

THE CHARLOTTETOWN GUARDIAN

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President:—Major A. A. Bartlett
J. R. Burnett, D. K. Currie,
Editor and Publisher, Associate Editor.

SATURDAY, JUNE 21, 1919.

ROADS AND BRIDGES.

Roads and bridges still form the stock in trade of the Liberal campaigner. The roads and bridges, like the poor, we shall always have with us. Like the poor, also, they have their vices as well as their virtues. Some are good and some bad, and it is human nature to see and to emphasize only the worst. It would be a rare day, even in this glorious June weather, when in a few hours' journey by carriage or automobile, we did not drive over a few ruts or culverts that had not been smoothed down to our liking. If in our haste we hurry over these and get uncomfortably bumped the easiest thing in the world is to damn the government. We forget the miles of good, smooth, level road and the well levelled culverts which we passed without being bumped, and the wily politician sums all the bumps together into an argument against the government's system of road-making.

What are the facts about the roads? Generally speaking, the roads throughout the province are better than they have ever been, and infinitely better than those of Nova Scotia and New Brunswick. When a car can be driven from Tignish to Charlottetown in less than five hours, or between Charlottetown and Georgetown in less than three without breaking anything but the speed limit, it is merely ridiculous to enter into a wholesale condemnation of the roads and of the government because of the roads. There are bad spots this year, as there always have been, and no doubt always will be, spots that are no credit to the road-masters through whose neglect they are due. We are offering no apology for these. We have always pointed out that the kind of road-master in any community is clearly indicated by the kind of roads in that community.

The condition of the roads is the only argument the Opposition is bringing against the Government. The Opposition press has harped upon it, Opposition candidates have shed tears over it, but those who travel the roads merely laugh at them. The roads are what the road-masters make them, and the great majority of them are very creditable.

COST OF LIVING.

Whether we call it high cost of living or cost of high living matters little; the thing is here, and we are up against it. While the "highness" of the living unquestionably has much to do with the "highness" of the cost it will be admitted by all who are endeavoring to live honestly that even the lowest level of honest living the cost of all necessities as well as of all luxuries is growing beyond ordinary reach.

The question is, what are we going to do about it? It is all very well to blame the Government, the tariff, the other fellow generally; but the fact remains that we have acquired expensive habits and these habits are largely responsible for the excessive prices.

Extravagance has become a virtue rather than a vice. One half the world is kept busy figuring out how the other half, on an equal or less income, can clothe themselves in purple and fine linen, fare sumptuously every day, own their teams and their automobiles and "go to the pictures every night." But this, like Sandy's thirst, is a "gift," not a vice, as vices are gauged today, and the ordinary mind cannot grasp it. Neither should it seek to cultivate it for it is from the cultivation of this "gift" that the larger proportion of the high cost of living and the cost of high living comes.

Everybody is "on his make." The man who has something to sell considers it a business virtue to get all he can for it, and because money is more plentiful today than ever before, he gets it and the excess is called high cost of living. Much of it is pure steal and much of the rest extortion.

IT DEPENDS ON THE BOY.

In a recent study of business success in the United States, says the Christian Science Monitor, a list of questions was sent to a large number of business men, and from the results it now appears that, of the fifty men selected as the foremost, twenty-four were born poor, seventeen were born in moderate circumstances, and nine were born rich. The figures will prove a little disappointing to those who like to believe that the poor-but-ambitious boy is necessarily father to the rich and respected business man, but the fact that nearly half were possible handicaps. Perhaps, too, it is just as well that a democracy should realize that the boy whose parents are in moderate circumstances is about as likely to succeed as the boy who sells newspapers, and that even the boy whose parents are rich is not out of the running. After all, it depends on the boy.

NOTES.

During the war the Dominion Government gave credits to Britain amounting to many hundreds of millions, and the British Government paid the Canadian troops in Europe, supplied them with ammunition, etc. The balance is in favor of Canada by about \$230,000,000, or the larger part of the Dominion's security indebtedness to London. This favorable balance can be used partly to wipe out that indebtedness, and thus leave us with Dominion obligations in New York and London amounting only to \$280,000,000. This country is lucky in owing about nine-tenths of its own war issues.

HAPPENINGS OF THE WEEK

Another pre-war royal function was revived this week in London with a visit of King George, Queen Mary, the Prince of Wales, and Princess Mary to the Ascot races, where they headed the semi-state procession in a four horse carriage, with postillions and outriders.

Miss Dorothy Yorkie has been appointed to help Lady Joan Mulholland as a Lady-in-Waiting to Princess Mary. For some years Miss Yorkie attended the late Duchess of Connaught in Canada, and after the death of Her Royal Highness, she filled the same position to Princess Patricia. Now that Lady Patricia Ramsay has given up her Royal privileges, she has no longer employs a lady-in-waiting, whereas Princess Mary is taking on so many new duties and responsibilities that one lady-in-waiting is not sufficient. Miss Yorkie belongs to the family of which Lord Hardwicke is head, and her brothers are Mr. Vincent Yorkie, who married Lord Leonfield's sister, Miss Maud Wyndham, and Major Ralph Yorkie, whose wife is a sister of Lord Herschell. The mother of Miss Yorkie, the late Mrs. John Reginald Yoke, was a Dutch woman, the Baroness Sophie de Tuyll de Serooskerkes.

Dr. J. A. Nicholson of McGill University, and his daughter, Evelyn Nicholson, went to Ottawa from Montreal on Sunday to meet the former's son, Captain J. G. Nicholson, M. C., on his arrival from England, and were the guests of Mr. and Mrs. A. A. McLean. Mrs. Nicholson has been spending the past few weeks in Ottawa with her sister, Mrs. A. A. McLean.

Capt. Clarence Tidmarsh is among the officers starting from England this week and is due early next week.

The Bridge and Dance given by the Charlottetown Lawn Tennis Club last evening and chaperoned by Mrs. L. B. McMillan, Mrs. J. O. Hendman and Mrs. Cosh was one of the pleasant social events of the week.

Miss Ethel Longworth left yesterday on return to Montreal after a holiday with relatives who vied with one another to make her visit a pleasant one.

Lieut. Colonel Walker H. Bell, R. C. D., officer commanding troops at Stanley Barracks, Toronto, who recently returned from overseas is the guest of Major and Mrs. A. A. Bartlett.

Mrs. Clark, of the Experimental Station entertained a number of young people Thursday evening in honor of Miss Edith Jenkins who recently returned from Acadia College.

The Queen Mary Needlework Guild met at the home of the President, Mrs. Bartlett, on Tuesday evening to discuss their future work. As this was the first meeting since the President's return, Mrs. James Paton having acted during her absence, greetings were

Daily Selections for Guardian Readers
Furnished by W. S. Louison
WHEN WORRY DIES

Have we trials and temptations? Is there trouble anywhere? We should never be discouraged: Take it to the Lord in prayer! Can we find a friend so faithful, Who will all our sorrows share? Jesus knows our every weakness: Take it to the Lord in prayer!

We always get into trouble when we touch what God tells us to leave alone. He tells us, for example, to leave anxiety alone. If we insist upon being anxious, in spite of His plain word, in nothing be anxious, we are talking to ourselves a trouble that, in God's plan, does not belong to us. We need to remember the old man's remark, "I have had a great many troubles in my life, and most of them never happened." Worry is a fearfully popular thing. It is more popular than work; and so another philosopher has said, "Worry kills more people than work, because more people tackle it." But we cannot leave alone the things that we ought to, and we cannot stop worrying merely by will power. This is where the miracle of Christ's redemption comes in. When we look at Him, we see nothing to worry about. And when we remember that he gladly makes Himself responsible for meeting all our needs, if only we let him do so by simple belief in His pledged Word and by committal of ourselves to Him for time and eternity. He will end our worries and replace them with the joy and the power that God Himself knows.—S. S. Times.

extended, after which Mrs. Bartlett gave a most interesting and witty outline of her visit to Pinehurst, N. C., New York and other points visited.

Miss Florence Lantz is being welcomed home from Halifax Ladies College and will spend the holidays with her parents Mr. and Mrs. Theo. Lantz.

Mrs. J. E. B. McCready was in Ottawa the other day and visited the House of Commons during the Budget debate. She is now in Toronto and will attend an adjourned meeting of the Daughters of the Empire.

The Riverside Races made a delightful outing to those fortunate enough to have a half holiday on Wednesday last.

Mrs. L. B. McMillan entertained at afternoon tea on Wednesday for Mrs. Lawson and several other friends.

The many friends of Mr. Justice Fitzgerald, who is undergoing treatment in the Royal Victoria Hospital, Montreal, are pleased to learn that he is making satisfactory progress after his recent operation. The Rotarians are keeping in cheering touch with him through the Montreal Club.

Matron Georgina Pope, who is to Summer at Holland Cove is being welcomed by her numerous friends. Yesterday she was entertained at afternoon tea by Nursing Sister McLeod of the Convalescent Home.

At the Golf Links this afternoon the tea hostesses are Mrs. W. E. Hyndman, Mrs. Roland Paton and Miss Minnie Owen.

The 50th anniversary of St. Peter's Church was duly celebrated last Sunday with large congregations, although the jubilee services are not to be held until September. It might be interesting here to state that of the original choir of fifty years ago only two members survive, Mr. H. W. Vanicomb and Mr. W. L. Colton who is it hoped will yet be spared for many years of usefulness.

Miss Mary Palmer, who has been visiting in Montreal on her arrival from England is now the guest of Mr. and Mrs. H. J. Palmer.

The departure of Rev. R. G. and Mrs. Fulton from Charlottetown is genuinely regretted and they are followed to their new home with fondest good wishes. On Tuesday afternoon Mrs. Fulton was the guest of honor at a social in the Heart Memorial Hall and presented with an address and several valuable gifts of appreciation by the ladies of the congregation among whom she was a favorite.

Mr. and Mrs. C. C. Gardiner of Los Angeles, California, looking exceptionally well are among the welcome annual visitors arriving recently.

Among the hostesses entertaining within the week was Mrs. G. D. Wright, who gave a Bridge to her friends last Saturday evening.

Bridal showers given during the week are being dispensed by the young people interested. Rumor has it several others are shortly to follow.

Mr. and Mrs. W. C. Sinclair of St. John after a delightful holiday of two weeks among their friends in this city and Malpeque are returning home today.

Major Cyrus McMillan's address before the Rotary Club was a pleasing feature of Thursday luncheon which was also attended by several visitors.

Miss Audrey DeBlais has returned from Toronto and will spend the summer with her people here.

Many friends will regret to know that His Honor Lieut. Governor Macdonald is still confined to his bed. His daughters Mrs. D. J. Stolte of Brantford, Ont., and Mrs. Ellsworth Baghall of Brooklyn, N. Y., and son Mr. Frank Macdonald of Montreal are visiting him.

Mr. "Sid" Laird, son of Mr. D. R. Laird, former manager of the Bank of Nova Scotia in Amherst, returned from overseas this week. He enlisted with a number of his chums when the Highland brigade was organized, leaving Harvard University to go over with the boys.

The tennis fans are out in full force now, the Victoria Park and St. James Courts are crowded each afternoon. The usual Saturday afternoon teas have been resumed and members are looking forward to a gay summer.

Lord Beaverbrook who arrived on the Olympic Saturday is going to take a motor trip through Nova Scotia and New Brunswick accompanied by Mr. W. D. Ross of Toronto, an old friend. Lord Beaverbrook states he is in Canada solely for rest and recreation.

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HINTS FOR The Motorist

BY ALBERT L. CLOUGH

OVEROILING IN EIGHT CYLINDER ENGINE

L. S. writes: I am having the following lubrication trouble with my eight cylinder engine. Oil comes out of the muffler pipe connected with the right hand cylinder block and the plugs of these cylinders foul. The other side is all right. My oil pressure gauge does not register, probably on account of something wrong with the oil pressure regulator. I have taken out the pistons from the right hand block and find them and their rings in good shape. At least, there are no brown spots on them. What is the cause of this trouble?



Answer: You do not state the make of this engine and thus we are in the dark as to the details of your lubrication system. There has been some trouble experienced in equalizing the lubrication received by the two sets of cylinders in this type of V. engine, there being a tendency for the cylinders of the right block to become over-lubricated, in case there is an excess of oil thrown about in the crank case. At high speed, this is quite likely to occur unless the pressure of oil is kept down to a reasonable value. May it not be possible that there is something wrong with the pressure-relief valve, which permits too much oil to be supplied when the engine is running fast? If you find nothing wrong with the oiling system, it may be that the piston rings on the overoiled pistons do not fit so well as they appear to but, if overoiling is general on the right hand cylinders we should infer that there was something out of order about the lubricating arrangements themselves.

FORD TRANSMISSION LACKS NEUTRAL POSITION

J. P. W. writes: I have much trouble in cranking the engine of my 1916 Ford, as there seems to be no neutral position in which the engine is free to turn. Also, it will not coast freely. Is there some bearing worn out that allows the gears to drag or doesn't the high-gear disengage properly?

Answer: We can hardly do better than quote the Ford Manual in this connection—"it indicates that the clutch-lever screw which bears on the clutch-lever cam has worn and requires an extra turn to hold the clutch in neutral position. When the clutch is released by pulling back the hand lever, the pedal should move forward a distance of one and three-quarter inches in passing from



high speed to neutral. Also be sure the slow speed band does not bind on account of being too tight. Don't use a too heavy grade of oil in cold weather, as it will have tendency to congeal between the clutch discs and prevent proper action." Assuming that nothing is worn out, we believe that attention to the high-speed

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Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.
INDUSTRIES OF AMHERST AGAIN IN OPERATION
AMHERST, June 18.—The whistles were again sounding this morning, and while the prolonged blasts have been absent for nearly a month, the sound gave the town a more cheerful and industrial aspect.
On Friday a large percentage of the men employed in the Amherst Foundry, the Amherst Boot and Shoe Company, Christie Bros. and Co., the Victor Wood Works, returned to work, and on Saturday committees of the Federated met with the management of Rhoades, Curry Co., the Canadian Car and Foundry Co., and the Amherst Woolen Mills.
An agreement was arrived at with the first two mentioned, and the employees returned to work this morning. In addition to this, the strike

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