

THE CHARLOTTETOWN GUARDIAN

J. R. Burnett, President—Major A. A. Bartlett, Associate Editor, D. K. Currie, Editor and Publisher, FRIDAY, MAY, 23, 1919

TRANSPORTATION MATTERS.

Transportation during the past few weeks between this province and the mainland has been anything but satisfactory. Since the departure of the car ferry for her annual clean-up freight has accumulated on both sides until now there are about a hundred cars on the mainland, for which our merchants, farmers and fishermen are anxiously looking, while on this side there is an equal number of cars of seed grain, potatoes, hay and other goods, sale for which is daily becoming uncertain on account of the delay. This is a repetition of what has happened in previous years and will happen so long as there is only one car ferry and one route in operation. It will always be necessary to have the car ferry repaired and cleaned up after each winter's work and the result is the ruinous congestion that we have now unfortunately become accustomed to in spring and early summer. In the olden days merchants were obliged to lay in their stock of goods in the fall for the coming winter; now they are obliged to lay in their stock in winter for the early summer which is a distinction with but little difference.

SUCCESS AND FAILURE.

Success and failure are the poles of human effort and as far apart as the poles of the earth. Yet success and failure often result from equally well directed, equally matured and equally worthy efforts. Hawker and Grieve failed to negotiate the 2,000 miles of Atlantic cross currents with their little airplane, and there are those who now call their adventure foolhardy and suicidal. Yet, during the brief hour or two in which it was believed they had accomplished their task they were acclaimed throughout two continents as heroes whose names would live forever in the history of aeronautics and perilous adventure. They failed, yet might have succeeded. Their undertaking, while daring was not impossible; both were skilled aviators, and there is abundant proof that they neglected no precautions to ensure success. But something happened, that something that mysteriously crosses so many human pathways sending one to the right and to fortune and fame, the other to

misfortune and failure. The path of the world's progress through the ages is dotted with incidents similar to that which marked the first attempt to fly across the Atlantic. The road to the North Pole is dotted with the graves of explorers who charted only a part of the way; the world's cemeteries are filled with "village Hampdens" who, with dauntless breast, the little tyrants of their field withstood, with "Cromwells, guiltless of their country's blood," with mute inglorious Miltons, whom their contemporaries classed as failures, because of cross currents which human effort is unable to control or to negotiate. Yet these, apparent failures though they be, have their places in the ultimate success; Hawker and Grieve's little Sopwith—is part of the procession of aircraft that shall yet cross and recross all the oceans of the earth, as the soldiers who fell at the Marne and Giv-enchy and Ypres are part of the procession that ended victoriously at Mons on November 11, 1918.

"LAZY EXTRAVAGANCE."

Under the caption "Lazy Extravagance," a Toronto exchange makes the statement that "the high cost of living is due in some measure to the inertia of the public — to the apparent willingness of many people to pay the price that is asked in one store instead of seeking to do better elsewhere." In a city like Charlottetown, compact in size, with one price stores and prices plainly marked on the goods, there is little danger of the purchaser being "jeweled" as is alleged with reference to Toronto. An instance is given of the Toronto habit as follows "There is one shoe store in Toronto which asks \$12 for a pair of boots. Two blocks away is another store, where the same boots sell for \$9. Here is a case where a little persistence would save the buyer \$3. Yet, we venture to say that hundreds of people pay the higher price, all unconscious of the cheaper store." As already said, such a deal as this would be practi-

cally impossible in a small city, for any customer being unjustly done out of three dollars in the purchase of a pair of boots or anything else would give the offending store a wide berth for ever afterwards. Yet we quite agree with our contemporary that it is the right as well as the duty of every purchaser to see that he gets the best value for his money, and if he considers the price asked too high his duty as well as his privilege is to go elsewhere and find out. These days, when hundreds of our boys are exchanging the khaki for civilian clothes, there may be in some cases a temptation to make easy money out of the ignorance of the soldier regarding prices which have changed so materially during his three or four years' absence. In large cities especially this ignorance is exploited to the detriment of the soldier and even in the smaller cities the advice of our contemporary to "look further" is timely.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

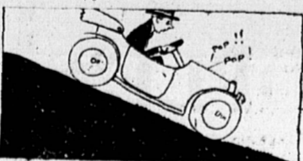
ESCAPING GREASE CAUSES CLUTCH SLIPPAGE



W. L. writes: Grease, from the transmission case of my car, works out along the shaft into the bell housing that surrounds the cone-clutch and, getting onto the leather lining, causes it to slip. There is a felt washer in the transmission housing that is supposed to prevent this. Can this be packed tight enough to prevent the escape or is some grease expected to pass into the clutch housing and drop out of the hole in its bottom? Would a cork packing be better than the felt? Answer: A new felt washer of liberal size, so that it fills very tightly, will very likely stop your trouble temporarily, but we doubt if it will permanently, as the felt compresses very soon. No grease is supposed to pass the washer, but what does it supposed to escape through the hole in the housing. We hardly think that a cork packing would be better than felt. If there is room on the shaft, between the clutch and the transmission housing, try winding a narrow strip of felt spirally around the shaft, fastening it tightly in place with shellac and a wire band at each end. Wind the spiral in the direction which will cause it to act to carry back toward the transmission housing any grease that works out of it. If you cannot do this, you might make a ring out of a brass and fasten it around the shaft, making the ring of fair size with a sharp edge. The tendency would be for any grease, working along the shaft, to be thrown off of the edge of this into the housing, from which it would escape, rather than following along to the leather lining.

CAUSE OF BACKFIRES WHEN COASTING

E. W. asks: What is the cause of the explosions that occasionally are heard when a car is coasting down a hill with the engine in gear and throttled away? Answer: These are probably explosions of gas in the intake piping, caused by flame persisting in a cylinder through its power and exhaust strokes and until the inlet valve opens to take in the next charge. When an engine is being turned over by the rotation of its crank, going down a hill, it frequently is caused to run very much faster than it would turn itself over with the very small amount of gas furnished it through the nearly closed throttle and so short a time elapses between firing and the next intake opening that ignition of the fresh charges sometimes occurs. When very closely throttled, considerable burned gas remains in the cylinder in proportion to the very small fresh charge drawn in, and this, together with possible air-leaks, tends to make the combustion rather slow and favors the persistence of the flame until the inlet valve next opens.



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

Daily Selections for Guardian Readers

Published by W. S. Louson

THE THANKFUL HEART

If a man were to pray for one thing above all others, it seems to us that he should pray for the gift of a thankful heart. There are no clouds that can hide the blue of God's skies from whoever shall have within him a thankful heart. There are no sorrows that can cloud the soul of such a man. He goes singing on his way in storm as well as in fair weather. No bed of pain has the power to wring a moan from him. Blithe and eager are we all to ask gift, and favor not only from our fellow men but from the Great Father, as well. But, when our gifts are in our hands we are quick to forget. We are at vast trouble to ask, but we seem to have no time to be thankful. And if we shall take the time to think, we shall see that there is always something for which to be thankful. Matters are never so bad with any of us that they could not be worse. Wherefore, let us go about always with a thankful heart.

Financial Post on Tariff Issue

The Financial Post, independent in politics and one of the best authorities in Canada on questions of Finance, says in a recent issue:

Sir Thomas White has announced that the budget will be brought down about the middle of May, and speculation as to what it will contain speculates, but expectations, so far as the low tariff wing is concerned, are not great. In fact, some of the most radical of the Western low tariff men are understood to be becoming reconciled to the fact that they will have very little to take back to their constituents in response to those telegrams which, during the session, have poured in on them thick as the leaves on Vallombrosa. Even Mr. Maharg, who, during the early part of the session, in an interview with the Financial Post, declared that the war tax of 7 1/2 per cent had to come off first shot out of the box, before attacking the main tariff, has now come around to the view that a reduction of the war tax on necessities will be about the right and he, like many other Western tariff reformers, will accept a considerable reduction from his early ultimatum.

Mr. Maharg is said to be a Tory at heart, and has a stout Tory brother at Brandon. At all events, if he does not receive more comfort from the budget than is now anticipated, and takes it without some emphatic action, the protectionists of the East will take fresh courage and the grain growers of the West are likely to get a new leader.

Mr. McKenzie's Declaration

There may be a few of the Western men, who, in protest, will move over to the cross-benches on the principle of obeying the scriptural behest, "Come out from among them, and be ye separate"; but there is not likely to be any serious defection. Some of the Western members take the view that they were elected to support a win-the-war Government, and expect to continue that support, however much they may disagree with its action or lack of action on the tariff. But, even if they should part company with the Government by way of protest, they could not hope for a great deal of comfort from the Opposition, whose leader announced in the most casual way in the House on Friday that he was a protectionist. He further added to the extraordinary mix-up which Parliament presents this session. His exact utterance, which promises to become more or less historic in the annals of the Liberal party, was as follows: "While I am not a very high protectionist, I am not in favor of the tremendous tariff which my friend from Peterborough (Mr. Buchanan) would like to build, but I cannot help knowing that protection of certain industries has done much for this country. I cannot help knowing that in connection with this very plate industry we are talking about and the institution of the steel works at Sydney those shell works have furnished a market for our Nova Scotia coal and employment for thousands of colliers who today would not be employed were it not for the assistance which the Government in the early stages gave to the development of our steel and iron industry."

Caused a Sensation

It is not too much to say that this utterance caused a sensation. It was a formal announcement of the well-recognized fact that, so far as the tariff goes, there is little or no difference between the two parties. Mr. McKenzie's own following, apparently had no idea that he was about to make the pronouncement he did. One of them afterwards expressed the view that he thought his leader had temporarily lost his head.

Poor Political Tactics

But, however, it is looked at, it is a very poor exhibition of political tactics. It made that amendment proposed by Mr. McMaster some time ago look more foolish than ever, and it was considered foolish enough when proposed. It materially strengthened the tactical position of the Government, which has been considerably embarrassed by the attacks of the Western members. It placed those members themselves, and also the member for Red Deer, Michael Clark, definitely in the class of political orphans. Dr. Clark has already moved away from the Government side, and over to the cross-benches; and it would not be surprising to see members like Mr. Maharg, of Moose Jaw; Mr. Road of Yorkton; and Mr. Andrew Knox, of Prince Albert, soon follow him.

Low Tariff Men in Difficult Position

The position of the Western low tariff men like those mentioned has become very difficult. They seem to feel that their case for tariff reduction is practically lost, so far as the

present session is concerned. They expect very little consideration from the Government, and have now little reason to cast in their strength with the Opposition.

What of the West?

From the experience of the Western low tariff men in this Parliament it would not be surprising if the future should bring about new political alignments in the West. The Western members are having the conviction forced on them that the low tariff sentiment is considerably less powerful in Canada than it seems, at an enthusiastic convention of Grain Growers in Saskatchewan.

The budget may contain surprises, but the general expectation is that reductions will be small; that the war tax will be retained in great part, and that the Government's majority will suffer very little in consequence of it. At all events, members of the Government are not showing any trepidation.

The Western men are, therefore, between the devil and the deep sea. The Opposition (which is nothing, if not independent, so far as attempting to attract supporters is concerned) does not appear to care whether it adds to its members in the House or not. About the only thing the Western low tariff men can do to express their disapproval is to form a wing of their own in the House; and there is not a sufficient number of them to make much of a hit.—T. M. F.

War Cost Britain £6,700,000,000

(Special to The Guardian)

LONDON, May 22.—In the Commons at question time, Austen Chamberlain, Chancellor of the Exchequer, stated that the net cost of the war to the United Kingdom up to March 31, was about £6,700,000,000. Capt. Guest, Parliamentary Secretary of the Treasury stated that owing to the circulation of mendacious documents alleging outrages by British troops in Egypt the police yesterday searched a room in the Imperial Hotel occupied by the Egyptian Association and seized documents which the Director of public prosecution was considering. No arrests have been made.

All useless articles of whatever kind should be discarded during the spring housecleaning.



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