peter's by Miss Ida M. Webster on behalf of the ladies of St. Peter's. During her visit she was the guest of Mrs. Wallace Anderson, Morell, and Mrs. Lestock Anderson, St. Peter's. The Societies had their first meeting last week and started under favorable circumstances.

While in Canada, on his tour as inspector general of the overseas forces, General Sir Ian Hamilton found a Canadian horse which suited him admirably, and to which he took a great fancy. Some time after the general's departure, a number of his old South African friends in Canada clubbed together, purchased the horse and shipped it to him in England, as a tribute to such a distinguished soldier. The general has just received the horse and has cabled back expressing his surprise, delight and gratitude.

"There was something in the air on the other side of the ocean which never let one feel dull," said the Duchess of Connaught, the other day while shopping in London. Since she has become convalescent she is doing things she never did before she went to Canada. She now does much of her own shopping in the company, usually, of some intimate like Mrs. John Jacob Astor or Mrs. John Leslie. Shopping, the duchess avers, is a fine cure for the "blues" from which she has suffered more or less since she has been back in England. In a great temple of frocks in Dover street the other morning the duchess, leaning on the arm of Mrs. John Jacob Astor, walked leisurely about through avenues of beautiful gowns and opera cloaks. On this occasion the duchess had requested to be allowed to walk unattended by any of the business officials, was overheard holding an unusually interesting conversation with her friend. "Patricia is the dearest girl that ever lived, but she can be trying," the duchess remarked.

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