

THE CHARLOTTETOWN GUARDIAN

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FRIDAY MARCH 7th, 1919

SCATTERING YET INCREASING

During the past five years, whose experiences were new to all and during which things have happened which the wildest dreams of five years ago could not picture—we have become accustomed to many things that, before we had been strangers to, accustomed to seeing the impossible done and the possible becoming an impossibility. Prices, both going and coming, have staggered us but these, without increasing or diminishing appreciably, have become normal and they no longer have any terrors for us. We had some shivers when the amount of the war debt and the millions in new interest to be paid annually were announced, but even these we have become accustomed to and we now look forward with a certain degree of complaisance to the ways and means by which the government purposes meeting the bills. Eventually we shall find that the national debt and the annual interest are figures merely a matter for the financiers to multiply and divide and subtract and issue financial statements upon and we shall go on buying and selling, trading and bartering, living and dying, marrying and giving in marriage just as if the figures expressing our national indebtedness had not been turned upside down by the war.

In carrying on our share of the war we—farmers, merchants, manufacturers—made more money than ever before in our history. The governments, federal and imperial were pouring out money like water and while there may have been heavier showers in some quarters than in others, the showers were sufficiently general to water the whole dominion as it had never been watered before. It is safe to

say that during the years of the war Canada made more progress financially and industrially than during any five years in its previous history.

One of the great lessons of the trying period we have come through is the benefit of spending government money freely, particularly in undertakings that give employment. It is an old adage that "money makes money" and one of the handicaps against which we have labored in this province has been that we had no money to make money with. Given a start in employment-needing works, there is no reason why we should not only have ample employment for our own surplus labour but room for the importation of labour. Several hundred labourers added to what we have would be the means of circulating money in the province, strengthening our home markets and increasing the general prosperity of the province.

Prices, both coming and going, will in all probability decline gradually during the next few years. Prices of farm products, our greatest asset will naturally drop to a lower figure than at present. Something must take the place of the reduction in the value of our crops and nothing can more effectively do this than the circulation of money through such public works as are within our reach. This is one strong reason why the Provincial Government should undertake road improvements on a larger scale than ever before. It is a policy that would work doubly for the benefit of the province in improving the highways and multiplying employment.

AS OTHERS SEE IT

The Repatriation Committee of Canada, in one of its recent bulletins, says:

"In the midst of welcoming the living Canada has not forgotten the debt she owes to the appeal of her silent army, the glorious army of the dead."

"What form of perpetual memorial of their brave and gallant lives is the most befitting? This is a question that is just now attracting the attention of every town and city throughout the Dominion."

"A consensus of opinion shows that the old form of memorial which is merely a monument in stone, has somewhat lost in public favour and the present age seems to demand that for those whose lives were not wasted, but given for a righteous cause, the memorial also shall be well fitted to serve some good end, shall, by the measure of service to the living, be the best form of monument to perpetuate the memory of the dead."

"Homes for soldiers, scholarships for the children of deceased heroes, public buildings, children's homes, highways and public improvements have been suggested as fitting memorials."

"In Charlottetown a suggestion has been made by a returned soldier, Corporal Cotton, for a memorial highway, war road or victory highway, as the best form of commemoration. The benefits which would accrue from this suggestion are set down as follows:

- (1) The means of securing a federal allowance of forty per cent of the cost.
- (2) It would furnish employment for a large number of men at good wages.
- (3) Would result in improved rural conditions.
- (4) Would increase the value of

Island farm property.

"Another suggestion is also made that returned soldiers would be attracted to this district."

"One public spirited firm has already promised the sum of \$1000, towards such a memorial, and the idea would be to have tablets in suitable positions along the road which would commemorate the part taken by the boys of Prince Edward Island in the great war."

"The second proposal of a memorial for Prince Edward Island suggests a soldiers' home. This, however, does not seem to have met with the same amount of enthusiasm as that of the highway."

"Memorial parks and playgrounds for children have been freely suggested in many cities. Some correspondents there are, however, who strenuously object to the utilitarian idea being applied to a war memorial. These advocate the old form of granite or marble monuments, the statuary of carved figures as more reverend and befitting remembrances for the eye of visitors and friends alike."

"There would be no difficulty, however, in suiting both those who desire something useful and those who wish to see some form of monument, as almost in every instance the latter could be incorporated into the former."

"Whatever form the memorial takes no fear will ever exist in the minds of true Canadians that the deeds of those who sleep in Flanders fields will ever be forgotten."

"Canada has passed through the greatest period of her history and emerged triumphant and it is fitting that due consideration and time should be given to commemoration of such triumph and of those by whom it was so hardly won."

THE SOLDIERS' MONUMENT

Quite a number of propositions and suggestions have been put forward with reference to the erection of a suitable memorial for those who gave their lives in the war. While there are different opinions as to the shape the memorial should take, all are agreed that there must be a fitting memorial, one that will be commensurate with the greatness of the war, the greatness of the victory and the greatness of the sacrifice; one that future generations may look upon with pride in their ancestry and with a stronger love for the country which had been redeemed at so great a price. Opinions will necessarily differ but it is pleasing to note that each

correspondent respects the opinions of others, that there is no harsh criticism of the proposals of others. When the suggestions have all been submitted and each has carefully weighed the suggestions made by the others, there should be no difficulty in arriving at a conclusion which all can subscribe to and support. The subject has been well threshed out and remembering that the rush spring season is almost upon us, arrangements should be made at once for a public meeting, a public discussion of the question and the formation of a committee to carry the wishes of the meeting into effect.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
 Editor Motor Service Bureau Review of Reviews

PNEUMATIC TIRES ON HEAVY TRUCKS

Until quite recently it has generally been assumed that the heavy commercial car must necessarily be equipped with solid rubber tires, but recent advances in the tire art have led to the production of pneumatics of enormous size, adequate to support the weight of large capacity trucks, and it appears that these tires are capable of giving economic results favorable enough to challenge the supremacy of the solid tire in certain branches of the trucking field at least. The more resilient the tire, the higher the permissible speed of a truck may be and the higher its speed the more paying work may be gotten out of it. These giant pneumatics of cord construction, are highly resilient in com-

parison with solid tires, allow of greatly increased trucks speed without causing vibration detrimental of the mechanism or its load and carry their loads with very moderate heating, which means that fuel consumption is reduced by their use. War-time transportation conditions have given a pronounced impetus to long haul, intercity motor trucking, in which speed is an important consideration, and this has brought into prominence these giant pneumatics up to nine inches in diameter. Under conditions where high speed is a desideratum as in the transportation of valuable, perishable freight or rush orders of any kind of merchandise, there is reason to believe that the pneumatic tired heavy truck will become a regular feature in the modern system of transportation.

Questions of general interest to motorists will be answered in this

column, space permitting. Address Albert L. Clough, care of this office.

MEMORIAL ALTAR

Sir,—Much has been written and much has been said on the subject of war memorials, but there has been a chord untouched, whose sacred notes, if awakened, reach beyond the narrow confines of Time even into the mystic spaces of Eternity.

We have in Charlottetown, nearing completion, one of the finest Cathedrals in Canada, a tribute or memorial from the hand of man to the God Who gave His life for us that we might have salvation. The death of Jesus on the Cross laid the cornerstone of Christianity, and through the years of Time men rear their memorials in which to worship Him and commemorate His Supreme Sacrifice. In the Catholic religion this worship is commemorated and perpetuated in the Sacrifice of the Mass, the most stupendous religious ceremony existent. Daily on her altars the priests of the Catholic Church offer this Holy Sacrifice, and the prayers of her people rise to their God and Saviour.

Now, I say, honor in whatever way one wishes, the bravery of our boys; nothing one can do would be too great. Let it be a club-house, a highway, monument, arch or whatever would best commemorate what they have done; but let it be in honor of the living heroes who have survived the horrors of war. They deserve all the glory that earth can bestow; but—remember,—we owe a far greater debt to the dead—a debt that can never be paid on earth. And a great many of our P. E. Island boys who sleep beneath the poppies in Flanders Fields are the sons of Catholic parents. My suggestion is, for them—a memorial altar—on which the Sacrifice of the Mass and prayers for the departed can be offered for the repose of their souls. This, I think, would be the most worthy, as well as the most lasting memorial—an altar erected in memory of our departed heroes within the sacred walls of the great mem-

Daily Selections for Guardian Readers.

Furnished by W. S. Louison

HOW TO COOK A HUSBAND

One of the lectures before the Baltimore Cooking School recently gave this recipe for cooking a husband which is not commonly found in books on cookery:—

"A good many husbands are utterly spoiled by mismanagement, some women go about it as if their husbands were balloons and blow them up. Others keep them constantly in a water-bath, others let them freeze by indifference and carelessness. Some keep them in a stew by irritating ways and words. Others roast them. Some keep them in pickle all their lives."

"It cannot be supposed that any husband will be tender and good if managed in this way, but they are really delicious when properly treated. In selecting your husband do not go to market for him, as the best are always brought to your door. It is far better to have none, unless you will patiently learn how to govern him. See that the linen in which you wrap him is properly washed and mended, with the required number of buttons and strings tightly sewn on. Tie him in the kettle by a strong silk cord called 'comfort' as the one called 'duty' is apt to be weak. They are apt to fall out of the kettle, and to be burned and crusty on the edges, since, like crabs and lobsters, you have to cook them while alive."

"If he sputters and fusses, do not be anxious—some husbands do this until they are called 'done.' Add a little sugar in the form of what confectioners call kisses, but no vinegar or pepper on any account. A little spice improves them, but it must be used with judgment."

Memorial erected in homage to the Saviour of mankind.

I am Sir etc.

A Catholic Mother.

The Provincial Highway

SIR:—As a farmer who looks with alarm upon the ever increasing extravagance, and waste in the expenditure of public revenue, from the building of a wharf, at which a dory won't float at low tide at a cost of a few thousands, to the building of a National Railway entailing the squandering of millions. I would like to protest, against the building of this auto speedway under the guise of a Memorial Highway. Why such a fantastic and impracticable scheme as that of Mr. R. L. Cotton should be published in garage headlines seems incomprehensible to the ordinary sane man and still more incomprehensible is the championing of this scheme by R. T. Holman Ltd. S. Side. For the sake of brevity I will take up their assertions in order in which they appear, and try to show that their premises are false and their reasoning fallacious.

1. The means of securing 40 p.c. of Federal Grant. Recent despatches show that only \$125,000 will be granted, and that only on condition that this Province, raise \$200,000. Will our farmers figure out how many times their land tax will need to be increased to raise \$200,000? Granting that the Federal Government will pay 40 p.c. of cost, does the money fall from heaven as did manna of old? Evidence to the contrary is easily adduced by buying a box of matches or a tin of tobacco. The insistent call of our small political bosses in our Federal Representatives to obtain federal grants for this, that, and the other, is the bete noir of the representative's life, causing him to become a modern Esau.

2. It would furnish employment to a large number of men at good wages. Where is the large number of men to come from? How many men were refused work last Fall by the railway authorities? Are farmers and lobster packers overstocked with labor?

3. It would result in improved rural conditions etc. This is an assertion with out absolutely any foundation. This subject is so extensive that one can not do justice to it in a single paragraph, but I am willing to discuss the matter in a subsequent letter, if Messrs Holman will explain what they mean. The time is past, when farmers swallowed glittering generalities without question. Perhaps the sense of this paragraph is epitomized in the saying "All roads lead to Rome, (Holman's)"

4. It would result in the increased valuation of Island farm property etc. This also is a baseless assertion, the opposite of which is the fact. The valuation for purposes of taxation of farms along the speedway will be

increased as is being done in Ontario today, but to say that the general valuation of farms throughout the Province, will be increased is a fallacy and cannot be proved. What determines the valuation of farm property? Is it not the amount of net income it will produce? A few farms fronting on this road, within a short distance of Charlottetown might be benefited, but would the extra benefit offset the extra frontage tax?

5. It would mean that people in every county of the Province would be equally benefited by the Highway etc.

This is an utter absurdity. A farmer five miles from Montague has 500 bush of potatoes to ship. Of what benefit is a concrete road that does not come within 20 miles of him? This reasoning applies to nine tenths of the farms on P. E. I. Where is the market for our produce found? Is it not on the mainland? And so far as the market of Charlottetown is concerned it might be blotted out to-morrow without causing a dime's loss to the producers in the Eastern and Western sections of the Province. It ought to be evident, and to need no proof from me that the roads in this Province, are used by the producers, farmers and fishermen, mainly for the purpose of hauling produce to market and going to the grist mills. Going to the country store and to church is done with a light carriage and need not be considered. Owing to our many fine shipping ports, and the traversing of the Province by the railway, our produce need not be hauled far, and of course a great many short roads are used.

6. With the completion of the Highway, the attractions, the Province would then present to tourists would be ten-fold.

This paragraph explains the whole scheme, the building of an auto speedway from one end of the Province to the other, for the pleasure of a few speed fiends, and tourists, who have the means and leisure to enjoy such a speedway, but who have not the honor to pay the cost of such a useless speedway or even to inform taxpayer of the true cost of the same. What a wonderful vista of wealth and opulence unfolds before the view of the farmer, as with aching muscles and perspiring brow, he loads his hay and views the whirling limousine of the flend pass by leaving as a memento

(Continued on page three)

Linard's Liniment Cures Colds, Etc.

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