

The Charlottetown Guardian

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Wednesday, May 22nd, 1918.

FRIDAY, MAY 24th, BEING EMPIRE DAY AND A STATUTORY HOLIDAY, THE MORNING GUARDIAN WILL NOT BE ISSUED ON SATURDAY. THE EVENING GUARDIAN WILL NOT BE ISSUED ON FRIDAY BUT WILL BE PUBLISHED AS USUAL ON SATURDAY. ADVERTISERS PLEASE NOTE THESE CHANGES.

ECONOMY

The word economy has been dinned into the patient ears of the world for many a day and especially within the past four eventful years. Fortunately for the world little heed has been paid to the dinning. Had economy been practised to the extent preached our country would have been bankrupt long ere this.

We must discriminate sharply between economy and wastefulness. There is no excuse for wastefulness; it is foolish and unpractical and unmoral. Economy, in the sense of discontinuing to the last possible limit the buying of the necessaries and even the luxuries of life, would be equally unpractical and unmoral. We impose duties upon certain articles of import, and also upon certain articles manufactured in our own country. Upon these duties our government administers the affairs of the country. Were we to discontinue these or even to greatly reduce our purchasing the effect upon the revenue would be crippling and a country prospers upon its revenues. To come nearer home, were we to greatly curtail our purchases from our merchants, our tradespeople, our manufacturers, business would be curtailed to that extent, many would be thrown out of employment, the taxes upon which the country's business is carried on would be cut off and our public works, our schools, our churches, our charities would suffer proportionately.

It is true that those who purchase most, whether wisely or unwisely, are they who keep the national and civic machinery in motion. They may purchase beyond their means, they may purchase themselves into bankruptcy and actual want, but their money at least goes into circulation and helps to keep the wheels of trade and commerce going. It is of course unwise and unprofitable to do so and it will be poor satisfaction for the bankrupt to know that in ruining himself he helped others but this is an extreme that is perhaps not often reached even by extravagance. On the other hand the man or the woman who "has the price" and hoards it penuriously, declining to buy because prices are high, is helping no one not even themselves.

This province of ours has never been as prosperous or progressive as it is today. This is due, first, to the high prices for farm produce and second, and as a result, to more extensive purchasing than ever before. There probably has been extravagance, much of it unjustifiable and perhaps inexcusable, but the money has gone into circulation, business has been booming and as a consequence of our buying the revenue of the country has been increased and the business of the whole province has prospered.

FREIGHT MOVEMENT

Some idea of the amount of freight passing between this province and the mainland may be had from the fact that the car ferry, carrying some twenty-four cars across daily has been unable to keep the freight clear and another steamer, the Scotia, has been requisitioned. On Monday the Scotia brought over twenty-two I.C.R. cars of freight, some of which had been awaiting transportation for some time. It is extremely fortunate that the Scotia is at present available for this work as with her assistance the present serious congestion will be relieved.

It is quite probable that when the P. E. Island Railway is standardized and the delay in transfer at Borden is eliminated the car ferry alone will be able to handle all freight to and from the province. Until then such conditions as the present must be expected. In the meantime, as frequently stated in the Guardian, statistics showing the actual volume of imports and exports to and from the province would be not only of considerable interest but of very great advantage to the province. The productiveness of the province and its purchasing ability would be a revelation not only to ourselves but to those especially whom we wish to induce to settle here. After the war there is bound to be a great influx of people from Europe to America. We are short in our population by at least half a million. We have very many of the

conditions looked for by the best class of immigrants, by those who wish to settle where educational and social advantages are available, rather than go pioneering in the west. If the advantages of the provinces, as measured by its imports and exports, were placed before these there is no doubt that it would be a great incentive to their settling here. We trust that ere long such statistics will be available and that through them the productiveness and the wealth of the province will be made public where such publicity will tell.

AUTOMOBILING

We have a letter from a correspondent on alleged abuses of highway privileges by auto drivers. This is a subject which may be moralized over ad infinitum and a subject also on which probably too much warning cannot be given. The abuse of highway privileges by automobilists or by horsemen is contrary to law; the government and the authorities stand behind the law; the Premier has expressed his determination that the law shall be rigorously enforced without regard to persons. Yet the authorities can act only on specific cases. Where abuses occur either on the part of an autoist or a horseman or even a pedestrian, the only remedy is to lodge a complaint against the offender. The law otherwise, is powerless.

There is, in some quarters at least, a certain fearful looking forward to accidents because of the automobile, yet it must be admitted by the most antagonistic that auto accidents have been and are very rare, rarer even than accidents in which horses have figured. The danger exists however and too much care cannot be exercised. There are no doubt those who become obsessed with the speed craze and some of them too often give way to it, yet no complaints have been lodged against any for crowding carriages off the road or for doing anything discourteous while using the roads. Until such complaints are registered and guilt proven we must assume that there is little ground for complaint. A few autoists may be reckless and some of them may need a lesson and we may rest assured that if a complaint is laid and the accused found guilty he will receive what is legally coming to him. The irregularities of autoists are much more easily located than those of horsemen as the former can always be identified by the number on their car while the latter can easily escape identification. All suspicion and uneasiness can be easily removed by lodging a complaint against any offender. The rules for autoists are clearly defined by law and any one transgressing these can very easily be brought to book.

WELL AND NOBLY SPOKEN

All the difficulties of Sir Robert Borden's meeting with the anti-conscriptionist farmers vanished when Canada's Premier spoke as the leader of a nation in arms for liberty ought to speak.

Courage was the captain and Common Sense was the pilot of Sir Robert Borden's answer to the counterfeit representatives of Canadian agriculture.

Canadian farmers in Ontario and the other recruiting provinces are represented by their own sons on the fighting line. These farmers represent their own sons in support of Sir Robert Borden and Union Government. That support will be continued so long as the actions of Union Government are as strong and noble as the words in which the leader of Union Government repelled the deputationists who asked the Premier of Canada to betray the Canadians who are fighting for Canada—Toronto Evening Telegram.

NOTES

Hearst's latest effort in behalf of Germany was made by the New York American which deleted from President Wilson's recent message that part which prayed for victory over Germany, and published only that part which was a prayer for a righteous peace.

Australia has raised \$700,000,000 in war loans since the war began, which about equals Canada's record, because we had numerous subscriptions from the United States to early loans. Cut off from the war markets by the shortage of tonnage, and with a wheat glut that is almost ruinous, Australia is playing the game like a thoroughbred.

The Toronto street car men who threaten to strike if women are employed on the cars are raising an issue that has not been raised in United States or British cities under similar circumstances. If women are paid the same rate, and are treated impartially, what do the men see to object to? There is plenty of employment for all men willing to work.

GREAT NEWSPAPER-MAN HAS PASSED OVER

James Gordon Bennett, owner and editor of the New York Herald, one of the most remarkable newspapermen of his generation, died in France on Tuesday. By general consent he is the father of modern journalism, a man of even greater originality than the late Joseph Pulitzer. In his case one imagines he sees that capacity as a newspaper editor can be inherited. His father, who founded the Herald on a normal capital of \$500, made it the most successful and valuable newspaper in the United States. It is not the most valuable newspaper in the United States to-day, although a few years ago it was estimated that its net revenue was a million dollars a year; but if it has not the pre-eminence that the elder Bennett won for it, the fact is due to the son's determination to give the people the sort of newspaper he wanted rather than the sort of newspaper they wanted. The younger Bennett, while he greatly improved the fine property that he inherited, and found in it his chief life interest, was an eccentric person, who, while he would spend as much money as any newspaperman in the world for something he wanted, was just as willing to sacrifice sources of revenue if the whim seized him.

First Modern American Newspaper

The Herald under James Gordon Bennett was the first American newspaper to be modern in the sense in which we now use the term. It was the first American newspaper to give its readers a full cable service, to intimately connect them with Europe. It was Mr. Bennett who co-operated with John W. Mackey to establish the Commercial Cable Company. This was before the Associated Press had developed its service, and for years Herald cables were exclusive. The new company also enabled Bennett to edit a New York paper from France, where he has lived for many years. Daily or oftener he used to send to New York minute instructions as to the conduct of the paper. The feat of correcting proofs by cable would have been hardly beyond his enterprise. Each day a marked copy of the paper was mailed to him in whatever part of the world he happened to be travelling, with the name of every writer upon the article he had written.

Long-Distance Editing

Thus Bennett knew who were doing the good work and who the inferior work as well as though he lived in New York. He cabled promotions, discharges, congratulations and reproof. One time he happened to meet his musical critic, a competent person. The next day

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson

IN NARROW WAYS

Some lives are set in narrow ways, By Love's wise tenderness. They seem to suffer all their days Life's direst storm and stress. But God shall raise them up at length, His purposes are sure. He for their weakness shall, give strength. For every ill a cure.

THE DAY'S WORK

"Men work from morn till set of sun." They do. "But women's work is never done." Quite true. For when one task is finished something's found Awaiting a beginning all year round; Whether it be To draw the tea, Or bake the bread, Or make the bed, Or ply the broom, Or dust the room, Or floors to scrub, Or knives to rub, Or table to set, Or meals to get, Or shelves to scan, Or fruit to can, Or seed to sow, Or plants to grow, Or linens bleach, Or lessons teach, Or butter churn, Or jackets turn, Or clothes to mend, Or children tend, Or notes indite, Or stories write— But I must stop, for really if I should Name all the orts, take me a day it would.

—Old Vermont Year Book

he fired him because "he was such a funny-looking man." He put the financial expert in his place. When Stanley came back to New York after having made the world ring with his achievement of finding Livingstone, Bennett put him on the job of reporting the Tenderloin police stations. He had a notion that Stanley might have a swollen head, and this occurred to him as a proper corrective. His ideas were subject to swift change, which may be one of the reasons why he was so successful. One day he announced that the publication of the New York Telegrams, an evening edition of the Herald, would be discontinued because it was losing money, and was really an imposition upon the few people who bought it. The next day he announced that so great was the circulation of the Telegram and so insistent the demand for it that it would be continued. It is running yet.

The Editorial Page

Some years ago he appears to have come to the conclusion that the editorial page in a newspaper is a bore, that a newspaper ought to have no more opinions than a stock market ticker. So for awhile the editorial page of the New York Herald was not more important than that of a weekly newspaper published in the wilds of Oshkosh. Mr. Bennett realized that he had made an error, and to-day, although the editorial space of the Herald is considerably smaller than that of perhaps any other first-class newspaper published on this continent, it is important. It is fearless, and it is clever, and is obviously prepared by able men. For many years the Herald made a feature of its personal column, which was, in effect, a directory of vice. Maybe it helped to sell the paper, but after Bennett had been fined \$25,000 for the privilege of printing this kind of advertisement he concluded that it was unprofitable.

Staunch for Allies

In politics it had been what is rather contemptuously termed a "mugwump". It was tied to no party. For years it refused to mention the name of Theodore Roosevelt. No matter how important was the statement he made, the Herald readers only knew that the sensational remarks were uttered by "another speaker". In fact, it has only taken Roosevelt to its heart since the war began. Mr. Bennett, the son of a Scotchman, and practically a Frenchman by long residence, has lost a good friend in James Gordon Bennett and the newspaper always been a passionate supporter of the cause of the Allies. Great



TRAVEL VIA ST JOHN

Daily except Sunday Connections from Port Borden

CANADIAN PACIFIC TICKET OFFICE 78 GREAT GEORGE ST. PASSENGERS FOR Montreal, Toronto and all Points in the Canadian West and on the Pacific Coast, should call on or communicate with— H. M. Davison, Agent who will give all information, issue tickets and arrange Standard or Tourist Car Space without charge.

Extra Fancy Barbadoes Molasses personally selected. Bright syrup of excellent flavour and strong punchcons. No 1 Raw Sugar Schooner Marguerite chartered for Summerside to fill Prince County Orders. Expect to charter another schooner for Charlottetown, Montague and Souris. Shipments of molasses arriving by each Steamer leaving Barbadoes to keep customers supplied. Nicholson & Messervy Citv. 4970-5-14M1wk.

YOUR PROBLEMS SOLVED BY REV. T.S. LINSKOTT, D. D. (All rights reserved) Dr. Linscott in this column will help you solve your heart problems, religious, natural, social, financial and every other anxious care that perplexes you. If a personal answer is required enclose a five cent stamp. No names will be published; if you prefer, sign your initials only or use a pseudonym. FOLLOW YOUR CONSCIENCE: "A Teacher" asks, "What is the benefit of conscience?" Practically con-

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