

THE CHARLOTTETOWN GUARDIAN

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President—Major A. A. Bartlett Associate Editor D. K. Currie

THE BOYS WHO DID.

Every branch of the service at the front takes off their caps to the infantry. They are the "boys who did," the boys who went "over the top," the boys who took their courage in both hands and at the risk of their lives, sometimes in a 90 to 10 chance, drove the enemy back across the Rhine.

Between two and three hundred of these infantry boys had a rousing welcome home last night. For the most part they had gone over with the 105th regiment, recruited under Col. Campbell, and which was broken up in England, many being drafted to the 25th Nova Scotians and others to the 26th New Brunswickers. These boys from the Island proved the very backbone of these two regiments, and the number who will never return, tell of the terrible holocausts they have been through.

The two regiments have

gained undying fame. Few of the original officers survived to come home with them. Some were wounded, many were killed, and not a few who held commissions at the close of the war had gone over in the ranks. Military history will link us up closely with these two regiments, and it is fitting that those boys who survived to come home last night should have received the enthusiastic welcome they did at the hands of the citizens. Perhaps it was fitting also that the reception should have taken place at the close of the Sabbath day, for these boys were returned to their native soil after having fought victoriously in foreign fields for Christianity and all that Christianity stands for.

Aye, call it holy ground, The soil where first they trod, They have left unstain'd what there they found, Freedom to worship God.

RECONSTRUCTION.

Now that the legislative session is over it will be in order to settle down to the regular duties of life and to undo as far as possible any damage the reputation of the province may have sustained in the temporary political storm. Most of our people will realize that we still own one of the finest bits of country in North America, that our roads are still passable and generally in exceptionally good repair; that our bridges may still be crossed without danger to life or limb, and that on the whole, our people are as contented and

prosperous as those of any country in the world. It is to be regretted that, in order to further their political ends, certain politicians think it necessary to anathematize not only the conduct of the administration of public affairs, but to represent the whole country as going to ruin. While few, either at home or abroad, take these things seriously it is nevertheless true that the interests of the province suffer in many ways because of the publishing abroad of this general denunciation of all its public services.

CO-OPERATION.

General co-operation and a strong pull together with faith in ourselves is what is now needed to make this province one of the best, if not the best, in the Dominion. We hear much about the respective interests of the farmers and the merchants. These interests are as closely allied as are those of the farmers themselves or of the merchants among themselves. They are inter-related and cannot be separated without injury to both.

The merchants are not only dependent upon the farmers, but the city in which they do business owes its existence to the farmers. On the other hand the farmers would have no market for their produce were it not for the merchants. The best interests of both will be served by uniting their efforts. There has been too much talk of the merchants' viewpoint and the farmers' viewpoint as if they were entirely different; they are not; they are complements one of the other and together form the viewpoint of the community and of the province. What the viewpoint needs is development, development through mutual intercourse, mutual helpfulness, mutual determination to further the common interests of the province.

There is much to be done in the way of reconstruction, for our province, like the rest of Canada, suffered much, both directly and indirectly from the war. True, the farmers, who are in the great majority, received good prices for their products, but this was offset by heavy outlays for labor, labor in many cases to replace that of sons who had gone to the battlefields; offset by the high prices of necessities, as well as by the frequent demands upon their benevolence in helping the various war funds.

Now we are practically beginning again after what has been nothing short of a crisis; we must clear the ground for the days to come, the greatest days in the history of the world. Year after year we have been slowly learning the benefits of co-operation and this is now our hope. We are but a small community; all our interests, agricultural, industrial, commercial are identical; all so interwoven that what injures or benefits one injures or benefits each of the others. Let there, then, be the fullest co-operation, less of selfishness and self-seeking; and let the summer we are just entering upon after the dark and stormy night of war be as the morning of a great day of united effort and mutual helpfulness.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

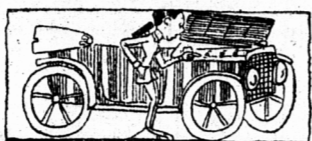
GENERATOR FUSE BLOWS



D. W. P. asks: What makes the fuse used in connection with the generator of my car, burn out every once in a while? It has done it several times lately just when I shut down the engine.

Answer: Most likely this is caused by the occasional failure of the relay to disconnect the generator from the battery, when the former is running so slowly that it does not generate voltage equal to that of the latter. Under these conditions a very large current flows in the wrong direction, i. e. from the battery into the generator and the fuse melts out in order to protect the generator and battery from damage. Not knowing what electric system you have, we cannot say certainly, but it is possible that the relay spring-tension is weak or that the contacts stick together. You better have an electric service man look for this trouble and remedy it once.

UNDERCHARGED BATTERY



J. L. P. writes: Lately the lights on my car have been somewhat dim, while the engine is stopped and I have noticed that they suddenly brighten when I speed up the engine a little. Does this mean that anything is wrong?

Answer: It indicates to us that your battery is undercharged. The sudden increase in brightness of your lights, of which you speak, is due to the fact that the generator voltage is considerably higher than that of the battery and when the generator is electrically connected to the system (as it is whenever the engine speed rises to a certain point), the lights burn at the higher generator voltage, with increased brilliancy. You should take measures to keep your battery fully charged, first, making sure that it is in good condition and free from internal short-circuits and that there are no leaks in the

Daily Selections for Guardian Readers

Furnished by W. S. Louson

LITURGY

That I may have Tenderness for the meek; that I may be kind to my neighbors, good-natured to my companions and hospitable to strangers. Help me, O God!

That I may be averse to craft and over-reach; abhor extortion, and every kind of weakness and wickedness. Help me, O God!

That I may have constant regard to honor and probity; that I may possess an innocent and good conscience, and at length become truly virtuous and magnanimous. Help me, O God!

That I may refrain from calumny and detraction; that I may abhor deceit, and avoid lying, envy, and fraud, flattery, hatred, malice and ingratitude. Help me, O God!—Composed by Benj. Franklin.

"An Anchor to Windward"

Is there any better argument than the circumstances of the present day for the necessity to business men of "an anchor to windward" in the shape of Life Insurance Policies, which are always worth one hundred cents on the dollar, no matter when and under what stress of circumstances they became due.

Do not forego this safe assurance for want of a little enquiry.

It will be strange if there is not a Policy to precisely meet YOUR need amongst the many valuable Plans of

The Great-West Life Assurance Company

Branch Office

Charlottetown

Hyndman & Co., Limited.

Managers

wiring. It may be that your generator should be adjusted to furnish a larger charging current. This and any other adjustments needed can be made at any electrical service station.

FUEL FEED INQUIRY

L. E. W. writes: I have a car that has its gasoline tank under the front seat instead of at the rear, and sometimes, when there is only a little gasoline in it, there is no flow to the carburetor, on steep hills. What I wish to know is whether a vacuum tank system can be applied in this case.

Answer: Yes, the vacuum feed system can be made to operate under these conditions, as well as it can in connection with a rear mounted tank.

DEMOUNTABLE RIMS OR SPARE WHEEL



T. W. F. writes: I am thinking of improving the tire equipment of my Ford, which now carries the standard outfit. Do you recommend the demountable rim or the spare wheel equipment?

Answer: The 30 x 3 1/2 inch equipment on all four wheels is what you require. There is some difference of opinion as to whether the demountable rim or the spare wheel is the better, but the former should be rather lighter and perhaps somewhat more secure mechanically and personally we rather prefer it. However, in case of a wheel breakage, the latter possesses an obvious advantage.

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

Britain Pays Her Homage to Edith Cavell

LONDON, May 16.—Great Britain paid tribute to Edith Cavell, the English nurse, executed by the Germans at Brussels, October 12, 1915, here today, when her body en route from Brussels to her native village of Norwich, was taken to Westminster Abbey for an impressive memorial service.

It was a public funeral in which it seemed every resident of the great metropolis endeavored to participate. The streets through which the cortege moved were congested with crowds and every inch of standing room in the neighborhood of the Abbey was occupied by a densely massed multitude, which was eager to do reverent homage to "that brave woman" as the Bishop of London described her "who deserves a great deal from the British Empire."

The congregation at the Abbey included high officials of foreign countries and men prominent in many walks of life. King George was represented by the Earl of Athlone, brother of Queen Mary. The service was conducted by the Dean of Westminster. No address was delivered. The opening sentences of the burial service were sung by the choir, which then sang the twenty-third psalm and a short lesson from the revelations of St. John. Then came Sullivan's Anthem, "Yea Though Walk I Through the Valley of the Shadow of Death," and "I Heard a Voice From Heaven."

The Last Post Sounded. The litany the Lord's Prayer and two Collects were then repeated followed by the hymn "Abide With Me." The benediction was then pronounced and the Last Post and reveille were sounded.

The service, which began at noon, lasted half an hour. The procession

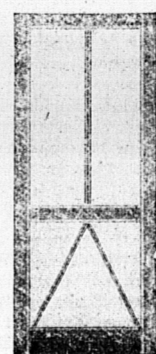


Welcome Home Boys! Anything you want in OUTFITTING Is Right Here SUITS - - \$18.00 to \$40.00 OVERCOATS \$15 \$20.00 and \$25.00 Everything That is New In MEN'S FURNISHINGS PATONS Ltd.

left the Abbey to the strains of Chopin's funeral march and proceeded to the station, where the coffin of plain oak was placed on a train for Norwich. On the coffin was the simple inscription: "Edith Cavell. Born Dec. 4, 1865. Died October 12, 1915."

At Norwich it was placed on a gun carriage and was taken to Norwich cathedral. The service, which was officially designed "for the funeral of Edith Cavell, a nurse who gave her life for her countrymen," followed. As the coffin was taken into the cathedral the hymn "Now the Laborer's Task is O'er," which was followed by the reading of the lesson, first Peter 11-19, by Canon Declair, then came the anthem "I Know That My Redeemer Liveth," and Chopin's funeral march. While the hymn "Brief Life is Here Our Portion" was being sung, the procession formed for the march to the graveside. There the

latter portion of the burial service was concluded by the Bishop, and the hymn "Abide With Me," which Miss Cavell repeated shortly before her execution by the Germans, was sung. The benediction was then pronounced and the bugle sounded the Last Post. The funeral party which accompanied the body from Brussels to Norwich included eight members of Miss Cavell's family and prominent British and Belgian officials.



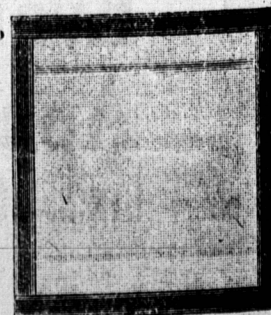
Fly Time Is Coming Be Prepared Before they Arrive Have the Screen Doors and Windows In Place

It is only a short time now until the flies will be here again. The sooner you get ready, the fewer you will have. We have received our Spring shipment of Window and Door Screens. They are ready for your inspection, and our prices cannot be equalled in this line. No. 20 Screen Door, made of pine with 4 inch stiles, grained quartered oak. A good strong serviceable door. \$1.90 No. 22 Door, made of pine with 4 inch stiles, two supports in bottom, making it rigid and strong, same as cut. 2.25 No. 48 Door made of selected pine with 4 inch stiles, grained quartered oak, Varnish finished. A very attractive door as well as serviceable. 3.00 No. 68, made of clear pine, grained quartered oak, filled on Varnish. This door has all wood bottom with top of Screen, and is very strongly made. Price 3.35

WINDOW SCREEN—ALL SIZES TO SUIT ANY WINDOW

Our Screens are well made, and will give perfect satisfaction.

- No. 21 Screens, 10 inches high, extend 20 to 33 inches. 35 cts No. 1 Screens, 10 inches high, extend 18 to 28 inches. 40 cts No. 2 Screens, 10 inches high, extend 22 to 36 inches. 48 cts No. 5 Screens, 14 inches high, extend from 18 to 28 inches. 50c No. 6 Screens, 14 inches high extend from 22 to 36 inches. 60c No. 7 Screens, 14 inches high extend from 26 to 44 inches. 70c Screen Door Catches 20c. Screen Door Sets 20c. Spring Hinges from 20 cts up



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