

THE MORNING GUARDIAN.

MONDAY, OCTOBER 31, 1898.

MEN WILL RESENT IT.

Our American exchanges record the formation of an association among the maiden ladies of Bridgeport, Connecticut, all the members of which are pledged not to receive a fourth evening's visit from a man who has not on the third visit, or earlier, asked the privilege to speak to papa. The society is known as the "Anti Chair-Warming Society of Marriageable Maidens." It is their protest against the alleged prevalent practice of young bachelors and more elderly widowers taking up too much of the precious time of eligible maiden ladies in mere aimless talk, with no serious object of matrimony behind it. This practice has been irreverently termed "chair-warming," and is said to have been so prevalent in all countries as to prove it to be a reprehensible trait in masculine character.

There can be no doubt as to the great value of a young lady's "private time," as Polonius would say, between the date or her debut and the age at which she hopes to have secured a life partner. In some cases it may also be admitted that a candidate for her favor and her hand and fortune, may have consumed too many valuable evenings in the pleasant preliminary negotiations. There may have been just cause of complaint, in which months have run into years and years into decades, with nothing better or more definite than chair-warming as the result. But such are rare and unusual cases. The rule is that courtship is not needlessly prolonged, and in some cases at least it has been too speedily concluded by a hasty marriage and a later repentance on one or both sides.

But lest the anti-chair-warming movement should spread too fast and too far, it may be well to remind the marriageable maidens and widows that men have their rights in these matters as well as the gentler sex. Courtship is an enterprise that ought not to be too much hurried. A man cannot be expected to choose a wife as quickly as he would select a necktie. And when the young gallant, in his first serious venture into the matrimonial market, is forced to make his selection from amongst a score, or perhaps a hundred of most puzzlingly fascinating creatures, he may not always feel equal to a decision after only three chair warming visits. For he ought to have time not only to take stock of the good qualities and charms of one of their number, but also to have space for some comparison between one and another.

For these reasons we believe that the young and other marriageable men of P. E. Island would resent the introduction of any anti-chair-warming society here, especially if it should adopt a three night limit.

EDITORIAL NOTES.

It is not usual that a gentleman is arrested for offering his escort to a lady, but that is what happened to a young man in Holland a few days ago. He was dressed in a bicycle suit and the young lady to whom he offered his arm was Wilhelmina, Queen of Holland. She was leaving her carriage to enter a railway train, and the young wheelman said he merely desired, out of politeness, to escort her to the car.

The Pope has, it appears, advised President Faure to withdraw Marchand from Fashoda in order to avoid war. This is good advice and it will, as it is no doubt intended, make it easier for the French government to recede from its untenable position. But it also appears that in withdrawing Marchand the French government will not make any settlement of the questions in dispute, but will keep them open for future disposal. This is regrettable, but in the meantime Britain gains her point of clear possession in the Nile valley.

We greatly regret to have to record the death of Col. George E. Waring, the eminent sanitary engineer of New York. Col. Waring was sent by the United States government to enquire into the best means of improving the condition of the city of Havana, and while there appears to have contracted the fever of which on his return home he died. He will be remembered in Charlottetown as the projector of the system of sewerage now being laid down here. He was yet in the prime of life and had constructed important sanitary works in many different countries.

Britain has 52 battleships built and 12 more building making 64 in all. France and Russia together have 39 battleships built and 18 building, a total of 57. In cruisers built Britain has 129 and 32 more building, a total of 161. France and Russia together have 71 cruisers built and 26 building, a total of 97. It is also worthy of note that while Britain has 13 more battleships and 58 more cruisers built than both France and Russia, she has the further advantage that the average displacement of her battleships is 11,345 tons each against 9,725 tons for France and 10,326 tons for Russia. Britain's battleships exceed in tonnage those of France and Russia combined by over 200,000 tons.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All Druggists refund the money if it fails to cure. 25c. March 17/9 mos. d. & w.

TRANSPORTATION PROBLEMS.

The difficulties in shipping perishable food products to Great Britain have been the long distance, deterioration in transit and the cost of freight. As a rule the transportation charges have been reasonable. The freight charges from points in Canada to Great Britain on fine food products are a very small proportion of their value to the farmers here. As a rule the actual freight charges on cheese shipped from Ontario and Quebec, between one shipping station nearest to the factory and the ports of London, Bristol, Liverpool or Glasgow, do not exceed five or six per cent of the value of the cheese as sold at the factory. The average freight charges on creamery butter, with cold storage, as a rule do not exceed four per cent of the value of the product. These figures refer to transportation charges only and not to any charges for insurance or commission in selling. The sort of transportation for farm products is one of the very important questions affecting the profits of the farmer. An improvement in the ordinary roads whereby the farmer can take a larger load to market at a less cost from tear and wear of horses, harness and wagons is of advantage to him. The same applies to the conveyance of products by railway and steamship to their ultimate destination.—Prof. James W. Robertson.

TRADE AND SHIPPING

PORT OF CHARLOTTETOWN.
Oct. 28, Ar.: Pandora, Cook, Lunenburg; Life Boat, Anderson, Pictou; S. S. Tiber, Delisle, Montreal; S. S. City of Ghent, McNevin, Halifax.

Oct. 28, Old.: Ellen May, Foster, Pictou; Life Boat, Anderson, do; S. S. Lake Winnipeg, Jones, Montreal; S. S. Tiber, Delisle, Montreal, via St. John; S. S. City of Ghent, McNevin, Summerside.

DEAR SIRS,—I was for seven years a sufferer from Bronchial trouble and would be so hoarse at times that I could not speak above a whisper. I got no relief from anything till I tried your MINARD'S HONEY BAL-SAM. Two bottles gave me relief and six bottles made a complete cure. I would heartily recommend it to any one suffering from throat or lung trouble.

[J. F. VANBUSKIRK, Fredericton.

LIBERAL LEADER

(Continued from the First Page)

has shown no want of conciliation; so many think that they have gone too far in the path of conciliation in various parts of the world; but it is no part of my province to discuss that question tonight. It is outside the limits I have set myself. But for my purpose all I wish to say is that Great Britain has been conciliatory, and that her conciliatory disposition has been widely understood. (Cheers.) If the nations of the world are under the impression that the ancient spirit of Great Britain is dead or that her resources are weakened or her population less determined than ever it was to maintain the rights and the honor of its flag they make a mistake which can only end in a disastrous conflagration. (Cheers.) The strength of Ministries in this country with regard to foreign affairs does not lie in the votes they can command in either House of Parliament; it lies in the intrepid spirit of a united people. (Cheers.) If they see not the channels and the mouth-piece of that spirit they will cease to exist and be succeeded by Ministers who are. (Cheers.) That continuity of policy is the only certainty, perhaps, that exists with regard to British politics to let other nations remember—I doubt not that they are as anxious for cordial relations with us as we are with them—that cordiality as between two nations can only rest on mutual respect; respect of each other's rights, for each other's territories, for each other's flag. (Cheers.) If that respect be not cultivated on both sides—and I am bound to say that Africa and even Asia have furnished of late some strange object lessons with regard to international law and international practice—if that mutual respect be not cultivated we shall relapse ultimately into a sort of barbarous condition, but at any rate we shall relapse into a state of things most perilous for the peace and well-being of humanity at large." (Cheers.)

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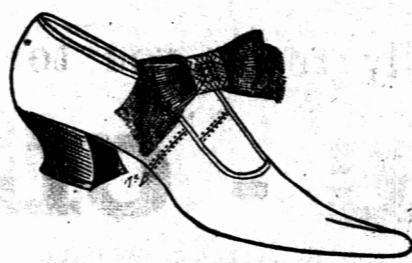
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ISAAC OXENHAM, Sept 29, '98tf Principa

THE POEM.

I stood upon the ocean's sandy beach, And with a reed I wrote upon the sand these words: "Agnes, I love thee." But the winds came and the waves Rolled mountains high, And blotted out the fair impression. Cruel waves! treacherous sand! fragile reed! No longer will I trust thee, But from the highest mountain peak I'll pluck the tallest pine, And, dipped in the crater of Vesuvius, With it I'll write Upon the high and burnished heavens These tender words: "The standard set by Bruce Stewart & Co. For their business relations with the public is a high one. Good examples of this are to be found in the class of work they turn out, and I would like to see any dogged old waves wash that out."

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