

THE CHARLOTTETOWN GUARDIAN

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TUESDAY, FEBRUARY 18, 1918

THE PASSING OF SIR WILFRID LAURIER

Regret will be general at the announcement that the venerable Liberal Leader, Sir Wilfrid Laurier, has passed away.

Sir Wilfrid was stricken with paralysis on Sunday, and though for a time hopes were entertained of his recovery, he lingered only till early yesterday afternoon when he passed peacefully away.

Sir Wilfrid's death removes a great politician, a world statesman and a man incomparable—or comparable only to Mr. Lloyd George—as a leader of men. Sir Wilfrid had many strong and inveterate political opponents, but no personal enemies. In Ottawa he was personally admired and adored as much by the Conservative members of the House as he was by the Liberals, and great and genuine was the regret expressed when it was discovered he could not join Sir Robert Borden in the formation of a Union Government.

Many of Sir Wilfrid's warmest and most devoted admirers would have preferred to see him end his political career included as Senior Minister in the Union Government just as Mr. Bonar Law accepted a similar position in the Lloyd George Coalition; they would have liked to see Sir Wilfrid round off his brilliant career in patriotic sacrifice for his beloved country and the Empire of which he has been a leading statesman for so long. They were disappointed.

when he felt called upon to decline the opportunity that was presented to him by Sir Robert Borden; they were grieved when they found him compelled by his conscience to take an attitude of opposition to measures for the continued participation of Canada in the war considered necessary by most thinking men; and they regretted to find that in his declining years he was forced by circumstances to become leader of a greatly reduced Opposition. Sir Wilfrid, as we have said, was full of years; he has served his country nobly according to his beliefs and convictions for generations; he will ever be one of the outstanding figures of Canadian history; and Canadians generally, no matter what their political leanings, will keenly regret his demise and the void it will cause in the foremost ranks of public life.

Already political quidnuncs are discussing a probable successor. If the choice be confined to Liberals in the House, it will be with Hon. Dr. Beland, Hon. Rodolphe Lemieux, Hon. Charles Murphy and Hon. W. S. Fielding. Outside the House there are such aspirants as Mr. Graham, Mr. Macdonald and Mr. King. But none of these will ever adequately fill the shoes of the "old man eloquent" whose "white plume" has been an inspiration to his followers for well nigh two generations.

VALUABLE PUBLICITY

The Canadian Daily Record published by the Canadian War Records, issued daily to all the units of the Overseas Military forces of Canada, and incidentally over a large part of Europe, is doing an excellent and much needed work for Canada including this province in making public many items of information which, in the interests of Canada, it is well to make known in Europe.

In the last issue to hand, for example, we find this news item displayed in bold type: "Half a million bushels potatoes shipped from Prince Edward Island in three months."

We, who have been shipping a half million bushels of potatoes, or more, in three months at regular intervals for the past half century, see nothing wonderful in such an item as this in a home paper. But to those who know Prince Edward Island only as a speck on the map or who can find it only after inspecting a goodly sized map with a microscope would naturally consider it quite an achievement for such a speck in the sea and might be led to make further inquiries regarding it. In any case this commonplace incident was considered by the editors of the paper of sufficient importance to give it a prominent place in their news columns.

If we were able to add to this little bit of information the sum total of all our exports and imports it would make an item of news so interesting and so exceptional that the majority of the newspapers in Europe would reproduce it and comment upon it.

OUR INDUSTRIAL POSSIBILITIES

In deploring the want of industrial activity in this province we are too liable to overlook the industries we already have; too liable also to reach out after too many and too comprehensive undertakings. We already have quite a respectable number of industries but the extreme modesty characteristic of our captains of industry has held a veil over these that has prevented the public from knowing very much about them.

It is known perhaps only to a comparative few that we have in Charlottetown a canning plant the annual turnover of which is, on an average, \$100,000; that has a plant capable of putting up 500 cases of small fruits daily; that last year put up 10,000 cases of 48 pound cans each of vegetables and beef; that during the past season—October, November and December packed one hundred tons of poultry, about one third of the whole poultry output of the province and for which it paid to the farmers \$43,000. This industry employs thirty to thirty five hands and pays about \$1200 a month in wages. We refer to the canning and packing plant of Mr. J. D. Jenkins.

Mr. Jenkins has been in this business for about ten years. He began in a modest way, in a small

shop, slowly added to his plant as required, slowly extended his business by adhering strictly to his original determination to put up the best quality possible and to pay a reasonable price for his raw material.

Under present conditions this factory is working at capacity only a few months of the year; it could be kept going the year round by adding a number of other possible lines, such as the canning of apples of which we can produce an abundance of a quality unexcelled anywhere; the canning of pumpkins which we can grow by the ton in odd corners of our farms and for which there is an unlimited market. This factory has an up-to-date plant with a capacity of 500 cases or more daily. In casting about for possible industries along agricultural lines here is a model from which the Industrial Development Committee can obtain valuable information, can possibly find a means for extension and investment. In any case it affords ample proof of the claim so frequently made that there are many possibilities for industrial development along agricultural lines in this province.

Story of Belgium's Famous Newspaper

Yesterday we glanced over the career of Lord Northcliffe, the most remarkable journalist of the generation; today let us pay our respects to the most remarkable newspaper published during the war. The paper is undoubtedly La Libre Belgique (Free Belgium) which began publication a few days after the German invasion and appeared irregularly until the armistice was signed. The story is told briefly by Le Petit Parisien, and translated in the New York Times but not as it ought to be told. A book, at least should be devoted to the career of Free Belgium. Consider what it meant to publish editions of several thousands of the paper every few days for four years with a reward of 100,000 francs awaiting the man who could discover the publisher or editor, with death awaiting the guilty men when they were found, and with a fine imposed on anyone who had in his possession a copy of the famous sheet. Then reflect what a feat it was to carry on the publication. Surely it was not the least remarkable of the war.

Belgian Press Quit. When the Germans entered Belgium one of the first steps they took was to establish a censorship of the press, and almost without exception the editors of Belgium refused to comply with the conditions and simply abandoned their papers. Yet it was necessary if the morale of the people was to be sustained under the yoke of the German occupation that they should be given some news of what was happening, and of what efforts were being made to save them. This necessity was immediately manifest to a group of Belgian newspapermen, the chief of them being Eugene van Doren, who was the chief editor of the little paper. He was assisted by Victor Jourdain, formerly editor of the Patriote, who supplied the necessary funds, and M. van de Kercheve, who figured as the chief contributor, and whose witty and vigorous pen scarified the invaders and rejoiced the Belgians throughout the whole period of occupation. From time to time there were other able assistants and collaborators, whose names, we may be sure, will ever be cherished in Belgium.

Death of the Printers. After the third issue, when the police were keenly on the lookout for the proprietors of the paper, the first printer refused any longer to carry on the work. He knew that he would be hanged if he were caught. The second printer undertook the contract on the condition that when the printing was done the issue should be delivered to M. van Doren on the public street, and under these conditions the paper was printed for some time, until M. van Doren, becoming anxious lest his printer should be detected and hanged, concluded to take upon himself the responsibility of printing the paper. So he bought his printing machinery piece by piece and carried it to an empty house in the outskirts of Brussels, and here the paper was turned out for years. He was assisted by two professional printers, the Allaer brothers. Mr. van Doren used to casually meet his chief contributors, and receiving from them the manuscript would conceal it in a hollow cane so that if he happened to be searched his own death warrant would not be found in his pocket. One Hero Executed. The task of distributing the issue, which often numbered several thousands, was done by van Doren and a devoted assistant named Philip Baucou, but Baucou was shot at the same time as Edith Cavell and other workers had to be found. Before the Germans prohibited the Belgians to use bicycles Baucou traveled about among the subscribers on wheel. He alone used to distribute between 4,000 and 5,000 copies. One of the hundred dangers that had to be guarded against was that produced by the noise of the printing press. So the press was installed in the outbuilding of a factory owned by M. van Doren, and backed up, so that no murmur should reach the outer air. The plant was entered by a secret and cleverly camouflaged door. Shortly after the famous number appeared in which the people of Brussels were called upon to gather on the national holiday and sing the national anthem, which they did, tens of thousands of them, the police got to the trail, and the whole plant had to be hurriedly broken up and taken elsewhere.

Daily Selections for Guardian Readers

THE SILENT LIFE We lead two lives—the outward seeming fair, And full of smiles that on the surface lie; The other spent in many a silent prayer, With thoughts and feelings hidden from the eye. The weary, weary hours of mental pain, Unspoken yearnings for the dear ones gone. The wishes half defined, yet crushed again, Make up the silent life we lead alone. And happy visions we may never show Gild all the silent life with sweet romance; That they will fade like sunset clouds we know, Yet life seems brighter for each stolen glance. This silent life—we little reckon its power To strengthen us for either good or ill. Whether we train our thoughts like birds to soar, Or let them wander whereso'er they will. This silent life not those we love may share, Though day by day we strive to draw them close; Our secret chamber none may enter there, Save that one Eye that never seeks repose. And if beneath that Eye we do not quail, Though all the world may turn from us aside, We own a secret Power that shall prevail. When every motive of our life is tried. —Somerville Journal.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH Editor Motor Service Bureau Review of Reviews

FORD CAR "CREEPS" WHEN IN NEUTRAL

K. T. writes: With the pedal and hand lever both in neutral positions and the engines running, my Ford moves slowly forward. Please explain how this action can be stopped?



Answer: Probably the clutch lever screw which bears upon the clutch cam, requires an extra turn to make up for the wear and to cause the clutch to be held in neutral. It may also be that the lever brakes need a little taking up as, if they were in good adjustment, the car could hardly move, even though the clutch did drag. Be sure that the job speed is not unnecessarily tight. If you are using a grade of oil, which becomes extremely thick when cold, it will cause the clutch to drag, even though its plates come out of actual metallic contact. In Ford transmissions, which have seen extensive service, the clutch plate driving lugs, upon the inside of the out of fit with slots in the discs, with the results that the discs tend

to wedge and do not release as they should.

LIMBERING UP COLD ENGINE

D. W. P. writes: After my car has stood in my unheated garage for several days, I sometimes find that it is almost impossible to turn the engine over. Is there anything I can do to loosen it up, upon such occasions?

Answer: You might try this procedure: Remove the spark-plugs and inject quite a little gasoline on top of each piston, which should loosen up their oil films. Follow this up with an injection of light machine oil in each cylinder, which



will not thicken at the temperature of the engine. If most of the resistance is in the pistons, you ought then to be able to turn the engine over but if the main bearings are very stiff, cranking may be difficult. With an engine fitted with crank case hand roles, the removal of which exposes the main bearings, these can be loosened up by squirting them with machine oil.

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

SOLDIERS

SIR:—The letters appearing in your paper re a suitable Great War Memorial are of very special interest to us all at present. Of the suggestions so far offered I, in common with all rural, and I think many city people as well, strongly favour the construction of a great public highway extending from one end of the province to the other. There are, it seems to me many good reasons that might be advanced in favor of this suggestion.

FIRST: It would bring the Memorial right to the very gates of probably half the population of our province and within easy reach of the other half, so that it would serve as a real, visible, tangible thing for all our citizens, rural as well as urban, and also serve as a stimulus and great object lesson for our public school teachers when presenting to their pupils such abstract subjects as patriotism, commemoration and co-operation.

SECOND: As a large proportion of our returned men are from rural sections and will be returning to make homes for themselves in the country this great highway will be for them a thing of almost daily use. Under this heading a great deal might be said regarding the re-establishment of our soldiers on the land and is hardly necessary to point out what an inducement this up-to-date medium of travel and transportation would be.

THIRD: As all our people throughout the whole province would be anxious to contribute to a war memorial, such a one as this would be completely representative and provincial in its scope, not local and of service only to those few who chose to locate in the city.

FOURTH: It would solve to a great extent the problem of providing employment for such soldiers as feel themselves willing and qualified to do manual labor until such time as they aspire to more permanent work for themselves.

FIFTH: It would make the rest of us, who although at home labored, saved and to some extent sacrificed, feel that something was being done to commemorate the great part we had discharged in loyally supporting and maintaining our heroes who bore the brunt at the front. Now to my mind, there is but one



HON. MURDOCK MCKINNON, Chairman



CAPT. U. G. DAWSON, Secretary.



MR. W. J. KEIR, District Organizer.

Charlottetown, February 15th, 1918. The above are some of the men who are going to put the War Savings and Thrift Stamp campaign across for the Province of Prince Edward Island. The wonderful success of the two Victory loans has demonstrated that where the Canadian people as a whole stand behind an effort of National importance, there is no word as "impossible."

It is of vital import to the nation that the idea "produce, save and invest" should be still further popularized, still more generally accepted. The P. E. Island Division of the National War Savings Committee consists at present, Hon. Murdock McKinnon, Chairman, Mr. Harry

Tidmarsh, Mr. A. W. Hyndman, Mr. Chester McClure, Mr. Kerr, Mr. Neil McLeod, Mr. Harvey McKeown as members, and Captain L. G. Dawson as Secretary. The work of organizing will be largely in the hands of Mr. Kerr and Captain Dawson who expect to establish War Savings Societies throughout the entire Province for the furtherance of the sales of the Stamps, as well as encourage the merchants and retailers generally to have the stamps on sale. The idea is by no means new but has been in operation in Great Britain for three years and United States for two years where it has met with a ready response and tremendous success.

objection to this proposed highway, viz cost of construction. However it would not be necessary to use very costly material such as concrete or tar. All that is necessary is to use the material everywhere available viz plenty of brush and gravel. Let the committee in charge first procure enough steam shovels, ditching machines, auto trucks, etc, and proceed to widen our main roads from their present narrowness of about fifteen or at most twenty feet to a width of at least thirty-five or forty feet. Remove the hills to a great extent and dump brush placed in the hollows and swamps. Thoroughly drain the roads. Put in where necessary suitable concrete culverts and waterways, clear the roadways of stumps and all unseemly brush, level cradle hills.

(Continued on Page Six)

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