

THE CHARLOTTETOWN GUARDIAN

Head Office at Charlottetown, St. John's and Montague. Morning Daily (founded 1887). \$4.00 per year (Delivered) in advance; \$8.00 per year (Mailed) in advance in Canada, and \$3.50 for U. S. A.

Editor and Publisher J. R. Burnett. Associate Editor D. K. Currie.

TUESDAY, APRIL 22nd, 1919.

A GROWING INDUSTRY.

The financial statement of Messrs. Bruce Stewart & Co., Ltd., elsewhere in this issue, should appeal to those who have been interested themselves in the development of industries in this province. Here is a concern that has grown from the most modest beginnings, that has established itself as a local industry employing a large number of hands, and that has outgrown its capacity. Today, this concern instead of searching the world for a market for its product, is unable to supply the market because of its limitations. It has an assured market for double its output, and the only way to supply that market is to enlarge its premises, add more machinery and employ more hands.

FAR-FETCHED SOLUTIONS.

A correspondent in today's issue gives an example of the far-fetched solutions enunciated by some members of the Opposition in the Legislature as their contribution to constructive criticism. During the debate on the address, he says, one member affirmed he could provide the necessary addition to the teachers' salaries from the salaries of the provincial officials. Our correspondent shows that the necessary increase to teachers' salaries would average about \$200.00 per annum, and as there are 600 teachers affected, the total required would be \$120,000. The total salaries paid the local civil servants amount to \$60,000, or one-half of the suggested necessary increase to teachers. Yet, this Opposition member stakes his reputation that he could take \$120,000 from that sum. The days of wizardry are evidently not past, but the public may well pray to be delivered from the hands of such wizards in the manipulation of public funds.

VITAL STATISTICS.

According to the vital statistics for the past year, tabled in the Legislature last week, the number of births exceeded that of deaths by 239. This, if complete, though small, is encouraging, but as the exodus is not taken into account it is probable that the population of the province was no larger at the close of the year than at its beginning. No provision has been made to take account of our emigration. The information would be valuable, as would also statistics showing the value of our exports and imports. Such information would enable us to "take stock" once a year and ascertain to what extent we are improving. The cost of procuring such information would be comparatively little while its value as an advertisement to the province would be invaluable.

Russian and Allies Defeat Bolsheviks

LONDON, April 20.—In a successful attack Thursday by Russian troops attached to the Allied forces operating on the Murman railway, south of Kem, the Allied forces gained complete control of Lake Vigozero and the main road north to the White Sea. According to an official statement from the British War Office yesterday the Bolsheviks were driven twelve miles southward from Volfnosalma at the southern end of Lake Vigozero and the first objective of the attack

ORWELL GOVE AND CHINA POINT FERRY

SIR:—Since the last forty years the residents and travelling public of Orwell Cove, Eldon and Point Prim and some other districts together with the residents and travelling public of China Point, Earncliffe and Cherry Valley and other northern districts have been agitating for a foot, passenger and vehicle traffic bridge across the Orwell Cove and China Point point, Orwell Cove and connecting at or near China Point wharf.

During the summer of 1918 the writer with a petition canvassed China Point, Cherry Valley, Earncliffe, Orwell Cove, Eldon, Point Prim, and was received with open arms as the residents most willingly and without a dissenting voice put their signatures to the petition for the bridge, and in all about 200 names were secured and as that it was impossible for me to call on them and the petition was duly forwarded to the local government by the Hon. Mr. Paton who strongly recommended the structure. And now China Point ferry is operated by a small rowboat by Miss Ada Nelson, who does her work with credit and to the satisfaction of the public and in stormy weather and a rough sea it is impossible for Miss Nelson to cross and nobody expects her to put her life in danger. China Point ferry at high tide from Douses landing bank, Orwell Cove to China Point wharf is almost one eighth of a mile and at low tide the regular channel of about 125 yards and during low tide the shore at Douses landing is hard sandy walking and all that the contractor would have to contend with is the regular channel in all likelihood one span would be quite sufficient and the rest hard shore walking. The expenses would be lessened as there is a government road at each end. By the erection of this bridge Brush Wharf would be wiped off the map as it would not be needed, as most likely some of the lumber in Brush Wharf would be used in the bridge. When the bridge is built all China Point would be the landing and shipping centre for all steamboats and sailing craft and the farmers and general travelling public would find this bridge one of the greatest boons that was ever given to this part of Belfast. Now sir the residents and travelling public of the aforesaid northern and southern districts are greatly handicapped when they desire to drive to Charlottetown or any other points along the line. They have to go by way of Vernon Bridge, Millview to the ten mile House and if the bridge was built a resident at Eldon, Orwell Cove could start for Charlottetown in the afternoon and travel with ease and comfort and be back home that same evening as the following table will plainly show.

- The distance round trip from Orwell Cove to Charlottetown via Vernon Bridge is 40 miles.
The distance round trip from Orwell Cove to Charlottetown via China Point is 24 miles.
The distance round trip from Eldon to Charlottetown via Vernon Bridge is 54 miles.
The distance round trip from Eldon to Charlottetown via China Point is 35 miles.
The distance round trip from Point Prim to Charlottetown via Vernon Bridge is 80 miles.
The distance round trip from Point Prim to Charlottetown via China Point is 45 miles.
The distance round trip from Orwell Cove to China Point via Vernon Bridge is 24 miles.
The distance round trip from Orwell Cove to China Point via Bridge is 20 miles.
The distance round trip from New Town Mills to China Point via Vernon Bridge is 20 miles.
The distance round trip from New Town Mills to China Point via Bridge is 14 miles.

Daily Selections for Guardian Readers

Furnished by W. S. Louson

—DAY BY DAY—

Build a little fence of trust Around today; Fill the space with loving work. And therein stay; Look not through the sheltering bars Upon tomorrow, God will help thee bear what comes. Of joy or sorrow.

If I can live that when I must depart someone may miss me for a kindly word, a loving look, a smile of helplessness, I shall not live in vain. My purpose is not to seek wealth, or fame, or high degree, but, working ever to some noble end, bringing happiness to some soul's barren life; to be the cherished comrade of the sad, and be remembered but by kindly deeds. And my reward only to know this earth wherein I lived, and played, maybe has been a little better for my sojourn here.—Ernest Radford.

HINTS FOR THE MOTORIST

HOW CYLINDERS WEAR OUT

Cylinders and pistons made of the best metal and originally well fitted, wear with extreme slowness if only they are kept continuously well lubricated. Very often they still remain in perfectly usable condition when the car which carries them is discarded, because its style has become obsolete or because of mechanical defects external to the engine. Mileage well up in the ten thousands may be expected to good cylinders—always assuming conscientious lubrication. The motor car engine piston acts not only to receive and transmit gaseous pressure but also to guide the motion of the connecting rod, the piston itself functioning as a cross-head and the cylinder walls as a guide and thus all the bearing pressure imposed upon these parts cause friction and wear on their opposing surfaces. All these forces act on one plane namely in that at right angles to the crank shaft with the result that piston cylinder wear is almost entirely in the plane of connecting rod motion and practically absent in the plane perpendicular thereto. When new, the cross sections of the cylinder bore and the piston are perfect circles, but their wear being all in one plane, both ovalized to any marked extent.

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

own Mills to China Point via Bridge is 14 miles. The distance round trip from Eldon to China Point via Vernon Bridge is 50 miles. The distance round trip from Eldon to China Point via Bridge is 14 miles. The distance round trip from Point Prim to China Point via Vernon Bridge is 60 miles. The distance round trip from Point Prim to China Point via Bridge is 20 miles. Thanking you for your valuable space.

I am Sir, etc. CHARLES A. GILLIS.

Local Civil Service Salaries

Sir.—In the debate on the Draft Address one member of Legislature stated his reputation that a sufficient saving could be made in official salaries to make good the required amount for our school teachers and thus obviate the necessity of imposing the proposed special tax for education purposes. That statement passed by unchallenged. The public accounts are now out and the amounts paid are known. On the list are the names of eight men drawing the princely sums of \$600 each in all \$4800 between them. Compare that with the salaries paid in the railway offices, when two men doing no more work, nor more difficult either, get as much as the whole eight in our local service. Besides railway men get travelling privileges for themselves and their families that are denied to the men I speak of. Of course these privileges could not be enjoyed by them anyway as they cannot afford any kind of travel whatever. The Provincial officials men and women are as capable and efficient as in like service in any other part of Canada and are paid salaries that are simply contemptible. One of these men, now a long time in the service, was compelled last year owing to the expense of some sickness in his home and the high cost of living to put a mortgage on his small property in order to meet his bills, and now he has to live on \$600 less the interest on the mortgage!

There are six hundred teachers in this Province who should get at least an average of \$200 each more than they are now receiving or a total of \$120,000 and this member of the Legislature is going to save that amount from the salaries of the local officials whose aggregate salaries is less than \$60,000! It will require some figuring to do it. One assurance they can give, that is they cannot eat less than they are and live, for clothing and dress they are now the seediest dressed lot of officials in all Canada. Like the Scotchman's cow, they "hanna muckle grass but they hae a gr'n view". How long will this continue? How long?

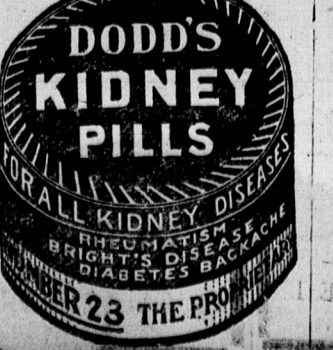
I am Sir, etc. TRUTH

MORE MUSSEL MUD

Sir. At the annual meeting of the Central Farmers Institute in Cl'town this winter many delegates spoke or topics of interest to farmers. Premier Arsenault spoke of four points, one of them being fertilizer and as fertilizer is the key note of the whole agricultural prosperity of the province it much cannot be said or done about it. He spoke of mussel mud and as mussel

parts wear elliptical, the cylinder bore diameter in the connecting rod plane becoming elongated and the piston diameter in this plane becoming shortened, so that finally the cylinder bore and piston cross sections become those of two ellipses with their longer diameters at right angles. The inaccuracy is, of course, relatively slight, but sufficient to leave two crescent shaped spaces on opposite sides of the piston which finally cannot be packed. Gas tightness, being the essential condition for successful operations, when it becomes impossible to pack the piston tightly in its bore, the parts are no longer usable. Moreover, the ellipticity or ovalization, prevents the perfect functioning of piston and cylinder as cross-head and guide and the piston, as it moves up and down, vibration from one side of the bore to the other "locks up" so as to fill the waste space, producing the noise commonly known as "piston slap." Piston tightness is entirely dependent upon the piston packing rings and the oil which collects around them and, as these rings are circular in form, with a tendency to expand against the cylinder wall, it is not to be expected that they can pack a bore, which is ovalized to any marked extent.

for the soil of this province, it is too bad to have incalculable quantities lying dormant in the bays of Prince County and so near the mainline of railway at New Annan, Bedeque Bay Mill River and many other places. To procure mussel mud now it must be dug in the summer as digging mud in winter will soon be a lost art. Thirty five years ago there were a hundred diggers at work around Coles Wharf in Bedeque Bay; this year there were only a few and most of them from Summerside. There have been mountains of mud taken out of Bedeque Bay and there are thousands of car loads there yet. Richmond Bay is supposed to be inexhaustible. If a gold mine was struck on Prince Edward Island with as much wealth in it as is lying in the bays of Prince County prospectors would come from all parts to enrich themselves by it, and would get costly machinery to work it. Had Premier Matheson, when he proved the feasibility of digging mussel mud in summer time, extended the good work to the bay's of Prince County and supplied the province with all the mud required and the people utilized it for what it was worth and run the country many thousand dollars in debt, to my mind he would have been still a great benefactor to his country, for mussel mud is the crying need of this province. If the government could see its way clear to dig mud in the summer time and haul it free to the farmers directly it might seem a loss but indirectly it would be the greatest boon, to the government even better than the Egyptian plan of casting the bread upon the waters, as it too would be returned manifold. If enough mud was placed on the soil of this province it would keep the railway busy for fifty years hauling away the agricultural products that would accrue from the fertility of the soil in grain, hay, potatoes, horses, beef, etc. I do not think it would be any trouble to double the agricultural products of this province. I know whereof I write as I mudded one hundred and thirty acres by team loads, a distance of from nine to eleven miles. The agricultural possibilities of P. E. I. have never been dreamed of, if it was worked for what it is worth. I know of one man with less than eighteen acres of land who grows a considerable amount of grain and hay and ships about three thousand bushels of roots yearly. There are others hoping that the government will see its way clear to start more summer diggers in the near future as the winter diggers cannot begin to supply the wants of the farmers and the price of the winter carloads is getting so high and the loads are getting so small that it requires a good deal of courage to invest in mud. I am Sir etc. JOSEPH NOONAN Albany, April 22nd.



GLOVES When at Market to-day call and see the line of Ladies Black also white Perrins Lillian Gloves in size 5 3-4 and 6 only \$1.50 PATONS LTD.

German Delegates Must Have Full Power PARIS, April 21.—The Council of Four has notified Germany that the associated powers cannot receive representatives at Versailles who are merely messengers. The German government must appoint representatives with plenipotentiary powers. Foreign Minister Count von Brockdorff-Rantzau, of Germany, has announced that three envoys would be sent to Versailles April 25, authorized to receive the text of the peace preliminaries.

FARM SEEDS! We are again to the front with a complete stock of Number One Grain and Seeds as follows: White Russian Wheat, Timothy Seed, White Fife Wheat, Early Red Clover, Red Fife Wheat, Late Mammoth Clover, Marquis Wheat, Alsike Clover, White Banner Oats, White Dutch Clover, Duckbill Barley, Haszard's Improved Turnip Seed, Mandshœuri Barley, Millpond Turnip Seed, Silverhull Buckwheat, Enterkin Scotch Sweed Turnip Seed, Longfellow Corn, Peas—Vetches. ALL FRESH, CLEAN SEED, procured from the most reliable Seed Firms, all of which we are selling at lowest prices. Wholesale and Retail. PLEASE NOTE we are prepared to quote specially low prices to INSTITUTES AND FARMERS' CLUBS. Call or write for Prices before buying. A. HORNE & CO.

CANADIAN NATIONAL RAILWAYS PRINCE EDWARD ISLAND Time Table in Effect, April 23rd, 1919. Trains Outward READ DOWN ATLANTIC STANDARD TIME TRAINS INWARD READ UP. Table with columns for P.M., P.M., A.M., A.M., P.M., A.M. and various station names like Charlottetown, Hunter River, Emerald Jct., Kensington, Summerside, Port Hill, O'Leary, Alberton, Tignish, Borden, Elmira, Mt. Stewart, Cardigan, Montague, Georgetown.