

THE CHARLOTTETOWN GUARDIAN

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

Tuesday, June 3rd, being the King's Birthday and a statutory holiday, The Morning Guardian will not be issued on Wednesday morning. The Evening Guardian will not be issued on Tuesday, but will be published as usual on Wednesday afternoon. Advertisers please take notice.

FRIDAY, MAY 30, 1919.

THE NOMINATIONS.

The large and enthusiastic gathering of Liberal Conservatives at the convention in the Board of Trade Rooms last night augurs well for the success of the cause at the polls at next election. The Patriot, the other day, suggested that because there was not an overflow meeting of Conservatives at the nomination of delegates, that interest in the cause was flagging. The Patriot, of course, was merely envious and probably a little jealous. Previously when delegates were selected, nominations were made by wards and the attendance at the respective ward meetings was never very considerable. In 1915 at the election of delegates in the Board of Trade Rooms the meeting was no larger and not any more enthusiastic than Tuesday's meeting, but nevertheless the Government candidates romped home easy winners on election day, just as they will do at the coming election.

The two gentlemen nominated last night will rally around them all the best and most progressive citizens of Charlottetown and are assured of majorities even greater than those secured in 1915. Both Messrs. Paton and Brown have served the city well as city councillors and mayors. At the close of both mayoralty regimes everyone, Liberal and Conservative, and especially the Patriot, was loud in their praise of the successful manner in which the affairs of the city were managed by these gentlemen.

Since Mr. Paton's entrance into the legislature he has given whole-hearted support to everything appertaining to the welfare of the city, and we are sure that with the support of Mr. Brown as colleague, who has had similar experience in city government Charlottetown and Royalty will be well and worthily represented in the legislature.

IMPERIAL PREFERENCE.

Mr. Austen Chamberlain, the British Chancellor of the Exchequer, and his colleagues in the Lloyd-George Government are standing firmly by the new British policy of Imperial Trade Preferences. Mr. Chamberlain has had the good fortune to bring down fiscal proposals first advocated by his great father early in the present century. One of Mr. Joseph Chamberlain's converts said to him in 1905 or 1906: "The case you make for Imperial Preferences seems so plain and so strong that I cannot understand why people fail to accept it." The Birmingham statesman replied: "They will accept it one day, but it may be at the cost of much blood and trouble." That prophecy has been fulfilled in a remarkable manner. It has taken the most terrible of world wars to break up the strongholds of Free Trade in Great Britain.

Speaking in the House of Commons on May 7th, Mr. Austen Chamberlain said that a certain amendment, moved by an Oppositionist, was a challenge to the declared policy of His Majesty's Government. His Majesty's Government had accepted two years ago the principle that on duties now or hereafter existing a preference should be given on Imperial produce. That was the policy which the Government were pursuing. They initiated no new duties in order to create Preference, but where for Britain's own purposes they found it necessary or in Britain's interest to impose a Customs duty, it was their intention that there should be a preference to the British Dominions. That was decided in 1917. Mr. Arthur Henderson, who was a member of the Government at that time, concurred in the resolution, which was approved by the Imperial War Cabinet, assented to by every member of the Home Government there represented, and passed by the Imperial War Conference with unanimity. After that solemn declaration, to which the Government were bound, the proposal that they should go back on their word and withdraw the principle of Imperial Preference was one to which he could offer on behalf of His Majesty's Government nothing but the strongest resistance. Their existence was incompatible with the repudiation by the House of Commons of the policy to which they were known to have assented for two years.

The British Ministers have thus nailed their colors to the mast. They will not go back on the forward Imperial policy agreed upon, not only by the British Parliament in the midst of the war, but also by the Imperial War Cabinet. Even in its first beginnings the policy means a good deal for the more rapid development of the outlying parts of the Empire. Once we can secure industrial stability in Canada it will promote the manufacture of Canadian products from Canadian raw materials, by Canadian labor, for export to other countries which own the British flag. It means the development by British and American capital of many new industries in this country and the creation therewith of a growing home market for Canadian farm products. It means the development of the Empire's resources for the benefit of all peoples within the Empire. It means better living conditions for workers and farmers within the Empire.

THE COMING BUDGET AND MR. CARVELL

The correspondent of a strong Unionist newspaper chooses a somewhat unfortunate metaphor when he says that in the matter of the Budget Sir Robert Borden is called upon to walk where Finance Minister White feared to tread. There is nothing angelic in the situation, and Sir Robert has no fool's job to steer between the horns of the tariff dilemma—to strike the balance between the high protectionists of the East and the extreme low tariff advocates of the West. With the tariff still the main pillar of revenue, the need of which is more vital than ever, any considerable reduction in the customs is out of the question, which means that the Minister of Agriculture must quit the cabinet. Whilst the Budget will not contain very important tariff reductions, there will be some temporary reductions, with the promise of scientific re-adjustment after expert investigation. This will hold the overwhelming bulk of the Government's supporters together, it is stated, though there is likely to follow on the heels of the Budget a shuffle in which a number of the ministers are likely to disappear and it will be an admittedly hard task to replace them.

What most interests P. E. Island and the sister maritime provinces is the feeling that Mr. Carvell will retire from the cabinet of his own volition. As the Minister of Public Works, he has been relied upon as our chief power at Ottawa in representing the affairs of these provinces by the sea. The Liberals, sore as they were at his support of a Union Government, led by Sir Robert Borden, had great hopes in him and reckoned that, however tight money might be for all but war expenditures, he would see to it that there was no unnecessary skimping in the public works in this part of the Dominion. It has, however, become apparent that Mr. Carvell's attitude towards our public works permits only of such expenditures as are virtually unavoidable, instead of allowing appropriations to the limit of Canada's ability to pay.

In these days of labor unrest and dissatisfaction, and the crying need of an increased productive capacity on the part of our people in the trying period of reconstruction, which lies before us, the practice of too great an economy is a short-sighted policy. A little loosening up of the purse strings for public works is admitted by all to be the only antidote for the serious condition into which we shall relapse unless industry is encouraged, and labor provided. In the interests of our national life the Government must spend all the money it can afford upon necessary works of a permanent character, though it is apparent that Mr. Carvell does not take that view, and that he has not devoted that measure of his interest to the affairs of our own and our sister provinces, that we and they had been inclined to expect.

Regina also to Strike.

REGINA, May 27.—Regina Trades and Labor Council voted unanimously tonight on strike. Vote is in sympathy with Winnipeg.

Daily Selections for Guardian Readers

Furnished by W. S. Louison

MUST WE QUARREL?

The tie of blood is the strongest in the world. Friendship and love may be very strong, but the blood tie which links two persons together cannot be severed by any amount of slights or insults, as either one of the other ties can be. No matter how much we may suffer at the hands of a sister or a brother, the tie of blood is there just the same and cannot be broken. Nothing is more terrible than family trouble. To have constant quarrelling among the members of a family leads to the most awful misery and unhappiness. And worse of it all is that it is so useless. A house divided within itself cannot stand, and the family disrupted by constant infernal differences is on the verge of ruin, both mental and moral.

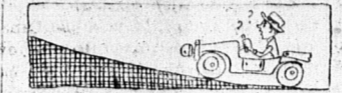
Our family ties are the strongest ones in life, and we should do everything in our power to keep them bonds of love and loyal affection.

Some people always have a bright smile and a courteous word for outsiders, but keep their irritability and dark looks for the members of their family. Is this fair or just? Your brightest side should be kept turned outward in your home, if nowhere else. Surely your mother and father, your sisters and brothers, deserve the best of you. Why show them only the worst side and keep the best for strangers?

HINTS FOR The Motorist

BY ALBERT L. CLOUGH
ENRICHING MIXTURE BY CHOKING CARBURETOR AIR

Q. E. writes: For the sake of economy, I try to run my car on as thin a mixture as possible, but I find that this reduces its hill climbing power. It is all right to keep my carburetor set as it is, and use the "choke" when a little stronger mixture is needed, as when a hard hill is to be climbed.



Answer: There is no harm in doing this, but it can hardly give you the best results. The choke is not a sufficiently delicate means of regulating the mixture and has the disadvantage that a different degree of "choke" is required at each speed and throttle opening to produce a certain result. Very expert judgment would be required to secure the mixture proportions desired. The greatest objection, however, lies in the fact that thus choking the carburetor, while it causes enrichment, also throttles down the engine and prevents the cylinders from taking full weight charges, just at the time when maximum power is needed. Some kind of dash adjustment of the needle valve or auxiliary air is what you should have.

FRONT WHEEL ADJUSTMENT

J. G. H. writes: I have always thought that the two front wheels of a car should only point exactly straight ahead, along parallel lines, when the car is headed forward, but I am told they should point a little toward one another to give the best results. Why is this and how much should they point together?

Answer: When running the wheels should point as you thought they should but, in order to make them do so in practice it is found necessary to so adjust them that, when the car is standing they should point slightly together in the forward direction. This is because the effect of the road resistance, which they overcome tends to make them diverge slightly or "toe out" and why "spring" or looseness in the shackles or in the connections of the cross rod may permit them to do so, and to wear the tire treads badly. To counteract the effects of the tendency the distance between the centers of the tire treads measured at the front should be made "about" 5/16 inch greater than the corresponding distance measured at the rear, in the same horizontal plane. In the cross rod connecting the two wheels is usually provided an adjustment, by which its length can be altered and this wheel adjustment made correct.



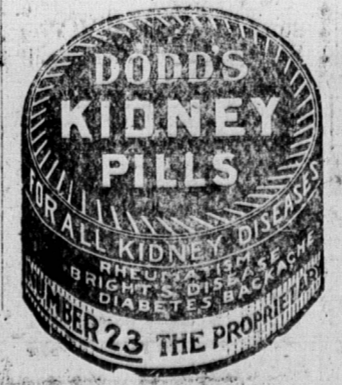
Questions of general interest to motorists will be answered in this column, space permitting. Address: Albert L. Clough, care of this office.

STEAMER CASSANDRA NOT BADLY DAMAGED

ST. JOHN'S, Nfld., May 27.—Examination today of the hull of the Donalson liner Cassandra, which put in here last night after colliding with an iceberg, showed that the hull was damaged only slightly, and that she could resume tomorrow her voyage from Montreal for Glasgow.

It was announced that Captain C. W. F. Morgan, navigator of the Martindale airplane, which was wrecked here in an attempt to make a transatlantic flight, May 18th would return to England on the Cassandra. He suffered an injury to his left eye. Physicians recommended here that he seek expert treatment for this accident.

The man who points out our faults may be at true friend, but we feel like kicking him just the same.



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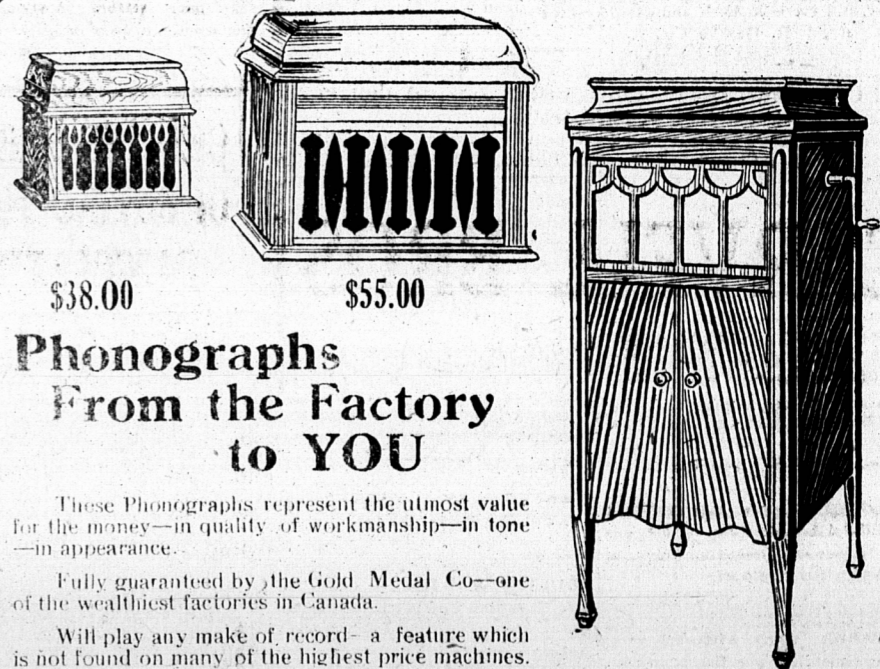
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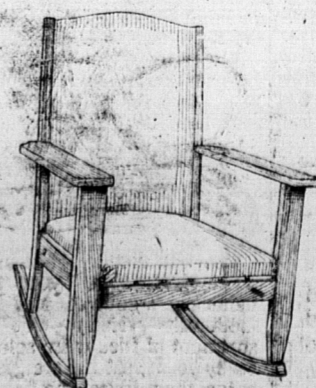
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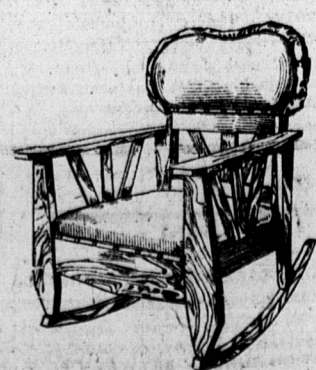
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