

THE CHARLOTTETOWN GUARDIAN

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

FRIDAY, OCTOBER 24, 1919.

PUBLICITY.

While the modesty of the press is such as to seriously interfere with the music of its own horn, there is no barrier, legitimate or otherwise, to its right to appreciate encomiums from outside sources. At the meeting on Wednesday of the News Press and Feature Committee of the Victory Loan, Mr. C. H. B. Longworth in the course of one of his usual happy addresses paid the press representatives a compliment which brought a smile of satisfaction to their usually sphynx-like countenances—shynx-like because of their habitual preparedness for either bricks or bouquets.

Mr. Longworth referred to the first meeting he had attended in Ottawa in connection with the launching of the 1917 Victory Loan. The loan, he explained, was inaugurated by Sir Thomas White, then Finance Minister, in the face of a good deal of opposition, the previous war loans having been floated in London and New York through regular brokers. These two sources having been closed on account of the war, Canada must perforce raise its loan at home or go without. The brokers opposed the undertaking declaring it to be impossible, but Sir Thomas was determined. Arrangements were proceeded with, the last move being to secure the co-operation of the Canadian Press. On being assured by the President of the Canadian Press Association that the press was in sympathy with the undertaking and would enter heartily into the campaign, Sir Thomas declared "Now the job is done, the press is with us."

As is well known the whole Canadian Press entered upon an educational campaign and the Victory Loan of 1917 became the biggest financial success ever achieved in Canada up to that time. Mr. Longworth in discussing this phase of the situation declared the loan would have been impossible without the co-operation of the press. Indeed, he said, the Canadian Press made the two loans already floated and he had no doubt it would make an equal success of that of 1919.

Mr. J. P. Gordon also added his testimony to the power of the press. After twenty-five years experience in business in Charlottetown he could say unhesitatingly that it would be impossible to conduct business successfully without the aid of the press, adding modestly that whatever success their firm had met with was due largely to the power of advertising. Similar testimony would willingly be given by the world's most successful men, is in fact being given by them continually by their constant use of the advertising columns of the daily papers.

INCONSISTENCIES.

The continuous complaint against the high cost of living would be amusing if it were not for the fact that it is real in so many cases. With us in this province at least and in the few cities elsewhere which our people are privileged to visit occasionally, the trouble evidently is not the cost of ordinary living but that of high living. Prosperity abounds as never before, not only in this province but throughout the whole American Continent. Travellers tell us it is different in Europe where the shadow of the war still lingers, where people are only beginning to smile after having almost forgotten how during five years of agony.

On this side of the Atlantic money was being made while destruction was rife on the other side. We are now spending our money lavishly, unquestioningly, going out of our way to spend it, seeking new avenues in which to display it. Not a word of complaint is heard about the cost of these frequent excursions into the haunts of enjoyment and indulgence, but we make the welkin ring with our cries about the cost of the actual necessities of life. We hasten to procure the latest fad in fashion, masculine or feminine, even when it supplants our latest previous and unworn purchase, and pay the price ungrudgingly while we anathematize the merchant or the tradesman who charges us a little more than usual for the common article of everyday need.

Over this contradictory and inconsistent ado there hangs a national debt of staggering proportions, a debt which must eventually be liquidated. The national debt of Canada involves an annual interest charge that is staggering and that must be met by additional taxation in some form, for the "rainy day" for which as individuals, few of us are making preparation. In England the situation has been put in concrete form by the announcement made in the House of Commons the other day that expenditures during the half year amounted to seven hundred and forty million pounds while the receipts amounted to only four hundred and fifty-nine million pounds and the people have been warned that taxation in new and drastic form is to be inaugurated. Our Canadian revenue and expenditure are relatively in almost a similar condition and we must meet the obligation. We shall meet it, not by economizing on the necessities of life but on the luxuries and the extravagances into which we have fallen during the days of our abnormal prosperity.

SMART BUT

The Moncton Transcript is no doubt a smartly edited paper and if it were as truthful as it is smart it would be a credit to maritime journalism. Unfortunately it does not always stick to the truth when it wants to be smart. The other day in referring to the unopposed return of Mr. Mackenzie King it alleged that the Guardian had blamed the Union Government at Ottawa for the de-

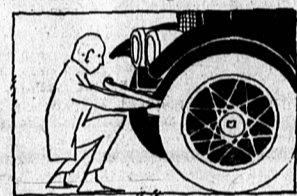
HINTS FOR The Motorist

BY ALBERT L. CLOUGH

CONTROLLING CARBONIZATION DUE TO THE FUEL

The Exhaust Heated Intake is Now a Necessity.

Assuming that the carbonization of engines is very largely due to the fuel rather than to the lubricant and that fuel conditions are likely to become worse rather than better, what is to be done to mitigate the evil? Too little is known concerning the processes by which carbon accumulations are formed to warrant a very decided answer, but the theory is that the heavier elements in the fuel enter the cylinders in the liquid state and the less volatile of them resist full vaporization and combustion to a considerable degree, under some conditions of engine operations. Some of the most refractory constituents, such as lead, pass the pistons into the oil, some partially expelled as products of incomplete combustion or as altered hydrocarbon vapors, with the exhaust and some settle as drops or as a liquid film upon the piston-heads, exhaust-valves and other hot parts, where they are subject to destructive distillation, that is they are cracked or altered chemically by heat, into substances which are in part solids. It is this solid residue, adhering to the internal parts of the engine's combustion-space, that are what are called carbon deposits. As stated above, this is a large theory, but it is safe to say that if all fuel could be introduced into the cylinders in the condition of vapors, mixed in a thorough manner with the correct amount of air for its perfect combustion, and could be maintained in that condition, there would be no distillation of fuel to form carbon deposits. But unfortunately, this ideal condition can by no means be realized. Its attainment implies that all fuel be in a perfect vaporous state at the end of the compression stroke and this means temperatures, during the compression, which probably cause detonations and knocking. However, the better vaporized the fuel is, when introduced, the greater the tendency will be for it to continue in that state, and the only way available to increase vaporization is to apply exhaust heat to the mixture. Jacket water temperature, even when at its maximum—and this as high as practicable, is utterly insufficient to evaporate the heavier fuel constituents, some of which vaporize only at points away above 212 Fahrenheit. The only remedy in sight is to jacket the intake passages, with exhaust gas and every engine now requires this, despite its inescapable attendant disadvantages.



TURNING RADIUS TOO GREAT

V. H. M. writes: The new car which I have, will not turn in as short a space as my old one, although it is no longer between the axles. Is there anything that can be done to overcome this defect? Answer: You better inspect the steering gear and see what it is that limits the extent to which the front wheels can be turned from the straight ahead position, in both directions. If the front wheels now turn until one of them almost strikes the steering connection rod, its mud guard shield or some other part, you will have to put up with existing conditions. However, on very many cars there is a steering stop on each side, which limits the road wheel angle. These stops are usually carried by the axle ends and the knuckle arms strike them, and thus restrict the wheel movement. Gen-

Daily Selections for Guardian Readers

Furnished by W. S. Lousor

RESIGNATION

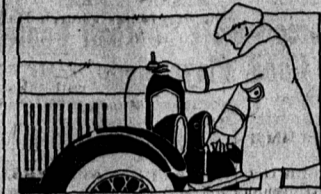
O Love Divine, that stooped to share Our sharpest pang, our bitterest tear,
On thee we cast each earth-born care;
We smile at pain while thou art near.
Though long the weary way we tread,
And sorrow crowned each lingering year,
No path we shun, no darkness dread;
Our hearts still whispering, thou art near!
When drooping pleasure turns to grief,
And trembling faith is changed to fear,
The murmuring wind, the quivering leaf,
Shall softly tell us, thou art near!
On thee we fling our burdening woe,
O Love Divine, forever dear!
Content to suffer while we know,
Living and dying, thou art near.

OLIVER WENDELL HOLMES.

feat of the local government and had suggested that ex-Premier Arsenault be a candidate in support of the government. Both these statements, which were reproduced in yesterday's Patriot, are without foundation in fact. The Guardian never made either the charge or the recommendation.

erally the stops are adjustable, and if you find that it is the stops that now define the steering angle and that some more movement is allowable, you can "let up" on the stops and obtain it.

SPARK INQUIRY



P. H. McC. asks: What becomes of the spark which would otherwise pass from the end of a spark-plug cable, that is separated, by too great a distance, from any metal part of the car?

Answer: The spark jumps at the safety spark-gap, provided as part of the coil or magneto furnishing the current, instead of at the cable end. The safety spark-gap consists of a pair of points, one of which is connected to each side of the high tension winding of the battery coil or magneto, the two points being permanently set at 1/8 inch or so apart. If the plug cable terminal is removed more than this distance from a grounded part of the car, when a spark is to occur, the discharge will naturally take place at the shorter gap—that at the safety spark points. If there were no such safety gap provided, the spark would be likely to jump through the insulating material of the coil winding, thus running the coil by forming a short-circuit. The safety gap is usually inside the coil, where it cannot be seen.

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

CANADIAN EDUCATIONAL KINGDOM.

WINNIPEG, Oct. 22.—With the United Kingdom, all provinces of the Dominion and the United States represented, Canada's first educational conference, one of the most ambitious enterprises for improving the mental, moral and spiritual calibre of citizenship, convened Monday forenoon. Lt.-Governor Sir James Atkins delivered the formal opening address, and Major Charles F. Gray followed with a speech of welcome.

Major C. W. Gordon (Ralph Connor) returned chaplain, discussed in eloquent and impassioned manner the great war. Fifteen hundred delegates are in attendance, including men who enjoy the highest reputation in the educational world, and there is general confidence that the conference will be fraught with the highest good for Canadian citizenship.

Perpetuation of the conference as a yearly feature and future factor in shaping and co-ordinating character education in the Dominion was foreshadowed at the opening session.

The seating arrangement was after the fashion of parliament, which, needless to say, repeated reference by speakers to the "first educational parliament of Canada."

The future permanency of the conference was forecast in provisions made for appointments of a resolution committee which shall also undertake to draft plans for further organization. Each provincial group is to select two from their number of delegates to serve and the remainder required to make up 27 members are to be elected from the floor.

GRAIN SHIPMENTS LIKELY TO BE HEAVY

PORTLAND, Maine, Oct. 22.—Hea-

Save Against the "rainy day"

The thought of being dependent some day, when illness or old age takes away one's ability to earn, is rightly distasteful to the Canadian mind.

The simplest, surest way to offset this is to open a Savings Account and add something to it every week. Come in and we will gladly explain.

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Reserve Fund 15,000,000
Resources - - 230,000,000

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month probably will see the close of the St. Lawrence to navigation and the consequent transfer of steamships from that port to Portland for the winter months. It is believed that La-bor troubles will not affect the business. Owing to the lack of ocean tonnage and the rapid rate at which grain from the west is arriving at Montreal the elevators there are filled to their capacity of between five and six million bushels.

It is expected that a greater part of the grain will be sent here as another

shevist forces concentrated at Gdoff, on Lake Pelpus, which constituted a most serious threat to the rear of General Yudenitch, have been dispersed. This removes the menace of an advance against the communication of the anti-Boishevist forces now before Petrograd, which War Minister Trotsky was reported to have declared recently would decide the fate of the city, rather than the defense of the old capital itself.

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