

THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY, OCTOBER 29, 1919.

GROUP GOVERNMENT

The press of the sister provinces has, with remarkable unanimity, concluded that party government is at an end in Canada. This conclusion is based upon the result of the recent election in Ontario where groups, heretofore practically unknown in politics, have superseded the two old time parties.

One swallow does not make a summer, nor does one election offer any definite basis upon which to forecast the result of future elections. The two party political system is deeprooted in Canada. Sporadic dissatisfaction within each party is not unknown and the fact that some of the spores on one occasion evolved into dominating influences does not necessarily presage their final complete domination. Groups there have been in political systems for time immemorial in older countries although heretofore little known in Canadian politics. No doubt groups will occasionally arise both in provincial and federal politics which may possibly have the effect of placing the balance of power temporarily within reach of the highest bidder and in this lies one of the dangers in the group system.

In Ontario the United Farmers are at present in the ascendant, with several other groups of some weight standing apart. The two old time political parties are out of business as matters stand at present. Should either party have the price to offer, it is conceivable that a dominating party might be formed with a mandate from other sources than the will of the electorate.

The two party system doubtless has its faults but together those parties represent as nearly as possible the main opinions of the electorate on the real questions of government. It is exceedingly doubtful that splitting the country up into groups, each with its own ideas as to the essentials of government, and each armed with that most dangerous of all weapons, the balance of power, would serve any good end in Canadian politics. If we are to purify our present form of government it must be done by purifying the existing parties rather than by creating separate groups each elected for a specific purpose but powerless except by joining forces with another group or another party elected for a different purpose.

TO STEM THE DRIFT

The Daughters of the Empire in Summerside have taken steps to resuscitate the public library which some years ago flourished in that town and which, during the intervening "commercial age," had been allowed to lapse. The resuscitation, it is encouraging to note, is to be on a generous scale. Two suitable rooms have been secured in the new Crockett-Gallant building; these will be nicely furnished and a capable librarian has already been employed. Such of the books belonging to the old library as are suitable will be utilized, a number of the best magazines and periodicals have been subscribed for and a fund of \$200, already in hand, will be used in providing more books. One of the rooms will be used as a reading room, the other as the library. This is a splendid beginning, creditable to those who instituted it and, we trust, will be a god-send to the young generation now growing to manhood and womanhood.

The drift of the present day, for a drift it unquestionably is, is a source of deep concern to thoughtful men and women. Entertainment, pleasure, selfish indulgence are written in large letters across all our activities. Work, whether for daily bread or for intellectual, moral or spiritual betterment, has taken a secondary place and whether at home, in school or in church, must be sugar coated by some form of entertainment to make it palatable. Because of this neverending search for pleasure, this substitution of entertainment for work, there is no time for intellectual pursuits. Reading, what there is of it, is for entertainment solely; trashy novels have taken the place of solid literature and the young gather together only for light, frivolous, mind-enservating enjoyment.

It is not to the credit of our present day civilization that the literary societies, the reading clubs, the debating societies of a few years ago have given place entirely to card parties, dancing clubs, and social gatherings in which the intellectual is absolutely ignored. To healthful entertainment no mentally or physically healthy person will object; the curse of the present day is that entertainment has become a dominating craze and it is to be regretted that our centres of civilization, our homes, our schools, our churches are feeding rather than discouraging it.

From the literary clubs and intellectual gatherings public and private, of a generation ago came the strong men and women that have added lustre to the name of our province. From the clubs of today what have we a right to expect?

That we have drifted and are drifting no thoughtful person will question; where it shall lead to no one can predict. We are having a good time; our children are not wearied by the old fashioned and perhaps irksome initiation into household duties; not even the old fashioned custom of being at home at 9 o'clock in the evening. It has become a sort of a "go as you please," a "rejoice young man"—and woman—"in the days of thy youth and walk in the ways of thine heart and in the sight of thine eyes"—and we forget the old corollary to this: "but know thou that for all these things God will bring thee into judgment."

We trust the Summerside effort to encourage better reading and saner entertainment will be a success and an example to other centres.

HINTS FOR The Motorist

BY ALBERT L. CLOUGH

TESTING COMPRESSION OF STIFF ENGINE

J. H. B. writes: I have just had my engine overhauled, the fitting of new rings being the most important part of the job. Now the engine is so stiff from the taking up of the bearings, and perhaps from the rings as well, that I can tell nothing, by hand cranking, to how well the rings hold compression. Is there any test that will indicate this?

Answer: You can obtain some idea about this by the use of a steam-gage or the special form of pressure gage, known as a compressor. The instrument is connected, gas tight, to the cylinder under test, by screwing it into the spark-plug hole and its pointer indicates the pressure acting in the cylinder, at any instant during the compression period. If, with the instrument connected, the engine is cranked slowly over by hand and the pressure increases with the upward movement of the piston to the normal amount and does not fall rapidly, when piston movement ceases before the stroke is completed, the piston is satisfactorily tight and compression well maintained. On the other hand, if motion is stopped or cannot be raised to its normal value, gas leaks past the piston and compression is weak. An ordinary steam-gage can be fitted to a regular spark-plug shell to make a suitable connection.

QUIET AND NOISY ELECTRIC STARTERS

C. H. S. asks: What makes the difference in the noise made in starting the engines of different cars? In some there is hardly a sound, while in others there is a great rasping of gears until the engine takes hold. Mine is of the latter kind and I want a car that starts without so much "fuss."



Answer: In some starters, a gear on the starting motor shaft is slid into mesh with gear teeth cut on the flywheel, just as the speed gears of the car transmission are brought into engagement. This necessarily is a somewhat noisy arrangement, particularly as the gears operate unlubricated and not in an oil-bath, as do the transmission gears. In other starters the starting motor turns over the engine by means of the same sprocket-gear that drives the generator. This drive is of the silent chain variety, is operated in an oil-bath and is very quiet indeed. On some cars, the starter motor is also connected to the engine by a permanently connected shaft to the engine in such a manner as to make no appreciable noise. It is well to remember that quietness of operation is only one of many qualities that an ideal starter should possess. Perhaps you can have another type of

Daily Selections for Guardian Readers

Furnished by W. B. Louson

WHY SHOULD YOU BE CONCERNED?

An old man, going a lone highway
Came at the evening, cold and gray,
To a chasm vast and deep and wide.
The old man crossed in the twilight dim.
The sullen stream had no fear for him,
But he turned when safe on the other side
And built a bridge to span the tide.
"Old man," said a fellow pilgrim near,
You are wasting your strength with building here;
Your journey will end with the ending day.
"I've crossed the chasm deep and wide,
Why build you this bridge at evening tide?"
The builder lifted his old gray head,
"Good friend in the path I've come," he said,
Here I followeth after me today,
A youth whose feet must pass this way;
His chasm that has been as nought to me,
To that fair-haired youth may a pit-fall be;
So, too, must cross in the twilight dim—
Good friend, I'm building this bridge for him."
—Selected.

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starters put on your car or improve the operation of yours.

OUR ANNUAL FROST WARNING

Notice The Dripping Radiators After The First "Cold Snap"

Different seasons of the year have special meanings to the motorist, just as they do to the farmer, the sportsman and many other classes and on the car owner's calendar there should be a great big red mark along in the latter part of October or first of November—earlier in some and later in other parts of the country—bearing the legend: "Watch Your Radiators About This Time." When the weather bulletin reads "Heavy Frosts in the Interior," or words to that effect, that is the time to make sure that the "interior" of your radiator be protected from damage. Radiators are expressly constructed to get rid of whatever heat they contain in the promptest possible manner and, for this very reason, they are most prone to freeze, upon exposure to cold, of all constructions devised by man. When nothing else about one's premises congeals, one's radiator will do so, because it is made up of minute, metal-walled passages, filled with small threads of water, exposed most ingeniously to temperature changes. A radiator on a shut-down car is always practically at the temperature of the immediately surrounding air and, when that temperature is 32 degrees Fahrenheit, the water in it is almost immediately frozen. When water expands in freezing, it exerts a bursting pressure that nothing rigid can resist and it is only by the stretching of the walls in which it is confined that their rupture can be prevented and their subsequent leakage avoided. A radiator, all the water passages of which were able to stretch sufficiently and to return to their original form, would not be injured by freezing, but such radiators are the ideal and not the regular kind and as a general rule, a radiator that has been frozen is a burst and leaky one, that can perhaps be patched up, but can hardly be made as good as new either by soldering or by the use of cementing compounds. Jack Frost comes "like a thief in the night" and with the first approach of freezing temperatures, all cars that are kept out of doors or in open sheds must be completely drained of water, the water replaced by a reliable anti-freeze solution or the hood and radiator front completely and very heavily covered with non-conducting material, such as a wadded hood cover, or blankets. Cars kept in tightly closed garages, even if lubricated, are safe under somewhat more severe weather conditions, as the temperature of the earth falls rather slowly with the advent of cold weather and this modifies the air temperature within such buildings. However, their hoods should always be heavily covered as a precaution.

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