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WEDNESDAY, AUGUST 6, 1919.

PROPOSED ASSOCIATION FOR "WAR DOCTORS."

Among the principal sufferers during the present strenuous period of reconstruction are the professional men who left their practices in the early days of the war and have now come back to find these practices largely torn down and with every prospect of having to start all over again where they first began in the days of their youth.

Probably the profession which has been hit hardest is the medical, for in many cases the young doctor who was just getting a practice nicely built up at the outbreak of the war, finds that the people who knew him once, have died, moved away, or have transferred their requirements to a brother practitioner who stayed at home and built up a large patient list.

The Khaki Call understands that there is now some talk of forming a returned medical officers' association and it is to be hoped that it results in an actuality. There is a keen need at the present time for the medical officers who have seen service joining up in a common association where they can meet together and discuss common problems. They really have more in common than the rest of the professions because, in a large majority of cases, they have made vital sacrifices and in doing so have added another lustrous page in Canada's war records.

We wish the Committee who have the work in hand every success, concludes the Khaki Call, and the sooner it is organized on a firm footing the better it will be for the "war doctors" and the country at large.

RETIREMENT OF SIR THOMAS WHITE.

Probably no minister retiring from a Canadian Cabinet has carried with him such a measure of good will and genuine respect as does Sir Thomas White whose resignation from the important position of Finance Minister came into effect last Saturday. It had not been the lot of any former Finance Minister to grapple with such problems as those that Sir Thomas was called upon to face and therefore comparison with his predecessors is out of the question. Suffice it to say in this case, as has been truly said throughout the history of the British Empire, "when the occasion called the man was ready."

What Canada owes to Sir Thomas White, to Sir Robert Borden and to the other outstanding figures, in the Canadian Cabinet during the trying years of the war, the future only will disclose, when the criticisms of little politicians will have been forgotten.

The correspondence between Sir Thomas White and the Prime Minister, published in yesterday's Guardian, is in itself a revelation. "My personal affairs which for the past years of public life I have been obliged to almost wholly neglect demanded my immediate return to private business." It is a matter of common knowledge that Sir Thomas had not only made an immeasurable sacrifice in abandoning his private business but that his devotion to duty as Finance Minister made serious inroads upon his health. His amicable relations with his colleagues and the Prime Minister are personal traits which give another and no less pleasing measure of the man.

Sir Thomas White's mastery of finance is well exemplified in the war measures he was instrumental in enacting at a time when Canada faced financial problems which might easily have been crippling. Among these may be mentioned legislation providing for the acquisition of \$33,000,000 of bonds of the Grand Trunk Pacific Railway Company which are now held in the Dominion Treasury (this legislation saved the Dominion the large amount which it would have had to pay under the so-called "implementing" judgment of the Privy Council); the special war revenue Act of 1915 which imposed taxes upon banks, trust and loan companies, railway and steamship tickets and articles of a luxurious character; legislation providing for the establishment of credits aggregating several hundred million dollars for Great Britain and other European countries for the purchasing of the wheat and other natural and manufactured products of Canada; federal income tax; partial revision of the tariff and numerous others.

The announcement that Sir Thomas will return to Parliament this fall and sit as a private member, and his offer to assist his successor, Sir Henry Drayton, in the flotation of the new loan, will be gratefully received by the people of Canada, for Sir Thomas is justly regarded as a tower of strength in Canadian finance.

NOTES.

The proposed international strike, called throughout Europe in protest against the peace settlement, has provided a complete fizzle. In France, Italy, Switzerland and Germany the workmen generally have refused to obey the strike order, while the predicted disorders everywhere proved to be but sporadic. Only in Vienna could the much heralded "protest" be said to have had any measure of success. The failure of this movement augurs well for the early recovery of Europe from its post-war paralysis. The workman has refused to listen to the counsels of the radical leaders. They have shown that they will not add to the disaster of revolution, with its attendant chaos, ruin and starvation. The delirium which threatened to grip all Europe is passing; recovery will now be but a matter of time—New York Evening Sun.

HINTS FOR THE MOTORIST

BY ALBERT L. CLOUGH

"SQUEEZING DOWN" THE MIXTURE

See if it Will Not Run A Little Leaner

As a master of gasoline economy, the carburetor can usually be adjusted for a leaner mixture in hot weather than in cold, and every user should try to run his engine upon the closest adjustment possible. It is not that an engine can operate upon a less rich mixture in summer than in winter, but the higher engine temperature, usually attainable in warm weather, favor a more complete vaporization and combustion of the gasoline fed by the carburetor, and the rate at which fuel is supplied by it can thus be slightly reduced and still produce a sufficiently rich mixture. The difference in the average temperature of the gasoline itself is also a factor, as the rate of flow of the liquid through the spray nozzle of the carburetor is greater in proportion to its temperature, thus making it possible to run with a more nearly closed needle valve, hot than in cold weather. Moreover, the very rich carburetor adjustments, required in winter to reduce starting difficulties, are not necessary in summer. In order to realize the advantage that warm weather operation affords, the engine should first be thoroughly warmed up and the directions for weakening the mixture should be followed until it is very slightly too lean for practical use, when the adjustments should be altered very slightly indeed, in the direction of richness, thus affording a usable but economical mixture. It is well worth while to try to "squeeze down" the mixture during hot weather and it sometimes is surprising how much improvement in economy can be thus made.

J. O. A. Writes: During the first week's use of my Ford, I could start the engine easily, but now I can not start it unless I empty the radiator and fill it with hot water. What is the matter?

Answer: Are you using the same quality of gasoline that you were at first? If you are now using a much heavier grade, this may account for your trouble, as some lowgrade fuel requires heat at starting. Are you sure that the choke on the carburetor air inlet is working? If you have adjusted the carburetor for a considerably leaner mixture, this may be causing your difficulty. Are you certain that the carburetor flange connection to the engine is tight, so that there is no air leaking in? We suggest that you get a small quantity of ether, at a drug store and make a mixture of one part of this and three or four of gasoline and, when you take out the spark-plugs and put about a teaspoonful of this mixture into each cylinder and replace the plugs. This may be easier than changing the water and quite as effective. We fear that you are using very low-grade gasoline.

PRINCE'S TRIP PREPARATIONS

LONDON, August 4.—H.M.S. Renown has received her final touches from decorators, preparatory to leaving at midday on Tuesday for Canada with the Prince of Wales. Externally the battle cruiser has been painted French gray, while internally simplicity marks all the special arrangements for the Prince's comfort. A band of Royal Marines will accompany the Prince on his voyage and it is expected that King George and Queen Mary will go to Portsmouth to see him off.

Daily Selections for Guardian Readers

Furnished by W. S. Louson

GREAT WORDS THESE

By Sir George Perley, Canadian High Commissioner in London
"To my mind," said Sir George, in conversation with a representative of the Canadian Press, "perhaps the strangest fact brought home to us all by the war is the strength and influence of the English-speaking peoples when they work and pull together. We all hope for the success of the League of Nations but I believe the first essential to the peace of the world is the continued close friendship now so happily established between the United States and the British Empire. "We are all proud of what Canada has been able to do in the war. We are proud of our fighting forces and of the way our organization was carried through. No words can express our admiration for the patience and devotion of our women and the way in which our people at home backed up those at the front. The test came to Canada unexpectedly and I don't think any of us realized how great her strength really was, or how fine an effort could be made by a country with such a small population. "The feelings uppermost in our minds today should be keen rejoicing that victory is really with us after our bitter struggle, grateful thankfulness that we have been able to do our share honorably, and enduring pride in the gallant deeds of our brave troops which will be an inspiration to all generations of Canadians."

LITTLE RESPONSE IN EASTERN REGION

NEW YORK, Aug. 4.—The strike of railroad shopmen called, Friday, by the Federated Shopmen's Union, has met with little response in the eastern region, according to an unofficial statement given out that night at the office of the regional director of railroads. Unofficially, it was stated that the strike call had been generally disregarded and all the claim at union headquarters in Chicago that a walk-out had occurred in Boston was denied. The eastern region is the largest of the seven into which the country was divided by the railroad administration.

Also an Aviator.

He is also a capable aviator, although his brother Prince Albert aims at the title of "flying prince," and is in the Royal Air Force. He has lately developed a keen interest in the housing question, and as a considerable landlord he has every opportunity of obtaining first hand information. Watch opportunities he has taken, considerably to the chagrin and surprise of the estate agents. The Prince, as Duke of Cornwall, owns a large portion of the most congested districts of south London, and he has made a number of surprise visits to investigate living conditions. Another proof of his popularity is that the Prince has been accepted as fashion leader, and the "nuts" are assiduously imitating his style of dress, and studying his taste in socks, ties, shoes and hats.

Prince of Wales Merely a Very Human Young Man

LONDON, August 4.—(Correspondence).—The Prince of Wales celebrated his 25th birthday by starting house-keeping on his own, free from the restraint of Buckingham Palace, where he has had to govern his comings and goings by the etiquette of court and the convenience of his royal parents. York House, St. James', is the Prince's new home, and the alterations and redecoration being practically completed, he is busily engaged in moving in. Whatever the war has done for most royal families, it has firmly established the House of Windsor on the throne of England, at least as far as the present heir to the throne is concerned.

The stranger does not need to find that there is a sincere, popular and personal regard for the Prince of Wales, who has already inherited most of the national affection for his grandfather, the late King Edward. King Edward's hold on public affection was due to his very human failings and virtues, but his grandson, after a colorless start, due possibly to the fact that he advertised no special virtues, has attained the same goal by proving himself a very human young man.

The War Helped. Prior to the war he was always regarded as being too much impressed with the responsibilities of his future position, and likely to develop into a colorless personality. In public he was solemn and shy, and was suspected of being too "mother-ridden."

Then came the war, with the rash of young men to the front. The Prince showed himself a spirited youngster by insisting on being allowed to take his chance with the youths of his own age. Revolutionary opponents of the monarchical system declared that this was "good advertising," but the soldiers who encountered him in France and Italy say that it was merely advertising the monarchy, it was a risky job the way the Prince did it. Far from sitting in the shelter of G.H.Q., he took his turn in the front line and more than once narrowly escaped the further advertisement of a "Blighty."

Escapes Court Frigidity. This welcome escape from the frigid atmosphere of the Court developed his character in a manner which would have been quite impossible under any other conditions. And the development was all for the good.

His preternatural solemnity fell from him like a cloak, and the open air life, with its mixture of danger, freedom and democratic camaraderie, disclosed a most essentially human personality. Command of men has given him self-confidence and an intimate knowledge of men, matters and social conditions.

The Prince is his most capable sailor, fully worth of his naval rank of lieutenant, and his promotion to the army rank of colonel on the staff was more than a complimentary step due to royal favor, for Sir Douglas Haig's staff swear there is no more competent staff officer than the heir to the British throne.

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