

THE CHARLOTTETOWN GUARDIAN

THURSDAY, FEBRUARY 20th 1919.

ROAD MAKING

The subject of road making has received considerable attention in this province from time to time and particularly during the past few weeks...

In many of our sister provinces provincial highways are being projected, not as memorials although that would furnish a good reason for building them...

Apert altogether from the memorial project idea or in conjunction with it the question is pertinent here whether comparatively durable and satisfactory roads built of the material we have, are possible in this province.

To begin with the cost of macadamizing a road under favourable conditions averages about \$10,000 a mile. To meet the requirements of this province one hundred miles would be the lowest possible estimate...

It is a well known fact that certain roads in this province are practically almost as satisfactory, spring, summer and fall as if they were macadamized. Miles of these roads can be found throughout the province...

TRYING TO SHOCK MARS

Whatever may be the issue, the draft constitution for the League of Nations is an astonishing document. There is good reason for belief that the delegates in Paris have squared the circle...

The first mark of genius apparent is the naming of the Executive Council. The Body of Delegates will represent all nations which adhere to the League principles...

In a word, the Big Five, having stood together in the Great War now give notice that they will stand together against any recalcitrant State which strides about rattling the sabre or yapping about shifting armor.

The Body of Delegates will represent those nations which are anxious to keep the peace and which are prepared to support one another and the Big Five in case of direct action by a State which is clamoring for war...

"The mandatory clauses" which it was feared, would be too tender towards Germany's desire to regain her lost colonies are much firmer than some anticipated. The covenant recognizes that the nature of government under League mandate must differ greatly in varying circumstances...

THE FRENCH AND MR. WILSON

From what the Paris newspapers are saying about the United States' influence at the Peace Congress, says an exchange, it is evident that the French people believe President Wilson is trying to make peace conditions for the Germans as easy as possible...

But the ground for their particular complaint is that Mr. Wilson's idea of a settlement leaves Germany intrinsically free to reform a military front and again to attack France. They want "practical guarantees" not promises and vague round-table pacts...

but built differently. There is sufficient evidence to prove that exceptionally good roads are possible in this province with the material available, also that exceptionally bad roads are possible with the material and the means employed.

What appears to be needed is a uniform system specified by the Government and carried out by the Road Masters. Such a specification should include among other things for the main highways, a certain width say fifty or sixty feet, proper drainage, clean, properly levelled road—sides, split-log dragging after every rainstorm, constant levelling of any inequalities...

and such other attention as might be considered necessary to keep the road always in good condition. Where there is low land of course the road should be properly built up, as is being done in many places. There are miles of such road now to be seen where the Road Master and the people take a pride in their roads and a common interest in maintaining them.

Visitors to the province last summer expressed the opinion that our roads were on an average better than those in the neighboring provinces. Of course there was also a little anathematizing of some sections both by visitors and residents. In these cases the fault lies largely if not altogether, in the want of public spirit in the community...

It is a well known fact that certain roads in this province are practically almost as satisfactory, spring, summer and fall as if they were macadamized. Miles of these roads can be found throughout the province, roads built of the same material as our very worst roads.

Need of Indoor Industries in Prince Edward Island

Speaking broadly, the great staple industries of Canada are five in number: farming, lumbering, fishing, mining and manufacturing. Prince Edward Island, being without minerals and with but little lumber, is mainly confined to farming and fishing. The want of constant and reliable communication with the outside world, down to 1918 when the Car ferry was put in operation, prevented the development of any extensive manufacturing industries in this province.

Most unfortunately our two staple industries of farming and fishing gave full employment for only about six months of the year from May to October, inclusive, the farming and fishing operations being concurrent and the periods of limited employ being also the same in both industries. Here, in this one great cause of the exodus which has depleted our population, so that in 1910 we had no more people than we had when we joined the Dominion in 1873, 37 years before.

We have now, by the Car ferry, a great new highway to the mainland and the outside world, open every day of the year, and soon to be supplemented with railway service by standard gauge connecting all our principal seaports and towns. This improvement will greatly facilitate the shipment of our products and add to their market value while enhancing the value of our farm lands also.

British Columbia, with about four times our population has 100 different kinds of manufacturing industries; New Brunswick has 77, Manitoba 69, Nova Scotia 86 different lines of factory industry, while Prince Edward Island has but 28. Manitoba is a comparatively new province, mainly agricultural, entirely inland, without coal and with lumber, but her people have realized that they cannot live by agriculture alone and have established 100 different lines of manufacturing, and have nearly \$96,000,000 invested therein. Is that not an example for us and one that we should promptly and energetically follow?

The disarmament plan is recognized in principle. No nation will maintain a naval or military force greater than is required for defence "having special regard to the geographical situation and circumstances of the case." That protects the Royal Navy, which has the responsibility of guarding British territories in all parts of the world. Difficulties in practice may be discovered as the terms of the covenant are examined by experts in all nations. Certainly Germany will howl like a mad dog. But it may be hoped that, in the main, the plan will prove feasible. The adhesion of the chief Powers to the League charter would constitute the longest step towards prolonged peace in the history of the world. All now seems to depend on Mr. Wilson's ability to bring in the United States.

step in and settle a Kentucky feud. Premier Clemenceau's abrupt reminder to the world that Germany is capable of mobilizing three million men in three months was apparently intended as a shock to the dreamers. Certainly the German Government's tone toward the Allies supports the French position, and makes inevitable a still tighter hold on Germany by the Allied armies. When these are being demobilized so fast security for Germany's adherence to the final peace terms can be obtained only by seizure of vital military places in Germany, such as Essen.

The United States delegation ought not to be surprised if its lenient views as to treatment of the Germans, especially in the matter of indemnities, are offensive to the French people. Certainly, it may be impossible or undesirable to impose on the Germans all the terms the French want, but moderation may be carried too far. The United States has not suffered from the war—materially—or its executive would not take so mild an attitude as he seems to be desirous of taking.

CAPTAIN-CECIL STEWART WON MILITARY CROSS

London Times Record Also Shows How Lt. E. H. Strong Won His

Capt. Cecil J. C. Stewart of Alberton who left here with the 105th and was transferred to the 26th Battalion has been awarded the Military Cross for gallantry in action.

A recent issue of the London Times contains the following citation of the deed for which this brave Island officer was decorated: Capt. C. J. C. Stewart, 26th Bn., Can. Infy., New Brunswick R.—For conspicuous gallantry during four days' operations in the forward area. When the platoons on his flanks were held up he directed the position of Lewis guns under heavy machinegun fire, and it was largely due to his work that the advance was able to be continued. At this time he was wounded in the shoulder, but remained on duty. He led his company throughout with great courage and dash to complete success.

The same issue of the Times contains the following statement showing how Lieut. Ernest Strong, of Summerside won the Military Cross: Lt. E. H. Strong, 26th Bn., Can. Infy., New Brunswick R.—For conspicuous gallantry during the operation covering four days while in the forward area. This officer when the attack commenced was junior subaltern of his company, and before the objective was reached owing to casualties to the other officers he was in command. He led his company through to the objective with great courage, overcoming on the way many enemy machine gun nests.

The German Offensive Against Poles Halted

Berlin, Wednesday, Feb. 17.—(By the Associated Press)—The German offensive against the Poles has come to a halt as a result of political dissensions among the troops, according to a despatch to the Tagblatt from Bromberg. The soldiers' council refused to recognize an order recently issued by the minister of war. The troops on the other hand accepted it, and elected new military chiefs.

The operations then ceased in spite of the fact that the Germans had established a favourable offensive position against the Poles who proceeded to advance with numerical superior forces. A company of German soldiers under Lieutenant Parthenheimer refused to return to Bromberg in the face of warnings, and the despatch adds, were attacked on three sides by heavy Polish forces. The company was almost entirely

Daily Selections for Guardian Readers

Furnished by W. S. Louison

UNEXPLAINED MYSTERIES

What! will you not believe anything you cannot explain? Have you fingerprints? You say, "Yes." Then explain why, on the tip of your finger there comes a nail? You cannot tell me. You believe in the law of gravitation, explain it if you can. I can ask you a hundred questions about your eyes, about your ears, about your face, about your feet, that you cannot answer, and yet you find fault that I cannot answer all the questions you may ask about this Bible. I would not give a farthing for the Bible if I could understand

Another Plot in Moscow Against the Bolsheviks

LONDON, Feb. 14.—Another anti-Bolshevik conspiracy has been discovered in Moscow, according to a Russian wireless despatch received here today. The leaders, including Mlle. Marie Spiridonova, have been arrested.

An official report on the condition of the troops in northern Russia, dated Feb. 1st, and made public by the war office today, says that the medical arrangements are excellent.

The health of the American troops, the report says, is very good and less than four per cent. are in hospitals from all causes. The winter has been mild, the food suitable, and the sanitation has been improved as much as possible, the report adds. There have been no infectious diseases.

There are hospital accommodations, it is added, for twenty per cent. of the American and allied troops, and they are being increased. There is an ambulance train for 100 cases and 100 ambulances and sleigs. The trying period of the climatic conditions on the Murmansk coast has passed. The report says that special clothing has been provided and that the soldiers will be no more inconvenienced than Englishmen are during a cold spell in England.

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The despatch to the Tagblatt says that the German forces are now reorganizing for another offensive and will endeavour to defend the railway connection between Bromberg and Schneidemuhl against Polish artillery attacks. The despatch says that Poles in occupied territory are compelling German families to send telegrams to male members asking them to return home at once. It is added that when the men return they are forced into the Polish army under threats of internment.

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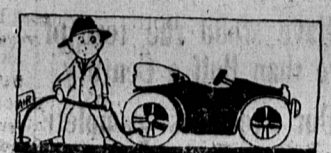
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH Editor Motor Service Bureau Review of Reviews

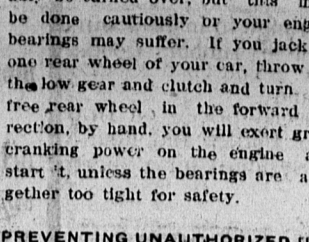
DANGER FROM TIRES BLOWING OFF



A. L. C. asks: Is there any danger that a tire may blow off the rim and hurt someone while air is being put into it?

Answer: There have been a few bad accidents and numerous narrow escapes caused by the outer ring blowing off the rim during inflation, the ring being projected with very dangerous force. Such an accident is caused by the failure of the locking device to hold the outer rim securely and can be avoided by seeing that the ring is securely in place and the locking device acting properly before air is put in. After very slight inflation, the locking arrangement can again be inspected to make sure that it is going to hold. Sounding out of the way of the ring, should it blow off, is always a safe precaution.

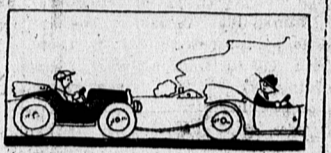
PREVENTING UNAUTHORIZED USE OF CAR



C. B. L. writes: I have a very strong suspicion that my car, which I keep in a public garage, has several times been used by someone, without my knowledge or consent, but I have no absolute proof of this. Is there any way I can get a check upon this sort of thing?

Answer: The most natural thing to do is privately to read the odometer and the gasoline gauge every time the car is left and screw on the gasoline filler cap to a secret mark. If any change is noted upon your return, the car has presumably been used. You can write your initials on a postage stamp and stick it upon some inconspicuous part of the exhaust pipe when it is cold. If the stamp has been removed or is found charred, it is a pretty sure sign that the car has been upon the road. It is possible to leave the brake set and the lever seated with a private seal, but if this is found broken, the excuse probably will be made that the car had to be moved to make room for others. The unauthorized use of cars has sometimes been discovered by the owners finding the engine warm when he has not used it for days.

STIFF ENGINE RESISTS CRANKING



J. R. writes: After taking up on the main bearings of my engine, I find that I cannot crank it. I am almost certain that none of the bearings are dangerously tight, as I took great care in the adjustment. I can exert enough force to spring the starting crank, but the engine does not budge. How can I turn it over?

Answer: By hitching your car behind another and allowing the latter to tow it, putting your car into high gear and then gradually letting in

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

DODD'S KIDNEY PILLS. ALL KIDNEY DISEASES. RHEUMATISM, BRIGHT'S DISEASE, DIABETES, BACKACHE. 23 THE PROPHETIC...

Does Life Insurance Pay? Judge for Yourself

In this and following issues of this paper I am going to show you the experience of a few of our own leading citizens with Life Insurance.

Life Insurance Companies are no longer permitted to make estimate of profits to be paid ten, fifteen or twenty years hence. That is well and the law should have been made to read that way thirty years ago.

But actual results, results obtained by men you know right here in your own home town, not in Ontario or Manitoba or New Brunswick but right here. That is another matter.

For over fifty years THE CANADA LIFE has been doing business in Prince Edward Island and today this Grand old Company is doing a larger business than ever. I honestly believe it the best Company in the world to insure with.

Results of policy 12019. W. T. Huggan Plan—Ordinary Life Premium \$16.40 per year Amt. of policy \$1,000 Taken out—1872.

Total premiums to end of year 1914, \$688.80 value of Policy 1914, \$1781.25.

Profits added to face of the policy exceed the premiums paid by \$92.45.

Life Assurance paid in this case. It will pay as well or better in yours.

W. K. ROGERS, Charlottetown

MANAGER P. E. I. BRANCH CANADA LIFE ASSURANCE COMPANY

We have decided to continue our BIG BARGAIN SALE until Saturday February 15th at 10 p. m. 10 to 50 per cent discount on entire stock of Boots, Shoes and Slippers. Just received a lot of Men's Brown Rubbers.

GOFF BROS

CANADIAN PACIFIC

Passengers who travel by the C. P. R. always speak of the courteous treatment of all officials and of the good service and accommodation—

Never hesitate to go C. P. R. when GOING WEST—no unnecessary delays anywhere.

All trains usually on time and make good connections—No change necessary from Montreal to the Pacific Coast.—The checking of baggage looked after at all stations without any inconvenience to passengers.

Reservations made by wire free—Write, phone or wire for rates and reservations when required.

Look for the Canadian Pacific Ticket Office, 78 Great George Street.

H. M. DAVISON

Charlottetown

Agent