

THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY April 2, 1919.

OPENING OF THE LEGISLATURE

The Legislature opens this afternoon at 3 o'clock for some weeks the people's representatives will be domiciled in the Capital.

As to the matters to come before the legislature at this session we must await the pronouncement of His Honor the Lieutenant Governor. It is sufficient to know in the meantime that all legislation is important, that the time of the members is valuable as is also the time of the people.

In years long gone by, when time was less valuable than it is today, it was customary for members, before settling down to the actual business of the session, to indulge in oratorical flights on subjects more or less dimly understood.

In these rushing days of ours when business is business and time is money, this custom has no attractions for the average legislator who believes in "cutting the cackle and coming to the 'osser." It may be anticipated that the present will be a practical business-

like session. Legislation will be necessary in connection with the repatriation of our returned heroes, to whom all honor and consideration are due. Roads should occupy the attention of the House for a time in connection with the Dominion subsidy, and there can be but one opinion that full advantage should be taken of the opportunity to put our avenues of traffic into a condition that will facilitate transport to and from rail-ways and markets. Something may be necessary in the way of legislation for the better distribution of mussel mud, the fertilizer which has been of more value to our farmers than tongue can tell. There is not much else in the way of legislation that need occupy the attention of the legislature, though there has been some hint that further legislation will be introduced in connection with the disposal of the vendors' profits under the Prohibition Act. We welcome the members to the city and trust they will have a pleasant and successful session.

POTATO GROWERS.

The suggestion of Mr. John B. McFadyen, elsewhere in this issue, for a convention of potato growers, and the organization of a Potato Growers Association, should appeal to all our farmers for all farmers grow potatoes.

Prince Edward Island has long held the reputation of being a good potato growing country, and its reputation was founded upon good soil and successful crops. It may therefore be a shock to us to be told that we have yet very much to learn about growing potatoes profitably. Yet this is unfortunately the case.

Mr. John O. Hyndman, in a letter in the Guardian of March 31, quotes figures from the Canadian Year Book, showing that during the years 1910 to 1914 potatoes produced in Prince Edward Island brought an average of 29 cts., whereas for the same years potatoes in New Brunswick brought 44 cts. He rightly attributes this very great difference largely to the fact that "owing to lack of transportation facilities our potatoes have mostly been hauled from the fields, dumped into schooners and rushed out of the province before the close of navigation without any attention whatever as to proper grading and selection."

"Lack of transportation facilities," which heretofore has been one of our most serious handicaps, has been removed by the inauguration of the car ferry, which enables us to ship our potatoes leisurely as the market can absorb them; the other two conditions, attention to grading and selection (of varieties) are still with us, and must be overcome before we can hope to stand on an equal footing with our sister provinces in the potato market.

Mr. McFadyen's suggestion to hold a conference would throw much needed light on these points.

Until a very few years ago we have been growing "just potatoes," whereas the markets demanded certain varieties, and even now the great majority of our farmers are growing "potatoes" and shipping them as such, whereas our sister provinces are growing the varieties that the market is prepared to pay the highest price for.

The conference suggested by Mr. McFadyen would throw much light on this subject, as it would also on the fact that very many farmers do not make the profit out of their potatoes that they have a right to, and that they might make by adopting different methods.

There are many farmers in this province who have marketed their potatoes profitably for many years; there are others who have not. A general conference at which these matters could be amicably discussed should be of much benefit.

The question of plant diseases and insect pests and the experiences of farmers in combatting these could be discussed with much profit, for there is evidently much in this connection that is not yet understood.

There is no question that the future of the potato business is bright especially for these northern climates, where the southern countries must get their seed. P. E. Island is an ideal seed bed and if we raise the varieties needed our market and our prices are assured. These and many other important questions could be discussed at a convention, and much valuable information exchanged which could not fail to be of benefit to our farmers.

THE TARIFF QUESTION.

There has been considerable talk and some speculation as to what was going to happen in connection with the tariff at the present session, and some uneasiness as well, for even in normal times tariff adjustments are rightly regarded as seriously delicate operations. At a time like the present, during the transition from war to peace, when business is more or less dislocated and a burden of war debt looms up in the immediate future the announcement that there are to be no important changes until the whole question is thoroughly considered in all its bearings, has been received with a feeling of general relief.

The tariff has for many years been a fruitful topic for discussion among politicians, and many sage arguments have been advanced pro and con, particularly during election campaigns, but it is noteworthy that the statesmen use the

pruning knife very gingerly. Neither free traders nor protectionists of the extreme type are disinterested guides in connection with tariff reform, and any revision based upon their demands might easily be much more detrimental than helpful.

The Government has wisely decided that there shall be no drastic tariff changes until there has been a thorough examination of the country's needs, as they exist under normal conditions. A thoroughly competent commission will examine all phases of the cost of production, transportation, wages and living conditions not only in Canada but in those countries the products of which compete with ours in home and foreign markets; will be able, in a word, to secure all information necessary to the framing of a tariff upon a just and intelligent basis.

CANADIANS AND AUSTRALIANS IN A STIRRING SCENE

LONDON, March 30—(Canadian Press Despatch from Reuter's Limited)—A stirring scene typical of inter-colonial comradeship cemented on the battlefield occurred in Liverpool recently when the steamer Scotian packed with home-bound Canadians was leaving the port and passed a trans-

port mooring in the dock crowded with Australians. Cheers and counter-cheers echoed along the river wharves as the comrades from the Great Bear and the Southern Cross bade a long farewell while the band played the Maple Leaf and Auld Lang Syne.

No one need endure the agony of corns with Holloway's corn cure at hand to remove them.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH
 Editor Motor Service Bureau Review of Rm

HOW MUCH TO HEAT THE INTAKE

It Depends Upon Conditions And Too Much Is As Bad As Too Little.

It is now generally taken for granted that, with fuel as invaluable as it is at present, the intake piping of every engine requires some artificial heat applied to it—at times at least. Hot water is pretty well admitted to be slow in action and insufficient as to temperature and exhaust gas is almost universally used to furnish heat to a "hot spot" or restricted portion of the intake system, to the carburetor mixing chamber or to the intake manifold as a whole. This is all very well, but it is evident that the supply of heat should vary with conditions of use in extreme winter weather, with the carburetor air very cold, and the car most likely used for runs too short to establish maximum water temperature valves, a more liberal supply of manifold heat should be furnished than during intense summer weather, when air is hot and average conditions of use favor early established and long continued maximum circulating water temperature.

The fact is that there should be provided means for conveniently regulating the amount of manifold heat

furnished, in proportion to current requirements. In some designs the heat supply is arranged to be at a maximum when the engine is idling and is shut off automatically whenever the throttle is fully opened, on the theory that pre-expansion will thus be avoided at times when full power is required. With most intake heating arrangements, however, there is no means of regulation, the heat being either entirely off or fully on.

With many there is no means of shutting it off. Unfortunately too, there is no way by which the operator can decide whether he is obtaining too much or too little heat and it seems highly probable that automatic thermostatic control of mixture temperature will solve his problem, just as thermostatic control has solved the water temperature problem. A thermostat, subjected to the temperature of the mixture in the manifold, can be used to increase the heat supply whenever mixture temperature is below that found to be most generally advantageous and to reduce the heat supply when opposite conditions prevail. Until such a device comes into common use, the operator will have to use his best judgment, erring, if at all, upon the side of excessive rather than deficient heat supply.

Questions of general interest to motorists will be answered in this column, space permitting. Address: Albert L. Clough, care of this office.

Full Story of the Zeebrugge Fight

Admiral Sir Roger Keyes Gives Official Account of Closing of Zeebrugge and Ostend Harbors by British Navy.

LONDON, England, March 31.—The despatch of Sir Roger Keyes, the admiral in command of the Dover patrol, giving the official account of the closing of Zeebrugge and Ostend harbors, came again into the limelight on an exploit of the British Navy which practically stands in a place by itself.

The report is as follows: "In order that all parts of the naval service might share in the expedition, representative bodies of men were drawn from the Grand Fleet, the three home depots, the Royal Marine Artillery and Light Infantry. The ships and torpedo craft were furnished by the Dover patrol, which was reinforced by vessels from the Harwich force and the French Navy. The Royal Australian Navy and the Admiralty experimental stations at Stratford and Dover were also represented. "A force thus composed and its weapons obviously needed collective training and special preparation to adapt them to their purpose.

Training the Forces

"With these objects, the blocking ships and the storming forces were assembled toward the end of February

and from the 4th of April onward in the West Swin Anchorage, where training specially adapted to the plan of operations was given, and where the organizations of the expedition was carried on. The material as it was prepared was used to make the training practical and was itself tested thereby. Moreover, valuable practice was afforded by endeavors to carry on the project on two occasions on which the conditions of wind and weather compelled its postponement, and much was learnt from these temporary failures. The Hindustan at first at Chatham and later at the Swin, was the parent ship and training depot, and it is due to Capt. A. P. Davidson, D. S. O., who also did good work in fitting out the various ships, that the accommodation of the assembling crews and their maintenance during the weeks of preparation and postponement was so ably organized as to reduce the discomforts inseparable from the situation to a minimum. After the second attempt, when it became apparent that there would be a long delay, the Dominion joined the Hindustan and the pressure on the available accommodation was relieved by the transfer of about 350 seamen and marines to her.

"Two special craft, the Liverpool ferry-steamer, Iris (renamed Iris II) and Daffodil, were selected after a long search at many ports by Capt. Herbert C. J. Grant (retired) and a representative of the Director of Dockyards, on account of their power, large carrying capacity (1500) and shallow draft, with a view in the first place to their pushing the Vindictive alongside the mole (for which they were in the results most useful); to the possibility, should the Vindictive be sunk, of their bringing away all her crew and the landing parties; and to their ability to maneuver in shallow waters or clear of minefields or torpedoes. They proved to be admirably chosen, and rendered good service.

"The blocking ships and Vindictive were especially prepared for their work in Chatham Dockyards, the Iris II and Daffodil at Portsmouth. "I was able to devote more personal attention and time to working out the plan of operations and the preparation of personal and material than would otherwise have been possible, because Rear-Admiral Cecil F. Dampier, Admiral Superintendent and second in command of the Dover flotilla.

(Continued on page Five.)

Daily Selections for Guardian Readers

Furnished by W. S. Louson

DEAR OLD DAD

(By Marie Spears King.)

Dinky old office,
 Cheerless and dim;
 Little of comfort
 Or luxury for him,
 Dear old Dad.

Working all day
 And trying to plan
 For little ones at home,
 The best that he can,
 Dear old Dad.

Shabby himself,
 That his girls and his boys
 May have of life's pleasures,
 Full measure of joys,
 Dear old Dad.

Weary and worn at
 The end of the way,
 Homeward he turns
 At the close of the day,
 Dear old Dad.

The very best place
 By the fireside at night,
 The coziest chair,
 The brightest of light,
 Are none too good for
 Dear old Dad.

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 Afternoon from 2 till 6 You
 and Yours are Welcome

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While in town see our "Botany wool indigo dye blue serge suits," guaranteed at \$40.00. Snappy tweeds or worsteds in the regular three button, the Norfolk, the belters, or the waist line models from \$20.00 to \$7.50.

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25.00	18.00	15.00
27.50	18.50	16.50
30.00	20.00	18.00
32.50	22.50	20.00
35.00	25.00	22.00
37.50	27.50	25.00
40.00	30.00	30.00

Also have a look over the new Spring Overcoats and classy tweed raincoats which have been arriving daily by express.

SEE THE NEW HATS

This is the Hat Store. All the newest shapes and most fashionable colors are shown for your approval. See the celebrated Borsalino Hats in greys, greens, browns and other shades. Also the Hawes and Phit-eesi Hats. Price \$4 to \$6. Our stock is complete and you will be sure to find the hat you want among them.

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