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MOTHERS TRIED TO LYNCH KIDNAPPER

NEW YORK, June 20.—Five hundred men and women attacked Anatole Zeleny, 33 years old, a Russian, of 441 Stone Avenue, Brooklyn, this afternoon, when three policemen had him under arrest at Sixteenth street and First avenue on a charge of attempting to kidnap Virgen, the two-year-old son of Mrs. Agona Bogradoff, a widow on 401 East Sixteenth street.

The tenement in which Mrs. Bogradoff lives with her three children is three blocks from the home of the parents of Giuseppe Verotta, the five-year-old boy who was murdered by kidnapers several weeks ago. When residents of the neighborhood saw Zeleny hustling the screaming child into a taxicab a few doors from his home they set on Zeleny, and several in the crowd set up the cry of "lynch him!"

Policemen Faust, Strunk, and Vallinsky, of the East Twenty-second street station, were attracted as he was placing the child in the taxicab. They were endeavoring to learn the cause of all the commotion when Zeleny tried to run to take Zeleny from the policeman.

One muscular built man struck Zeleny in the face and knocked him down. When the policeman attempted to protect him from further harm they were set on by the angry crowd. Seeing that they were liable to lose their prisoner, Policeman Faust drew his pistol and announced he would kill the first man or woman who laid hands on Zeleny. The other policeman,

with drawn pistols, charged the crowd, and in a few minutes the street was cleared and the policeman hurried his prisoner and the child into the taxicab and took them to the police station.

Soon after their arrival there Mrs. Bogradoff appeared. She asserted that the attempt to kidnap the child was in retaliation for her refusal earlier in the day to draw her savings of \$300 from a bank and elope with Zeleny. She said she had known Zeleny in Russia before the death of her husband, two years ago, and that he had followed her and her three children to this country.

On Wednesday night, she said, Zeleny called at her home and announced that he intended to remain there all night or until she made up her mind to comply with his request. About 11 o'clock this morning, she said, she left her home to get some groceries, and in her absence Zeleny gathered up the little boy's clothing, placed it in two bags and then left the house with the child.

Later when Zeleny was held without bail for the action of the grand jury by Magistrate Sweetser, in the Yorkville Court, the policeman said that it was the struggles of the child that had drawn attention to the attempt to abduct him. They explained that the residents of tenements in the vicinity were in a highly excited state of mind, owing to the recent murder of the Verotta boy by kidnapers. Keelch denied that he was attempting to kidnap the child.

Appalling Tale Of Murder Told In Confessions

INNSFALL, ALTA., June 20.—Following the inquest into the deaths of Mrs. Edie Rutledge and her four children in a fire which destroyed their home nine miles from Innisfall Tuesday night, J. J. Rutledge, the husband and father, was formally charged with murder and as he is in a hospital suffering from burns, the preliminary hearing has been adjourned until June 25.

The details of the tragedy, as related by Rutledge in a signed statement which he gave to the Alberta Provincial Police in hospital are appalling. He declared that following discussions with his wife, over the possibility of the Children's Aid Society taking their children away from them, they decided to kill themselves and their children.

Port Arthur Next Nat. Council City

Women May Hold Their 1923 Convention in Halifax for First Recognition Received

CALGARY, ALTA., June 20.—Port Arthur will be the next meeting place of the National Council of Women. This was decided at today's session of the council. It was also urged that the council consider Halifax as the convention city in 1923. It was stated that the first parliamentary recognition the council had received was given to it in Halifax when the delegates were invited to hold one of the first conventions in the parliament buildings. The council's famous suffrage resolution was also passed at another convention held later in the historic Nova Scotia city. Mrs. W. Dennis, Halifax, was elected convener of the immigration committee, and Mrs. E. M. Murray, Halifax, convener of the taxation committee.

Equine Slaughter In Mesopotamia

Army Reduction Means Killing Thousands of Horses for Economy's Sake

LONDON, June 20.—Animal lovers are shocked by the statement in the House of Commons by Rt. Hon. Winston Churchill that the reduction of the British forces in Mesopotamia is equivalent to the sentence of death on thousands of horses. The present establishment requires 47,000 horses, but when the garrison is cut down 17,000 will be enough and this, in the words of the Colonial Secretary, "involves the wholesale destruction of great numbers."

It is declared officially that there is nothing else to be done if economy and humanity are to be observed. Many of the light horses have been sold in Mesopotamia, but the trouble is to know how to dispose of the heavy draught animals. The surplus, the Evening News points out tonight, is really immense. In all London and the five adjoining counties there are today only 99,000 horses and here are 30,000 to be got rid of. To transport them to England would cost from £40 to £50 apiece and the pay and maintenance of grooms to look after them would run into another big figure. Even if each animal would bring in £100 it would not pay to bring them home for there would surely be a large number which would not fetch anything like that price and the peace of the world for all time.

Geddes Receives LL.D.

CLEVELAND, OHIO, June 20.—Sir Auckland Geddes, British ambassador to the United States, received the honorary degree of LL.D. from Western Reserve University today and delivered an address at the commencement exercises.

A total of 360 degrees were conferred upon graduates.

President Charles F. Thwing presided at the commencement. He resigned this week after thirty-one years as president.

"There is no sane man either in Great Britain or the United States who desires any but the best relations between the two countries," the ambassador told the graduates in his address.

"There are only two alternatives before the world," he said. "One is a feverish competition for markets, ending in the bloody destruction of civilization. The other is the evolution of machinery which will keep the peace of the world for all time."

British Columbia Against Japanese

Government Cables Premier Regarding Anglo-Japanese Treaty

VICTORIA, June 20.—The provincial Government, through Premier Oliver, has forwarded to the Right Hon. Arthur Meighen in London a cablegram strongly urging that any renewal of the Anglo-Japanese treaty should preserve to Canada the right to restrict Japanese immigration, something which the existing treaty does not stipulate.

In connection with this subject, Hon. E. G. Darrow, Minister of Agriculture, has collected data showing to what extent Japanese and Chinese are engaged in the business of agriculture and horticulture in this province. This information has been forwarded to Hon. Dr. Tolmie, who is accompanying Premier Meighen on his mission to England.

The text of the cablegram forwarded to Premier Meighen is as follows:

"Strongly urge on behalf of the province that renewal of Japanese treaty preserve to Canada right to restrict Japanese immigration in the interests of a white British Columbia. Minister of Agriculture has already furnished Tolmie with facts supporting our contention, and is supported by Court of Appeal, that present treaty precludes this province stipulating in public works contracts against employment of Japanese and precludes stipulation in leasing Crown lands against employment of Orientals thereon. Strongly protest against renewal treaty containing clause so interpreted, and urge you to preserve for this province its right to control its own lands and make its own contractual stipulation."
(Signed) "JOHN OLIVER"

U. S. Apparently Abandons Protest

PARIS, June 20.—The United States Government has been reminded through diplomatic channels that the League of Nations has received no answer to its invitation to the United States to send a representative to discuss mandates.

Both the class "A" and "B" mandates are on the agenda for the meeting of the Council of the League to be held in Geneva on June 17.

The colonial offices of the various countries are interested in bringing pressure for an early solution of the question of mandates. The British are reported to be particularly anxious to close up the matter on account of the situation in Mesopotamia. The French colonial authorities also are urging a prompt settlement. It is not quite clear, however, when the question of mandates will come up.

There are two tendencies inside the League of Nations with regard to the question of mandates. One is to refer the whole question back upon the principal powers which negotiated the Versailles and are responsible for the attribution of the mandates. The contention of those holding this view is that the league really exercises no initiative regarding mandates and has only to do with the approval of the terms and the supervision of administration of territories under the terms of the mandates decided upon. The French Government is understood to favor modification of the terms of the mandates to meet the United States views, while Great Britain opposes this.

The other tendency is to consider that the United States has defaulted by not sending a representative to the League of Nations as she was invited to do, and finally accepting the terms of the class "A" and "B" mandates. Those favoring this tendency profess to regard the failure of the Washington Government to reply to the invitation to the carrying out of a policy in line with the solution of the Canadian Railway problem accepted when the Canadian National Railways System was brought into being—the preservation of the competitive situation and dual service to every important community in Canada. It was therefore, decided by the management to inaugurate a daily transcontinental passenger

PASSENGER TRAFFIC FOR THE CONSOLIDATED NATIONAL SYSTEM

The first year after the war, 1919 service over its lines, which replaced the tri-weekly services in National Railways as a system, June 1919.

The railways of Canada, generally, entered that year in a condition more or less impaired. Many of the essential improvements and repairs, deferred unavoidably during the war—such as, improvement of Maintenance of Way, re-conditioning of passenger equipment, etc., required immediate attention. It was, therefore, a year in which considerable deferred maintenance was taken up on the National System.

As the consolidation of the Canadian Northern Railway and Canadian Government Railways took place in the autumn of 1918, the re-organized staff of the system, in 1919, were studying carefully the many new conditions brought about by the amalgamation.

The comparison of the passenger traffic of the lines of the newly formed Canadian National Railways System with that of its chief competitor, the Canadian Pacific, showed that during the calendar year of 1918 the lines of the new System, with slightly more railway mileage than its competitor, earned from passenger traffic only \$14,327,353, as compared with \$30,837,253, earned by the Canadian Pacific from that source.

Going back to pre-war years, it was found from the Government's railway statistics that the Canadian Pacific, with 39 per cent of the total railway mileage of Canada, handled 53 per cent of the total passenger traffic of Canadian railways. During 1918, the percentage was 45, but additional services and troop movements, (which together added 3½ million passenger train miles) brought the percentage for the year ending June 30th, 1919, up to 58.7.

The Canadian Pacific was able to maintain this high percentage of passenger traffic, not alone by reason of its long-established and solidly entrenched organization, but through the medium of its complete transcontinental passenger train services.

Realizing that to obtain, ultimately, a reasonable participation in the country's passenger traffic, it was essential to provide convenient and attractive facilities for the promotion of passenger travel over its lines, the management of Canadian National Railways System considered it necessary to inaugurate a daily transcontinental passenger service. This was to ensure not only the longest haul over its own rails from existing traffic and the corresponding increase in passenger earnings, but to be of general assistance in building up local traffic, and to provide suitable service to handle successfully an due encourage, the growth of immigrant traffic from overseas.

In fact, it may be stated to be axiomatic that main line passenger services of reasonable frequency and relatively competitive in the matter of running time, and standards of service and comfort, are as necessary to the successful operation of a transcontinental system of the extent of the Canadian National Railways as the rails themselves. The main, or through, passenger trains form the backbone, or trunk, of the entire passenger services, with branch or connecting lines at junction points receiving and acting as feeders for through traffic, as well as expediting and developing travel between the various communities on, and adjacent to, the main line and branches.

The participation of the National System in the passenger traffic of the country to an extent greater than had been the case hitherto, was recognized naturally as essential to the carrying out of a policy in line with the solution of the Canadian Railway problem accepted when the Canadian National Railways System was brought into being—the preservation of the competitive situation and dual service to every important community in Canada. It was therefore, decided by the management to inaugurate a daily transcontinental passenger

Weather Is Ideal For Crops in West

Prospects Better Than in Any Year Since 1915, All Reports State

WINNIPEG, June 20.—During the past week the weather has been ideal over the three western provinces for rapid growth of the crops, and soil moisture and other conditions continue excellent, it is stated in the weekly weather and crop report which will be published by the Grain Trade News tomorrow. The banks, railways and Government reports all state that prospects of this date are better than they have been any year since 1915.

With the warm, humid atmosphere which prevails, garden produce, as well as field crops, has made abnormal progress. Alberta has perhaps had scarcely sufficient moisture during the week to sustain the heavy growth, but late rains in both Saskatchewan and Manitoba have furnished sufficient moisture for these provinces. Temperatures show a much higher average than for the past few weeks.

Reports of insect damage in the shape of grasshoppers in all three provinces and of cutworms in Alberta are fairly numerous and scattered, but an excellent organization has been built from the experience from the past two years in fighting these pests and no alarm is felt.

Conditions and the natural desire on the part of the public to give the new service a share in order to encourage competition. An improvement in the main line service however is of value to every community along the route. A large increase in the mileage since 1913 is justified by new line taken over, and, if the Grand Trunk Pacific be included, 63.5 per cent of the entire track mileage increase would be additions to the Government System. And yet it is remarkable that notwithstanding this opening up of new routes with competitive passenger train services, the 1919 and 1920 Shareholders' Reports of the Canadian Pacific Railway indicate that the passenger train mileage of that System has been increased since the war sufficiently to keep its percentage to the total for all Canadian Railways at just about the pre-war proportion.

This shows that the C. P. R., as is natural, is planning ahead to meet all new competition, and is not standing back to make room for its rival in the transcontinental field. The National Railways, likewise, are out to get a share of this business.

To handle additional passenger traffic, it is necessary to encourage business by increasing passenger train mileage. A campaign for heavier loading of passenger cars would not meet with much public support. That can be done, and is being done, with inanimate freight. But passenger traffic is not subject to the same economic handling or control as freight traffic. It should, however, be understood also that transportation expenses are not increased proportionately with the increase of passenger revenues, nor even in the same ratio as expenses increase with an increase in freight revenue. Although the C. N. R. passenger train service averages but slightly more than one train a day in each direction as already stated, it does furnish a competitive service with the C. P. R. between most cities and towns, and these trains now running, are easily capable of carrying 50 per cent more revenue without much additional cost. The weight of the train has increased enormously. This is not due to the greater number of passengers carried, but to the greater provision made by the Railways to ensure safety through strengthening the construction of cars and through the introduction of steel cars. The Canadian National Railways have a greater percentage of steel cars in their passenger service than other Canadian lines have, and there is no doubt that while this feature adds somewhat to the cost of handling, it is a factor making for greater security, is much valued by the traveling public and is, therefore, an important competitive factor. There have been tremendous advances in the cost of passenger train cars due to the general increase in the cost of all

IMPORTANT ASPECT TO PRINCE'S VISIT

THE HAGUE, June 20.—Although hitherto reticent regarding the aspects of the Japanese Crown Prince's visit, the Dutch press is now unanimous in calling attention to the great political and economic importance attached to his stay in Holland. Nothing definite is stated as to possible agreements or understandings, but it is naturally concluded that the Dutch East Indies will be the subject of an discussion that may arise from it. It is even rumored that Japan wants to use the Dutch archipelago in the East Indies in return for certain guarantees to those colonies.

An effort will be made to smooth over the unfriendly relations existing between the two countries for some years, made acute during the war, owing to constant fear for the colonies.

Prince Hirohito thanked Queen Wilhelmina warmly for the visit of the Dutch warships to Japan in 1919.

The Nieuwe Rotterdamse Courant remarks that, owing to the geographical position of her colonies, Holland must remain friendly with Great Britain and the United States, as well as with Japan, but it says that the fact that Holland is the only neutral country

visited by the Japanese Prince indicates that she is an important factor in the Far East. It regards European visits as a break in the isolation of Japan and as the opening of a history and a strengthening of the natural bonds of sympathy.

The first visit of royalty since the war has aroused tremendous interest and enthusiasm here. The Socialist papers Het Volk and the Vrijzinnige Democrat, however, remark that the elaborate reception to Prince Hirohito, coming after the recent ignoring of America's request for oil concessions, creates a singular anti-American impression. These papers refer to the British-American fight for the control of the world's oil production linking up "the approaching prolongation of the British-Japanese alliance," with the international oil question.

Het Volk says that the agreement by which America engaged to protect the Dutch colonies from a possible Japanese attack will soon lose all its value. It adds that the Government would do well to avoid anything in the reception or speeches attending the Prince's visit which might lead to the estrangement of the United States.

South Africans Have Liquor With A Kick

Bushman Ferment Fruit of Cashew Tree in Sun, Distill Juice and There You Are

CHICAGO, June 20.—Home brew makes bushmen of the South African jungles walk backward and perform other ludicrous antics, according to the Rev. William G. Terrill, Methodist missionary, who arrived at his home in Chicago today from Johannesburg.

"The abundant juice of the fruit of the cashew tree is easily obtained," he said. "It ferments in the sun in a few hours and the longer it remains exposed the stronger it becomes. By distilling this juice the natives obtain a liquor of very high alcoholic content, and the wildest drunken orgies are held continuously throughout the season when the cashew fruit ripens.

"Still, prohibition is making steady progress in the mining centers of South Africa, where the economic loss caused by drunkenness is checked by the most stringent laws and heavy penalties. In sixty-three compounds in which 8,000 native laborers are quartered I saw only two intoxicated men in eighteen months. Total abstinence is not enforced. The mining companies issue a beer ration to their laborer once a week."

Passenger Traffic Statistics

	Government System and Grand Trunk	Canadian Pacific Railway
Mileage operated	20,307.1	13,402.2
Revenue Passengers carried	25,171,791	16,769,555
Revenue passengers carried one mile	1,366,641,443	1,718,084,609
Revenue passengers carried per mile of line	67,298	132,223
Average journey:—		
Can. Nor.	70.98	
Can. Govt.	49.22	
G. T. R.	43.40	
	102.45	
Average revenue per mile of line	\$1,995.93	\$4,814.73

From this table it is seen that while the Government System (including the Grand Trunk) has 51 per cent more mileage than the C.P.R., the latter system moved 25 per cent more passenger miles than the National and Grand Trunk combined. And on a mile of line basis the C.P.R. has nearly 2½ times the total passenger revenue of its transcontinental competitor.

The management of the National lines is planning to remove this disparity in part. We have seen that a solidly entrenched transcontinental system, such as the C.P.R., will not stand idly by and enable a competing system to complete its lines and commence operation of paying passenger service. That is, of course, quite a natural position for the C.P.R. to take as regards the services of the C.N.R. We have seen, also, that the solution of the Canadian railway problem as adopted by the Government, and being carried out by the Board of Directors of C.N.R., provides for this very element of competition. In fact, service is essential to the building up of a second strong and efficient transcontinental system to give Canada the advantage of competitive service in the broadest possible meaning of the term, viz., competition between a privately owned and