

THE CHARLOTTETOWN GUARDIAN

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OPPOSITION CANDIDATES DISTORTED VISION.

In his manifesto the Leader of such Opposition as there is, to make out some kind of a case, had recourse to several Dominion issues. Finding themselves hopelessly beaten in their so-called arguments pertaining to local politics, many of the drawing Grit candidates have caught at these straws—especially the high cost of living and the treatment of soldiers, political straws which to most of their distorted visions appear to be veritable beams floating on the troubled waters.

We have in previous issues referred to the campaign of misrepresentation carried on in the hope of capturing some of the returned soldiers' votes. The latest, however, is no prevarication. The intelligent electors of P. E. I. are being told, on the authority of a statement made by Mr. W. T. R. Preston, that over in France the Canadian soldiers who voted for Laurier were sent to the trenches for so doing. Some of the speakers dilate upon this curious accusation and state that the Government cannot afford to lie under the strictures made by Mr. Preston.

We may be very innocent, but may we rise to ask those reiterating this statement whether being sent to the trenches was by our soldier boys considered a penance or a reward? It was to get to the trenches that most of them enlisted, and we have heard some of them bitterly complain at the delay in getting there. "Over there" they evidently never heard of this easy method—just to vote for Laurier—to obtain their heart's desire.

As regards the high cost of living, much of the stuff preached from the political platform is mere slobbery, in which the basic facts are twisted or ignored. It has become the fashion to call most of the large manufacturers and wholesale merchants profiteers—especially in this province, where there are none. The fact is that the past few years have constituted probably the longest era of ever-increasing prices on record. In many cases, by sheer luck and force of circumstances, the man who bought today found a ready market for his goods tomorrow at enormously enhanced values. In many cases the retailer who ordered goods at a certain figure found the price at which he could sell almost doubled by the time he obtained delivery of goods. Despite such advances as this, at one period of the war many greedy consumers hogged such articles as flour, fearing a possible famine. Those who had the money did not care then what price they gave providing the merchant would only oblige them with the goods. That Sherbrooke woolen manufacturer who said the other day that "the manufacturer who could not make money during the war must have had something the matter with him" put the whole situation in a nutshell.

The cloth makers who bought wool paid high prices for the market, yet before it had been woven into fabrics for the market a considerable increase in value had taken place. Leather, pork, flour—almost everything—went the same way. Some drugs and chemicals in a short period increased one thousand per cent, and large fortunes were made in these lines of which we hear nothing. Those who happened to be in certain trades could not help making money in consequence of the continuous appreciation of the raw materials they used, and with a clear conscience, since on a falling market the manufacturer often has to carry goods at a loss.

Those who talk so glibly upon this subject should first make a study of the matter so as to be able to distinguish between those who benefited by sheer business foresight and that other despicable class who merely reaped a harvest out of others' necessity, and the gamblers who by sheer money-power were enabled to corner the market upon certain goods.

These parasites were neither manufacturers, wholesalers nor retailers, and no punishment could be too great for their misdeeds.

RETIREMENT OF SIR THOMAS WHITE.

The retirement of Sir Thomas White from political life is a distinct loss to Canada. Sir Thomas doubtless considers that he has done his bit during the war years in sacrificing a salary of anywhere from twenty to fifty thousand dollars a year for a paltry \$7,500 and the worries and the strenuousness of political life. A similar loss and for a similar reason was sustained by the United States in the retirement of Mr. McAdoo, Secretary of the Treasury, who could not live, or at least who could not support his family as they wished to be supported, on the salary paid him by the government. It pays a corporation to give a man like Sir Thomas White a salary of \$50,000, and he is worth it to the corporation. What a howl would go out all over Canada if the Government had retained his services at such a figure. Yet, while it is possible that a successor may be found to fill the bill, it could easily be possible that the country would be in pocket in giving him the salary offered by the corporation.

Sir Thomas by his wonderful genius in finance undoubtedly saved Canada many millions of dollars during the trying period of the war. Had his place been occupied by a less capable man Canada's splendid financial position today might easily have been very different.

This province has special reason to regret Sir Thomas White's retirement, for ever since his visit here in 1912, he has been our fast and firm friend. It was largely due to his sympathy and support that we obtained the additional subsidy of \$100,000 on account of the claims at Ottawa.

There is good hope, however, that the man who "found" Sir Thomas White for his cabinet will be able to find one who will worthily succeed him and we understand the man is already in sight.

PERMANENT CANADIAN SHIPPING INDUSTRY

STRONGLY FAVORED BY THE MARINE ENGINEERS' ASSOCIATION.

Some Arguments Presented in Favor of it and Reasons for Labor Unrest Ointed Out.

The National Association of Marine Engineers has taken a great interest in Canadian shipping affairs as they are related to the present labor unrest. They are strongly in favor of a permanent Canadian shipping industry under government control, and the president of the Montreal council of the association recently read and presented to the chairman of the Royal Commission on Canada's Board of Industry two letters on these vital subjects. These letters, which we publish below, show some of the arguments in favor of the creation of a Canadian national shipping industry, and also point out some of the reasons for labor unrest. The first letter is as follows:

"Gentlemen—In my opinion the labor unrest in Canada would be prevented by the nationalization of all public utilities and the natural resources of the country, and its amelioration would be better attained by these things being administered directly by the government in power, and not by companies. Our mines, flour mills, cold storage plants, as well as the abattoirs, these form the fundamentals of the living of the people. At the same time we would suggest a week of forty-four hours for working men. There should also be compulsory apprenticeship in the various trades which would facilitate matters very much, by training and turning out a better class of workmen. During the apprenticeship, the apprentice should have enough allowed him for board. There should be a department, or bureau, of the government to supervise, or enquire into the laboring girls' conditions in factories and stores, and to see that they are paid wages enough to support themselves properly.

"We would advise the appointment, without delay, of a minister of shipbuilding and shipping, free from politics and foreign control, so as to make the important shipbuilding industry a permanent one in Canada; to have Canadian ships to do our own coastwise trade, and to carry our trade and commerce to foreign countries; to prohibit in future foreign ships and seamen handling our Canadian coastwise trade—that is, trade from one Canadian port to another Canadian port—from the Atlantic to the Pacific. Formerly foreign ships and seamen were allowed, under order in council, into Canada's coastwise trade, duty and taxes free. That is, the foreign ship was honored by the Canadian government to the extent of twenty-five per cent. of their value, as well as from ten to fifty per cent. on provisions and outfits. If Canadians used the same foreign ships, they would immediately have to pay to the Canadian Government, in cash, these duties of twenty-five per cent., and from ten to fifty per cent., and also taxes each year after on the purchased foreign ships.

"This foolish policy against the best interests of Canada destroyed our shipyards and shipping trade and drove tens of thousands of Canadian seamen to foreign flags and foreign lands, as well as workers of other allied industries. While, thus, we lost our shipbuilding, ships and seamen, at the same time foreign ships and seamen spent nothing in Canada, but took all their earnings home to Europe, three thousand miles away.—(Signed) E. Hamelin, president; N. Lazire, secretary, Montreal Council No. 5, National Association of Marine Engineers of Canada."

The second letter to the commission takes the form of a memo, and is as follows: "Gentlemen—I represent Montreal Council No. 5 of the National Association of Marine Engineers of Canada, with a total membership of over two thousand marine engineers in the various seaports of Canada, from the Atlantic to the Pacific. We are not

affiliated with any other Canadian or foreign association—we are purely Canadian. But still, many of the companies will not recognize our business managers, representing hundreds of intelligent men, but the companies have business managers, and these put their contacts up to the marine engineers; when they are ready, and say, 'Sign that, or go.' And the marine engineer, with his wife and little children before him, after an idle winter, generally has to sign, whatever wages he is offered.

"This is a matter for the Canadian government, which should enact legislation that will compel companies to do unto others as they do themselves, and recognize our managers, as they themselves do business through business managers. Another matter we have noticed in general use against organizations formed for their own protection and families' living, is that international unions have their headquarters in the United States, and therefore must not be recognized. But nothing is ever said about companies which will not recognize the marine engineers' business managers, who are all Canadians. Yet these Canadian companies' business managers will recognize the agents of the United States firms who come to Canada in winter, to the companies' head offices, and sign contracts for supplies for their ships. These supplies are then taken on at United States ports in the summer, free of duty. These are the things that help to make unrest.—Yours respectfully, E. Hamelin, president."

Eugene Hamelin is a charter member of Montreal Council No. 5, and served his first apprenticeship on board ship with the late Thomas Milne, of Kingston, who was the first grand president of the National Association of Marine of Canada from Kingston. Mr. Hamelin has been chief engineer on passenger and freight steamers on the great lakes, River St. Lawrence and Atlantic coast trade. Speaking and writing English and French made him a very successful engineer. He is now supervising engineer at the Montreal Technical School.

The National Association of Marine Engineers of Canada was organized twenty-two years ago, and never had a strike. They have tried to obtain their Magna Charta by constitutional methods. Kingston council has a membership of over one hundred marine engineers. No. Lazire, the secretary, has also been chief engineer on the lake, river and Atlantic coast steamers; also on government steamers on the Atlantic and Newfoundland coasts.

Prince of Wales To Arrive Aug. 21

QUEBEC, July 11.—It was announced here today that His Royal Highness the Prince of Wales will visit Quebec on Thursday, August 21st. It is understood that Quebec will be significantly honored by being the first city of this continent which he will visit as he will probably cross on an ocean liner destined for this port.

Train Wrecked Crossing Bridge

AMHERST, N. S., July 12.—A serious accident occurred last night about 7 p. m. on the Maritime Central Railway and Power Company's line which operates between Maccan and the town Joggins when a mixed special train of about 11 cars coal and one passenger car full of passengers for Maccan and points on the Canadian National Railway while passing over the bridge at Maccan the east span which is of wood structure collapsed and the engine and several cars fell to the muddy river below about 35 feet of a drop. As luck would have it the tide was very low and the engine was nearing the Maccan shore. The passenger car with two or three freight cars remained on the track on west shore near centre abutment. The Canadian Government Railways wrecking crane and pile driving apparatus is now making necessary repairs. Crew of locomotive jumped only receiving slight injuries about the legs and arms.

MARSHAL JOFFRE WILL LEAD TROOPS

PARIS, July 12.—Marshal Joffre, it was announced today in the lobby of the Chamber of Deputies, will lead the troops during the first part of their triumphant march here on Bastille Day, July 14th, but on arriving at the Elysée, he will be saluted by President Poincaré, he will leave the procession and will be invited to take his seat beside the President.

More than 100 deputies, dissatisfied with the place given Marshal Joffre in the parade, introduced in the Chamber a resolution, which they signed, inviting the Government to give Marshal Joffre and commanders of armies and army corps under him, places in the victory parade merited by their eminent services in the battle of the Marne, which saved the country and civilization.

An official note was issued today saying: "The newspapers announce the Government has not invited Marshal Joffre to participate in Monday's parade in the place which is due him. This news is false."

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Come, Holy Spirit, Heavenly Dove, With all Thy quickening powers, Con, shed abroad a Saviour's love, And that shall kindle ours! By Rev. J. E. Conant, D. D.

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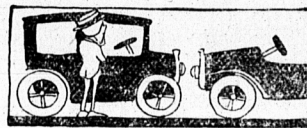
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HINTS FOR The Motorist

BY ALBERT L. CLOUGH

POWER TIRE PUMP INQUIRY



P. L. R. writes: I need a power tire pump on my car, but there seems to be no practical way of placing it, so that it can be driven from the engine. What is the handiest form of pump to use under such circumstances?

Answer: For use upon an electrically started car, the crank-shaft pump is very convenient. This is a regular, mechanically-driven, piston pump, designed to be carried in the tool box and is fitted with a drive shaft, adapted to engage with and be driven by the ratchet end of the engine crank-shaft, to which the emergency starting-crank is attached. For application to a hand-cranked car, there is available the impulse or spark-plug pump. This is carried in the tool kit and, when needed, is screwed into one of the spark-plug holes, being operated by cylinder pressure, when the engine is run. It works very well.

OPERATIVE EXPENSE OF CLOSED CARS



T. W. F. asks: Is it much more expensive to operate a closed car than an open car of the same make?

Answer: Not very much, but somewhat. The added weight of a closed body increases the total load upon the tires and somewhat reduces their mileage if the same size is used as on the open models. If a large size is used on a closed model, the cost per mile is necessarily a little greater. Somewhat higher fuel consumption results from the added weight, which the engine has to handle and, as the gear ratio on closed cars is generally lower than on open models, the oil consumption

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also runs slightly higher. REFRACTORY VALVE CAPS

H. T. asks: How can I remove the valve caps of my engine, so that I can take out the valves to grind them? I cannot start them with a wrench in the usual way.



Answer: Valve caps, after they have been a long time in place, sometimes become "burned in" very firmly. Try slipping a short piece of pipe over the end of your wrench handle, using the free end of the pipe to take hold of, so that you will have a greater leverage. Try driving the end of the wrench, with a hammer, in the direction of unscrewing. Applying kerosene, repeatedly around the edges of the caps, in the hope that it will reach the threads and loosen them. If these means fail, use a blunt cold chisel (or punch) and a hammer, upon the edges of the caps allowing the tool to raise a "burr" in the metal and driven on this, in the unscrewing direction. This may injure the caps but, the jarring and high momentary force acting are likely to result in a start. The chisel used should not have a cutting edge. Heating the caps, with a blow torch

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