

THE CHARLOTTETOWN GUARDIAN

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

THURSDAY, MAY 8th, 1919

REPEALING BALLOT ACT.

Owing to difficulties in connection with the carrying out of election by ballot, the Government has given notice of a motion authorizing open voting at provincial elections. The system of dual qualification in this province necessitates a double ballot which at last election resulted in a large number of spoiled ballots. One way to avoid the spoiling of so many ballots would be to abolish the double franchise, and as the double franchise is the result of a covenant entered into between the Legislative Assembly and the Legislative Council for the purpose of affording protection to the property holders, this covenant being incorporated into an Act of As-

CLOSE OF THE DEBATE.

The budget debate closed on Monday night, having occupied about ten days. Most of the members on both sides took part and a number of excellent speeches were delivered. As there was no new subject of controversy, however, the proceedings were not so interesting from a spectators' point of view as in days gone by. Nearly all the discussion centred around the deficit left in 1911 by the Liberals as a legacy to the Government. Sir Charles Dalton removed the last doubt on the subject by proving from the interest on the deficit that the External Auditors were right, and the Opposition altogether wrong. But it has come to this that the hearts of the Opposition are so hardened against the light that though an archangel were to seek to enlighten them they would be of the same opinion still.

Apart from this there was little to occasion any lengthened discussion. The Opposition continued their criticism of the Agricultural Department but the masterly address of the Hon. Murdoch McKinnon provided them with all the information they desired—and more—leaving little room for further criticism. The utilization of the special grant of \$2,500 for Increased Production proved to have been carried out on a plan submitted to and approved by the Opposition, so that deprived of effectiveness any criticism on that score. Mr. Hughes returned to Falconwood and the Civil Service but there did not appear to be much sincerity in the criticism he advanced. For example he instanced that the Liberals paid their stenographers \$3.00 per week, seeking to leave the impression that it would be possible to get efficient stenographers for that wage today. Mr. Hughes knows better and everybody knows that Mr. Hughes knows better, therefore his criticism fails to carry weight.

WIDENING OF THE GAUGE

Operations for the widening of the gauge and laying of third rail between Charlottetown and Summerside will commence on Monday, May 12th, the rate of pay being \$3.00 per day or 30 cents per hour.

Most of the men required for the work will be returned men, supplied through the Government Employment Office, Charlottetown. The work at first will give employment to about one hundred and fifty men, these will be arranged in five working parties, starting from different points:— No. 1 Charlottetown, to Milton, P. E. I. No. 2 Milton to Hunter River, P. E. I. No. 3 Hunter River to Emerald, P. E. I. No. 4 Emerald to Kelvin, P. E. I. No. 5 Summerside, to Kelvin, P. E. I.

Anyone desirous of taking up the work or wishing for information should communicate at once with the Employment Office, Market Building, Charlottetown, who will do all possible to advise and place men satisfactorily. 5665.

STRIKE ON ALBANY NEWSPAPERS ENDED

ALBANY, N. Y., May 6.—Local news papers appeared in Albany today for the first time since Thursday morning. The walkout of the linotype operators at the four dailies and one Sunday publishing plant ended last night and the operators agreed to submit their wage and working conditions to arbitration.

GENERAL PERSHING

GOING TO ENGLAND

Will Officially Thank Britain for the Treatment Accorded U. S. Troops.

(Special to The Guardian.) LONDON, May 7.—General John J. Pershing, Commander-in-Chief of the American expeditionary forces is going to England on May 22nd as the guest of the nation. He will officially thank Britain for what she did to make comfortable more than a million troops passing through England on the way to France. For two days he will be the official guest of the nation but he will remain here several more days which he will be extensively entertained with several other American generals. The Commander-in-Chief will cross in a British destroyer. He will be met at the London station by guards of honor and will pass through the lines to the hotel which he will make his headquarters. On May 24th he will be received by the King.

METHODIST MINISTERS PROTEST

CINCINNATI, O., May 5.—Reports that the Willard-Dempsey boxing bout might be held in Toledo, caused the Cincinnati Methodist Ministers' Association this afternoon to pass resolutions of protest against holding the affair in Ohio or in any other State. The resolution will be sent to a Ministers' Association in every county in Ohio, it was announced.

How Handcuff Kings Mystify Audiences

Frank McCullough's escape from the Toronto jail, where he was under sentence of death; was more sensational, but not so remarkable as some feats that have become commonplace on the vaudeville stage by men like Houdini, the handcuff king, and his many imitators. McCullough had plain sailing once he got possession of the saws or files that cut through the iron bars, and once his guard was drugged so that he could work without interruption. Some mystery, no doubt, surrounds the smuggling of the saws and the somatose conditions of the death watch, but it can hardly be baffling. Not so the escapes from handcuffs and leg irons, ropes and chains that have made some performers famous and many wealthy. Yet, like other stage mysteries, they are easily understood. These men unlock their handcuffs for no more mysterious reason than that they have keys for that purpose. They untie the cords because the knots were not securely fastened, and because when they are being fastened they swell their muscles so that considerably more rope is used than is necessary, which becomes slack when the muscles are relaxed. Thereafter they shake themselves out of their bonds as easily as a man shakes himself out of his bathrobe.

Vaudeville's Debt to Crooks

The handcuff kings who loose their manacles around the vaudeville circuit undoubtedly must regard genuine crooks as the real patriarchs of the profession. Many a time has a noted crook, when securely handcuffed, worked himself free if given a few moments alone. There are among the criminal classes certain well-known crooks who are called "neverstays" on account of their uncanny habit of escaping. Some men have a real gift in this direction, whether it finds expression in slipping a pair of handcuffs or drugging a guard or digging a tunnel under the jail wall. It is doubtful if the authentic crooks are as skilful as the men who have made a study and an art out of handcuff slipping. Where as it might take a crook half an hour to get rid of the cuffs, the vaudeville artist will consume not more than half a minute. Securely manacled, he retires behind a screen, having been fastened by a self-conscious committee chosen from the audience. In a few seconds he appears again bowing, with the cuffs removed.

Tricks of Two Kinds

These artists are of two classes, or rather their feats are of two kinds. If they are permitted to use their own handcuffs, they simply use tricks—cuffs are never fastened, and which an ordinary committee summoned from the audience has no means of telling from genuine cuffs. If, like most of the headliners in the business, they invite policemen to bring their official manacles and lock their wrists they have to use

Daily Selections for Guardian Readers

Furnished by W. S. Lounson

JOHNNY'S GARDEN

I'm going to have a garden, yes; but you need not suppose That in it will be planted a tulip or a rose; For I am going to purchase the plants that I like the best, And here's a list of some of them; I've not thought up the rest. I'm very fond of oyster stew and oysters broiled or fried, And so I'll have an oyster plant, to keep me well supplied, And as I just love omelets, and sometimes hens won't lay, A thrifty eggplant I'll set out, and pick the eggs each day. Then I'm very fond of pies, and they're kept out of reach, So I'll have three large pie plants, an apple, mince and peach. And I shall have a rubber plant; and when there's rain or frost, I'll just run out and pick a pair, for mine are always lost. Another plant I want to buy—I've never seen it yet— But seems to me it would be wise some candytuft to get. And so, you see, I've thought up all the things that I like best; And, as I said, I haven't yet decided on the rest. —'Youth's Companion.'

HINTS FOR THE MOTORIST

WHY CARBURETORS SOME TIMES NEED ADJUSTMENT

Don't Hesitate To Reset a Carburetor If You Know How

The advice is frequently given: "Do not tamper with the carburetor, as it has been correctly adjusted at the factory," and doubtless this admonition is intended in the very best spirit, for it is a fact that, when once properly set, a carburetor will go on performing satisfactorily as long as conditions do not change, so that altering its adjustment unintelligently or needlessly will do more harm than good. The reason why this advice should be literally followed is that carburetor and carburation conditions are subject to change and it is foolish to assert that a factory adjustment can be either infallibly perfect or prove permanently right. Among the factors that make carburetor adjustment occasionally necessary are the following: Changes of gasoline quality, involving differences in its viscosity or "body," that alter the rate of fuel flow through the fuel spraying nozzle. The "heavier" the gasoline used, the less will pass through a certain aperture, under a certain pressure. Changes in atmospheric density, as between low and high altitudes, less oxygen below contains in the cubic foot of air at high elevation than, for instance, at sea level. The same adjustment that is correct at Denver will not necessarily be so at New York. Change in the action of carburetor parts with time, due to the weakening of springs controlling this air supply and the alteration through wear, of links that interconnect different portions of the mechanism. Changes in the operative temperature of the intake system and cylinder walls, as between the extremes of summer and of winter weather. When no means are taken to overtake the effects of such atmospheric differences, a more liberal gasoline adjustment must be maintained in cold weather, because so much of the fuel supplied fails to vaporize and burn properly. Differences in the carburation requirements sought. Some operators wish a mixture rich enough to produce maximum acceleration and power, even at some sacrifice in economy while others, in order to save gasoline, are willing to use a slightly leaner mixture. A motorist should avoid changing his carburetor setting, unless it is known to require it but not hesitate to do so when it is advisable. Instructions, minutely explaining the correct method of adjustment, are obtainable from the manufacturer of every make of carburetor and every motorist should familiarize himself with the directions applicable to his particular instrument.

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

more art. On these occasions, if they are not searched before being fettered, they simply produce a master key when they are behind the screen and unlock the cuffs either by the deft use of their fingers or by holding the key in their teeth. Most padlocks are picked with one of the numerous skeleton keys that the performer always carries. French fetter locks are opened by finding the proper combination, which is largely a matter of touch, facilitated as the New York Herald tells us, by placing a wire spring between the arms of the catch to keep them well pressed back. Anybody who has ever had the misfortune to fall foul of the French police equipped with fetters will understand this explanation, with eyes on the side of being over-technical.

the safest cuff ever devised. If it is locked upon the wrists with the keyhole away from the fingers, it is practically impossible to open it even if the key is in the hands of the performer. But the performer has a special key of his own for the bean giant, on the end of a long strip of metal, and instead of manipulating the key in his fingers, which would be virtually impossible, he operates it by holding it in his teeth. If the keyhole is turned the other way the key is fastened securely in the cabinet, and in this case the cuffs are turned on the key instead of the key on the cuffs. There is also an ingenious cuff called the "Figure 8" or the "Plug 8." These having been placed on the wrists, they are fastened by means of a small screw plug which is firmly screwed into the lock. In order to loosen these cuffs it is necessary first to unscrew the plug, then insert the key and turn it first to the right, then to the left, and so on, in the manner of a vault combination, so many times until the catch is released. But the vaudeville performers have invented a device held between the teeth which unscrews the plug, after which the affair becomes simple to those who have spent fifteen or twenty years in practising it.

When the performer is to be searched he must hide his keys where they are not likely to be found. Often he catches them behind the curtain. At other times they are placed in a hollow artificial finger, in the hair, in the mouth, in a false shoe heel. Where he hides the key is not important. The vital thing is for it to be hidden, for if the manacled performer finds himself behind his screen without a key and handcuffed by an expert he will probably be as helpless as would the reader in similar circumstances. While handcuffs are of many makes, every handcuff of the same make is identical and can be opened by the same key, or by a master key, which corresponds to the pass key of hotel bedrooms. Houdini devised a master key with which he could open almost any regulation handcuff of the English make. A noted handcuff is of American make and called the "bean handcuff," which at one time was thought to be unusually secure. It is exceedingly difficult for the performer to reach the keyhole of these cuffs with the key once they have been fastened on him. But it is from these cuffs that the performers make their most sensational escapes. They even permit the key holes to be sealed, thus showing that they have no duplicate keys. But by means of a novel device inserted into the lock and pressed home, the spring catch is forced back and the cuffs opened.

Hiding the Keys.

Some Almost Safe Cuffs

VON JAGOW TELLS OF WAR PRETEXT

PARIS, May 5.—(French Wireless service)—The imaginary invasion of German territory by the French was the pretext for the declaration of war on France, says Gottlieb von Jagow, former German foreign minister in a book which he has just published entitled "The Universal War. Its Causes and Beginnings."

The alleged French incursions were reported to the German staff by subordinate officers, Von Jagow says, and the staff communicated the information to the government without attempting to ascertain the facts.

The former foreign minister asserts that before the war he was convinced of the necessity of an accord with Great Britain and expresses regret Germany unfavorably received offers of an alliance made in 1899.

When the Austro-Hungarian ambassador in Berlin communicated to him the text of the ultimatum to Serbia, Von Jagow says he thought its terms were too rigorous.

He declared he expressed some astonishment that Berlin had not been informed earlier of the steps taken at Vienna.

Theodore Wolff, in the Tagblatt, commenting on Von Jagow's version of the interview he had with the Austrian ambassador concerning the ultimatum to Serbia, says that after reading it he is more at a loss than ever to understand why the proposi-

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BUY WAR SAVINGS STAMPS.

Broke Up Meeting At Bayonet's Point. (Special to The Guardian) LONDON, May 6.—British troops broke up a forbidden meeting at Athone, Ireland, last night, by charging upon the crowd at the bayonet point. A number of persons were wounded and armored cars have taken possession of the place. Laurence Guinness, member of parliament for West Meath attempted to address the meeting.

TWO ARE KILLED BEFORE FLIGHT

NEW YORK, May 6.—A score of naval aviators—youths in the twenties and early thirties, yet experts in flying, navigation and motor mechanics—were ready tonight for a start soon after daybreak tomorrow in their attempt to drive three giant hydro-airplanes of the American navy across the Atlantic.

With favorable weather officially predicted both in the vicinity of the home station, Rockaway Point, Long Island, and along the coast to Newfoundland, terminus of the journey's first "leg," the airmen expected to launch at least two and possibly all of the three planes scheduled to make the cruise.

The N. C. 1, whose starboard wings were destroyed early today in a fire which also slightly damaged the N. C. 4, was nearly fit for flight again when darkness fell on a small army of mechanics who had worked on the craft for more than eighteen hours. The N. C. 4 had been completely restored by mid afternoon.

There was a possibility that the N. C. 1 might be delayed in her "jump off" a few hours, or even a day or more, if necessity of unexpected adjustments of the new wings developed at the last moment, but the N. C. 3 and N. C. 4 were scheduled to take the air sometime between dawn and 7 a. m.

Though saddened by the death of their comrades, Ensign Hugh J. Adams, and Chief Machinist's Mate Harold Corey, in the plunge to earth of a naval scout plane, the trans-oceanic crews showed no discouragement over the interference with their plans resulting from the fire. Repair work on the N. C. 1 was halted for a few minutes when the H. S. 1, a Adam's light craft took its fatal plunge in full sight of the groups around the N. C. hangars, but the officers in charge expected to continue operations through the night with the hope that the damaged craft could start with her mates for the Newfoundland base.

Should this prove impossible, Commander John H. Towers, chief of the expedition said the N. C. 1 would follow the other two craft to Trepassey arriving in ample time for the big "jump" to the Azores, scheduled for about the middle of May.

The trans-oceanic crews remained on the ground today and their craft were not taken out of the hangars as all had passed through satisfactory tests. Commander Tower and his associates bade farewell to their families late in the day. They planned to rise at daylight for the cruise to Halifax.

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