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COMMUNITY PRIDE.

It would be difficult to estimate the cash value of community pride. That it has a cash value, however, will be admitted by any one touring over this province at present.

One of the most attractive drives within easy distance of Charlottetown is along the Winsloe Road towards Brackley Point, and the first thing that strikes the stranger is the excellent condition of the road.

This is only one such community in the province in which the condition of the road gives the visitor his first favorable impression. There are others in which good roads and prosperous farming conditions go hand in hand.

OUR IRATE CONTEMPORARY

Our irate contemporary, the Patriot, has two distinct roles in which it occasionally succeeds in making an exhibition of itself; one in which it assumes the character of righteous indignation; the other when it plays the saint.

Its puerile attempt to prejudice the Labor Union against the Liberal Conservative candidate, Mr. P. S. Brown, is too childish to need any comment.

As for the Patriot's spiteful attempt to read into the Guardian's article an "insult and threat" against the Labor Union we are quite content to leave it to the intelligence of the Union itself which is a much more reliable authority than that of the Patriot.

The fact that the two Liberal Conservative candidates, Messrs. Brown and Paton, did not accommodate themselves to the slate prepared by the Liberal candidates, is, as previously remarked, the misfortune of the Liberal candidates, but it is not yet too late for them to change over.

Mr. Higgs and Mr. Duffy still have the privilege of choosing their respective opponents, and we can assure the Patriot that their opponents will not offer any objections.

And we would suggest on the eve of the coming election that the Patriot keep cool, and as clean as possible, for its pages are never as unattractive as when it loses its temper.

THE MINISTER'S REPLY.

Three main charges have been made by grumblers against the Canadian army administration overseas, says an exchange: (1) that the Headquarters Staff at Argyle House is arrogant, inefficient, and indolent; (2) that repatriation of the soldiers has been unnecessarily delayed, and (3) that General Currie was reckless of the lives of his men.

Sir Edward Kemp, the Overseas Minister of Militia, speaking in the House of Commons, answered those charges completely. He paid a tribute of respect to the members of the Headquarters Staff, naming the several officers and thanking them publicly for their ardor and efficiency.

For the virulent small talk and hearsay chatter of a few "he-gossips" beginning with General Smart and ending with Lt.-Col. Pratt, Sir Edward Kemp had only a silent contempt. He declined to deal with their allegations in detail, rightly believing that if he refuted the main charges, speaking from his place in Parliament, and on the authority of a Minister, the lesser complaints would fall to the ground.

Closing Belle Isle Strait

Sir:—I have seen in your issue of the 2nd instant reference to an article inserted in the Vancouver Sun written by a Mr. R.T. Elliott, suggesting the closing up of the Straits of Belle Isle, and thereby causing a great change in climatic conditions as they now exist in these Eastern Provinces—I see also an article in the St. John Telegraph supporting the proposition.

I am satisfied that no sane man having a personal knowledge of the conditions existing in the Gulf of St. Lawrence and Straits of Belle Isle would for one moment give favorable support to that proposition.

Some years ago when I was an assistant in the Hydrographic Survey of the Gulf of St. Lawrence and Newfoundland working under the British Hydrographic Department, I spent two summers in the Straits of Belle Isle surveying those straits and the adjacent coasts of Labrador and Newfoundland. During those two seasons our particular attention was given to recording the currents of the straits and the action of this Arctic current.

We found that the flow of water from the River St. Lawrence, the Miramichi, and other rivers emptying into the gulf caused a continuous flow of the straits of Belle Isle to be out to the Atlantic, and there was no current coming in. The consequence was that there was no flow of ice from the Arctic currents inwards through the Straits, and in those two summers we only saw two small icebergs enter the Straits of Belle Isle, and these were driven by a heavy easterly gale which lasted three or four days.

The fact is that the Arctic current which comes down along the Labrador Coast, and East Coast of Newfoundland is so wide, deep, and swift that it pays no attention to the Straits of Belle Isle; besides the constant outflow of water from the gulf to the Atlantic prevents it having any effect.

To close the Straits of Belle Isle, would in my opinion have a disastrous effect upon the climate and inhabitants of the Gulf coasts and Prince Edward Island.

The ice of the Northern part of the Gulf is now carried out with the outgoing current of the Straits, which if closed would remain in the Gulf until late in the summer and have an exceedingly bad influence upon the farming portions of those coasts.

The Gulf Stream which passes east about some 120 miles south of Nova Scotia and Newfoundland would not be affected in the slightest degree by the closing of the Straits of Belle Isle.

I sincerely trust that before the Canadian Government take any steps as recommended by Mr. Elliot, or the St. John Telegraph they will consult the British Hydrographic Office in London where I am satisfied my contentions will be fully upheld.

I am sir, etc. FRED W. HYNDMAN.

Daily Selections for Guardian Readers

Furnished by W. S. Louson. TALK IS CHEAP

Solomon knew the difference between a blacksmith and a jawsmith. No doubt he studied out the characteristics of both when he was temple building, and formed the conclusion which he has recorded in his book of Proverbs. "In all labor there is profit; but the talk of the lips tendeth only to penury." When you find one man who is willing to give a lift on a load, you will find ten that will enter upon an elaborate scientific disquisition as to where the fulcrum should be put; to give the lever the proper purchase. For every man who keeps right on at the saw horse, you will find a dozen who spend most of their time picking out the straight sticks, and examining and greasing the bucksaw. Did you ever watch a boy trying to get away from a quarter of a cord of hard-wood some morning before school? Ten minutes are occupied adjusting the sawhorse so it won't wiggle, then he pulls about the old beech sticks to get at the nice clean maples, and now behold all things are ready. But the saw isn't greased, so he takes a trip to the back kitchen, and rummages around for a bit of fat. The saw is slicked up and away she starts. When the cut is about half through he sits across the stick to get his breath, and finds before starting that he needs to water up, and so there is another trip to the kitchen for a drink. At the end of the first fifteen minutes he has two cuts in the stick, and the hour finds him with half a dozen of the easiest ones in the pile disposed of. There are grown men that carry on this kind of monkey business week in and week out. They spend most of their time dreaming and planning, and their unfinished schemes would overtop the biggest wood pile this side of hades. To hear them talk you would think that they were going to turn the world upside down, but if you go back a month you will find them—still wagging their jaws, and the old world in its same relative position to the sun, moon and stars. What is the matter with plenty of people in this world—that their mouths are too large for the rest of their corporality. Stray Shots.

Good Schools, Good Roads and Community Pride

Local or community pride is a potent factor in having good schools and good roads. Our province, being divided into Counties, Electoral Districts, Polling Divisions, Parishes, Townships and School Districts, we look to some of these for a sentiment or local pride stimulating their inhabitants to progress. We find what public spirit or interest we have is centered almost entirely in the School District. The larger divisions have small claims on us; we feel no way responsible for the state of the roads or condition of the schools beyond our own School District.

Therefore, to have sentiment or local pride play any part in providing good schools or good roads we must build on what there is in the School District, as that only at present has a nucleus worth developing.

We shall deal now with our road systems. We tried the Statute Labour and Small Precinct System and it failed principally because it developed no local responsibility. Then the late government adopted the plan of gathering all the road monies into the Treasury and then handling these road monies from the Public Works Office through the Road Supervisors one for about every two townships. This plan was to have the road money do more work by being under direct government control but unfortunately it put all these funds in the hands of rabid politicians in nearly every case who treated political opponents unjustly. Every man of course was supposed to pay his road taxes Liberals and Conservatives alike but no Conservative could even a dollar on the roads in order to pay these taxes except as a favour from the Supervisor and that favour was in turn to yield another favour on election day. The result of it all was that we had worse roads and a corrupt political system built up. In fact it went so far that some localities settled by Conservatives were years at a stretch without a dollar being spent on their roads. That was the Liberal Road System and it will be the same again if they were to succeed at the next general election.

When the present party attained office they immediately abolished such a corrupt system. They adopted the policy of the Road Taxes being first used in the School District and if all of these taxes were not required in a District the balance is to be returned to the Treasury; if a District was short of sufficient funds to put its roads in good condition let it be helped from the Treasury. But it must be observed that under the present system every man can apply to do work on the road in his District in lieu of taxes and no Road Master under the law make a distinction between Government supporters and opponents. Thus every School District has all its road taxes available for the roads within its bounds and if it is evident that the amount of road funds contributed by any district, is insufficient to maintain its highways it is helped from the general revenues of the province to the extent required. Again if some Districts have more than sufficient funds for their own needs the excess goes into the general revenue. At first it would only be natural that such a radical change would not work out smoothly. No matter how carefully the appointments or road masters would be made it was not expected that 475 untrained in roadmaking, would in every case give satisfaction. But men will learn how to perform more difficult jobs than road making if a live interest is taken in their work. That is proving true in the present road system, the improvement is somewhat slow but it is manifestly substantial and the strongest incentive to improvement is Community Pride. A large percentage of the road masters are proud of the condition of the highways in their districts and are doing excellent public service. The small cash reward they obtain for their services would not of itself induce the most of them to continue in office another year. They are doing a necessary public service as a duty and doing it generally to the best of their ability. Of course all are not equally capable but there is improvement all along the line and that they are a body of honest men their yearly returns made to the government is ample proof. Last year no less than 175 road masters returned unused funds to the Treasury, and as a rule these have their roads in good order. It is no reflection on the others who did not make cash returns as they required all of their funds and properly in many cases more than their districts contributed. The complaint is not that the road masters are not spending the money well but they are not spending enough. It is surely a condition of affairs that we may be proud of a when we have no political road-jobbers as we have had in the past. We have a road system stripped of party politics

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

UNINTENTIONAL "AUXILIARY AIR"

Air Leak Leads To Waste of Fuel

So long as an engine is not taken apart, the air leaks which develop are mainly those resulting from wear of parts, of which the most common and most likely to escape early notice is the wearing of the inlet valve stems in their guides. So much air or gas comes to enter in this way as to cause an engine to miss on certain cylinders or even to stall, if slowed down very low. Reaming out the guides and putting in new valves with oversize stems, that fit properly, is the usual remedy. If the throttle stem wears very loose, replacement of certain carburetor parts or a new carburetor will restore normal conditions at this point. When the pistons become very leaky, or the exhaust valves lose their tightness, the remedy is the same as that for poor compression at these points. There is not much likelihood of a leak developing in the intake system or in parts connected with the cylinder head, unless an engine is disassembled and put together carelessly. Occasionally, a manifold branch connection of the carburetor flange connection may jar loose, but this is very rare. After an overhauling, however, almost any kind of an air leak, even to one sufficient to prevent the engine's being started may be discovered, these usually being due to faulty gaskets or otherwise imperfect joints at such points as the carburetor flange connection, manifold branches, valve chamber caps and cylinder head. In case an air leak is suspected, if a little gasoline is squirted about the supposed point of entrance, with the engine running, the fluid will usually disappear very rapidly and skips from too lean a mixture will temporarily cease. As above stated, air leaks are especially bothersome when an engine is fully throttled down. Their effect can be overcome by increasing the amount of gasoline delivered by the carburetor, but when this is done, the result is to make the mixture wastefully rich at larger throttle openings, at least with very many types of carburetor. This is perhaps the worst result of air leaks and the low fuel economy of many old, or neglected, engines is attributable to this cause. The temptation to secure regular low speed operation by feeding excess gasoline, being too strong to be resisted. While the effect of one small air leak may not be sufficient materially to effect the operation, the combined effect of many is serious and the way to avoid this is to stop all such leaks as soon as they are discovered or the end of its speed range, will be greatly impaired.

and we have better roads as well. No particular settlement is neglected and party favorites getting road jobs at their own prices.

We have now a community pride that is valuable and a wholesome check on political corruption. School Districts are well known by settlement names which also means a well defined community area and the public spirit and progressiveness of it is pretty fairly gauged by its roads and its school. It is to our credit that we have a growing pride in our districts a sentiment much to be praised and encouraged. We have the prettiest and most attractive country in North America and it will become more and more attractive as the years roll by.

But unfortunately this present road system is challenged by opposition party. Their policy is to return to the Supervision political systems, which would quickly rob our community interest and pride. Is partyism worth the sacrifice? We would ask all to consider the effect of the change before making it. The issue fortunately is clearly defined. The present government says "handle your own money and we will give you additional if necessary to have good roads"; the Opposition says "let us handle the money for you, the road jobs should be party spoils, and if you come over and help us to defeat the present government these road monies will be given to our friends instead of being given to all the people regardless of party." If we want the meanness variety of partyism let us return to the old supervision system but if we want to keep partyism out of our road making as far as possible let us stay by the present system. We think the choice is manifest and easily made.

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