

THE CHARLOTTETOWN GUARDIAN

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MONDAY, NOVEMBER 10, 1919.

COOPERATION

The only barrier in the way of Co-operation is selfishness, selfishness begotten of an unfounded distrust in other people.

All successful business is founded on mutual trust, where such trust is wanting success is impossible. The partners in any undertaking, the merchant and his customer, the employer and his employee must trust each other.

In this province the value of cooperation has been proved in many lines; the great need of it in other lines has been preached and otherwise advocated. Our farmers have cooperated successfully in dairying and poultry business and they realize that cooperation has built these two lines of industry to the very creditable position they occupy today.

There are several main lines connected with our agriculture which are suffering seriously for want of co-operation. One of these is in the very important matter of marketing. Take the matter of potatoes for instance. We have had it preached to us for many years past that the reason we receive a lower price for our potatoes than our neighbors in the other provinces is that we do not grow a sufficient quantity of any one variety to make a respectable shipment.

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Prince Edward Island is a small community and the markets we cater to are large. They look for quantities sufficient to make an impression and will only pay for such. This applies not to potatoes alone but to our seed grains, of which we produce many varieties, to our grass seeds, in fact to everything we produce for the market.

THE POOR AND THE LAW.

Some of the peculiarities of the law and, incidentally, of ourselves as a species, are illustrated in the origin of the Widows' Pensions Law of the United States.

Judge Neil of Chicago on one occasion visited the Children's Court to see how the separation of mothers and children affected those respectively interested. The first case was that of a mother with five children. Her husband had been dead three years and she tried to keep the home together by charing in the day time and looking after the children at night. Her health gave way, she could not pay the rent. She applied to the court for assistance and the officials parcelled out her children among five different institutions. Her grief over the separation was heart rending.

"Would it not be kinder," said Judge Neil, "to take her behind the Court House and shoot her?" Then he asked who paid for the children's-keep. He was informed that it was paid by the state out of the taxes, and that it cost ten dollars a month for each child. "Why," he asked, "should not the ten dollars be paid to the mother?" He was told that would be against the law. "Then," he exclaimed, "let us change the law." He did change it and the Widows' Pensions Law was passed by the state legislature and has since been adopted by thirty-five states.

Christian charity, as it exists in the masses, has been crystallized into certain laws, rules and regulations for the care of the poor. The law is soulless, rigid, inflexible, perhaps necessarily so as there are fathers and mothers who can not safely be entrusted with funds for the care of themselves or their children. Yet behind the inflexible law there stands the flexible Christian charity that can adjust itself to the needs of others and this charity should not be held in check by iron-bound laws. We send the poor to the almshouse, neglected children to institutions charitably provided for the purpose, and the state pays the bills. There are cases, like that mentioned above, where the charitable intention could be better carried out by changing the law; cases where serious injury may result from carrying out the letter of the law. The poor are human; the mother of the criminal child and of the child she is too poor to feed, is human and so also is the child, criminal or only poor.

It has been charged against Christian countries, and not without reason, that their poor are inadequately provided for, that their human losses are greater than their material losses. This is not because the Christian countries, as such have not made provision for their poor but because the provision is merely legal and legislative and lacks the human touch. We can legislate for the care and the breeding of animals, we can prescribe their bounds, we can regulate their immigration and their emigration but we cannot by mere legislation safe guard the soul of a child or prescribe for it a legal pathway to usefulness or contentment; nor can we by a monthly pittance from a charity fund feed the mother heart struggling with poverty.

The potentialities for good hidden away among the poor, even among the criminal poor, have never been

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

WARMED AIR FOR THE MIXTURE

Circulating Water is No Longer Hot Enough, Exhaust Temperatures Must Be Resorted To

With a cooling system filled with water it is not practicable to maintain its temperature about 170 degrees F. and with alcohol in the cooling system 120 degrees F. is about the highest feasible temperature. Necessarily, even with the greatest precautions, the air under the hood is at temperatures much lower than these. As the carburetor takes air for the mixture from this space and as the vaporization of present day fuel requires the application of much heat, it is necessary to supply the carburetor with artificially warmed air, especially when starting cold. It is therefore almost essential to heat the carburetor air from the exhaust pipe, which soon becomes very hot and if a car is not such a hot-air attachment one should be supplied. Even this is usually insufficient to enable an engine quickly to attain normal operation from a cold condition or even to run efficiently and exhaust heat may profitably be applied to the mixture through the walls of the intake system. The intake and exhaust manifolds may be formed in partial or nearly complete contact, an exhaust filled jacket applied about the carburetor mixing chamber or around some part of the intake piping. With the coming of cold weather every motorist should see that all heating devices provided are working properly, and if such are not provided have them installed.

METHODS OF RESISTING REAR AXLE REACTIONS

G. P. asks: Which is the proper method of resisting the reaction due to driving power and brake; b

Daily Selections for Guardian Readers

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HOPE ON, HOPE EVER

Hope on, hope ever: though today be dark, The sweet sunburst may smile on thee tomorrow; Tho' thou art lonely, there's an eye will mark Thy loneliness, and guard on all thy sorrow! Tho' thou must toll 'mong cold and and sordid men, With none to echo, back thy thought, or love thee; Cheer up, poor heart! thou dost not beat in vain, For God is over all, and Heaven above thee— Hope on, hope ever, The iron may enter in and pierce the soul, But cannot kill the love within the burning; The tears of misery, thy bitter dole, Can never quench thy true heart's seraph yearning For better things: nor crush thy ardor's trust, That Error from the mind shall be uprooted, That Truth shall dawn as flowers spring from the dust, And Love be cherish where Hate was embroiled! Hope on, hope ever, Hope on, hope ever! after darkest night, Comes, full of loving life, the laughing Morning; Hope on, hope ever! Spring-tide flush with light, Aye crowns old Winter with her rich adorning, Hope on, hope ever! yet the time shall come, When man to man shall be a friend and brother, And this old world shall be a happy home, And all Earth's family love one another! Hope on, hope ever.

fathomed, nor will they ever be fathomed or found by legal plummet and line. There must be the human touch, the outstretched helping hand that will reach beyond the letter of the law and touch the human heart, scarred and starved though it be. There is untold wealth in the human underworld as there is in the substrata of the earth, but we have not delved into the former as we have into the latter.

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utilizing the rear springs for the purpose of employing a torsion rod?

Answer: Within the last few years there has been a very strong tendency towards driving through the springs and discarding torsion and distance rods so that, at the present

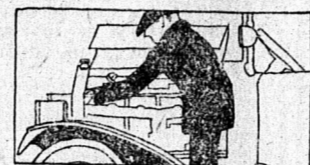


time, a large majority of cars make use of this method. The chief advantages claimed for it are reduced manufacturing cost, somewhat lessened unsprung weight and the absence of parts which have to be oiled and which, if neglected, develop annoying rattles. Driving and braking shocks are considered to be somewhat more effectively cushioned when the drive is through the springs, than when other methods are employed.

CAMSHAFT DRIVING METHODS

G. P. writes: Of two cars between which I am trying to decide, one makes use of chains and the other of gears for timing purposes. Some say that timing gears become noisy while other assert that chains stretch, causing a car to lose its "pop" after the first thousand miles and that now chains have to be put in after ten thousand miles of service. Which method do you consider the better?

Answer: No one can say which is the better method, but the majority of engineers adhere to gears, as evidenced by the fact that only about 15 per cent. of the 1919 models, as originally announced, make use of chains. Timing gears do tend to become noisy after long use, but with helical cut teeth and suitable materials, they remain reasonably quiet for a very long time. It is true that



chains stretch, but in any well designed car, means are provided for taking it up and, if this is done, there is no change of timing or loss of "pop" experienced. Unfortunately, there have been instances in which these chains have worn out in 10,000 miles, but we do not believe that such short life is inherent in the method. Gear driving is the better established method and perhaps the one requiring the less attention and securing the longer life, but it may be that the chain is destined to "win out" in the end for the chain, when a good condition, is extremely quiet.

Questions of general interest to motorists will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address Albert L. Clough, care of this office.

THE PASSING OF A FAMOUS P. E. PREACHER

Rev. Albert B. Simpson, pastor of the Gospel Tabernacle, 632 Eight Av., New York, died last Thursday at his home Nyack, N. Y., aged 74 years. The reverend gentleman was born in Prince Edward Island, educated at the Toronto University, ordained in the Presbyterian ministry in 1865, and went to New York in 1881. Six years later he founded the Christian Alliance, combined afterward with the International Missionary Alliance, of which he was president until his death.

The large sums of money needed to carry on these projects were raised largely through the executive, and evangelistic abilities, of Mr. Simpson. It was not unusual for him to obtain gifts of \$50,000 at a single meeting in the Tabernacle, the donations coming forth in the midst of scenes of great religious excitement. Articles of jewelry were often handed to the ushers to be sold for the cause. A large subscription would be followed by the song "Rolling in."

He was editor of the Alliance Weekly and proprietor of the Alliance Press Company. Among the many books of which he was the author were "The Gospel of the Kingdom,"

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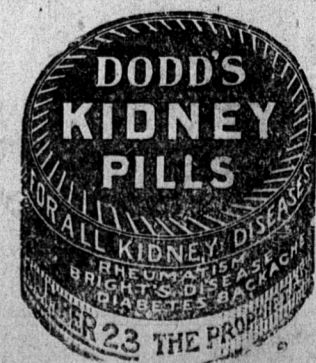
FORTY-EIGHT HOUR WEEK ADOPTED BY CONFERENCE

WASHINGTON, Nov. 5.—The forty-eight hour week was finally adopted by the International Labor Conference here today after a five-hour fight for the passage of the resolution. The vote was 55 to 2. The two recorded votes against the motion for adoption were Mr. Draper, Canadian worker's delegate, and Samuel Gompers, president of the American Federation of Labor. The working week, however, is to be governed by the exigencies of the different plants and industries, and agreements for longer working hours may be made where employees and operators find it necessary and employees willingly enter into such agreement.

Canada's Prosperity Depends on Loan

(Special to the Guardian.) Canada is at the turning point in her career. The good times she has been enjoying for the past few years must now either merge into continued prosperity or go back into uncertainty. It is up to the citizens of this country to decide which it shall be. Canada's continued prosperity will depend largely on the success of the Victory Loan. The bulk of Canada's trade has come from Great Britain. It was this trade which made the good times. Unless this trade can be continued these good times will cease. Great Britain asks Canada for credits, and unless the response of the people to the Victory Loan is sufficient to give credits to England, then she will be forced to take her great trade elsewhere, where she can get credits. This will be the death knell of Canada's hopes.

To prevent such a thing happening, it is in the interests of every Canadian to subscribe liberally to the Victory Loan. There are only a few more days to do it. If you have done so then Do it again.



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