

THE CHARLOTTETOWN GUARDIAN

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SATURDAY FEBRUARY 22nd 1919.

REQUIESCAT IN PACE

Today all that is mortal of the great Liberal Leader, Sir Wilfrid Laurier, will be laid to rest in the beautiful cemetery of Notre Dame, Ottawa. His death marks the end of an era in Canadian Liberalism and marks a page in the history of Canadian politics.

which French Canadians showed for Cartier and Mercier was surpassed by that which they entertained towards the Member for Quebec East, whether in office or in Opposition. In English Canada the public was naturally attracted by "a fair-speaking gentleman" of courteous and polished manners whose youth persisted to middle life and beyond and whose eloquence flowed like a limpid river.

To quote from a contemporary "The extraordinary affection

A VICTORY HIGHWAY

The letter of Mr. A. J. McNevin, M. L. A., Bonshaw, in this issue, on a Victory Highway, places this apparently big proposition on a practical basis, making it both feasible and possible.

bearing interest payable to our people, it assumes quite a different complexion. While in no way minimizing any of the other propositions put forward, Mr. McNevin's suggestion as to the financing of a three million dollar Provincial highway is well worthy of the earnest consideration of all.

WHERE BRITAIN STOOD

When summing up the course and the conduct of the great war and sifting out the contending claims that may be put forward by our worthy Allies, we of the British Empire have cause for gratitude and honest pride in the fact that when the last gun was being fired the British army was the largest in the field, the French Army coming second.

We shall also remember with justifiable pride that it was through the discoveries and inventions of British scientists that the devices were made that overcame the various devils of the Germans. The depth bomb that sealed the doom of the German submarine was the invention of British experimenters working under the direction of the British Admiralty.

—Wireless telephony was invented by British scientists and used by the British Air Force long before either of our Allies or the enemy knew anything about it. At the Peace Conference now in progress and which we trust will shortly hand over to Germany the terms she must submit to and formulate the terms upon which the League of Nations is to be founded, we have proud reason to see where the mighty men of our Empire stand.

THE MODERN NINETY AND NINE

There were one hundred sheep. One poor fellow, not content with the general conditions, thinking he knew how to take care of himself and thinking also that he could have a better time if he threw off the restraints of the flock society, started out by himself. The sequel is familiar to all; he got lost and although the shelter of the fold looked good to him in his new surroundings, he could not get back. His companions, being only sheep, could do nothing for him.

self an outcast and lost even the desire to get back to respectability. His ninety nine companions who professed brotherly love for him, who claimed to be his keeper, did only what the ninety nine sheep did, let him wander. Instead of going after the wanderer and bringing him back they proceeded to build fences around themselves but not so high as to prevent an occasional expedition into the forbidden wilds. The poor outcast is still out in the wilds and the ninety-nine either within the fence they have built or sufficiently close to it to get back should there be any danger of either straying or being seen outside.

BOUNTIES FOR FISHERMEN

The sum of \$160,000 has been voted as bounties to fishermen for the year 1918-19 and the basis upon which it is to be paid has been decided by a recent Order in Council. The owners of vessels entitled to receive bounty will receive one dollar per registered ton up to \$80 and all vessel fishermen

entitled to receive bounty shall receive \$6.25. Fishermen engaged in fishing boats who shall have complied with the regulations entitling them to receive bounty will receive \$3.80 each and the owners of fishing boats will receive one dollar per boat.

HAPPENINGS OF THE WEEK

The Dalhousie family, of which the fiancée of Princess Patricia in a member, has played its part through Scottish history and traces its descent from Simon de Ramsay, whose name appears in various Scottish records in the latter part of the twelfth century. The ninth Earl was just a century ago Governor of Canada for ten years. The estate of Dalhousie is in Miethian, a few miles from Edinburgh, and the house is a beautiful old building with many fascinating features.

Silk for Princess Patricia's trousseau has been supplied by American manufacturers. The court dressmaker, Wallace Revelle, who for six weeks was in America, picking and choosing from the spring offerings of the principal houses from the Atlantic to the Pacific, sailed for London last Saturday on the Adriatic with many trunks containing soft and silvery weaves from which creations worthy of a Princess will be fashioned. Having searched the Paris market and found it wanting on account of the war, Revelle came to America, and was agreeably surprised in the printed silks which he found. Orders were left behind for special weaves for dressing gowns and chamber robes.

This wedding will be the first Royal one to take place at Westminster Abbey for a great many years. The King and Queen and Prince Arthur of Connaught and the Duchess of Fife were married at the Chapel Royal, St. James' Palace. The marriages of other members of the Royal Family, with the exception of Princess Beatrice, who was married at Osborne, took place at either Windsor Castle or Buckingham Palace.

It has been definitely decided that the wedding gift for H. R. H. the Princess Patricia will take the form of Canadian Victory Bonds. These will be sent to the Princess in a jewel. Owing to the death of Sir Wilfrid Laurier the Duke of Devonshire has cancelled all social dates for the week, including the state dinner and reception for which invitations had been issued for Thursday.

Mrs. Mathieson entertained very pleasantly at Bridge on Thursday evening for the younger social set having as her special guests Mrs. Sheen, and Mrs. Stanley Bagnall. Mrs. Mathieson also entertained very pleasantly yesterday afternoon for the order matrons.

Miss Rose Longworth, who has been visiting her aunt, Mrs. A. A. McLean, Ottawa left on Friday for Toronto, but intends going to Ottawa again before going to her home.

The Queen Mary Needlework Guild met yesterday at Mrs. Bartlett's home with a goodly attendance, much profitable work being accomplished.

Little Miss Jean McLean, of Souris, who first saw the light of day on Feb. 14th, 9 years ago, gave her annual valentine and birthday party, gathering a number of her friends to celebrate. The only drawback to her and her mother—Mrs. Roy McLean, being that her father Lieut. Roy, McLean was absent—being still on service in France.

Daily Selections for Guardian Readers

Furnished by W. S. Louson

THERE'S PLEASURE IN REMEMBRANCE

In loving memory of Elizabeth (Bessie) Louson, who entered into rest Saturday, February 23rd, 1918.

One year ago—what love's what I felt for thee!

What joyous hopes, what high resolves, what generous strife.

One year, one year, one little year And so much gone!

Where hast thou been beloved? What hast thou seen—What visions fair, what glorious life Where hast thou been?

Not dead, not sleeping, not even gone. But present still And waiting for the coming hour Of God's sweet will.

Lord of the living and the dead, Our Saviour dear! We lay in silence at thy feet This sad sad year.

—Harriet Beecher Stowe.

Interest is daily growing in the Young Women's Christian Association Home, which is so quickly nearing completion and plans are already being made for the public opening at "Beaconsfield," probably early in March, when everybody will have an opportunity of seeing this delightfully located spot which is to mean so much to the young ladies of this fair Province.

Mrs. W. S. Stewart has arrived home from a thoroughly enjoyed visit with her sister Mrs. Jones, in Moncton.

It is extremely easy "to get a line on the spring suits" because "lines" are their chief reason for being. Coats are finger-tip length, unfitted, but usually belted at the normal waistline or a little above. Skirts are long and very narrow with a remarkable shift in the location of the necessary fullness about the hips. The newest models fit tight across the back and full across the front—but all agree on narrow hems.

There was any amount of fun at the Convalescent Home last evening when the St. James' Guild entertained the patients with a jolly program of guessing contests, music and dancing. Assisted by the Hospital staff and the ladies dainty refreshments were an added feature and everyone thoroughly enjoyed themselves.

Announcements were received here this week of the marriage in London of Miss Leonora Beer daughter of Lieut. Col. and Mrs. Beer to Lieut. C. H. E. Powell, of Brissport, Dorset Eng. Mr. and Mrs. Powell will later reside in Ottawa.

The many friends of Mr. J. F. Whear are glad to know that he is improving in health having been threatened with pneumonia.

Another group of returned heroes were right royally welcomed home on Monday evening by the Mayor and leading prominent citizens, the Great War Veterans Rooms being overcrowded with interested relatives and friends. The G. W. V. Auxiliary greeted the boys with the usual hot coffee and refreshments which were greatly appreciated.

Dr. and Mrs. Carruthers entertained on two occasions this week, first for the under graduate nurses of the P. E. Island Hospital and on Thursday evening for the graduate nurses. A thoroughly good time was enjoyed by the mixed company, as the Dr. and Mrs. Carruthers make ideal host and hostess.

Although in most of the new frocks for evening and afternoon wear there is a decided lack of lace or other trimming to relieve the severity of the line at the neck, still it is said that this spring we will enjoy a revival of dainty neck laces—neck accessories, frills and jabots and ruffles. They will be worn with suit and day frocks, and all make use of a lavish amount of beautiful laces.

Mrs. C. H. B. Longworth entertained at Hillcrest very pleasantly this week in honor of Mrs. Sheen and Mrs. Bagnall.

The War Workers Club and numerous friends made merry at a delightful dance on Thursday evening chaperoned by Mrs. J. O. Hyndman and Mrs. Cosh. The dance program was nicely varied and included all the newest dances.

Mrs. W. E. Hyndman was hostess for the afternoon Bridge Club on Thursday.

Mrs. Malcolm and young son Ian are being welcomed as new residents to this city having arrived this week to join Mr. Malcolm the new manager of the Bank of Nova Scotia.

Lieut. C. C. Thompson, of Montague was among the callers at the New Brunswick Agent General's office in London last week.

The official press bureau says that a report from Paris of the impending announcement of the engagement of Princess Yolanda, the eldest daughter of the King of Italy, and the Prince of Wales is unfounded. The report from Paris says that the French press is discussing the simultaneous presence in the French capital of Queen Helena and Princess Yolanda, and the Prince of Wales. The French newspapers go as far as to say that the object of the queen's visit is to fix a date for the formal engagement to the princess and the Prince of Wales. The newspapers declare that the engagement may be expected immediately after the signing of the peace treaty and that the wedding will take place early next spring.

The Princess Patricia of Connaught has kindly consented to be a patron of the Dowager Lady Dunsdale's appeal to the women of the Empire to build a much needed Sailors' Rest and Boys'

Hostel for the port of London. The Duchess of Abercorn will represent Ireland on the committee; the Marchioness of Athlone, Scotland; Lady Perley to represent Canada, and Mrs. McDonald (daughter of Sir Thomas McKenzie, High Commissioner of New Zealand), New Zealand.

A VICTORY HIGHWAY

Sir:—The memorial in honor of our fellow-men who fought and made the supreme sacrifice and to all who did their share in the titanic struggle is a topic demanding the interest of every loyal and patriotic citizen throughout our province. The memory of the noble deeds done by our fallen heroes and the glorious achievements by all the soldiers that went from our shores, and who so splendidly upheld the traditions of our Land, must be perpetuated by some suitable and lasting monument. Several good and definite suggestions, namely, a "Memorial Hall" and a "Victory Highway" are now before the public backed by substantial donations, both propositions worthy of earnest consideration.

The letter of R. T. Holman Co., Ltd., published your issue of the 19th inst., carries convincing arguments in favor of a "Victory Highway". Not only shall such "Victory Highway" be worthy of the object but it will couple with it a new era in our provincial history. It was in this province that Confederation, the foundation of this Dominion of ours, was laid and let us again mark an era by a real worthy undertaking. At a first glance a "Memorial Hall" in Charlottetown may appeal strongly to our City friends, but the "Victory Highway" would be a great boon to country and town alike, filling a long felt want in our rural transportation. To fully accomplish the commercial possibilities of such a highway it would have to touch our cities and larger towns, directing traffic to all centres of trade. Memorial Halls may be erected too, but, to my mind, they will not adequately commemorate the incentive nor will they be of useful service to town and country alike.

The vital question is—Is a "Victory Highway" possible? Have we the material with which to build a permanent road, and have we a suitable sub-soil upon which to lay a lasting foundation at a cost within our means? These are questions demanding first class engineering consideration and solution. Then the cost. The length of one main central highway would be about 150 miles. Place the cost at \$20,000 per mile. This would mean \$3,000,000. The Federal government pays 40 p. c. or \$1,200,000 leaving \$1,800,000 for the province to provide. All farmlands within at least ten miles on either side of such a road would figure conservatively, be increased in value at least 20 p. c. Put the present average value of a 100 acre farm at \$5,000. This would be an increase of \$1,000 in value for every hundred acre farm for a radius of 20 miles along the entire length of the "Victory Highway". Now it is safe to say that \$800,000 at least would be donated by popular subscription, spreading the subscriptions out over a number of years. Can the province take care of the balance—about \$1.00 per acre on our land area? I am confident we can and the load will not be burdensome either. Debonatures will, of course, have to be floated and I have no hesitation in saying that our people right here on the Island will absorb the issue. The financial end of the scheme is feasible. The section of the road between Charlottetown and Summerside would not be complete without connecting with Borden by the easiest and most direct route. Here would be a splendid inducement for the inauguration of an electric railway between these points, providing much needed transportation facilities. Once the road bed was made the laying of rails and the

HINTS FOR THE MOTORIST by ALBERT L. CLOUGH Editor Motor Service Bureau Review of Reviews EXCESSIVE FUEL SUPPLY LOST MOTION IN TRANSMISSION SYSTEM



J. H. G. asks: Can you tell me the cause of the following trouble: My engine will not speed up and it seems to be choked all the time? It does not fire regularly and, thinking the spark was at fault, I took out the plugs, and found them badly sooted, but the spark proved to be as strong as ever. The carburetor has had nothing done to it recently.

A. W. P. writes: Sometimes when I start my car into motion I notice quite a loud "snap" and a slight jerk, neither of which ever occurred until lately. Does this indicate that something is wrong?

Answer: It looks as though your engine is getting too much gasoline and not enough air. If your carburetor has an auxiliary air valve designed to open as the engine speeds up, you better inspect it and see that it is not stuck in the closed position. If it is, this accounts for your trouble. Many cars have a strangler or choker, which is used to close the carburetor air intake when starting and perhaps the mechanism which operates this has gone wrong, so that it stays closed. Be sure that this air passage is free. Sometimes there is valve trouble in the vacuum feed tank which causes gasoline to be sucked directly into the intake manifold. Possibly the needle-valve adjustment of your carburetor has worked loose and opened the spraying nozzle too wide.

Answer: The cause of this is well worth looking into and removal before its effects become any more marked. Probably, lost motion has developed in some of the transmission parts as the result of wear. So long as the engine is delivering power to the wheels, this looseness is kept taken up but, when the brakes are applied, it is developed so that, when you apply the clutch, certain parts move freely for a short distance and then take up the driving load suddenly with the noise and jerk which you notice. If you can expose the driven clutch member to view, try pushing the car alternatively back and forth upon the garage floor and see if there is a period in the car movement when the clutch does not revolve. If there is, there is lost motion in the transmission, universal joints, final drive gears, driving wheel connections or elsewhere, which ought to be removed.

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

A mass meeting should be called at once, before the spring work begins, say in Charlottetown as the most central, the matter thoroughly discussed and a strong organization instituted for the purpose of bringing the proposition to a head. I am Sir, etc. A. J. MacNevin Bonshaw, Feb. 21, 1919.

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