

THE CHARLOTTETOWN GUARDIAN

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TODAY IS THE DAY.

The German plenipotentiaries are today to say whether they shall or shall not sign the peace terms. They have already expressed their opinion of the terms which are not very favorable, and the Allied Council has given them a good deal of time in which to criticize and otherwise digest the document. Now the time is up and one of two things is going to happen immediately, doubtless today: Either the Germans will sign the terms or Marshal Foch will give the Army of Occupation the order, "Forward, March! Into the heart of Germany, clear through to Berlin, occupying all the cities intervening and else-

where scattered throughout the country.

The Germans complain that the terms mean national death, starvation, etc. It is an old saying that "if you want a thing done well, do it yourself." The Germans can take what consolation they can out of the adage; they did it themselves and did it well. No other country in the world has fallen as far in five years as Germany has; no national pride has ever suffered such humiliation as Germany's has—and she did it all herself. That they will sign the treaty would be a pretty safe bet; the other alternative would be infinitely worse.

GOOD ROADS.

The enthusiasm spreading over Canada in connection with the Good Roads movement, has, we are pleased to note, taken hold of quite a number of sections in this province and already there is a good deal of justifiable boasting in these localities. "We have the best roads on the Island" is as proud a boast as was the "Civis Romanus sum," of the old Roman. Unfortunately there are localities still which find some satisfaction in blaming the Road Master for the condition of the roads. It is a poor excuse for a bad road. Neither the praise nor the blame for a good or a bad road can properly be laid upon the Road Master or the system or the government. The community spirit can overcome the dilatoriness of the Road Master where it exists or can "fire" him if he prove impossible, and the system will work as well in one locality as another.

The Department of Public Works, as intimated during the recent session, has in contemplation a general

road improvement project, during the present summer. Surveys will be made of the different roads, particularly those leading to the principal centres; tractors have already been purchased to do the ditching, motor trucks are to be employed by patrols in order to keep the roads in good repair after they have been properly built up. It is also the intention of the Department hereafter to put down all culverts and bridges in a permanent way with concrete and steel so that once they are built there shall be no expense in keeping them in repair.

With all these things done by the government, it will still rest mainly with each locality how its roads will be kept up. We need more of the growing enthusiasm for good roads that is now in evidence throughout Canada, more of the boast "We have the best roads in the province." It is a worthy boast and no one will be charged with having a "swelled head" who makes

THE FIGHTER.

Everybody loves a clean, daring fighter, whose quarrel is just or whose enterprise is worthy. And everybody heartily detests the sneak who tries to win his battle or accomplish his purpose by foul, underhand tactics. The civilized world watched with intense interest the attempt of Harry Hawker to fly across the Atlantic; everybody felt genuinely sorry when news of his failure and probable death came, and everybody rejoiced when it was learned that he and his companions were rescued. The attempt was a daring, death-defying one, not for glory alone, but for the money as well that was in it, for Hawker was a poor man, and had a wife and baby to provide for; besides, he had been wounded in the war, having lost a limb. If he won, his wife and child would be provided for; if he failed they would probably be little worse off than if he remained with them, and, anyway, there was a chance. The soundness of the argument may well be doubted, but of such stuff heroes are made; of such daring adventures the world's progress is built up.

How many Canadians "went over the top" with the chances a thousand to one against them! How many failed to cross as Hawker failed! But of such

darings and failures and successes the final victory was made up.

This is why we Canadians hold up our heads when we speak of the war; this is why the "bile" wells up within us when we speak of the Hun and his methods. It is why as a people we detest Hun methods in ordinary civil pursuits, whether in business, in politics or in social life. The heroic deeds of the past five years have put the sneak and the coward on the same level as the detested Hun, and therefore out of civilized business.

There is much unrest in the world, some of it doubtless due to the effort, too often misguided to eradicate what remains of Hunnish characteristics. Since the redemption of civilization by noble daring and sacrifice, civilization has no room for questionable methods of action. The strikes at present disjuncting the affairs of the world are but a protest against Hunnishness, some of it real, much of it imaginary, and by methods that are not wholly justifiable. Nevertheless, in as far as the unrest is a protest against any form of injustice the ultimate result will be beneficial and we may look confidently forward to the final triumph of sanity and clean common sense.

ROCKY POINT FERRY

Sir.—Would you please publish in your valuable paper a few facts concerning the treatment we are receiving on Rocky Point Ferry. First we will consider the time of the year, the last week in May, good long days and busy days too, especially for the farmer. Now we have the first boat in the morning leaving Rocky Point at 9 o'clock. Is that doing justice to the people from this part of the country—9 o'clock in the morning those long May days. Well the Government surely does not want to awaken us up too early in the morning. Then the last boat leaves Charlottetown at 4.30 in the afternoon. Certainly a short day, and the steamer tied up at the wharf for the rest of the day, the wages of the crew of the steamer going on just the same. For this middle of the day, accommodation they increased the fare almost double. Now I think that is ridiculous treatment for the people this side of the water and if you complain about the high fare they will tell you that coal has gone up. If the Government wanted to save coal why do they run the boat nearly half a mile further than they need? Why not give us a dock at or near Connolly's Wharf and save one third of the coal?

I imagine the Government is trying to do all the saving on this part of the country. True we get very fair accommodation for two or three months in the middle of the summer when the tourists traffic commences, but the people from this part of the country want the accommodation from the opening of navigation till the closing. I am not writing this to try to injure the Government at all as I am a strong supporter of the Government but if they don't help us and give us better accommodation I don't see how they can reasonably expect us to help them in their hour of need.

I am, Sir etc.

JUSTICE

A STRONG DEMAND FOR LIVE STOCK IN GREAT BRITAIN

OTTAWA, May 27.—Market reports which will serve to guide Canadian exporters and farmers show that live stock in Great Britain is in keen demand. The board of agriculture's weekly returns for the middle of April show that prices for nearly all meat animals are maintained, especially for store cattle, though qualities vary considerably.

From several market centres the reports were that the supply was no up to standard, and that sheep showed no improvement, as many lots were marketed in unripe condition owing to wet weather and the shortage of artificial feeds. The same shortness marked the reports on hogs, of which all classes were selling well. At Shrewsbury some Angus cross hullocks made up to eighty-eight shillings (\$21.12) per cwt. live weight price for hogs ranged about twenty-one shillings per score (3.52 per stone of 14 lbs.). Prices everywhere showed an upward tendency. The same shortage was reported in provisions, especially butter and cheese.

U. S. BATTLESHIP HAS TROUBLE

PONTA DELGADA, May 27.—(By the Associated Press)—The United States battleship, New Jersey, which sailed from Brest on May 20th, with troops aboard, put in here today because of engine trouble. It is not expected that the battleship will be delayed for any length of time as the engine trouble is announced to be not serious.

Daily Selections for Guardian Readers

MINISTERING ANGELS

I have no desire to take away one note of praise from our brave lads, yet I think sometimes the Trained Nurse Overseas Service, and at home has not had her full share of praise, and gratitude. The following lines sent by a wounded soldier who knows this loving service, is passed along with pleasure.

THE TRAINED NURSE

Just a dear little womanly woman With the light of a soul in her eyes The gleam of a God speeded sunbeam Shining out 'neath a brow worldly wise; With soft hands to smooth out the pillow Of pain; with sweet face bent above The bed of some poor stricken fellow Ministering Angel of love. She's not a tall ravishing beauty To be sued in the dust for a smile Not a cute dimpled bit of a play thing To be fondled and petted awhile; She's just a girl happy and human Sweet, sympathetic and wise— Just a dear little womanly woman— With the light of a soul in her eyes. W. L. REED.

Mingard's Liniment Cures Dandruff

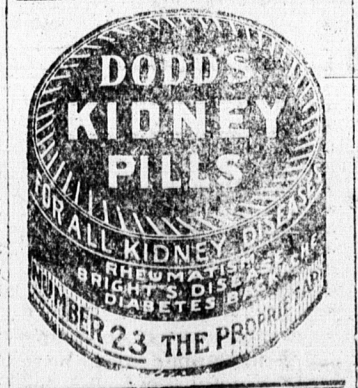
HINTS FOR The Motorist

EMERGENCY ELECTRICAL EXPEDIENTS (Continued)

Every owner of an electrically equipped car should take the following precaution. He should find out exactly how to connect a battery of dry cells so that they will furnish current to the ignition system, should the storage battery fail. No general rule for this can be given, as electrical systems differ so much among themselves and the ignition switch frequently performs other functions than closing the ignition circuit. The cells are always to be so connected that the current from them can flow nowhere except through the primary circuit of the ignition coil and timer and one side of the dry battery is grounded while the other is connected to the underground or live connection of the ignition devices. The wiring diagram of the particular car in question should be studied and the best method of making the connection exactly determined, in detail, as to the exact points where the dry battery connections are to be attached; what wires if any are to be disconnected; where the dry battery can be carried and whether the regular ignition switch can be utilized. At the service station of the particular system used, they can tell an owner how to make the connections, if the owner cannot figure it out, but it is not safe to depend upon the ordinary garage man to determine the method in a hurry for no human being can be expected to keep in mind the numerous electrical systems in use. Almost all auto electricians very properly depend upon diagrams of connections and, unless the diagram relating to the particular system and installation is available, much useless investigation is required to ascertain the correct method. A set of good, snappy dry cells will furnish ignition for many miles, if they are not needlessly exhausted by allowing the engine to stop without breaking the circuit. While the possibility exists that the lamp should fail to work, when the engine is running, dry cells will operate it and it is well to know how to connect it to the emergency source of current. Even if necessary lights can be maintained for a short period of time on the current from a dry battery, which should be a separate one from that used for ignition, but the probability of such an expedient being required is remote, the main use of emergency dry cells being to get the engine started and the generator at work.

MEXICANS ARREST ITALIAN ADMIRAL

NEW YORK, May 25.—Rear-Admiral Count Max Lovatelli, Italian naval attaché at Washington, while on his way to the United States after a tour of inspection of oil wells in Mexico, was taken off a train between Mexico City and Vera Cruz and arrested under orders of the Secretary of War of Mexico, according to John M. B. Milligan, of Dublin, Ireland, who arrived here today from Tampico, aboard the Ward liner, Morro Castle. Mr. Milligan, who himself had been looking over American oil properties in the Tampico district, declared that "conditions in Mexico are deplorable."



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