

THE CHARLOTTETOWN GUARDIAN

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

MONDAY, JUNE 2, 1919.

EDUCATION AND LABOR.

It is discouraging as well as anomalous that our advancement in education and the prosperity which it has brought, are the underlying causes of the present unrest and discontent in the world.

Times changed. With the growth of industry came better wages. With the opening of free or comparatively free, schools the children became educated. With better wages and better education came the natural desire for more comfortable living and more leisure for enjoyment.

Both labor and capital are demanding too much. If Canada is to successfully compete industrially with other countries it must work at least as hard and as long as its competitors.

THE OTHER FELLOW.

To the other fellow we are indebted for much that is best and most necessary in the world, for much also of our own fair name and unblemished reputations.

When we make a slip that turns out to be a crime or a misfortune, it is the other fellow's fault. And so we go on through life secure in the thought that the other fellow needs all the reforming and the correcting and the blaming; confident that if he did his part as we would have him do it, there would be no strikes, no high cost of living, no unpleasantness, and better than all, that we would at least have all we needed for ourselves.

On the other hand possibly, this is merely a possibility, if, instead of reforming the other fellow, we began nearer home; if we realized that we individually are part of a whole species that needs reforming, part of a gang that needs the jail, the penitentiary, the church, the hospital and will, sooner or later, need the undertaker and the cemetery, we might be better men and women.

NEW CANADIAN COAT OF ARMS

Probably feeling that now is a good time to bring a national symbol up to date, says the Christian Science Monitor, the Canadian Government is considering the adoption of a new coat of arms. A committee has been appointed to pass judgment on the designs that may be submitted, and a good deal of study is doubtless going forward to create one which will eventually meet the approval of the English College of Heralds and the final authorization of a royal warrant declaring it the official arms of Canada.

HONEY AND BEES

Sir:—Quoting the Canadian Trade Commission you point to the British demand for honey, and refer to last years crop estimated at 8,000,000 pounds, which you expect to increase five percent this year.

The prospects are, that this year the increase will be nearer fifty percent than five. Last year was an off year in honey production. The previous winters losses of bees were very heavy, more than usual, and beekeepers in many instances had to give attention to replenishing stocks more than to gathering honey.

Eight million pounds of honey represent a direct revenue of about \$6,000,000 from honey bye products such as wax, slum gum and from bees sold. To this may be added an indirect revenue of twenty-five to fifty million dollars more from fruit fertilization.

Prince Edward Island has the unhappy distinction of being the only place on the continent, splendidly adapted to bee culture, where the industry receives neither assistance or encouragement from government. Our fruit industry shares a similar fate.

I am Sir, Etc., APIARIST.

Plan Gulf Stream Heat for the Maritime Provinces

Project Includes Blocking Straits of Belleisle—Engineers Would Turn Aside Arctic Water That Warm Current Might Transform Bleak Areas into Modern Eden.

R. T. Elliott writes in the Vancouver Sun: Modern industry has discovered a most efficient mode of heating houses in winter—that of hot water.

The closing of the Straits of Belleisle, thereby shutting out the Labrador current, the harbinger of Arctic blasts and the reason why St. Lawrence ports are closed during the winter months, would divert the "Cold Wall" to the Atlantic and allow the warm waters of the Torrid zone to circulate freely around eastern shores.

Daily Selections for Guardian Readers

Furnished by W. S. Louson

SERVICE

Everyone who is worth anything is a servant. The merchant serves his customers. If he serves them not well they discharge him. The lawyer serves his clients, the minister his parishioners, the doctor his patients.

Service, well and faithfully performed, is the only real dignity, and all the outward pomp and insignia of rank are but badges of service, and disgraceful if they are not earned.

Service is life. It is only when we are doing something to serve the large movement of the world that we are entitled to live in it, that we really live in it. Life is measured by usefulness. Of all the varied afflictions that swift-footed age can bring, none is more oppressive than the sense of diminished capacity for service.

Not to be ministered unto, but to minister, not to be served, but to serve, is the utterance of the highest Authority in spiritual matters. There is but one disgrace connected with service of any kind, and that is to serve ill.

ions; would release vast quantities of fuel, now necessary for heating purposes, to be used in industry; would be the means of augmenting the population, commerce and revenues of Canada.

Project Feasible

The project has been pronounced free from engineering difficulty. The cost would be great, but nothing in comparison to the results to be gained. The saving in fuel alone in the benefited areas, it is thought, would repay the entire expenditure.

The Labrador current sends a large volume of water through the Strait of Belle Isle; thence southwesterly along the coast of Nova Scotia, New Brunswick and the United States, creating a cold current, technically known as the "Cold Wall" between the Gulf Stream and the North American Coast.

The climatic effect of this Labrador current on Canada covers a wide extent of territory. It brings winter earlier; makes spring later, and materially lowers the winter temperature.

In the Province of Prince Edward Island, a province of Canada, situate in the Gulf of St. Lawrence, having an area of 2,184 square miles, and a population of about 100,000. The only disadvantage this fertile Island labors under is its long winter and its isolation during winter, owing to the piling up of ice in the Gulf of St. Lawrence under the low temperatures caused by the Labrador current.

The portions of the Province of Quebec having water frontage on the estuary of the River St. Lawrence, the Gulf of St. Lawrence, and the Strait of Belle Isle, including the Laurentian Highland region, a substantial portion of the valley of the St. Lawrence and the Island of Anticosti, the Bird Islands and the Magdalen Islands. Throughout all these areas the winters are long and cold and the summers short and hot.

The Province of New Brunswick, having an area of about 28,000 square miles and a population of about 400,000. The winter conditions throughout the entire province are rendered more difficult by the influence of the Labrador current.

The Province of Nova Scotia having an area of about 22,000 square miles and a population of about 500,000.

In explanation of the certainty which is stated of benefits resulting from the bringing inshore of the Gulf Stream current, refer to the case of Atlantic City, New Jersey, which owes its world-wide fame as a winter resort entirely to the local efforts of the Gulf Stream.

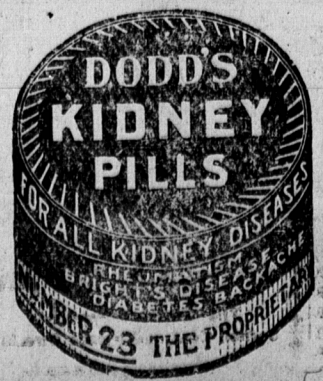
The stream may, by way of average be stated to pass 20 miles offshore at Cape Hatteras; sixty miles off Nantucket Shoals, and 120 miles southward of Nova Scotia; the warm waters of the Gulf Stream being there shut off from the the Canadian coast by the "Cold Wall" of the Labrador current, through which no heat can pass.

ROLL OF I. O. D. E. HAS 45,000 MEMBERS

MONTREAL, May 27.—"There are today over 45,000 members of the Imperial Order. Daughter of the Empire, which organization extends from ocean to ocean," said Mrs. W. C. Hodgson, in her address of welcome to the delegates at the nineteenth annual meeting of the Order, which opened yesterday afternoon at the Ritz-Carlton Hotel.

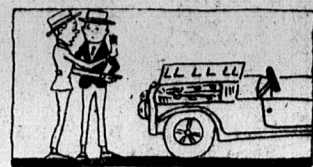
"We are now nearing our twenty-first year, our coming of age," said Mrs. Clark Murray, the foundress of the Order, in her address to the meeting. "You are all familiar with the work done during the recent war," she continued. "Now that the war is over, I have some suggestions to lay before you for your consideration."

The speaker stated that with regard to our immigrants, among whom about forty different languages were spoken, an endeavor should be made to teach them English, and that lantern slides be used to assist in the work. She also called attention to the fact that in Canadian picture shows and theatres it was often the custom to exhibit the Stars and Stripes to the commencement of certain portions of a show, and this, she said, should be changed and the Union Jack given a foremost place.



HINTS FOR The Motorist

BY ALBERT L. CLOUGH



LIFE OF V-TYPE ENGINES

H. F. writes: I am strongly tempted to buy a car, but a number of apparently intelligent people have warned me against so doing, because this car carries a V engine, and this type, they say, soon wears its cylinder out of round and becomes unfit for service. What is your impression as to this?

Answer: Their claim is not well founded and is probably based upon the idea that the weight of the piston is an important factor in causing friction and wear. In the vertical engine, piston weight does not act upon the cylinder walls, but in the horizontal engine it does and also in the V-type, to a less degree. However, the effect of piston weight amounts to nothing as compared with that of the wall pressure transmitted through the connecting rod and there is no practical difference in the rate of wear of a cylinder whether it is vertical, horizontal or inclined, provided all other conditions remain the same.

ADVANTAGE OF AUTOMATIC SPARK TIMING

P. asks: Is there any advantage in the form of ignition, in which the sparks is regulated by an automatic device, over that in which the driver regulates it in the usual way?

Answer: Somewhat higher fuel economy and less strain upon the engine is obtainable with the automatic than with the manual method of spark timing. The automatic device simplifies the duties of the operator and doubtless is more correct in its action than any driver can be. It is not, however, capable of adjusting spark position to best meet extreme conditions and manual regulation is then required, but, on the whole, we believe that it is a great help in obtaining good operative results. Different ignition systems, possessing varying electrical characteristics, differ widely as to the amount of spark regulation they require. Some require a very wide range, to ensure the best results, and the automatic device is of great advantage with them. Others require very little change in timing and can be operated with good efficiency with almost a fixed setting though a very great range of engine speed. The automatic advance is of less value under such circumstances.

CRACKED BATTERY JAR



I. W. H. writes: One of the cells of my storage battery takes at least twice as much water to keep it filled as does either of the others. Why is this?

Answer: The probabilities are that this jar is very slightly cracked, allowing liquid to seep out very slowly and not fast enough to make a noticeable mess. Its escape will, however, result in so great a reduction of electrolyte strength in this cell, as to interfere with the battery's operation. You better have a battery expert make an examination.

SPRUNG CRANK SHAFT

C. M. C. writes: After having serious bearing trouble in my engine I had a mechanic take it apart and he reports that the crank-shaft has been bent out of true. Is it practical to have this straightened?

Answer: It can often be accomplished, but it is a very "ticklish" job, requiring the services of an expert machinist and a suitable screw press, with which to bend the shaft back into line again. As your shaft is no good as it is, you may as well attempt to have it straightened.

J. S. M. asks: Are wheels with wire spokes stronger than those with wood spokes? Which last longest?

Answer: There still exists some difference of opinion upon this point.

but it is pretty generally considered that, for the same weight, wire wheels are the stronger. In practice, there is very little trouble from the breakage of either kind of wheel, except in accidents. When an accident does occur it is usually found that a wood wheel is actually broke so that it cannot safely be used, but with a wire wheel it often happens that, while it may be badly distorted, enough of the spokes remain unbroken so that it can be used temporarily, after slight repairs have been made. Assuming that both kind of wheels are kept thoroughly painted and thus protected from the weather, there is no practical difference in their life, but if they are neglected, it seems that the wire suffers more rapid deterioration. Repairs of wire wheels are usually cheaper

than those of wood wheels. The Northern Electric Company of Halifax are Canadian manufacturers of electrical fixtures and switches. Questions of general interest to motorists will be answered in this column, space permitting. Address: Albert L. Clough, care of this office.

Minard's Liniment Co., Ltd. Gents.—I have used your Minard's Liniment in my family and also in my stables for years and consider it the best medicine obtainable. Yours truly, ALFRED ROCHAV, Proprietor Roxton Pond Hotel and Livery Stables.

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