

THE CHARLOTTETOWN GUARDIAN

THURSDAY, MAY 2, 1912.

TAFT AND ROOSEVELT—AN UNSEEMLY QUARREL.

In most English-speaking communi- ties there is a natural division of political opinion which finds expres- sion in our party names of Conserva- tive and Liberal. But neither in the British Isles nor in Canada are the parties homogeneous. Different mem- bers of either party hold views quite as far apart from the views of other members of the same party as are the professed principles of one party apart from the other. Hence party names have but little significance.

In like manner the names of parties in the United States, Democratic and Republican have but little real mean- ing in regard to principles. And each of these parties has a well-established line of cleavage within itself and threatening it with disruption. The Republican party is split up the back, not merely between Taft and Roose- velt, but chiefly between Conserva- tism and Radicalism. And there is a very similar split between different elements of the Democratic party. The radical element finds expression in such men as Champ Clark, Wood- row Wilson and Bryan, while the Conservative element ranks under Harmon, Underwood or Marshall.

But the biggest noise of the con- flict to secure the Presidential nomi- nation comes from the unseemly and bitter quarrel between Taft and Roosevelt, each of whom is denounc- ing the other in good set terms. Pres- ident Taft, the more courteous and dignified of the two disputants, chooses his language with some care, but his recent speeches convey to the mind of the reader the impression that Roosevelt is an unsafe dema- gogue, a twister of the truth, a seek- er of office by unfair means and false to his former loud professions. On the other hand Roosevelt says of Taft:

"He says what he knows to be un- true. . . . When Mr. Taft, in any

speech speaks of me directly or obliquely as a neurotic or a dema- gogue or in similar terms, I shall say nothing, except to point out that, if he feels obliged to use such language, he would better preserve his own self- respect by not protesting that it gives him pain to do so. No man re- sorts to epithets like these, if it really gives him pain to use them. . . . He is trying to dodge the conse- quences of his statement by delibe- rate misrepresentation. . . . He gets their assistance (the bosses') by going their way and opposing the cause of the people. . . . He has not merely in thought, word and deed, been disloyal to our past friend- ship, but has been disloyal to every canon of decency and fair play."

And yet both of these men are prominent members of the same party, and one is and the other has been President of the United States. The question arises whether it can be pos- sible that so bitter a quarrel and such coarse denunciation can be either ignored or forgiven if the National Convention should nominate either the one or the other as the Republi- can candidate. How could Taft possi- bly support Roosevelt? or how could Roosevelt possibly avoid oppos- ing Taft should the latter secure a re-nomination? The feud is accentu- ated by the fact that Mr. Taft was virtually nominated for the Presiden- cy by Colonel Roosevelt four years ago.

In our British country it would be thought absurdly undignified and al- so impossible for the Sovereign to be thus embroiled in a public political and personal quarrel of this kind. Of course, it is different in a Republic where the head of the State is chosen by popular vote. We see many reason- s to prefer our own system under a Sovereign who sits above the strife of political parties. But our Ameri- can cousins are equally strong in their preference for the system they have and they have a right to keep it if they so choose and are willing to pay the price.

SHIPS THAT WERE NEAR.

The newspapers of North America, and doubtless those of the British Isles are still giving prolonged echoes of the Titanic disaster, the U.S. Sen- ate investigation, the recovery of bod- ies of the victims. On every hand there is evidence of the widespread grief and sorrow caused by the ap- palling event. A diagram in the Hal- fax Herald and other papers gives the relative positions and names of the vessels that were nearest to the Titanic on the fatal night. These were:

- The California, distant 10 miles S. E.
- The Mount Temple, distant 20 miles N. S. W.
- The Frankfurt, distant 40 miles S. S. W.
- The Carpathia, distant 58 miles S. W.
- The Niagara, distant 76 miles W. W.
- The Iceberg Olav, distant 90 miles N. E.
- The Virginian, distant 120 miles N. W.

So near and yet so far! It is to be noted that four of these ships were as far north as the Titanic and the remaining three but ten to 40 miles further south than the lost steamer, yet all made their passage safely. This has a bearing upon the question of the Titanic having risked her pas- sengers' lives by taking a course too far north for safety. Three steam- ships were nearer to the Titanic at the time of the disaster than was the Carpathia. These were the Califor- nia, 10 miles, the Mount Temple, 20 and the Frankfurt, 40 miles. Yet none of these reached the scene in time to save a single life. How many other ships were near—liners and tramps, not equipped with wireless—

may never be known. The strength and weakness of the wireless telegraph are brought into relief as a means of securing safety. But for the wireless apparently all on board the Titanic, would have been lost. It saved hundreds of lives! On the other hand how many more might have been saved had all the ships that were near had a wireless outfit, with a day and night operat- or, the latter on duty all night! Not all were equipped with wireless, and on other ships the tired operator was asleep and did not hear the urgent call. No doubt the disaster will prove fruitful of much greater effi- ciency, especially at night, in the wireless service on board passenger ships at sea.

THE RAILWAY CHANGES.

It was announced yesterday that Mr. Sharp had been retired from the position of Superintendent of the Prince Edward Island Railway and that Horace McEwen, Chief Train Despatcher has been appointed to succeed him. We sincerely regret the retirement of Superintendent Sharp. He has had long experience and a good record as a railway man. He was capable, honest, energetic and under his superintendency great im- provements and extensions of the railway system in this Province were made. Even The Patriot newspaper which savagely and unjustly attacked Mr. Sharp when the Liberal Govern- ment was in power, feels now con- strained to say that "he had an ex- cellent record as a railway man."

Mr. McEwen who succeeds to the office of Superintendent, has had long

experience and has been efficient and faithful.

"We want a few knockers.—We are striving to make our store service superior to any in the city. We want you to make yourself at home in our store, so be convinced that this is your store whose main consideration is a desire to please your every wish. We want you to kick and kick hard if you find our store service lacking. We are going ahead rapidly but not rapidly enough to please ourselves and only by finding out our faults can we improve them. If our store is not bright and clean enough, our sales- men obliging courteous and prompt enough or our delivery service not as good as your desire let us know. The MacKinnon Drug Co., Corner Great George and Kent Streets. dtf

TAX MAIL ORDER HOUSES.

Dear Mr. Editor,—I trust you will allow me a small space in your valu- able and largely circulated journal, whose motto is justice to all and fa- vours to few. The merchants and ship- pers of Prince Edward Island have quite a little grievance to contend with in the mail order business which is very extensive among the farmers. The merchant has to pay out cash to the farmer for potatoes, oats, turn- ings, pork, beef, eggs, etc., and the farmer in turn gets all he wants from the mail order houses in Montreal, Toronto and other parts of the Do- minion, with the exception of grocer- ies or hardware, the articles that the merchant has a very small profit on. Now this money is wanted on P. E. Island. These mail order houses re- quire cash with the order; they do not want any farm products. The cash is easier handled. Therefore the local merchants and shippers have quite a grievance. Many farmers will get all their dry goods from the mail order houses and come to the local merchant for flour, tea and tobacco on credit, and they will feel awfully disappointed if they are refused. I think the Local Government should impose a good heavy tax on those mail order houses doing business in P. E. Island and the people would get some benefit from it when it goes into the revenue. And there should be a higher license on peddlers. They are allowed to come here from Rus- sia, France, Italy and all foreign countries and pay a trifle and start out with a pack and a very poor quality of goods and all their wares go home to their own country to sup- port large families, or bring them out here. No wonder our people complain of hard times when all the hard earnings are sent away to other parts to help support others. I will leave this matter for others that can discuss and write on it and in particu- lar to the members of our Local Legislature.

KING'S COUNTY.

Dear Sir,—Seeing that discussion is invited in your valuable columns re- the Automobile, I would like to say a few words about how it affects us. In this section of the country the roads are very hilly and in some sec- tions so narrow that two teams can scarcely pass each other with safety, not speaking of an automo- bile. When I go driving I generally have to drive myself and take my little girl with me. As she is not old enough for her feet to reach the bottom of the carriage, I natu- rally have to put one arm around her to hold her in the carriage. Now can any motor enthusiast tell me how to do this and drive a frightened horse and hold up one hand to the chauffeur for assistance to safely pass his death-dealing machine. As the list of accidents in Massachusetts alone last year go to prove there were over 1500 accidents and 100 died from being struck with autos. Do we want a repetition of that here? And there they have beautiful wide level roads, where several motors could run abreast if they wished to. Not any to be compared to our roads for danger. We do not think it a square deal for a few people with money enough to buy an auto to try to dabber the farmers' wives and daughters from the principal pleasure there is to be had in this country that of having a horse and carriage at their disposal. They can- not go to the theatre like their city neighbors of the superior world, who seem to think that the sum total of happiness is to run an auto- mobile and run the country down. There is one thing, though, we can do if they are allowed to run, and that is influence our husbands how to vote at the coming election.

THE AUTO QUESTION.

Dear Sir.—The present agitation throughout the country against the repeal of the Automobile Act shows that popular feeling has changed very little in regard to the matter since the Act was passed four years ago. And it is evident that our leg- islators would render themselves very unpopular indeed if they were to repeal the Act in compliance with the wishes of a certain class who pleasure at the chance to make a dollar, than the well-being and safety of the people. It is claimed by the advocates of repeal that the prohibition of the automobile indicates a lack of pro- gress, but sometimes the term "Pro- gress" is wrongly interpreted and is made to do duty for a certain privi- lege class who seek to benefit them- selves at the expense and inconven- ience of the masses. And this auto- mobile question is a case in point. Another stock argument used is that tourist trade demands the automobile. Now, I venture to assert that about two-thirds of tourists who visit our Island every summer are Islanders returning home for a visit, often bringing friends with them. And while we welcome such, we fail to see the advantage from a money standpoint, even if they brought autos with them. But if the tourist question is worth consider- ing, are we for the sake of a few paltry dollars (gained by a few) go- ing to sacrifice the comfort and happiness of our people, endanger- ing lives, and make it unsafe to drive on our roads with horse and car- riage? I hope we value human life and comfort a little more than the mighty dollar. We are told that our roads will be greatly improved if the automobile is allowed to run. But if they are improved it will be the public expense and the expense must of necessity

YOUNG BARRISTER Registered In Canadian Stud Book

is by OLD BARRISTER 194, dam MVSOSTIS 1342 a Clydesdale mare imported from Scotland, sired by the world renowned sire McGregor 1497. This horse is well known all through this Province. His colts are large, stylish and prize- winners at our exhibitions and are in great demand, bringing big prices. He will make the season of 1912 in Charlottetown at the stables of Mr Frank Hughes, Grafton St. For terms, etc., apply to JOHN J. O'BRIEN, In Charge. Ch'town, April 23rd, 1912. -23dttsioi

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It's to your interest therefore to buy the bread with the most nourishment at the following grocers, viz:— Coffin & Co., J. & A. McLeod, Crockett & Co., Crabbe's Grocery, Ch'nsple's Grocery, John Cameron, John Wheatley, Wm Mc- Phee, P. L. Smallwood, J. Cronin, Mrs Geo Wood, W. Water (Sp. Park Road), Mrs Trainor (Sp. Park Road).

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There's only one way in which Formaldehyde can fall in destroying smut germs—that's by getting a low grade of Formaldehyde.

You can easily avoid that chance by getting your supply here.

Ours is the highest grade used for this purpose—fresh and of full strength.

Rightly used it will kill every germ.

Bear it in mind when planting time comes.

40c a pint.

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Commodore Ledyard Standard -34709-

was sired by that winged son of Bingen, Admiral Dewey 2.04 3-4, he out of Nancy Hanks 2.04-half brother of the great Uhlan 1.58 3-4. As a sire of speed, the Admiral ranks as one of three of the best of Bingen's get—TODD, BINGARA, ADML DEWEY. The Bingen stock is in the very front rank of the WORLD'S trotting stock today. The Commodore's colts are large, handsome, sound great roaders and all fast. At our exhibition last year they won, of the six classes, three firsts, one second and one third.

Will make the season of 1912 in Ch'town at the stable of Frank Hughes, Grafton St., commencing April 26th.

For terms &c apply to JOHN O'BRIEN, In Charge. Ch'town April 22nd 1912. -23dtf.

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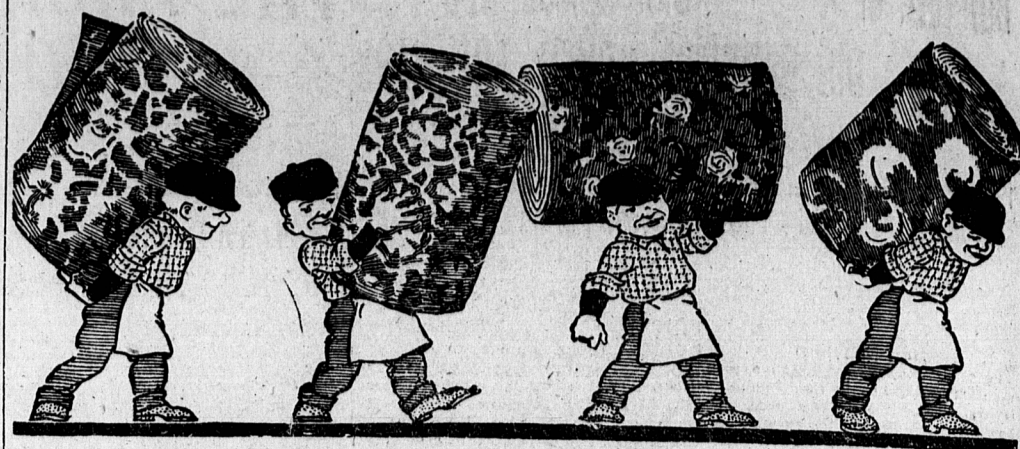
In B.H. "English" Paints you will find the only one that will meet fully the requirements of each surface, the only one that will look best, wear longest and ward against the elements. Each variety and color holds its fine appearance season after season and has highest covering power. Write or call for color card and price list.

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Some of our handsomest patterns amongst them. Less in price of course for short lengths. Just the thing for halls or stairs. You will save as much as 40c a yd on these to say nothing of the splendid wear they will give. A sale—Short end carpets, all grades, about 60 pieces of varied lengths. The grades are wilton, axminis'er, brussels and tapestries, in fact all the popular makes of floor cover- ings. The prices asked will bring gladness to the housekeeper. Amongst the carpets are many attractive patterns that will save much in cost by buying now for spring needs.

VICTORIA ROW PATONS

PHONE 96

Hoping this fad will soon be a thing of the past like the bicycle fad of a few years ago.

Respectfully Yours LAURA PENDERGAST. The Cedars, Hope River.

A PLEASANT EXPERIENCE.

Happening to be at Cape Traverse last Friday on business, I had the following pleasant experience, after a well-served dinner at the Crosby House.

Through the kindness of Mr. Morrison of the Anglo-American Cable Co., and Capt. Tom Allan, six of us left Cape Traverse wharf at 2.05 p.m., and landed at Tormentine wharf, New Brunswick, in fifty-five minutes by motor boat. The party spent 50 minutes looking at the cable plant, and different cables, parts of which had been dug out of the ground, in order to repair the present broken cable, about a mile out, from the Cape Traverse shore.

Our party left Cape Tormentine at 3.50 p.m. facing a head-on breeze and landed at Cape Traverse, Prince Ed- ward Island at 4.50 p.m. Think of it, reader, Prince Edward Island to mainland and return in one hour and fifty-five minutes, in an ordinary motor boat and not pressed, at that. After all, isn't it only a ferry to the mainland? Think of the possibili- ties of an up-to-date Car Ferry service. When I go over all the experi- ences of nearly twenty-five years crossing to and from Prince Edward Island, I must say after last week's experience the best is yet to come to this Province. And the sooner the better for every one of us. W. S. LOUSON.

THE AUTO QUESTION.

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Are you Prepared For the Future?

"If I should die to-night" has this thought ever flashed across your brain? If such a thing should happen what would become of those depend- ent upon you?

The Canada Life will assume all risks over your life and if the worst should happen will make a prompt payment to those left behind. If you out- live your policy you will have a comfortable nest-egg that will come in just when you want it—and all for a few cents a day. No claim has ever been contested on account of technicality. Policy holders are guaranteed at least 90 p. c. of all profits distributed.

W. K. Rogers Manager P. E. I. Branch 84 Gt George Street

be much greater than at present, for the automobile is a road destroyer."

Now, Mr. Editor, we have no ob- jection to any company manufacturing autos for export, but we do object to such company over-ruling the wishes of the great majority of the people for their own selfish ends. We sincerely hope that our representa- tives in the Legislature will have due regard for the wishes of the people. I remain, Yours, A. E. FARROW.

BETTER STAY AT HOME.

Dear Sir.—In a recent copy of The Guardian my attention was attracted by a short article entitled "Time to wake up". It referred to the method of advertising the West and the lack of similar methods of advertising the Province of Prince Edward. I thought the call is opportune. I would not contend to the Garden of the Gulf all the methods of boosting used in this country. But I am sure the Province was set forth truth- fully half the boasting that is done in the West, the next census would show a reduced population.

From some standpoints there may be some hindrances to rapid growth on P. E. Island, but surely there are reasons for it holding its own. After fifteen years in the American and Canadian West and fairly well ac- quainted with conditions both East and West, I have waited for some one to call attention to some facts, facts to steady the minds of those who without due deliberation are selling their homes and moving to this western country. Of this class possibly those who should be most cautious are the middle-aged who are fairly comfortable.

That success has rewarded the ef- forts of many who have come West is an undisputed fact. I will mention a few such and wish successful before I endeavor to show a few drawbacks. A young man in this vicinity has recently sold his farm and effects re- alizing in cash over twelve thousand dollars. Ten years ago he landed here with eighty dollars. He obtained a free homestead, later purchased another quarter-section. He plans now to move to Northern Alberta and purchase a large tract of cheap land. Your readers will call him fairly successful.

He has a family of children, two now of school age who have now the advantages of good schools and his family church privileges. He is likely to move where these advan- tages will be denied him for years. Others from a financial standpoint have been more successful because they had capital or courage enough several years ago to buy a large quantity of cheap land, which has in many cases increased ten fold. Others have purchased city property or land near to cities and have made wealth. Now the chance for cheap land and snags in city property or near in, has passed. Property is changing hands be- cause of wild-cat schemes of boost- ers, companies purchasing land ad- joining towns and cities and subdividing the same. In many cases miles from the centre of towns prices are obtained for lots of twenty-five feet which acres will never bring when things settle down to normal. I have never seen published in Eastern papers the fact that hun- dreds of farmers both in Saskatchewan and Alberta do not harvest one good paying crop in five. Last year was exceptional in many sections yet what was more general in many sec- tions last year is common to almost all sections any year. Land has been prepared, seeded and where thousands were expected, hundreds were not realized. One year it is too dry, or (Continued on page 4.)

THE ALL CANADIAN ROUTE TO MONTREAL.

Minard's Liniment Co., Limited. I was very sick with Quinsy and thought I would struggle. I used MINARD'S LINIMENT and it cured me at once. I am never without it now. Yours gratefully, MRS. C. D. PRINCE. Nauwigewauk, Oct. 21st.

Via the Intercolonial Railway Maritime Express is the only All Canadian Route to Quebec, and Mon- treal 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 roomy and well ventilated and fur- nished in the best of taste. The ex- cellent meals are served Table d'hote at a price away below the a 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 large number of travellers who are generally of the better class, the company, the to be the acme of good company, the through journey is never 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 Station with the Grand Trunk Railway for Toronto, Buffalo, Detroit, Chic-ago, and other points in western Canada and the United States. Con- necting train from Picton leaves at 4.30 daily except Sunday. dtf

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