

THE CHARLOTTETOWN GUARDIAN

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

TUESDAY, JUNE 10, 1919.

LIBERALS AND THE TARIFF.

According to our telegrams yesterday there is going to be some defection from the Unionist ranks on the question of the tariff. This defection, however, is not going to imperil the Union Government, as its majority in the House is considerably larger than that of the men who cannot take the Government view of the question.

TARIFF AND HIGH COST OF LIVING.

There has been a good deal of rot talked and written about the tariff and the high cost of living. It is an old story now and the great majority of Canadians have learned that it is little more than political rot. The Liberal party came into power on a platform, one of the main planks in which was to "root out the last vestige of protection in Canada."

Today the novelty is being revived, but as remarked by the late Mr. P. T. Barnum, "there is no resurrection for a dead novelty." "Free trade as it is in England" and the removal of "the last vestige of protection are dead issues today in every province in Canada where industries are being carried on, industries that were born of and have been kept up by the National Policy.

Manufacturers' prices have advanced about one hundred per cent. in the last few years. The manufacturer charges the wholesaler \$4 for what he formerly charged \$2 for. The wholesaler adds his ten per cent., making forty cents profit where he formerly made twenty. The retailer adds his fifty per cent. to the \$4.40 and makes a profit of \$2.20 where previously he made a profit of only \$1.05 and the article costs the consumer \$6.60 which formerly cost him \$3.30.

PRINCE EDWARD ISLAND WEATHER.

Prince Edward Island summer weather has arrived, and those privileged to enjoy it have more to be grateful for than they think. Letters and telegrams from interior Canadian cities, such as Toronto, Ottawa and Montreal, tell of actual suffering on account of the excessive heat.

NOTES.

If we could get the wages in our own trade raised, without having the wages in other trades raised also, wouldn't it be a jolly world to live in? As it is, the increased wage we get all goes to pay the increased wages of other fellows. It's a "Waltz me around again Willie" game.

THE CITY CANDIDATES

Sir.—I was somewhat amused at the statement in an editorial in the Patriot of June 5th, stating that there has been an unwritten law that a Protestant and a Catholic shall represent the city of Charlottetown in the Legislature. Will the Patriot for the information of the undersigned, kindly give the names of the Catholic representatives from 1893 to 1911 under the Liberal regime; and also inform the public who chose them.

ELECTOR.

PROVES KAISER TO BE PARANOIAC

In an article captioned "Psychoanalysis and the Kaiser," the editor of American Medicine declares that the ex-German Emperor was "always a garrulous old Paranoiac, a boastful, swash-buckling, blood-and-thunder imperial hero, in no wise suited for the role destiny had imposed upon him."

"His interview granted to Harold Bigbie was very much in character, but for once the Kaiser spoke honestly, and immediately afterward he regretted it. His denial that he ever gave an interview to anyone is of no avail; any student of character knows that the strongest things he uttered were so genuine a product that it could not have been manufactured."

Daily Selections for Guardian Readers

Furnished by W. S. Louson

WHERE'S MOTHER?

Bursting in from school or play: This is what the children say: Trooping, crowding, big and small. On the threshold in the hall, Joining in the constant cry, Ever as the day goes by— "Where's Mother?"

From the weary bed of pain: This question comes again: From the boy with sparkling eyes, Bearing home the earliest prize; From the bronzed and bearded son Perils past and honors won— "Where's Mother?"

Burdened with a lonely task, One day we may vainly ask, For the comfort of her face, For the rest of her embrace, Let us love her while we may, Well for us that we can say, "Where's Mother?"

Mother with untiring hands, At the post of duty stands, Patient, seeking not her own, Anxious for the god alone Of the children as they cry, Ever as the days go by— "Where's Mother?"

How His Mind Worked

His shrunken arm, his pathetically puny figure, his whole unheroic and unimpressing make-up were a constant source of humiliation to him. Realizing this, the one aim of his life was to deceive the world, to draw attention away from these shortcomings, to impose himself on the public as a giant, physically and intellectually, as a colossus of courage and ability, as the perfect symbol of perfect kingship.

Imposed on Roosevelt

"Even such a shrewd judge of character as the late Col. Roosevelt was taken in." But the great test came when Germany lost the war and the Kaiser had to flee the country. His career had come to an end, he was a failure, he was found out. And what defence did he offer to an undecieved world? What justification did his followers here offer for the conduct he had pursued so confidently for three decades?

The Royal Figurehead

"When an important message arrived at headquarters I was shoved out of the room, so they could take it up among themselves. They fawned on me and sent me around the country making pretty speeches—anything so long as they had me out of the way. Those nasty diplomats were the ruin of a man. If it were not for them I still be a great man in the eyes of the world. I didn't dare open my mouth to protest. I was a puppet in their hands. Don't blame me, I couldn't help it." All of which is so amazingly interesting because it is amazingly true. The Kaiser was nothing but a puppet in the hands of the German warmakers.

BRAZIL'S PREST, DINED WITH KING GEORGE

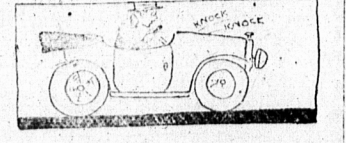
LONDON, June 9.—King George and Queen Mary gave a banquet at Buckingham Palace, Friday in honor of Dr. Epitacio Pessoa, the president elect of Brazil, who was accompanied by his wife, daughter and suite. Among the 150 guests were members of the cabinet, with their wives, members of the house of lords, former ministers, members of the diplomatic corps, dignitaries of the court, the lord mayor of London and other prominent people.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

PLUNGER OIL PUMP MAY CAUSE RAPPING

B. T. W. writes: My engine has a faint knock or tap, which is to be heard at all times, but is most noticeable at very low speeds. The car is a new one and, so far as I know, everything is in good condition. Listening to the engine from various points, gives no clue to location. What do you suppose causes this sound?



Answer: As this is a new engine, it is not likely that looseness due to wear can account for it. Have you inspected the valve gear carefully to see that the adjustments are not such as to cause any undue clearance at push rods, tappets or elsewhere. Of course, there is a possibility that a piston ring may have broken. Perhaps a valve stem may be sticking slightly in its guide. The fan belt coupling may tap on the pulley. If your oil pump is of the plunger variety, you may find that it is to blame if there is excessive clearance between the plunger and the cam, which operates it. You would hear such a noise more distinctly at low speeds, because at high speeds, other noises would drown it.

STORAGE BATTERY INQUIRY



E. R. E. asks: Would three battery cells, taken from an electric vehicle, make the ignition coil of my car, if they were used in place of the four lighting battery, furnished with it?

Answer: As they would furnish the same voltage as the battery originally installed, we do not see how they could. It may be well to remember that these electric vehicle cells are capable of furnishing a much heavier maximum current than these ordinary lighting cells and it might be well to protect the system against its effects, by the installation of suitable fuses, if there is not already some such protection provided.

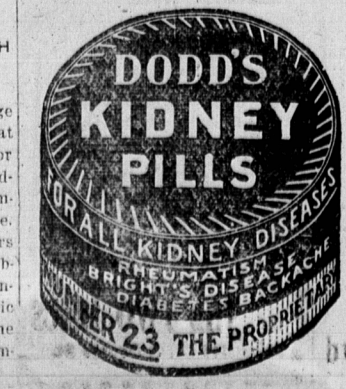
TEST FOR PROPERLY GROUND VALVES

O. L. asks: What is the best way to tell whether a valve has been ground so that it will be tight?



Answer: The usual way is to take a lead pencil and make a series of marks, quite close together, directly across the full width of the valve face. The valve is then placed in position upon its seat and rotated upon it, under light pressure. If, on removing the valve, any of the pencil marks remain intact, it is evidence of failure of the valve to touch its seat at such points. All the marks should be partly erased if the seating is perfect. Another method is as follows: Apply a light, even coating of prepared prussian blue to the valve seat, put the valve in position and rotate it. If contact is good there will be found a continuous blue band around the whole valve face. A blue band with breaks in it denotes a poor job. Valves located in cages are sometimes tested by pouring a little gasoline into the cage over the valve. If it does not escape between the valve face and seat, the job is considered tight.

Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.



Important Notice TO Autoists and Teamsters

TRAFFIC BY-LAWS of the CITY OF CHARLOTTETOWN

Passed by the City Council of the said City of Charlottetown, July 6th, 1918, and Approved by the Lieutenant Governor in Council, August 22nd, 1918.

1. The word "street" in this by-law shall mean, and include any public road, street, lane, alley or other means of communication, and the word "vehicle" shall include every description of wagon, buggy, cart, sleigh, motor-cycle, motor-truck or automobile.

2. Vehicles shall keep to the left and as near the curb as circumstances and the weather conditions permit.

3. Any vehicle meeting another shall pass to the left, and overtaking another shall pass to the right, and all vehicles requiring to stop at the curb shall do so with their left side next to the curb.

4. Vehicles requiring to turn or slow up shall give visible and audible warning, and if turning to the left into another street shall keep close to the curb, and if turning to the right shall do so only after passing the centre of intersection of the streets. No vehicle shall pass or attempt to pass another vehicle while turning at a crossing.

5. Vehicles requiring to cross from one side of the street to the other shall do so in such a manner as to head in the same direction as other traffic on that side of the street, and so as not to stop with the right side next to the curb.

6. Vehicles shall not stop at or obstruct crossings and shall reduce their speed at crossings.

7. Vehicles going North and South shall have the right of way over those going East and West, and the vehicles of the Police and Fire Departments of the City, and the Ambulance shall have the right of way over other traffic.

8. Vehicles used for delivery purposes shall have painted or otherwise shown thereon the owner's name or number for purposes of identification.

9. Vehicles shall stop when signalled to do so by a constable.

10. No motor vehicle, as defined by the Motor Vehicles Act, shall be driven upon any street of the City in charge of any driver less than eighteen years of age.

11. No person shall park or leave standing any motor car on the North side of Sunnyside, South side of Victoria Row, or that portion of the West side of Queen Street facing the Market Square for a longer time than fifteen minutes.

12. No vehicle elsewhere throughout the City shall be left unattended so as to obstruct traffic along the streets or to or from residences or shops to the streets.

13. No motor vehicle shall be allowed to stand with engine running, nor with glare headlights on, nor shall any motor vehicle be driven with its "cut-out" open, nor at night through the City without having its lights dimmed or non-glaring.

14. Whenever a fire occurs in the City the fire chief shall have the right to debar vehicles from such an area in the vicinity as he may see fit. But no vehicle on any pretense shall be permitted without special leave from the fire-chief to go on the street running by the face of the block in which the premises are on fire or on that portion of a street, upon or from which the firemen are operating at a fire. Every vehicle in the firemen's line of route to a fire shall draw up by the curb and stop until the firemen shall have passed.

15. Any person convicted of a breach of any of the provisions of this By-Law on summary conviction before the Stipendiary Magistrate, shall pay and forfeit, at the discretion of the Magistrate, a penalty not exceeding (exclusive of costs) the sum of fifty dollars for each offence, and in default of payment of the said penalty and costs forthwith the convicting Magistrate may commit the offender to the common jail of Queen's County for a term not exceeding ninety days unless the said penalty and costs be sooner paid.

VICTORIA PARK AUTO REGULATIONS

From 5 a.m. till 10 p.m.

The roadway from the entrance at Government Bridge to the Band Stand, thence northerly straight to Brighton Road—is open for Auto Traffic from 5 a.m. to 10 p.m. every day. All other roads in and around the Park are closed to Automobiles and Auto traffic.

(Eight miles per hour is the maximum speed in Park or on Roadway.)

THE POLICE DEPARTMENT HAS BEEN INSTRUCTED TO RIGIDLY ENFORCE THE ABOVE, AND VIOLATORS WILL RECOUP THE CITY FOR THIS AD.

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