

# THE CHARLOTTETOWN GUARDIAN

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

MONDAY, JULY 7, 1919.

## MR. BELL'S "FURTHERMORE"

Job of old wished his "adversary had written a book." Mr. Arsenault is more fortunate for Mr. Bell has written a manifesto and it does manifest simplicity, untruthfulness and childish cunning all combined.

Take for instance plank No. 2. It says, "they the present government added to the cost of administration of the various departments of the public service from \$40,000 to \$50,000." The several departments are Executive Council, Justice, Agriculture, Education, Prov. Secy.-Treasurer, Audit, and Public Works. In 1911 the total amount expended in salaries and office expenses, and including the total cost of the Justice dept. was \$44,019.51 and the same service in 1918 was \$49,327.36, an increase of \$5,307.85. These figures were and are at Mr. Bell's disposal and yet he makes the wild, untruthful statement given in his manifesto above.

Take another, plank No. 7 and repeated in No. 10, "and in operating the finances the Conservatives had nearly \$200,000 more of revenue than their predecessors." We herewith give the Receipts for 1911, the last year under the late administration, and 1918 under the present government.

### Receipts for the Year Ended 30th September, 1911

Dominion Subsidy	\$272,181.88
Public Lands	1,968.85
Provincial Secretary's Fees	1,125.40
Prothonotary's Fees	1,845.17
Registrar of Deeds, Charlottetown	4,127.44
Registrar of Deeds, Summerside	2,060.37
County Court Fees	563.87
Fines and Penalties	820.46
Hospitals for Insane Fees	3,601.75
Private Bills	210.00
Vendors' Licences	500.00
Peddlers' Licences	1,000.00
Casual Revenue	99.70
Fire Insurance Companies	4,875.00
Life Insurance Companies	1,462.50
Accident & Guarantee Companies	400.00
Loan and Trust Associations	562.50
Banks	5,417.47
Telegraph Company	375.00
Steamship Companies	400.00
Express Company	225.00
Gas & Electric Light Company	100.00
Brokers	250.00
Miscellaneous Companies	1,000.00
Income Tax	8,586.99
Land Tax	41,403.49
Road Tax	17,055.50
Succession Duties	2,554.48
Oyster Bed Leases	25.00

Total Revenue \$374,797.82  
Deduct Road Tax 17,055.50

Receipts without Road Taxes \$357,742.32

### RECEIPTS

Receipts for the Twelve Months Ended Dec. 31st, 1918.

Ordinary Receipts	War and Health Tax	Total Receipts
Dominion Subsidy	\$372,181.88	\$372,181.88A
Public Lands	785.21	785.21B
Prov. Secy's fees	1,535.75	1,535.75C
Prothonotary's fees	1,587.73	1,587.73D
Registrar of Deeds Charlottetown	3,506.32	3,506.32D
Registrar of Deeds Summerside	1,830.10	1,830.10D
County Court fees	399.80	399.80E
Fines and Penalties	302.00	302.00F
Falconwood Hospital fees	8,007.15	8,007.15G
Private bills	290.00	290.00H
Vendor's license	66.67	22.23
Peddlers' licenses	420.00	420.00G
Casual revenue	468.48	468.48G
Fire Insurance Co's	5,625.00	1,875.00
Life Insurance Co's	1,800.00	600.00
Accident and Guarantee Co's	455.00	151.74
Loan & Trust Co's	618.75	206.25
Banks	6,164.80	2,054.95
Telegraph Co.	375.00	125.00
Express Co's	300.00	100.00
Electric Light Co.	100.00	33.34
Miscellaneous Co's	1,100.00	366.74
Income Tax	13,886.26	4,871.72
Land Tax	39,624.66	14,436.98
Fox Tax	7,549.60	2,519.65
Succession duties	3,422.12	1,055.34
Motor Vehicles, etc.	11,093.73	2,525.08
Oyster Culture	17.00	17.00P
Refund	41.00	41.00O

\$483,554.01 \$30,944.02 \$514,498.03  
Less Motor Vehicle Tax (Net) transferred to Public Works Dept. 12,650.75

Ordinary Receipts \$501,847.28

It will be observed we deducted the Road Taxes from the 1911 receipts as similar taxes now remain in the people's hands for the Roads Service, and are not taken into the Treasury as Mr. Bell would have them. The two statements are thus similar in every possible respect.

The Revenue for 1918 was \$501,847.28  
The Revenue for 1911 was 357,742.32

Total increase of revenue \$144,104.96

This is quite a difference from what Mr. Bell claims. Where does this increase go? Let us give a few items in explanation.

It would take \$41,833.26 to cover the deficit of 1911. Then there is the unavoidable increase of interest, the increased outlay on Education, the direct War Expenditures, the loss and clerical expenses on mussel mud, grants (under War and Health Act) to Hospital and Orphanages, and care of delinquent children, extra expenses, arising from collecting the Auto and Fox Taxes. All these are fresh charges against revenues and not one of them can be dropped. They sum up as follows:

Deficit to be made up	\$ 41,833.26
Increase of interest	10,041.63
Increase to Education	47,141.03
War—direct outlays	10,145.44
Mussel mud, loss and expenses	5,916.38
Auto Tax, markers, adv. and clerks	1,586.06
Fox Taxes, extra clerk, quarantine, etc.	300.00
Grants to Hospitals	1,400.00
Grants to Orphanages	1,000.00
Care of delinquent or feeble-minded children	502.29

Total \$120,366.09  
When these new and necessary outlays are provided for there remains only \$23,738.87 of the \$144,104.96 of additional revenue to say nothing about the other increased costs of carrying on the public services since the war began.

Mr. Bell claims that the Dominion Agricultural Grant of \$32,000 is extra revenue, but he knows better. We may say that were that grant to be withheld entirely it would not make any difference to us financially. It does not save us any revenue; instead, it can be shown that if anything it adds to our provincial expenses. Without the grant the extra work carried on under it would be stopped and matters would go on as they did before.

It is not extra revenue for us. We have no control over the grant. The Commissioner is consulted but his advice may or may not be accepted. The Dominion officials have full direction of all these expenditures. Mr. Bell claims also that the present government has large revenues from road taxes, but large or small they are spent on the roads, and more, too.

### LIBERAL MISREPRESENTATION.

Some of the Liberal candidates must feel their case very weak when they have to resort to falsehoods to try and get support. We have already had occasion to refer to a report that is being circulated amongst the returned soldiers. The Liberal candidates endeavor to prejudice the returned men by telling them that the Premier opposed a resolution in the House asking the Dominion Government to give consideration to a grant for men who cannot take up land. The following is an extract from the Journal of the Legislative Assembly dealing with the resolution in question:

"Mr. McMillan moved the following resolution, seconded by Mr. A. E. McLean:  
That whereas, the Federal Government is offering to the returned soldiers who have seen service overseas by giving them free grants of land in Western Canada;

And whereas, only a very limited number of our returned men are in a position to take advantage of the land in Western Canada.

Therefore resolved, that representation be made by this Government to the Federal Government to take into their immediate consideration the necessity of giving such assistance to the returned soldiers who are not in a position to take up land so that thereby all men who have seen service overseas may be placed in a position of equality.

(Sgd.) John McMillan,  
A. E. McLean.

And the question being proposed it was carried unanimously."

Mr. McMillan, Mr. McLean and the Premier spoke on the resolution. The Premier said that he had no objection to the resolution, as it was on the lines that the Government had already been advocating.

The only other resolution referring to returned soldiers was one placed on the order paper but which was not brought before the House. It was to the effect that the Government should assist the returned men by giving a grant to the Great War Veterans' Association. The Premier intimated to the House that the Government had already voted such a grant.

It comes with very bad grace from Mr. Bell and his associates to misrepresent the governments well known attitude towards the soldiers, while they themselves, Mr. Bell and his leading satellites, opposed on the floor of the House every measure introduced by the government to help the soldiers, notably the War and Health Tax, from which provision was made to entertain and provide for returning soldiers and render them any other necessary assistance.

**Daily Selections for Guardian Readers**  
\* Furnished by W. S. Louison \*

### PRAYER AND THE WORLD'S TROUBLES

John R. Mott, America's greatest layman, is a strong believer in the prevailing power of prayer. He has put this belief into compact form of a declaratory statement, which merits the serious attention of all Christians at the present time. He suggests a united search for discovery of the resources in the guidance of God, who has promised to show "the great things and the difficult" to those who call upon Him. He would apply this to the great war and its problems, which man, in his own strength and wisdom, cannot satisfactorily solve.

actual communion with God to become really conscious of their absolute dependence on Him, shall change the mere energy of the flesh for the power of God," he writes. "There is no danger that men will spend too much time alone with God. When a man says that he obtains more help from social than from secret prayer, he is in spiritual peril. Each person should have regular, stated seasons for private prayer. Each one must decide for himself the number and the distribution of the times he will give to these spiritual exercises. It is indeed true that he that saveth his time from prayer shall lose it. And he that loseth his time for communion with God shall find it again, in added blessing and power and fruitfulness. We are in the greatest need of help in what I believe to be the most important thing next to prayer itself, that we ever have to do, and that is the enlisting of men in the exercise of real prayer. In some way we must get men and women who actually believe in the mountain-moving power of prayer to devote themselves to special intercession. "Those who spend enough time in

## HINTS FOR UP The Motorist

BY ALBERT L. CLOUGH

### CORK INSERT TRANSMISSION BANDS



S. S. asks: What advantage if any is there in the use of Ford transmission bands that have pieces of cork set into them? I am advised to use this kind instead of those of ordinary material.

Answer: We cannot say how cork inserts work out in this particular application, but they have been successfully used in brake shoes and in the engaging parts of clutches. They are claimed to afford easy engagement and to reduce wear. The corks being elastic, stand out a little beyond the surface into which they are inserted, when no pressure is applied and, as pressure comes on they engage first, giving a gentle grip (thus reducing the speed at which the rest of the engaging member has to take hold and perhaps reducing the wear upon it. The inserts seem to withstand wear very well indeed.

### NATURE OF SPARK COIL FAILURES

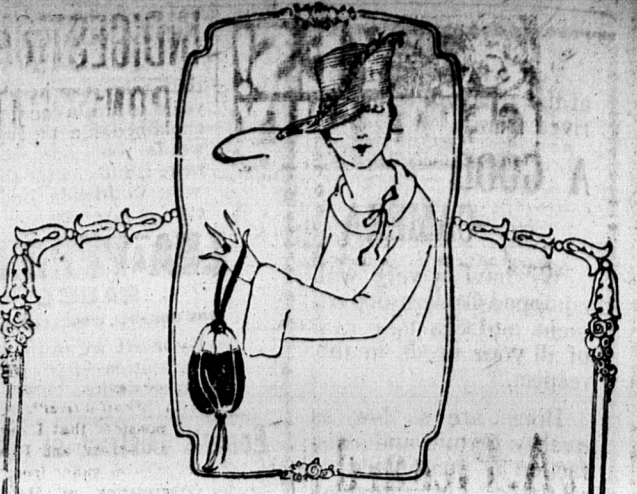
J. H. G. asks: What actually happens when an ignition coil goes bad? Does it really "burn out" as it is said to?

Answer: There is usually no actual burning involved in such a failure. An ignition coil generates a very high tension current, one capable of sparking quite a distance, and this high tension current is generated in a small, closely wound coil, consisting of a great length of very fine wire. It is only the insulating material used in forming this coil that prevents the current from jumping from one point of the winding to another and thus short-circuiting, instead of passing usefully to the spark-plugs. If the insulation punctures or breaks down and lets the current short-circuit through it, the coil fails to give a spark and it is said to have burned out. Occasionally, however, a coil through having excessive battery current passing through it continuously, becomes so hot as to deteriorate or even char its insulation and cause failure. The term "burn-out" then applied somewhat more obviously.

### INFLATION PRESSURE INQUIRY

C. M. McP. asks: To what pressure should the four-inch tires of my seven passenger car be inflated? It weighs 2,955 lbs.

Answer: The Society of Automotive Engineers schedule of loads and inflation pressures for a four-inch fabric tire is as follows: Five hundred lbs. load, 49 lbs. pressure; 550 lbs. load, 45 lbs. pressure; 600 lbs. load, 41 lbs. pressure; 650 lbs. load, 37 lbs. pressure; 700 lbs. load, 33 lbs. pressure; 750 lbs. load, 29 lbs. pressure; 800 lbs. load, 25 lbs. pressure; 850 lbs. load, 21 lbs. pressure; 900 lbs. load, 17 lbs. pressure; 950 lbs. load, 13 lbs. pressure; 1,000 lbs. load, 9 lbs. pressure. The load is the total load, consisting of that due to car weight and passenger weight. You better weigh your car fully loaded, by running first its front wheels and then its rear wheels onto a platform scale and then divide the front end weight and the rear end weight by two. This will give you the weight on each front and each rear tire respectively and, by consulting the figures above given, you can obtain the pressure that should be used in front and rear tires respectively. Cord tires require about five



## 3 LEADERS

From the Ladies' READY-TO-WEAR Dept. for this morning's selling.  
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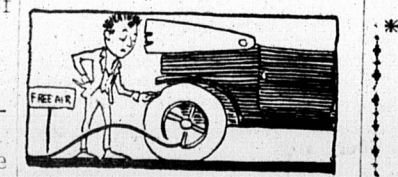
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