

Editorials, Notes and Comments for Saturday Subscribers

THURSDAY

Twenty years ago when electricity was being generated, applied to operate street cars, that were before drawn by horses, the prediction was made that the day of the horse was almost ended.

That was what the wise prophets thought was coming. This is what came: The electric street cars multiplied beyond expectation. The automobiles increased beyond imagination.

And this is not all. Ten years ago the average value of all the horses in the Republic, young and old, sound and decrepit, was set down at \$44.61 each.

Railways, electric cars, autos and flying machines have alike failed and will continue to fail in putting their horse out of business.

Sir Mackenzie Bowell, ex-Premier of Canada, who has been fifty years in the newspaper business, is still physically and mentally vigorous at 87 years.

Nova Scotia has some 35 incorporated towns and cities and a recent return shows that collectively they have a bonded indebtedness of \$6,122,200.

The British Parliament will reassemble on June 8. It is not expected that the fierce fight over the veto bill will be at once resumed.

Across the British Channel has been crossed by human flight, and again it is by a Frenchman. Blierot was the first, and he made the passage in 33 minutes.

The latest Census and Statistics Monthly issued from Ottawa contains tables giving the numbers of domestic animals, and the quantity of wheat produced in the principal countries of the world.

In cattle British India comes first with over 77 million head, followed by the United States with 63 millions, Russia 43 millions, Argentina 29 millions, Germany 29 millions, France 14 millions, the United Kingdom 12 millions, Australia 10 millions, Canada 7 millions, Mexico 5 millions.

In horses, Russia leads with 29 millions, followed by the United States with 21 millions, Argentina 7 millions, Germany 4 millions, the United Kingdom and Hungary 2 millions each.

In sheep Australia heads the list with 87 millions, then Argentina 67, United States 57, the United Kingdom 31, New Zealand 22, India 18, Uruguay 18, France 17, Spain 15, Italy 11, Germany 7, Roumania 5, Chile 5, and Canada 3 millions.

In the number of swine the United States has a strong lead with 47 millions, followed by Germany with 22, Russia 12, France 7, Hungary 5, no other nation having four millions.

The United Kingdom, India, Canada, Australia and New Zealand together have 108,715,765 cattle, 7,824,847 horses, 163,168,663 sheep and 4,483,448 swine.

In the production of wheat Russia leads with 786 million bushels, with the United States a close second. Other large wheat-growing countries in the order of next largest production are France, British India, Canada, Italy, Spain, Germany, Argentina, Hungary, Australia, Great Britain, Roumania and Austria.

The total wheat crop of British India, Canada, Australia, Great Britain, New Zealand and Cape Colony taken together was last year 530,387,621 bushels, which comes 200 million bushels short of the wheat crop of Russia for the same year.

In connection with what was said in these columns a few days ago about this Province and the Prince Edward Island Railway not receiving due credit for the business originating here and which passes over the Intercolonial Railway, the following figures taken from the Auditor General's report for 1909 are suggestive.

The passenger and freight earnings of the Prince Edward Island Railway for the year were \$286,684.65. The earnings credited to Point du Chene for freight were \$39,239.58 and for passengers \$2,162.58, a total of \$41,402.16.

The earnings credited to Pictou were for freight \$104,028.70 and for passengers \$31,345.58, making a total of \$135,374.28.

Pictou Landing was credited with freight earnings of \$18,468.61 and passenger earnings \$1,122.50, a total of \$19,591.11.

Taken together the passenger and freight earnings of Pictou Station, the Landing and Point du Chene were \$187,427.85.

According to this showing Pictou and Point du Chene earned on passengers and freight within \$38,000 of as much as the entire Prince Edward Island Railway.

Nobody will believe that until it is established on better evidence than we have yet seen. And it looks pretty clear that if the Island Railway were credited with its legitimate earnings, it would be the case if the Government Railways were treated as one system, there would no longer be a deficit on P.E. Island Railway account.

The Toronto World in a brief article quoted below renders just tribute to the bicycle and its rider. Fans of the wheel find in it much the air as others get by riding on horseback or playing on the golf links.

Sir James Whitney, Premier of Ontario, travels to and from his office on a bicycle. We quote the World: "The bicycle is still the most useful as well as the cheapest aid to man, woman and child in getting about."

Fatal accidents on the Government Railways are fortunately rare and passengers travel over these lines with a sense of security that is well founded, due to the care of capable and experienced officials and the excellent permanent way. This renders more remarkable the head-on collision that occurred the other day at Nauwigawauk Station, 15 miles this side of St. John, between two passenger trains.

enger trains. (The railway man was killed and others had narrow escapes, but no passengers were seriously hurt.)

It is clear that some one had blundered. The first telegraph accounts published here placed the blame on the Maritime Express, for not taking the siding. The coroner's jury, however, seem to have placed the blame upon the suburban train. It seems strange indeed that any question should arise as to which of two trains should take the siding in crossing each other at a specified point. No doubt the matter will be fully investigated by the railway authorities and the blame placed where it properly belongs.

In an agricultural country like ours much depends upon weather conditions, alike for individual comfort, the facilities for cultivation and the growth of crops. This year a winter of exceptional mildness has been followed by a favorable spring.

Stock have wintered well, coming through in fine condition. Grass has come on early, thus effecting a further saving in fodder. The spring season, although somewhat cloudy, has been warm, and favorable for seeding operations. Recent warm rains have proved most beneficial and excellent for the growth of grass and grain crops.

"Evidence accumulates that the Government feels very shaky on the subject of the next election," writes the Toronto World's Ottawa correspondent. And there were a good many people a few days ago who were "shaky" on the subject of Ha's comet. They have quickly and permanently recovered.

Hundreds of poems, some of them written by the most famous poets of our time, have been written and printed, as tributes to the late King, but not one of them is quite up to the mark of Grey's Elegy or Tennyson's Ode on the Death of Wellington. Hundreds of poems on the subject of the late King have been written and printed. The Guardian has received many offerings of this kind. But poetry is high art, as oratory is. And many are moved to speak or write who lack essential qualifications.

Uncle Sam is now proposing reciprocity of some sort to Canada. The Canadian ministers have sent a courteous reply stating that they were about to separate for holidays and on divers matters of public business, so that they cannot now give the question the consideration its importance demands. The Premier and his colleagues will in the meantime visit the Northwest, where the people want a tariff. The manufacturers in the central provinces are moving to nip the reciprocity movement in the bud. The Government will have to choose between or endeavor to reconcile conflicting opinions in this matter. Here in Prince Edward Island the feeling is pretty general in favor of the freest trade and the lowest tariff we can get.

Application of Alfred Pickard to put in liquidation the Charlottetown Machine Co., Ltd., and for the appointment of a liquidator therefor; the petition proving a claim for \$490.11 was duly put in, proved and that the demand therefore had been made 60 days previously.

Mr. Campbell, Mr. Matheson with him, opposed the application and desired to adduce evidence showing the appointment of a liquidator. S. W. Crabbe and W. H. Aitken were sworn and examined. There being a claim outstanding, disputed and unsettled which materially affected the solvency of company, the court deemed it inadvisable to make an order at present and adjourned hearing till 28th July, 1910. Duffly for petitioner.

SHIPPING NEWS.

Entered—May 26th—Schr Myrtle Mac, McLeod, Sea Fisheries; Schr Flora T. Trenholm, Shediac; Schr Davis Holl, Anderson, Pictou.

Cleared—May 26th—Schr Secret, Forrest, Port Hastings; Schr Myrtle Mac, McLeod, Tidnish, N. S.; Schr Flora T. Trenholm, Richibucto.

Entered—May 25th—Schr Richibucto, Roberts, Pictou; Schr Alice Matt, tell, Mattatell, Tatamagouche; Schr Ida M., Williams, Pictou; Schr Daisy Moran, Pictou; Schr Clifford May, Pictou; Schr Stanley Mac, Whittle, North Sydney; Schr J. W., Buchanan, Sydney; Schr Kobincor, Cahill, Port Hastings; Schr Frank, Grant, Pugwash; Schr Secret, Forrest, North Sydney; Schr Joseph McGill, D. Roberts, Sydney; Schr Wm Irid M. Backinau Barbadoes, Bkte C. R. C., Brehaut.

Cleared—May 25th—S. S. Rosalind, Smith, St. John's Nfld; Schr Sir Wilfrid, Roberts, Pictou; Schr Alice Mattatell, Mattatell, Tatamagouche; Schr Ida M., Williams, Pictou; Schr Daisy Moran, Pictou; Schr Clifford May, Pictou; Schr Stanley Mac, Whittle, North Sydney; Schr J. W., Buchanan, Sydney; Schr Kobincor, Cahill, Port Hastings; Schr Frank, Grant, Pugwash; Schr Secret, Forrest, North Sydney; Schr Joseph McGill, D. Roberts, Sydney; Schr Wm Irid M. Backinau Barbadoes, Bkte C. R. C., Brehaut.

Entered—May 25th—Schr Lady Franklin, Jasty, Glace Bay; Schr Maple Leaf, Fraser, Richibucto; Schr Venture, Vanember, Pugwash; S. S. City of Ghent, Hare, Halifax; Schr Edwin A. Crozier, McDougall, Pictou.

Cleared—May 23rd—Schr Maple Leaf, Fraser, Richibucto; Schr Venture, Vanember, Pugwash; Schr Neil Dow, Martin, Richibucto; Schr Edwin A. Crozier, McDougall, Pictou; S. S. City of Ghent, Hare, Summerside.

Special to The Guardian. ST. JOHN, May 26—Charles McLaughlin when arrested this afternoon confessed to the police that he was the person guilty of the heinous assaults on six different children during the past month.

Special to The Guardian. COBALT, May 26—Having heard that the comet was due to strike the earth a prospector named Busby attempted to let himself down from the hotel window, using blankets tied together.

ALBERTON, May 25—Cod plenty, herring and lobsters fair. Bait at Panmure Island.

Important Stock Notes of the week for the Saturday Readers.

MONDAY A beautiful and promising Comodoro Ledyard colt was dropped last week by a mare owned by William Jardine, Crown Point. This is pronounced by judges to be one of the best of this standard bred stallion's progeny yet produced.

William Green, Kingston, has purchased from John Doherty, Colville Road, a very fine Craigmore colt for which he paid the sum of \$210. The colt, which is only one year and ten months old, is a beauty of its class and Mr. Green is to be congratulated on the splendid addition to his stock.

Blake Bros., of this city, purchased from D. Bulman, of Rustico, Wednesday, a steer and two heifers which tipped the scales at 1420, 1480 and 1380 respectively. They were of the right kind—extra quality short horns, and they were admired by many persons at Market Square. Such are the best cattle which farmers generally should aim to produce.

SEMPLER—At Montague, P. E. I., on Thursday, the 19th May, 1910, to Robert and Mrs Semple, (nee Mary McLeod), a daughter—L. L. HASLAM—At Springfield, on May 23rd inst., to H. Binnie and Mrs. Haslam, a son.

HARVEY—At Crapaud, May 16th, 1910, to Charles B. and Mrs Harvey a daughter. LEFAGE—At Dunstons, May 21, to Garfield and Mrs. Lefage, a daughter. CAMBER—On May 12th, 1910, to John E. and Mrs. Carrier of Earncliffe, a daughter.

MARRIED. PEAKE-AITKEN—At St. Paul's Church, on May 25th, 1910, by Rev. T. W. Murphy, Gladys Adele, daughter of the late Geo. Peake, to Edwin Aitken. RODGERSON-JAY—At the Methodist parsonage, Mt. Stewart, on May 20th, 1910, by Rev. L. J. Watson, Thomas Ernest Rodgerston to Jessie Ruth, daughter of George Edward Jay, both of Fanning Brook.

DIED. McARTHUR—At North Wiltshire, May 25th, Doctor Clarence Oswald McArthur, aged 28. Funeral on Friday at 2 p. m. McLEOD—In this city on Sunday, May 22nd, Christie, widow of the late Donald McLeod, aged 89 years.

Canadian Bear's Grease. Is unequalled to promote the growth of the hair. BEARINE. Delicately perfumed, it is supplied so as not to become rancid or stale. 50c. per Jar. Duff & Lawrence Co., Montreal.

I can not always see the way that leads. To heights above: I sometimes quite forget He leads me on. With hand of love; But yet I know the path must lead me to. Immanuel's land; And when I reach the summit, I shall know. And understand.

I can not always trace the onward course. My ship must take; But, looking backward, I behold afar illumined with God's light of love, and so I onward go. In perfect trust that He who holds the helm. The course must know.

I can not always see the plan on which He builds my life; For oft the ring of hammers, blow on blow. The noise of strife, Confuse, until I quite forget He knows. And over seas, And that, in all details, with His good plan My life agrees.

I can not always know and understand. The Master's rule; I can not always do the tasks He gives. In life's hard school; But I am learning, with His Help, to solve. Them, one by one, And, when I can not understand, to say—"Thy will be done."

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Always buy a Gendron. A Baby Carrier that's comfy because built right—just about as trouble-proof as it can be made. Every part of the GENDRON is built right here in our Toronto factory under our own supervision—a saving of 35% duty. The GENDRON Baby Carrier is made of prime German steel—light, strong, durable and hygienic—can be readily adjusted to any one of three positions to suit the whims of baby—can be had with parasol or hood. Your dealer will tell you all about the built-in-Canada Gendron Carrier. Sold by most first-class dealers. Write to us if your dealer doesn't carry them. Gendron Manufacturing Co., Ltd. Toronto - Ontario 2435

GASOLINE BOAT FOUND.

Dear Sir:—A boat, supposed to be the one blown out from Priest Pond, P. E. I. with three men last April, was towed in here on May 15th by the schooner Burleigh from Halifax. She had picked it up about the first of May full of water about 35 miles east by north of North Cape, P. E. I. The boat is painted red with a green gunwale, measuring 23 feet over all. It has a two or two and a half H. P. Gasoline engine built by Bruce Stewart & Co, Charlottetown, both the boat and engine appear to be new. The figures 34 are on the engine. It has been taken apart and cleaned. The carburettor is ruined and the pump needs repairs.

If you can find the rightful owners through your paper and they correspond with me I will freely assist them in getting back the boat or selling it to the best advantage.

I have examined it minutely for any written message from the supposed perished men but cannot find any trace of anything. The only thing aboard found loose was a hatchet.

Faithfully Yours, H. McCAULL. Gaspe, May 19.

Stops Seaisickness. Mutual Relief quickly cures sea or travel sickness, guaranteed safe and harmless. 25c. and \$1.00 a box. All druggists or direct from Mutual Relief Co., 319 Clarendon Bldg., Detroit, Mich.

COMMONWEALTH HOTEL. Opposite State House, Boston, Mass.

ABSOLUTELY FIREPROOF. Vacuum Cleaning Plant. Long Distance Telephone in Every Room. Strictly A Temperance Hotel. Send for Brochure. Commonwealth Hotel, Inc. STORER F. CRAFTS, GEN'L MANAGER.

SYNOPSIS OF CANADIAN NORTH WEST LAND REGULATIONS. ANY person who is the sole head of a family or any male over 18 years old, may homestead a quarter-section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made at any agency, on certain conditions, by father, mother, son, daughter, brother or sister of intending homesteader.

ATLAS! Purebred Clydesdale Stallion. Registered No. 7896. Bay. Born 1907. Bred by F. R. Heart, Ch'Town P. E. I. Sire Reformer (Imp) 13151. Dam Bonnie Lassie, (Imp) 8773. Will stand for the season of 1910 at his owners stables, North River, excepting Friday of each week, starting May 7 where he will be at Essery's Livery Stables Ch'Town for season.

OAK LEAF. sired by Oakley Baron, No. 42,948. 1st dam Barney B., 2nd dam, Kimbel Marston. This colt is three years old, weighing 1,000 pounds, with lots of bone and muscle and the cut of a speed horse, which he is even at the present time, going out at about a forty clip, without any training or straps or boots. He is an open-gaited pacer with lots of ambition and determination to make a good race horse.

INTERCOLONIAL RAILWAY. Summer Time Table Takes Effect June 19th. Canada's Summer Train The Ocean Limited will be run between Montreal Quebec, St. John, Halifax, and the Sydneys. Making connection for Prince Edward Island and Newfoundland.

W. K. Rogers, 84 Great George St. City Ticket Agent Charlottetown.

Make Your Newspaper Advertising Profitable

Newspaper advertising costs too much for experimenting. It is mistaken economy to try it today and stop it tomorrow. The wheels of business should never stop and the whole machine is out of gear unless the big advertising wheel is always turning. A constant ad works all the time and charges no overtime.

You'll admit that the newspaper is the greatest medium of advertising, and if "any old kind" of advertising pays haven't you every reason to believe that with the attention of specialists your advertising would prove much more profitable. Advertising is our business—we know how to analyse your goods, to pick out their strong selling points, we understand the class of people you are catering to, then we prepared the advertising in an interesting "catchy" way that will beget confidence. With all we give the printer a design to follow—showing how to lay out the ads so that they will "stand out" from other ads—that will be attractive. The same as an architect gives plans for a building.

This service is a combination of newspapers and advertising specialists—the strongest forces known to day in the mercantile world. And, then, the very fact of our carrying a large list of clients enables us to quote merchant prices that would not permit them to even waste a minute if they were specialists in advertising.

No advertising or printed matter too large or small to receive our attention—when you think of advertising, think of us. We'll take pleasure in quoting prices. Phone 123.

Bonnell Advertising Agency. Cameron Block, Ch'town.

A Big Showing of Flags

Fly your flags—show respect and loyalty. We are at present showing a splendid line of flags including the Red Canadian Ensign from one to six yards—besides the best Scotch bunting.

Bruce Stewart & Co Ltd. Successors to A. Kennedy & Co Charlottetown, P. E. Island. dttsrwtf

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GEORGE DOCKENDORFF York Point Owner. 3rd dtts: mppd

The Royalty-bred Clydesdale Stallion CRAICHMORE (2391 Vol X, C.C.S.B.) Sire—Craichmore-Darnley, 5667 B.C. S. B., grandsire Darnley 222, Scot. land's greatest horse; dam Annie Park (976, C.C.S.B.), Vol XII, page 556 B.C.S.B. Sire by Sir Hilderbrand 4024, he by Belted Knight 1395, by Glenlee 363, by Prince of Wales 670 etc. This breeding, combined with the bone, muscle and action of Craichmore, makes him to P. E. I. land what Darnley was to Scotland. Craichmore will make the season of 1910 at the owner's stable at Granville Nov. 1910. Mares at owner's risk. A. C. Taylor, owner. 5-3411thend51.

JAMES McDONALD, Owner in Charge. 5-74thstrtm.

BRANDRAM'S B.B. WHITE LEAD. Put It In The Contract. If you will have your house painted this spring, make it a part of the contract that the painter uses Brandram's B. B. Genuine White Lead. It is the whitest and finest white lead—and excels all others in durability. Brandram's B. B. Genuine White Lead has been the world's standard from generation to generation—and is today in greater demand than ever. Made in Canada by BRANDRAM-HENDERSON, LIMITED. MONTREAL, HALIFAX, ST. JOHN, TORONTO, WINNIPEG.