

THE CHARLOTTETOWN GUARDIAN

Head Office at Charlottetown, P. E. I.
 Morning Daily (founded 1887), \$4.00 per year (Delivered) in advance
 \$2.00 per year (Mailed) in advance in Canada, and \$3.50 for U. S. A.
 President—Major A. A. Sartlett
 Editor and Publisher: J. R. Burnett
 Associate Editor: D. K. Currie

TUESDAY MARCH 18, 1919

THE AUTOMOBILE SHOW

One of the biggest events of the year will be the Automobile show to be held this week in Charlottetown, beginning on Wednesday and continuing Thursday and Friday, with all the attractions that go to make a successful and enjoyable meet. The automobile men are sparing no pains in making their first big show a success and the merchants are vying with each other in adding their quota of attractions in the way of special bargains.

The automobile show is not inaugurated in the interests of any one make of car; they are all in on an equal footing and the public will have an opportunity of comparing the merits of the different makes and of learning something new about all and each.

In other Canadian cities similar shows have been held and have now become annual features attended by men and women from all over the country. This is Charlottetown's first meet of the kind and judging by the preparations that are being made it is going to compare very favourably with the best held anywhere.

The Horne building on Kent Street, in which the show will be held, is being elaborately fitted up for the occasion and continuous

attractions are being arranged for so that a visit at any time, day or evening, during the three days will be enjoyable.

Meets of this kind are a benefit to both city and country. We have too few of them and the more attractive each is made the more they will multiply and the more benefit will be derived from them. It is therefore up to the citizens to make this first automobile show as great an attraction as possible, by attending it by boosting it by fraternizing with the visitors and making their visit pleasant as possible.

The show is not a money making affair although no doubt calculated to indirectly advertise the automobile business. The automobile is coming into its own, people throughout the country want to learn all they can about it and there is no better way of doing so than attending such a show as this and seeing them all.

The success of this meet will have much to do with the success of future meets of all kinds for the city's reputation is at stake and each success lends itself to the boosting of the next. Let us all boost this one, talk it, preach it and attend it then tell all the good we can about it.

MOVING ON

The startling announcement in our Saturday's telegrams that the English Channel tunnel is only a part of a great project to encircle the world with a railway, with Great Britain as the centre is one of the evidences of modern progress. A tunnel under Behring Strait will, as announced, make possible a continuous railway journey from England, the hub of the earth, through Europe and Asia, across the Pacific, to Canada and thence down through the United States and to the southern end of South America.

This work, according to London opinion, is to be proceeded with in the very near future. The tremendousness of the undertaking can scarcely be grasped yet it is possible, and our recent constant association with such figures as millions and billions makes it less of a surprise than it would have been some years ago.

The English Channel tunnel has long been in contemplation but the uncertainties continually hanging over European politics led many to doubt the wisdom of proceeding with it. There was always the possibility of war and a tunnel in war time is not always to be depended upon. Now with peace assured for

an indefinite period the tunnel will be a safe project and a great link to connect Britain with the continent and with the rest of the world. A railway connecting Europe and Asia with the American continent fits in well with the many impossible things that have been made possible during the past five historical years which for all time to come will constitute the centre of world history. The time seems opportune for such an undertaking as a world-encircling railway, a fitting finish to the keystone of history.

The coming years will see many other wonders. During the coming summer the Atlantic will be crossed by airplanes and the uninhabited and hitherto inaccessible places of the earth will be visited and explored, probably exploited for the benefit of the world. Who would dare to prophesy the marvels of the next decade, of the next half century? May we not hope that for at least a century to come war heretofore the world's most costly curse, shall be an impossibility and that the tremendous energy, human and material, heretofore expended on engines of destruction, may be turned into the channels that make for world betterment, moral, spiritual and physical.

GERMANY'S PUNISHMENT

The military terms imposed upon Germany, as shown by our recent telegrams, are stiff, stiffer than the Allied Council at first intended to impose, stiffer no doubt than Germany had expected but not stiffer than she deserved. Indeed had it been possible to make the terms harder and let her live it would probably have been done and there would be no sorrow or sympathy anywhere in the whole wide world except in Germany. She had drunk to the dregs the cup of iniquity; she shall drink to the bitterest dregs the cup of humiliation and shame.

The strength of the German army is not to exceed 100,000 men and these are to be raised by voluntary enlistment. She is to have 4000 officers and no General staff. All artillery in excess of requirements for a force of 100,000 is to be surrendered and the output of munitions reduced accordingly. The fortifications of the Rhine are to be demolished and other military works west of the Rhine destroyed. The enforcement of these terms will mean the complete stripping of military organization—as understood in the Continental sense—from the Germans. Peoples like the Serbians and Czechoslovaks will be almost as strong militarily.

It is compelling Germany to subscribe to the principle of disarmament, and to the principle of the abolition of conscription, the Allies' Council has in mind the bringing about of a general conformity on a basis giving the Allies full security—the new order of things

might be accepted in Germany. But even in the depths of defeat, the Teuton has racial pride and energy. Can it be reasonably expected that Germany will permanently allow herself to be helpless militarily when on the East and South she will have restless and perhaps quarrelsome neighbors? An army of 100,000 men is the irreducible minimum for a population of seventy millions, situated as Germany is. The humiliation is all the greater because Germany has for decades been the pre-eminent military power of Europe. If the Allies maintain large forces on the Rhine for many years, to collect indemnities and enforce the terms, Germany may for that period obey the military limitations placed upon her. But if in France, Italy and other nations, militarism flourishes the Germans will regard these limitations as "unconscionable hardship" and as entitling them to break loose at the first opportunity. Once before in German history a Prussian monarch, forced to obey terms limiting his army, substituted men in training, and thus built up large reserves for the day of inevitable conflict.

Among the Allied peoples there will be approval of the severity of the military terms. Britain's military budget for next year calls for about \$2,200,000,000 and conscription for an army of a million men. In the troubled state of Europe consequent upon the readjustment this military establishment is needed as part of the weight behind the authority of the peace-preserving League of Nations.

Britain's Gigantic Housing Programme

The project of building at least 300,000 houses, and perhaps 500,000 in all, has been put on the shoulders of the British Government. It is a gigantic enterprise. We in Canada think a programme of building several thousand houses is fairly big. Half a million houses at an average cost of \$2,000 each would require a billion dollars. Only a Britain which built enormous war plants, covering hundreds of acres, in a few months, could undertake so big a project with the assurance that it will be well and efficiently handled. Under present conditions housing relief must come from the State, for cottage-building at present costs is notoriously unremunerative. When Government bonds can be bought to return 5 per cent, the possessors of capital are not going to sink it in buildings which could not pay 2 per cent. Rents are limited by law to old time standards. The Government report on the Scottish housing estimates that one-third of the cost of a cottage is for labor, and materials, especially timber, are so scarce and high-priced that the Government has to undertake to buy materials in a huge block in order to keep costs down to anything like reasonable levels.

Antique Houses Must Go

There is in England and Scotland a revolt against the antiquated houses of the towns and villages. Many of these cottages date back to Cromwell's time, and some perhaps have been standing since the days of the Black Prince. They were built in times which had no regard for proper lighting, for sensible division of floor space, and lack entirely the modern conveniences. It is said that only one thousand in ten thousand has electric light or hot water from outside. Thousands which are structurally tolerable have no gas range, no larder, only one cupboard, and have stairs that are a constant temptation to break one's neck. For people from the United States or Canada, the quaint old-fashioned cottages of the villages have an absorbing interest, the same as Noah's ark would attract our interest, but for living in. In modern housing comfort, they are impossible. If the war had not come on, and stirred Britain out of its self-satisfaction, those housing conditions would have continued indefinitely, but now overcrowding and discontent at them has compelled the Government to say, it will, at the public expense, begin a huge house-building scheme that will provide model "garden cities."

War-time Cottage Colonies

The encouragement afforded by the "munitions" villages built during the war has had a large influence in shaping the new policy. The Well Hall colony, near Woolwich, and the Chestow scheme on the Hardwick estate, near to the junction of the Seven and Wye Rivers, are notable examples. In the Chestow houses, which are built of cement slabs, because brick was too scarce, the houses cost about \$2,200

Daily Selections for Guardian Readers

Furnished by W. S. Louson

"MISPAH"

"One more a new day lies before us, our Father. As we go out among men to do our work, touching the hands and lives of our fellows, make us, we pray Thee, friends of all the world. Save us from blighting the fresh flower of any heart by the flare of sudden anger or secret hate. May we not bruise the rightful self-respect of any by contempt or malice. Help us to cheer the suffering by our sympathy, to freshen the drooping by our helpfulness, and to strengthen in all the wholesome sense of worth and the joy of life. Save us from the deadly poison of class-pride. Grant that we may look all men in the face with the eyes of a brother. If any one needs us, make us ready to yield our help ungrudgingly, unless higher duties claim us, and may we rejoice that we have it in us to be helpful to our fellowmen."

BEST WISHES

Most earthly and tenderly
 I think of you today
 And send a loving message forth
 To greet you far away;
 With all my heart I wish you joy,
 And happiness and peace,
 Most precious gifts to bless you now
 And never more to cease.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
Editor Motor Service Bureau Review of Reviews

REPAIRING CRACKED FRAME



The W. M. Co. writes: One of our deliveries skidded down a bank, shortly ago, and was badly used up. After making all the repairs that seemed to be required, we noticed that the machine sagged considerably to one side and discovered that one side piece of the frame was cracked. Is there any way that this can be permanently repaired or is it necessary to replace the frame?

Answer: Sometimes an injury of this kind can be effectually repaired by riveting a reinforcing plate over the break and then applying a truss to the underside of the broken member, with its strut or center piece coming nearly at the break. This truss would be of the kind often used under rear axles, to stiffen them, and would have a turnbuckle in its tension member to adjust it. If the break is where it can be readily gotten at to bolt or rivet on the reinforcing plate and if there is room for the under-running truss, such a repair is not difficult and is very effective. When applying the plate, the broken member should be jacked up a little beyond plumb, before the holes are drilled, in order to allow

Questions of general interest to column, space permitting. Address Albert L. Clough, care of this office.

for a little sag under load and any sag which later develops can be taken up by tightening the tension member of the truss. We cannot give you details of this repair, without a diagram, but an intelligent repair man can do this work without any trouble, we think, unless the conditions are especially unfavorable.

TO IMPROVE RIDING QUALITIES

R. G. writes: I own a high grade car, built four years ago, of a make which has now been discontinued. It is in splendid condition and satisfactory in every way, except that it rides frightfully hard, save when carrying seven passengers and even then is pretty stiff. What do you suggest?



Answer: It might prove worth while to try having new springs put on this car, and we suggest that you take it to one of the concerns making a business of motor car springs, allow them to study its action and see if they cannot furnish you something better than you have at present. There may also be some combination of the present springs and shock absorbers, which will greatly better conditions.

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

A GOOD FIGHTER AS WELL AS A GOOD CARTOONIST.

The fact that Captain Bruce Bairnsfather, the inimitable cartoonist, is a humorist verbally as well as pictorially, is not generally known. A story told by one of his friends the other day, however, pretty well illustrates



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Today we present the authoritative fashions for the coming season and cordially invite your inspection. In spite of conditions abroad we have been most successful in getting an unusually large assortment of imported models. PATONS individuality and charm is most delightedly expressed in the new SUITS—COATS DRESSES—WAISTS & MILLINERY PATONS LIMITED The new colors are particularly pleasing—Navy Blue leads the list with Brown, Taupe, Dust and Turquoise in order.

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A SIGN OF THE TIMES

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From the day the first deposit is made on a Life Assurance Policy, the assured creates an estate from twenty to forty or more times the value of the first deposit payable to any dependant or beneficiary he may name, in event of his death.

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