

The Charlottetown Guardian

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WEDNESDAY, FEBRUARY 21, 1917.

OUR WASTES

Another appeal from the Minister of Agriculture, one of several already made, appears in this issue. All over the Empire an appeal has gone forth for greater production of foodstuffs, and never before in the history of the Empire has there been such need of such an appeal. The food problem has as much to do now with the winning of the war as the munitions problem. If our supply of food fails or even threatens to fail, it will spell instant disaster. The appeal is made to the people of this province as to those of the rest of Canada. How are we going to meet it? In the country districts production has presumably been carried to the limit of the capacity of most of our farms. Our farmers tell us they have cultivated as many acres as the labour available would permit, and this is undoubtedly true. But have these cultivated acres produced in proportion to the time and labour expended upon them? This, for this province, is a more important matter than increasing the acreage under cultivation. In a recent article we gave a few results from the experimental farm. It was found that spraying potatoes carefully during the growing period added some three weeks to the period of growth and increased the yield by 97 bushels per acre as compared with an unsprayed plot of similar soil and the same variety of potatoes. It was found further that the unsprayed potatoes in storage on January 12th showed 43.3 per cent. of rot as compared with 1.7 in the sprayed potatoes on the same date. Now when we know that the yield of potatoes on a plot of land can be increased by 97 bushels per acre, and the keeping qualities by even more than this by taking the trouble to spray the field regularly during the period of growth, we have at hand one of the great secrets of increased production. Our potato crop last year was phenomenally large, and the prices received equally so. Who can estimate the loss we sustained both in yield and in keeping qualities through the general neglect of this one simple and cheap precaution? This is only one instance, merely mentioned to show that we are actually wasting as much as, if not more than, we are producing. Our farmers as a rule are hard working, intelligent, careful, but the great majority are still ignoring the discoveries of the scientists, following the methods of the days when there "were no disease germs," when the rich, virgin soil needed only to be scratched and the seed thrown in, when a local market readily absorbed the little that we produced and when the little that was received for our products sufficed for our little wants. We are now competing with the world's scientific producers, in the world's most exacting markets. We have to produce what the best markets demand or be content with second rate markets and second rate prices. In the matter of potatoes we are asked to produce an article that will keep in storage. Our scientists tell us how it can be done. If we do it we shall produce what the markets are always ready to pay for; if not we are wasting our time and our labour. This is one of the things that must be borne in mind in carrying on the campaign for greater production; it will pay at all times and doubly so now when the whole world is calling for food, when the Empire is fighting for its life and when food production is one of its most serious problems. Let every precaution be taken to get the most out of our labours and out of our soil; let us place more reliance on the discoveries that have been made on our experimental farms and in our agricultural colleges and the areas already under cultivation will yield more abundantly and more profitably. The cultivation of vacant lots and back yards in towns and cities is a matter that, for many reasons,

should be taken up at once. It will, if carried out, have a two-fold value. The hundreds of boys and girls who are now wasting nine tenths of their time and a large proportion of their intellectual strength, in useless and meaningless and even mischievous amusement, would find in such effort something to build them up physically and intellectually by giving them something definitely useful to do. Moreover, it would add very considerably to the food production of the province. Every pound of food produced leaves a corresponding amount for export. We are glad to know that this matter is being taken hold of by the City teachers and hope ere long to announce a definite and promising movement in this direction.

RECRUITING.

At a recruiting meeting held last week in Cape Traverse, when the usual appeals had been made for recruits, made eloquently and feelingly by men who knew whereof they spoke, and knew also the great need of men at the front, the usual pause followed; not one of the young men present responded. The pause, which had become painful, was at length broken by a middle-aged gentleman who told the audience that his son—who had been killed in action last March—had in all his letters home insisted upon the need of sending more men to the front if we were going to win the war. This, he said, was the message sent home by the men at the front, the dying message of many who knew the grim work ahead. "And now," he concluded, "if the young men do not go, I will go myself; I am not yet too old." He thereupon walked to the platform and handed in his name to the recruiting officer. The name was Albert Robinson. The incident created a profound impression, but there was no response from the young men present, and Albert Robinson, who had already given his son, was the only recruit secured at the meeting. Rather than that his son should have died in vain, rather than that there should be any doubt about winning the war, he was ready to leave his home and his business and his comforts and follow the clear path of duty that lay before every man with red blood in his veins. Recruiting in this province has passed through its various stages to the point now reached, when voluntary service can no longer be depended upon and where the only alternative is to enforce the Militia Act. When the call first came there was a magnificent and an instant response. Every young man who realized the situation and his duty responded. Later, recruiting meetings were held, the matter was plainly set before our people and many saw, for the first time, their duty as men and they responded. Through persistent effort on the part of patriotic men throughout the province, others have trickled to the ranks until now we have reached those who positively refuse, the parasites who live on what others are doing, who take advantage of the shelter and the security for which others are laying down their lives. The proportion of available men remaining in our province is not large, yet there are many, far too many. They will live among us as slackers and shirkers, men who should have taken their places with those who have gone, men who had been where they should have been, might have saved the lives of some of those who have fallen, men who experience no sense of shame when they see a middle aged father follow the path that his son followed to the death. The call is still being sent forth and there is yet an opportunity to follow the path of duty, to avoid the disgrace of being classed with the dregs of our generation, for as dregs they will be known for all time to come.

NOTES

Many are waiting with fear and trembling to see what will happen those who do not clean off their sidewalks after yesterday's snowstorm. The Entente Allies started the war, Germany says. Their plan was, we presume, for Serbia to conquer Austria-Hungary while Belgium devastated Germany. England, especially, showed her hand when she hurled an enormous army of 100,000 men against only two or three millions of Germans. . . . and these Germans, taken completely by surprise, staggered forward into France. They got nearly as far as Paris, we believe, before they recovered from their astonishment. Yes, Germany was taken by surprise, as everybody knows.—New York Evening Sun.

AUTO CARS ON THE FARM

Mr. C. K. Siebert, Walkerville, Ont., writing in the Ontario Agricultural College Review, says:—

One of the most interesting aspects of progress is the fact that when economic social and commercial conditions reach such a point that more advanced ways and means are needed such ways and means are forthcoming. The development of railroads reached the point where a more practical and expeditious method of communication was needed and we were given the telegraph and then the telephone. Electric railway lines have come to give us better metropolitan and interurban passenger service. In the same way economic conditions called for and justify the introduction and extended use of the motor car. For purely social and pleasure purposes it has from the first appealed to everyone. The spontaneity of such demand springs not from a recognition of economic conditions, but because of its appeal to the pleasure seeking instinct of the people. As a result of the pressure of such demand the manufacturers of motor cars have confined themselves largely, until recently, to the manufacture of so-called pleasure cars. The people have been and are making what they want. Millions of pleasure automobiles are in use throughout the land. They have been sold in large numbers to farmers to whom they appeal strongly as a source of pleasure, convenience, and even profit. Because of lack of space at our disposal we cannot undertake to go into an exhaustive analysis of the economic conditions which not only justify, but demand, the extensive adoption of motor cars in place of horse-drawn equipment. The pleasure car has been universally accepted without much regard for the economic utility of the motor car. The general recognition of its economy and efficiency of operations as compared with horse-drawn equipment. Statistics show that horses consume per head each year the product of five acres of land. The same statistics show that on large farms and small, horse labor costs the farmer twelve and one-half cents per hour; twelve and one-half working hours of horses per year divided into their total cost of maintenance per year gives a net cost of twelve and one-half cents per working hour. In the cities where truck teams are hauling day after day throughout the year—and the cost per working hour is the lowest possible cost per working hour—the cost of hauling is 17 1/2 cents per ton with horses—against 11 1/2 cents with motor trucks. These are striking statements. The sources from which they are taken are government reports, available to all, and should receive as a whole the careful study of every businessman whether he lives upon a farm or in the city. The farmers already appreciate the fact that the pleasure car saves time to jump into a motor car and go to market instead of hitching up the horses and driving them. While the farmer has with his pleasure car reduced the roadwork of his horses, he has had a few instances reduced the number of horses needed for farm and road purposes. The use of the pleasure car has not, however, reduced this item of expense or in any way offset the investment he has made in an automobile. If you were to buy yourself out with equipment necessary to go to farm, and were obliged to make up the financial circumstances, to limit yourself to the smallest possible investment, you would study very carefully the type of car you should buy in the way of transportation equipment and of course you would buy a wagon before you would buy a buggy or a carriage. You and your family could, if necessary, go to market in a wagon and take a considerable load at the same time, but with a carriage alone you could not market your crops. Let us suppose you are equipping yourself in such a way. You will buy a pair of horses—or more if necessary—for the work on farm and a heavy wagon for farm and road use. A few years ago you would have bought, as soon as possible, another horse, a buggy or carriage, and probably a spring wagon. Today you would be to your advantage to buy a combination motor car. This type of car is intended primarily for commercial purposes, that is hauling a load of some merchandise or other, and having a carrying capacity up to 1,500 pounds. They are made with a top over the driver's seat and the entire body, with curtains to rear according to weather conditions. They are built with adjustable seats giving a passenger carrying capacity of ten to a dozen persons. These cars are raised to a vertical position so they are out of the way and the loading space of the body of the car can be partially or entirely devoted to the merchandise of some kind. They are built by some firms along the same lines as pleasure cars, artistic in appearance, their riding qualities fully up to the pleasure car and they will practically serve every purpose of a pleasure car. This car will do on every occasion for carrying commodities to market and taking the family along. A motor car will readily pull a trailer load, far in excess of its own carrying capacity. So you can load your wagon with a hundred bushels of wheat or some other product, hook it on to this car and pull it to market in far less time than you would do it with a team of horses. Hook on two such wagon loads if desired, a considerable and the car will handle them. In almost every community there are some products which when ready for the market should be marketed with all possible dispatch; fruit of all kinds, meat, green vegetables, etc. How many farmers have gathered such produce during the day and started a wagon-load of it to market travelling all night in order to be there early the following morning. It is hard on man and beast and that means it is expensive. With a motor car it is better hands. Our times are in our all-wise and all-loving Father's hands, both for control and for concealment. He takes care of us and yet we cannot tell just what to, tomorrow or the next year will bring,

such as is suggested such a load can be taken to a market twice as far away and in half the time. This means possibly a better market and far less wear and tear on man, horse and man. The car needs attention and involves maintenance only in proportion to the use made of it. It stands under its shelter from one trip to the next without involving any expense. The horse demands daily attention and food whether at work or not. With a car of this kind a great many farmers will find—during the winter months especially—uses to which it can be put with profit to themselves. It can be made to furnish power for various operations; for instance, cleaning wheat, clover seed, etc., shelling or grinding corn, chopping fodder, sawing wood, pumping water. In fact the farmer who owns horse-drawn, buggy, carriage, light and heavy wagons for all kinds of road use will find it profitable and expedient to dispose of various items of such equipment and in place of them use a combination car. And when the tractor, which as rapidly being perfected, is added to the car, the combination type the average farmer may eliminate the horse entirely from his stable and in his farming operations and road work make use of the tractor and commercial car instead, at less expense and with more satisfaction in every way.

Were you to engage in any line of manufacturing or merchandising, you would make a careful study of your production cost and your transportation expense, for by keeping both of these as low as possible you would contribute to the greatest possible profit. Why not consider your production cost and transportation problem on the farm in the same way? Conserve the product of your land, market it to advantage instead of feeding it to a stable full of horses that are unable in return to serve you as economically and efficiently as can a commercial motor car. As a tiller of the soil you have your problems and your difficulties. Whether it be cotton, wheat, corn, fruit, vegetable or something else you have to be on your guard against some pest, some scourge or blight. Occasionally you lose to one of these and there is no help for it, but in adhering to the time honored custom of using the horse for farm work in general, and the road work which the farmer must do, you are positively overlooking an instrument far more efficient for your purposes than what you are using. The evolution of the pleasure car has necessarily involved much in the way of experimentation as to motor and transmission equipment. Those days of experimentation have passed and the motor and transmission equipment of today are so thoroughly worked out, and in fact, standardized, as to have been applied with success to the so-called commercial cars or trucks. Consequently the motor truck industry, although comparatively in its infancy, is practically doubling its volume each year without the failure or mistakes which were in evidence in the evolution of the pleasure car. You can easily secure data covering the cost of operation and maintenance of such cars, and you can procure the cars which will make good figures named in such data. In fact, the commercial car, as suggested in the foregoing paragraphs is not an experiment or a visionary project. It has proven its efficiency and economy in every instance named. It is easy to do so for you. Why not try it?

The Hon. M. McKinnon, Commissioner of Agriculture, has received from Hon. Martin Burrill, Minister of Agriculture, Ottawa, a copy of a circular letter which has been sent to the Mayors and Reeves of all the towns and cities of Canada. Accompanying the circular is a personal letter directing attention to a very urgent necessity, that exists for the "effective employment of every man, woman and child capable of effort and sacrifice." The labor shortage on the farms, the Minister states, is assumed in such proportions and every means should be sought with a view to remedying a condition which threatens to curtail the farm output. He urges the utilizing of all back yards and vacant lots in towns and cities for the growing of vegetables. "Every pound of food produced in this way tends to reduce the surplus production in the growing of vegetables and the cultivation of vacant spaces in the cities. Following is the circular letter referred to:

THE STAR SPANGLED BANNER

During Admiral Cockburn's devastating raid in the waters of Maryland and Virginia in 1814, he finally attempted the capture of Baltimore. Francis Scott Key, born in Frederick, Maryland, August 11, 1779, a graduate of St. John's College, Annapolis, was practising law in his native town, and learning of the British fleet in detention on the British fleet in the harbor, he took his boat under a flag of truce, asked for release. This was not only denied but his boat was lashed to the flagpole and he was obliged to remain on board this slight craft, exposed to danger from both the American and British fire, which was kept up with great spirit until the morning of the next day. Key could see during daylight that the fort was certainly holding its own, but when the darkness set in the blazing fire of the shell from the terrific mortar of the great war-rocket, lately introduced by General Congreve, and their heavy explosion in and around the fort, made the danger more apparent. With daylight the fire gradually died down, and suddenly allowing his captives to depart. Admiral Cockburn drew off his scattered and scattered fleet. But Key, overjoyed at the magnificent victory which he had witnessed, seized an old letter and composed the stirring and patriotic song, which, unlike any other national air, came hot from the forge, of a gigantic contest, and was, as it were, hammered out on the anvil of war. The song is to be found on page 404 of "The Heart Songs"—a volume which contains the text of a song for the past century. At the present rate of distribution we shall not have much longer to place it with our readers, and therefore advise them earnestly to get the coupons published daily in our paper.

HOW THIS GREAT NATIONAL SONG WAS WRITTEN

Such is the picture of Europe at this hour. Facing the fearful days which lie before us in this third and sternest year of the war we realize with increasing clearness how vital a factor in the final decision of the food supply country fully appreciates what the farmers have done during the past two years. In urging them to maintain their efforts, though confronted with more difficult conditions, I do it, not because of the high prices which, notwithstanding hold for nearly all food products, but because of the important

"SAYING, PEACE, PEACE"

TO THE EDITOR OF THE SATURDAY REVIEW.

Sir.—The sentimentalist always thinks himself an idealist. It is natural that the present Master of the Temple should find excuses for President Wilson. It is likely, indeed, that in Mr. Wilson's place Dr. Barnes would have done the same. Generally our pulpits have been occupied with President Wilson and the prospects of peace. Would they not have been better occupied with the Peace of God? But that passes understanding. Do our preachers think that because it passes understanding it is beyond their congregations' regard? Seriously it seems as if a good many of them do. They avoid what is not of this world and discourse on contemporary affairs. They seem to have this idea that their congregations will wish them to talk of what is going on around them. That, apparently, is the way to hold their attention. This, I believe, is a complete misapprehension. The man or woman who believes, or does not believe, there is any other side of the grave, or who does not trouble to consider whether there is or is not, or if he believes therein finds it too remote to interest him. It is not likely to go to church at all. On the other hand, those who do not find this world all satisfactory go to church precisely for the sake of that which is not of this world. They feel that "the world is too much with us", that in the bustle of the modern life that which is spiritual has more and more difficulty in establishing itself. In church, at any rate, they expect to be freed from the world's pressure. It is strange that a not serene or proceeds to the mundane man officiating as priest the churchman has all respect; when he preaches on the things of the spirit, or expounds

MINISTER OF AGRICULTURE APPEALS TO CANADIANS

and special service which Canadian agriculture can render the Empire at this juncture. All who assist in this work render a great service to the State. I do not say the greatest for that is done by those who, facing the battle front, thousands of who cannot so serve, but we, who are mercifully free from the iron heel of the invader—we, who know nothing of the land which others are fighting, may well double our efforts to supply what they may sorely need. I especially appeal in this critical year to those in our cities and towns who hitherto have not felt the necessity for directing their energies to food production. In the common task, even though small and unskilled, will in the aggregate mean much. By applying their labour to uncultivated land near their homes, or by assisting farmers, everybody having health can accomplish something. There is need, not only for increased supply but for a wise economic service. If all labour is not efficient there can at least be patience and forbearance where partial efficiency is accompanied by willingness. There is no place in the State now for either half-hearted service or ill-founded criticism. In the common task which faces the country Co-operation, the Dominion and Provincial Departments of Agriculture are already giving, and will continue to give, special attention to the many problems involved. The necessities are also of the most urgent nature to these questions, and I am confident that the various organizations both of men and women throughout the country will give whole-hearted and active support to a work which at this special time is a high and necessary national service. MARTIN BURRILL, Minister of Agriculture.

AMERICAN NAMES FOR GERMAN APPEAL

BERLIN, via London, Feb. 20.—The Vossische Zeitung this morning published a two-column pro-German appeal to Americans, to which was attached the signature of ten American newspaper correspondents, most of whom until recently were residents of Berlin. The existence of this appeal, which is alleged to have drawn up last November, was wholly unknown to American newspaper men here who promptly branded the document a forgery, as far as their alleged signatures were concerned. In retracting the appeal tonight the Vossische Zeitung announces that it was framed by a New York newspaperman, a free lance, working here now and who wrote it to order for an American. Apparently it is for the appeal was lost or stolen, and then found its way into a printing shop, which added the names of the ten correspondents as the sole signers. The correspondents remaining here promptly notified the civil and military authorities and press that they disclaim all knowledge of any responsibility for the document.

Severe Headaches and Pains in the Back

RESULTED FROM DERANGED KIDNEYS AND CONSTIPATION OF THE BOWELS. It is in vain to try to regulate and restore the healthful action of the kidneys until the liver and bowels are set right. And just here is where so many kidney medicines fail. Kidney derangements almost invariably begin with constipation and torpidity of the liver. The whole work of filtering the blood is thrown on the kidneys, and in time they fail to stand the strain. The poison in the system gives rise to severe headaches, pains in the back and tired, depressed feelings. Because they act directly on the liver and bowels, as well as on the kidneys, Dr. Chase's Kidney-Liver Pills are eminently successful in the treatment of kidney derangements. Mr. William Loney, Marysville, N. B., writes:—"I am glad to recommend Dr. Chase's Kidney-Liver Pills to anybody who is suffering from kidney trouble or constipation. I suffered for a long time from kidney

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson, DAY BY DAY. This year will have 365 days in its calendar, it really will have only one working day, and that is called "today." That is all made be accountable; for none but a fool lives in to-morrow. Serve your Master by the day. Each four and twenty hours brings its own duties to be done, its own temptations to be conquered, its own loads to be carried, and its own progress to be made heavenward. There never was a Christian yet strong enough to carry to-day's duties with to-morrow's worries piled on the top of them. Take short views, and never try to climb walls until you get to them or to cross a bridge until you reach it. Begin every day with Jesus Christ, and then, keeping step with him, march on to duty over the roughest road that lies before you, and in the teeth of the hardest head wind you may encounter, "My times are in thy hands," and they

Ladies' Boots Spring Styles High Cut

Black kid, laced, high and Medium heels good year welts, Patent, Buttoned cloth and kid tops and laced Patent and gun metal boots for women.

GOFF BROS