THE CHARLOTTETOWN GUARDIAN

Morning Daily, (founded 1887) $4.00 per year (delivered) in advance, $3.00 per year, (mailed) in advance, in Canada, and $3.50 for U. S. A.

MAJOR A. A. BARTLETT, President
J. R. BURNETT, Editor and Publisher
D. K. CURRIE, Associate Editor

THURSDAY, DECEMBER 18, 1919.

IMPORTANT FORTHCOMING VISIT

An important meeting took place yesterday when representatives of the various newspapers of the province met to consider the forthcoming visit of the members of the Empire Press Union to Canada for their quinquennial conference. This body represents the press of the whole Empire, Lord Burnham, proprietor of the London Daily Telegraph, being president. The invitation to hold the conference in Canada was extended by the Canadian Press Association, endorsed by the Prime Minister, Sir Robert Borden. The Dominion Government is contributing $50,000 towards the expenses and each of the other provincial governments is contributing in proportion.

The Committee in charge of the tour invited the newspaper men of Prince Edward Island to make the necessary arrangements for a visit to this province and to solicit the government for a contribution towards the expenses. All the members present at the meeting yesterday heartily supported an invitation being extended to the influential visitors and a representative delegation was appointed to wait upon the government to present their views on the subject.

Everyone will agree that it is necessary in the interests of the province that Prince Edward Island should be included in the grand itinerary of the Imperial press. It will be the greatest advertisement the province has ever received, an advertisement all the more important now that it is intended to open up direct steam communication with England and the West Indies. The visiting editors and proprietors will see for themselves the province which has been, not inaptly called the "Denmark of Canada" and not unnaturally will seek to make it the source of dairy and other agricultural supplies for the Mother Country as well. It will be necessary to supply the visitors with abundance of concise information, in pamphlet form, about the province and provide such entertainment and sight seeing as will impress the Garden of the Gulf upon their memories as long as life lasts.

It is sincerely to be hoped that the government will make the necessary provision to include Prince Edward Island in the tour as otherwise the loss will be incalculable. It would mean that Prince Edward Island would be wiped off the map of Canada so far as the press of the Empire is concerned and a precedent made which would justify similiar action by other public bodies in ignoring the existence of the "cradle of confederation."

The people of the province will be behind the government in making satisfactory provision for the visit of the Empire Press Union in July next.

—0—

BETTER READING CAMPAIGN.

In a recent issue we referred to the opening of a library and reading room in Summerside and the commendable efforts of the promoters to encourage better reading. That the Summerside Library is more than a library, more than a room filled with books, is indicated by a recent move on the part of the ladies in charge of it. In order to interest the young people in the more solid kind of reading, a prize of ten dollars is offered, to be divided between writers of the best essays on any of the following books, which are to be found in the library: Life of General Gordon; Canadian Wonder Tales (Cyrus McMillan); Life of Robert Louis Stevenson; The Earth (Juvenile Science Series). Competitors must be residents of Summerside, between 14 and 18 years of age, essays not to exceed 700 words and to be the unaided work of the competitor. The essays are to be handed in not later than February 15.

The selection of subjects is an excellent one, there being sufficient variety to appeal to different forms of imagination, and the competitors, whether prize winners or not, will be amply compensated for their study if only they discover the difference between, say, Robert Louis Stevenson and the average novel, between the wonderful story of the earth and the sentimentalism that makes up so much of the literature of today.

The I.O.D.E. of Summerside, of which Mrs. Neil McLeod is President, is the moving spirit behind the library and the campaign for more solid reading and it is gratifying to note that they are delighted with the success that has so far crowned their efforts. The reading room is largely patronized by the youth of both sexes; the books, magazines and other periodicals have been carefully selected, all trash whether ancient or modern being rigidly eliminated. We congratulate the Summerside ladies engaged in this noble work, a work whose influence will be very far reaching and ever growing.

Daily Selections for Guardian Readers

Furnished by W. S. Louson

THE BIGGER DAY

We are done with little thinking and
we're done with little deeds,
We are done with petty conduct and
we're done with narrow creeds;
We have grown to men and women,
and we've noble work to do,
And today we are a people with a
larger point of view.
In a big way we must labor, if our
flag shall always fly,
In a big way we must suffer, in a big
way some must die.

There must be no little dreaming in
the vision that we see,
There must be no selfish planning in
the joys that are to be,
We have set our face eastward to
the rising of the sun,
That will light a better nation, and
there's big work to be done.
And the petty souls and narrow seeking only selfish gain
Shall be vanquished by the toilers big
enough to suffer pain.

It's a big task we have taken, 'tis for
others we must fight,
We must see our duty clearly in a
white and shining light,
We must quit our little circles where
we've moved in little ways.
And work, as men and women, for the
bigger, better days.
We must quit our selfish thinking and
our narrow views and creeds,
And as people, big and splendid, we
must do the bigger deeds.

—Northwest Christian Advocate.

Capt. John L. Read Replies to the Patriot

(Continued from Page One.)

the old service by way of Point du Chene while it only took about 28 hours to make the trip, it landed you at Charlottetown in the middle of the night, too late to do anything but to go to bed and as a matter of fact from the time you leave Montreal till you could do any business or get your mail by the old service, was about 36 hours or about 5 hours longer than at present.

You must remember this confederation pact concerns the whole Island, and not Charlottetown alone and let me tell you, that to land country people at sidings and flag stations in the middle of the night, is not ideal.

Now if you can come from Montreal to Charlottetown in 31 hours, and you can, where is your justification for saying you are compelled to remain at Sackville for 20 hours each day.

You admit that the service by the Summer boats was all right and also that service from the Island is all right. Now I want to point out that the inward service from Montreal that you are faulting is the same as the outward service to Montreal, that is, if you take the early train from Charlottetown you make connections and if you take the afternoon train you will not and you will have to remain over in Borden. The same applies to Montreal; if you take the morning train or even the 11.30 a. m. train you can make connections but if you take the afternoon train you have to wait over. It would have paid you better and been of more service to the public if you had written the Star to advise all passengers for the Island to leave by the 9.25 a. m. train and make close connections instead of telling them that they must lose 20 hours in Sackville, when such is not the case, if they leave by the right train.

Again you say, "If our prosperity is not to be cripiped and destroyed; if our very existence is not to be imperilled, if we are even to live" we must have this third through connection from Montreal each day. What nonsense! Have you not heard of the VAST INCREASE IN FREIGHT TRAFFIC to and from the Island this fall? Does that look like our prosperity being crippled and destroyed or even imperilled? On the other hand I think you must agree that it shows that we are very much alive and the last Victory loan should show anyone that our province is not in such a bad way after enduring two years of the Car-ferry service.

Your fears are unfounded, and unworthy of a man in your position Give the school teachers more wages and back pay and the farmers better roads and you will have done your duty and let the Domion Representatives look after Dominion matters

After telling what has been done by the Government at the Capes and praising the boat up as fit to meet any conditions you add, "Yet we venture the assertion that in respect to mails and passengers, this boat during the months from October to May, both inclusive with no bothersome ice conditions to interfere with her regular work, and with a most efficient commander in charge, does not give the service this province is entitled to. If she never existed this service would have been satisfactorily handled during about four of the months metioned as well as the Summer months from June to October."

I am glad you realized it was a venturesome thing to do, to make the above assertion for it shows that you were a little afraid of how it would sound and well you should have been.

Was it better that all the passengers from Nova Scotia should take two days to get to any part of the Island by way of Charlottetown (except to Charlottetown itself) or go by way of Point du Chene and get to Charlottetown at 11 p. m. and be in the at 6.45 p. m. and intermediate stations so much earlier?

Was it better that the St. John morning papers would reach Charlottetown at midnight or as at present Post Office all night or get there (as at present) in time to be read in the evening of the same day?

Was it better for the people from Montreal to wait over somewhere along the line till the late train got in and then arrive on the Island anywhere from 8 p. m. at Summerside to 11 p. m. at Charlottetown? Then there was only one close connection, now there are two.

Have you forgotten all about the three short hauls under the old service and the complaints there used to be at the dirty condition in which our dressed hogs used to arrive at their destination on account of excessive handling enroute?

Is your memory so short that you have already forgotten that this Summer we made two round trips for mails and passengers from June to October when you intimate that the old service was the better of the two? Are you inviting the management to cut out the middle trip in summer when the Boston traffic warrants it and it does not interfere to a great extent with the transfer of freight because at that time of year the freight traffic is light compared to the Fall

You certainly are venturesome to make such an assertion. No bothersome ice conditions between October and May? Well, well, I only hope you may be right, although I have not found it so in my experience in the Winter Boats.

Further on you say, "But it is advanced as an excuse, the steamer cannot run after night. Is this the case? She has frequently done so." "We are told however that it is not safe to do so and this hollow pretence has misled some of our people."

Who contended she could not run after night? It is not the case because as you pointed out she has already done so, you "were told it is not safe to do so, however, and this hollow pretence has misled some of our people."

Now here is where we clash. The ARM CHAIR NAVIGATOR and the certified Master. I have pointed out to quite a number of our critics who were men enough to take the matter up with me direct and must say their intelligence outweighed their desire for the extra passenger and mail service, and let me tell you these people WERE NOT MISLED, THEY WERE SATISFIED, you can't misled an intelligent person when he has one side of the question and hears the other.

I suppose you have read of the Carter's steamer "Scotia" getting ashore making the night trip in the Gut of Canso, although they have been running there for years. Everyone thought it was perfectly safe, and now she is off the run, luckily there is a second boat to take her place, but let this boat run ashore and where are we on P. E. I.? Have you ever thought of the responsibility that rests on my shoulders in regard to this ship, and the province? That a single mistake on my part would mean untold suffering on the part of the people of the Island for want of coal Have you realized that the coal merchants have not stocked up for the simple reason that they are depending on the safety of the Ferry for a steady supply? Yet in the face of all this you want to run this ship every night, regardless of weather conditions. Well when they do, they will have to get another Master for her, for I will not take the responsibility on my shoulders. I am considered reckless by some in the chances I take, but I know when to take a chance and when prudence is the better part of valor

A person with the "dullest imagination" (to use your own expression) knows there is more danger operating a ship, motor car, or even a horse and wagon after night than in the day time and I am surprised that you have not realized it before, and more so, that you should compare the Cross Channel Boats running at night and the Car-ferry, because they have good harbors to make and plenty of water.

Only yesterday we had just 18 feet of water at Borden and 17 1-2 feet at Tormentine with the result that we missed our first passenger connection since we took up the service in 1917. Our ship draws 19 feet of water or two feet more than what we had and still you have the courage to state that there is nothing to keep us from running at any and all times. If it can be done I would like you to give me the secret for, up to the present, I have always had to have enough water to float her.

Again you say; "Another specious but unfounded plea advanced as an excuse for inaction, is that if the boat attends to passengers and mails the carriage of freight will be interfered with. A sample of the argument handed out to our people and which they are expected to swallow without a murmur. We don't feel like insulting the intelligence of our readers arguing this matter further. It must be apparent to the dullest imagination that a seamer carrying passengers during the hours between 8.30 p.m. and 9.30 p. m. cannot in the least interfere with freight. "Passenger cars do not cross either way on the steamer. The Freight bugaboo is an attempt to avoid responsibility for a damnable grievances and we don't believe Capt Read would put forward such a ridiculous excuse."

The foregoing qotation again proves that you either do not know anything about the subject or that you are deliberately misleading in your statements. It also goes to show that you give me credit for being able to put forward a better excuse. This may have been meant for a compliment to me, but I will have to decline, simply because I have never specialized in making excuses. When I do a thing or don't do it, I have a REASON.

On this question you certainly are wrong, when you say the second passenger trip does not interfere with the carriage of freight as I will show, and you certainly are misleading when you say that we do not carry passenger cars either trip of the boat because you know as well as I do that we carry over half of the passenger trains composed of the baggage, express and mail cars, which take up the space of five standard freight cars. How does this agree with your statement that the passenger trip does not affect the carriage of freight, because no passenger cars are carried. The best we could do when we were making the two passenger trips was 55 cars of freight a day and working till 9.30 and 10 p.m. every day, while this Fall with only one passenger trip we have often carried 110 cars of freight in the same time.

These are facts proven time and time again. How do they compare with the statements that you have been spreading broadcast?

In another place you said the second passenger trip would be made late at night, between 8.30 and 9.30 p.m. when the freight work would be all done. Surely you were not in earnest when you made that glaring mistake; because the transportation of freight is never done. At any hour of the night we cross we have always freight to carry, how could it be otherwise when there have been from 70 to 90 cars ahead of us all Fall.

Re your contention of navigating at any hour of the night, winter or summer, it is like a lot more of your contentions, all humbug and all you had to do was to ask either Captains Finlayson or Brown and they would have old you that a search light does more harm than good at night in ice. I will not hesitate to state the fact, and will explain the reason so that anyone can understand why your contention is wrong and so that you will yourself be satisfied you are wrong, and it is one of the hardest things in the world to prove to another that he is wrong, when that other has put himself on record as an authority.

You can readily understand that at night ice looks white and water appears black. So far so good. You also will admit that when a strong light is thrown on an object, if that object is opaque it will cause it to throw a shadow on the opposite side of it; you will also admit that the brighter the light the darker the shadow. That is all there is to it. The searchlight thrown on heavy, rafted ice causes the hummocks and cakes to throw shadows behind them, which you see, not being in a direct line between the light and the cake. This you take for water in your desire to take advantage of all the slack places, and the first thing you know you are stuck in heavy rafted ice and in a worse position than you were before, because you must remember that the point you are looking at, is about half a mile away and therefore it is impossible to make sure what it is.

That is very simple, when explained. I don't blame you for thinking as you do, because I thought so too, when I was Mate with Captain Brown in the "Earl Grey." I got at him for not using the search light and he told me it was no good in ice. I just thought he did not want to be bothered with the light because he did not explain the reason why it was no good. So I kpet at him till one night the ice was pretty heavy in places but fair in others. We had had a hard day of it and the Captain went to his room to have a little rest. There was my chance to show him how to make time, and make a big fellow of myself, so I got the search light on and it was not long before I saw plenty of water just a little to one side. I immediately altered by course to take advantage of it and let me tell you it was not long before I knew all about search lights in ice.

It cost the engineers, firemen and myself a lot of hard work to find out the reason why search lights are no good in heavy ice, it does not cost you anything.

You canot understand why the extra passenger trip interferes so with the freight work. Well I will explain that also to the satisfaction of most men and I hope yourself. In the first place we lose the 20 cars that are displaced by the baggage, express and mail cars that are carried with the passengers and which cross each way every passenger trip we make but that is a small part of the trouble. In regard to freight, the serious trouble is the lost time we have waiting for the passenger connections. Take last summer for instance. On the first passenger trip to Tormentine we were compelled to lose at least 20 minutes to let the passenger train away on time, at Tormentine, after making a freight we are compelled to lose another hour and twenty-five minutes waiting for arrival of the first return passenger train (but not time enough to make the second freight trip). On arrival at Borden we lose another half hour to let the passenger train away before we load and always an hour and a half before we get our other passenger train (but not time enough to make a freight trip). Thus you can readily see that if we did not have the second passenger trip we could keep right on carrying freight as we do at present, and this is the only way we could possibly keep the freight moving and after all, the freight, outward bound especially, is the life blood of our province. Stop the exportation of our produce, live stock and fisheries and you would not want any mail, in fact conditions on P. E. Island would be in such a state that we would all have to move out

Did you ever realize that it takes two cars to carry every car of freight that comes to or leaves our province as far as the Ferry is concerned? No, well I might have known that, and here again I will explain so there will be no room for doubt, even in your mind.

Here is the explanation: For every car of coal that comes to P. E. I. in a coal car, that car must be returned to the mainland empty because we do not ship freight from here suitable for coal cars.

For every car of lumber that comes here loaded on flat cars we must return the empty car for the same reason.

For every car of hogs, lambs, geese, cattle or horses, we have to first bring an empty stock car from the Mainland because we do not import stock to this Island. The same is true of potatoes. At the present time for every load we ship we must bring the empty Eastman Heater or refrigerator to the Island first.

And for nearly every car that comes to the Island with freight we have to return one light, for our imports in the ordinary box car is far greater than our exports in the same class of car.

It is so simple that I am surprised you did not think of it before, for if you had you certainly would have understood why it is impossible to keep up the two passenger trips and the freight as well

This fact alone should show you why it is so important that the boat should not be delayed any more than is necessary to give the Island a decent mail and passenger service, better than she ever had before at the same time of year.

Yesterday I met a man that agreed with everything you said, he even went further and said we were promised, continuous steam communciation winter and summer, and when I asked him if we had not continuous daily communication ever since the Carferry took up the route he replied, "No, this is not continuous communication, it is daily but not continuous." I asked him if he could not leave Montreal on two different trains a day and make close connections and he replied "Yes but we don't want to travel on those trains, we want to come on the evening train."

I then pointed out that it was impossible to give the double passenger service and keep the freight moving and his reply was: "We don't care a cent if there is not a pound of freight carried one way or the other, what we want is the terms of Confederation carried out, continuous and efficient steam communication winter and summer, or let them pay for it."

This was too much for me to swallow, so I quit, but it is needless to say he was not a farmer, fisherman, merchant or manufacturer. Now I am going to stop, but believe me we have the very best service possible with one ship, if we had "two, three or five" it would be possible to take a chance with one of them but as it is, it is not safe or prudent.

I do not agree with Mr. Hanna in everything I can assure you. For instance I do not agree that the crew of this ship should be asked to work from 14 to 16 hours a day all summer and fall without any overtime as we have been doing right along, but that is another question.

I am Sir, etc.,

JOHN L. READ,
Master Carferry, P. E.I.
December 11, 1919.

Patons Great Overcoat Sale

$25 Grey Frieze Overcoat $19

100 Overcoats Bought at Special Prices and the Saving Passed Along to You

$18.00, $20.00, $22.00, $25.00

Double Breasted Belters--Half Belts--Ulsters Ulsterettes

This is an unusual opportunity to secure a warm, well made Coat at a low price. Sizes 35 to 44.

These Overcoats are exceptional values at the price. Despite the existing conditions which has made it almost impossible to procure a Overcoat at these prices, we offer these Coats in assorted patterns at a price far below their market value.

Boys' Tweed Overcoats for that Sturdy Youngster who Wears out his Clothes so Fast, $5, 7, 8, 9, 10, 12, 15, to 20

Men's Black and Blue Worsted Suits $20.00

About 15 Suits in black and blue worsted (hard finish) still remain at the old price. These are exceptionally good value at the old price and easily worth from $5.00 to $10.00 more than today's price —The material is a fine twill worsted in blues and black, price $20.00, $22.50, $25.00

Men's Fur Coats

The largest range in the City of Men's Beaver and Dogskin Coats $35, $38, $40, $45, $48

Men's and Boys' Caps

A splendid range of Men's and Boys' Caps in all the latest patterns and styles .... $1.25 to $3.00

PATONS LTD.

5706-12-18MtstEThus11.