

**SOLDIERS' MEMORIAL**

A few months ago when joy over victory and sorrow for our dead were both fresh, everybody talked of a Soldiers' Memorial and all kinds of suggestions were made as to what should be done and how. Since then the matter has dropped out of sight, not because we have forgotten our dead or that we prize less highly our victory, but simply because, although all were and are interested, no one has taken the initiative. It is well known that what is everybody's business is nobody's business.

It is perhaps to be regretted that definite action had not been taken before this as a number of districts and churches have undertaken to erect their own memorials. Malpeque, for instance we understand, has already collected a fund of about \$2000 for a monument to be erected in their cemetery adjoining the church, and in several other churches throughout the province tablets or other memorials have been erected.

Here in Charlottetown, where the movement for a monument originated, nothing has so far been done. Each organization is evidently waiting for the other to move and time is passing. As to the right of any one organization to take the initiative there will, we believe, be no question. Any of them may very well begin proceedings by inviting the cooperation of the others and we feel assured that all organizations and citizens will heartily cooperate. As in most movements of a benevolent or beneficent character the women usually take the lead and we look to them, as a last resort, to take the initiative in this.

We would suggest that one of the Ladies Auxiliaries or lady organizations which were active during the war and to which our soldiers were indebted for so much, call a meeting, first of their own, formulate a plan and submit it to the public, either at a public meeting or through the press. Too many suggestions will hinder, rather than help. What is needed is a definite beginning and we look to the organized ladies for this.

All are agreed that the part so worthily taken by this province in the biggest event in the history of the world should be worthily commemorated by a monument which will tell future generations what we paid in blood and sacrifice. We trust a move will be made at once.

**UNREST**

Looking backward over the past five and a half years the cause of the present day unrest is clearly evident. During these years one part of our country was engaged in a life and death struggle to save the Empire and civilization while another part standing aloof, persistently, venomously and for purely selfish ends, criticized, maligned and misrepresented all that was being done. The government, made up of the two political parties, was charged with incompetence and worse; those who engaged in industry and commerce were charged with profiteering and graft. It was a veritable carnival of faultfinding and mud throwing. Is it any wonder that some of the mud thrown has stuck and public confidence in political parties, in industrial and commercial integrity, been shaken?

Canada's part in the war was regarded, outside of Canada, as one of the greatest achievements in history. The mobilization and equipment of an army of half a million men, the financing of Canada's part in the war, the development of trade, the care of the wounded were, outside of Canada, regarded as marvellous administration; in Canada a miserable campaign was persistently maintained with the selfish purpose of discounting and discrediting all that was done. Today we are reaping the harvest, unrest, suspicion, want of confidence, looking to new and untried sources for the honesty and the efficiency presumably lacking in our present institutions. It is a sad corollary to a great achievement, a blot on the grandest page in Canadian history.

**SCANNING THE OUTLOOK**

"Nothing is more important for the country than to appreciate the outlook for trade, and to seize the opportunities within the country's grasp." This is a sentence from an address recently delivered by Sir Auckland Geddes, Great Britain's Minister of National Service and Reconstruction. Sir Auckland had Great Britain, rather than Canada in mind, but his words have a direct application to this country at the present juncture, when the Victory Loan 1919 is being offered to the Canadian People.

Canada's future depends on the maintenance of her overseas trade at a high level. Once captured it will be retained; lost now, it will be lost forever. And it will be lost if Canada is compelled to abandon the system of international credits on which her overseas trade rests at the present time. To maintain these credits a working capital must be provided by a generous over-subscription to the 1919 Victory Loan. These credits must be extended not only to Great Britain, but to Belgium, France and other countries which appreciate Canada's great service in the war, but are not yet in a position to pay cash for what they buy of us in farm products and manufactured goods. The Government protects these credits; and pays cash to the producer. But if the system is to go on the individual must loan back his profits to the country otherwise we lock the door on trade and the prosperity it brings.

**NOTES**

Wise men, says an exchange, save their money when prices are high, so that they can make profitable investments when prices come down. They used to. Now they have no such life expectancy.

**HINTS FOR THE MOTORIST**

BY ALBERT L. CLOUGH

**SECOND SPEED GEARS DISENGAGED**

B. P. writes: The gearshifting lever of my car is located at the side. When I change from high to second, the gear will not stay in engagement, unless I use considerable force to hold the lever in place. How can I remedy this?

Answer: It is probable that the gear locking device is deranged. On most cars, this is a spring pressed plunger that engages in a notch in the shifting slide, there being two notches, one for each speed on each side. The point of the plunger may have worn too rounded, the spring may be weak, the slot may be worn out of shape or something else may have happened to make the holding power weak. Moreover, the engaging faces of the second speed gears may have been so rounded off by long usage, that there is a tendency to force them away from one another, when power is being transmitted. If this is the case, a pair of new gears will be required. If you examine the gearlock and the gears you will be able to find out what is wrong.

**ENGINE RUNS, BUT CAR DOESN'T**

P. M. K. writes: My engine runs all right, but the car will not go. Can you tell me what is the matter? Answer: As we understand it, with the engine running, if you engage a gear and let in the clutch, the car fails to move. This indicates that there is no power connection between the engine and the rear wheels, some part in the transmission line being broken or disconnected. Probably something is broken in the rear axle and you may be sure that this is so if the drive shaft turns properly, when the car is in gear and the engine running. In the driving gears, the differential or an axle shaft may be broken, and you will have to take the axle apart to find out just what has happened. If the propeller shaft does not turn when the engine is running in gear, it may be that one



of the universal joints, or the drive shaft itself is in trouble or that the clutch does not engage properly. Failure of the transmission gears to mesh or their having broken might produce the same effect.

**Daily Selections for Guardian Readers**

furnished by W. S. Louisa

**OUR BOUNDEN DUTY**

Man's bounden duty is everywhere and in all things to forward the progress of humanity. The supreme virtue is sacrifice—to think, work, fight, suffer where our lot lies not for ourselves but others for the victory of good over evil.—Lazzini.

That best portion of a good man's life, His little, nameless, unremembered acts Of kindness and of love.—Wordsworth.

What do we live for, if not to make life less difficult for each other?—George Elliot.

Whatever you lose don't lose your courage. Losing the prize, whatever it may be, but winning self-control, patience, the ability to view another's success with generous fairness, and then to get up and try again—that can never be failure.

Life is mostly a matter of getting up and going on again, when we come to think of it—of losing something and learning to make the best of it. Our plans are overturned, neither our disappointments nor our aims prove to be what was expected of them, and circumstances change like the shapes in a kaleidoscope. What of it? This is God's world and He will take care of us while we go through it and beyond.

**HIGHLIGHTS OF THE WEEK**

Lord Richard Nevill, who has been seriously ill in Ottawa for some weeks with an attack of pleurisy, is convalescent and was able to take a short drive on Saturday afternoon.

Admiral Sir Charles Kingsmill has been instructed by the Cabinet to proceed to Esquimaux, B. C., to meet Admiral Lord Jellicoe, who is expected to arrive on the "New Zealand" on or about November 8. The Admiral will accompany Lord Jellicoe on his tour east, and will have charge of the arrangements of the trip.

Halloween was ushered in with its usual quota of dances and jolly parties.

The opening meeting of the Bridge Club was held at Mrs. A. A. Alley's pretty little apartment and was a most enjoyable affair. Much to the regret of her numerous friends Mrs. Alley will be away for the winter months as she is leaving shortly on a delightful visit to Washington. It is understood Mr. and Mrs. G. W. Harrison are to occupy Mrs. Alley's house, during her absence.

The Abegweits and St. Dunstan's teams treated the fans on Thursday to some excellent football. The teams were so well matched that no score was made and everyone is on tip-toe with excitement for a tryout game.

The success of Dollar Day seems to be an assured fact in this city as Thursday's big bargain day was the most talked of event of the week. Some got good bargains, others thought they did, so everyone was pleased with their purchases and even ready to laugh over the things they bought and did not need and said "it was a bargain anyway."

The officers and sailors of the American Eagle boats 45, 46 and 52 were welcome visitors here this week. They liberally patronized the different tearooms and places of amusement and thoroughly enjoyed their shore leave.

The young ladies Guild of St. James Church prepared a delicious tea for their patrons on Thursday which was largely attended and partaken of amid artistic Halloween decorations. After the tea, the young people helping invited a number of young men in and held a candy pull and old fashioned Halloween celebration.

The Hawaiian musical comedy at the Prince Edward Theatre on Monday and Tuesday made a pleasant change in entertainment.

Rumor has it that an up-to-date Country Club House is to be built at Brighton in the not far distant future at which motor, tourist or private parties will be able to stop or entertain us in other cities.

Mrs. Bell who is at present the guest of her sister Mrs. Charles Rogers of St. John's is leaving on Tuesday next for her home in St. John's, Nfld. She will be accompanied on her return by her sister Mrs. T. B. Woodman who will spend a month in the ancient colony.

Mrs. B. W. Sherwood left on Thursday for her home in Ottawa having had a pleasant visit here the guest of her sister Mrs. Clark.

Sympathy is being extended to Mrs. McNitt and family on the death of Ben. Peter McNitt whose burial took place at Malpeque last Sunday.

Mr. and Mrs. Alfred V. Fraser of New York are among the visitors being welcomed here this week.

The Ladies Auxiliary of the G. W. V. A. of which Mrs. W. S. Stewart is the President, met on Thursday evening to discuss the winter's work. A creditable balance remains in the treasury and the members are looking forward to a good season's work. The securing of a proper War Memorial in this city was mentioned and enquiry made as to what steps are being taken in its erection.



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Miss Mary Plummer and Miss Winifred Plummer, who were passengers on the Celtic, have arrived home and are back once more at "Sylvan Towers," Rosedale, Toronto. Miss Plummer, whose name is a household word in this Province, returns after five years service as O. C. of the Canadian Field Comforts' Commission. She was gazetted honorary Captain, and was twice mentioned in despatches.

The Halloween tea in aid of the Charlottetown Hospital met a ready patronage and was the usual splendid success of former years.

Mr. H. Price Webber has returned to Parreboro, N. S., from Augusta, Maine, where he has been since the death of Mrs. Webber a few weeks ago.

Miss Fannie McNitt, who has been in the Canadian West for the past few years is being cordially welcomed home by her numerous relatives and friends.

Miss Jane Haszard entertained most enjoyably at three tables of Bridge for her friends early in the week.

There was an air of excitement here on Monday when bells rang, whistles blew and auto horns tooted the opening of the big Victory Loan campaign being so vigorously carried on throughout the Province.

St. Paul's Congregation had a get together banquet for the men on Thursday evening with an attendance of about hundred who partook of a dainty banquet prepared by the King's Daughters. The outside guests were Canon Armstrong and Mr. Charles Coster of St. John, both of whom gave addresses, of inspiration, for a bitter and bigger work in the coming year. Bright music and addresses were members, of the congregation were also part of the evening program which closed with the National Anthem.

Mr. Percy Barlow who is leaving

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BRANCHES ALSO AT

Summerside, Tignish, Tyne Valley, Hunter River, Wellington, Mount Stewart, Murray River, Cardigan, Eldon, Rustico (Sub-Branch to Hunter River.)

this morning en route to Charlottetown, where he will reside, was the guest of honor at several pleasant affairs this week, among his numerous friends.

Sir Thomas Lipton, the noted yachtsman, will be in Halifax today. He is a passenger on the Cunard liner Carmania, on route to New York, which calls at Halifax to land 800 passengers. He is on his way to America to make arrangements for the Cup races next year. He expects to be

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