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AN INTERESTING ADDRESS ON MARITIME UNION

Mr. H. J. Logan, K.C., of Amherst, Sets Forth Advantages Which He Claims Would Come of Such a Union. Remarks also by Premier and Leader of Opposition.

The address on "Maritime Union" delivered by Mr. J. Hance Logan, ex-M.P., Amherst, N.S. before the Teachers Convention on Thursday evening was listened to with the deepest attention by the large audience.

Mr. J. P. Gordon presided and also occupying seats on the platform were Premier Arsenault, Mr. J. H. Bell, leader of the Opposition, and several others.

Our chief thoughts and energies at present should be devoted to the War. At the same time, I submit, we should be making "after the war" preparations.

We, in the Maritime Provinces collectively are wrong. Nature has richly endowed us. Let us, if possible, not have our efforts divided and made ineffective.

The times demand combination of energies. The immediate future requires co-operation and not competition. This war has established an unwritten law against economic waste of both money and energy, and we are making the triple waste of maintaining the machinery of three Governments, three Legislatures etc., etc. in a territory much less in area than Ontario and with about one-third of the population of that Province, with its single Government and Legislature.

The idea of union of these provinces is an old one. Sir Charles Tupper, Bart. in moving a union resolution in the Nova Scotia Legislature in 1864 claimed it was rather "reunion" that he proposed. He said: "I do not rise for the purpose of bringing before you the subject of the Union of the Maritime Provinces, but rather to propose to you the re-union. In the year 1783 the Province of Prince Edward Island was annexed to Nova Scotia, which comprised not only that which is now Nova Scotia, but also what is now the Province of New Brunswick—so that at that period, and down to 1771, when the Island of St. John or Prince Edward Island became a separate and distinct government, these three provinces formed one Government and one province. In 1784 the Province of New Brunswick was separated from this province, and from that period down to the present time, we have formed three distinct governments. In concluding he moved "that His Excellency the Administrator of the Government be requested to appoint delegates (not to exceed five) to confer with such delegates as may be appointed by the Governments of New Brunswick and Prince Edward Island, for the purpose of arranging the preliminary plan for the Union of the three Provinces under one Government and one Legislature, such Union to take effect when confirmed by the Legislature enactments of the various provinces interested and finally approved by Her Majesty the Queen." His proposition however, was put aside for the time being to consummate the con deration of all the provinces.

Nature intended we should be united and geography has so decreed. We are off here in the Atlantic by ourselves.

We are all Maritime people with distinctly Maritime interests.

It would put us in a Position to Make a United Stand upon Matters peculiar to Maritime Countries.

If we had Maritime Union with a strong Maritime Government, no Government at Ottawa would dare to enact a law that would be detrimental to us. A debtor can abscond from one Province and legal process, such as a capias does not follow him except to the boundary of that Province.

Can you imagine anything more ridiculous than that doctors who may have obtained eminence as specialists or a druggist who has passed all of his examinations cannot go across the Isthmus of Chignecto or to the Straits of Northumberland to relieve pain or establish a drug store without first passing examinations and securing licenses to carry on their respective work although probably the doctors and druggists of the three Provinces are graduates of identical schools in their respective

entical schools in their respective provincially divided. Members in the

House of Commons from the Three Provinces occupy separate rooms, and members from One Maritime Province are not any more intimate with members from the other two, than they are with representatives from the West.

The Ministers from the Maritime Provinces would be real maritime leaders and speak with authority in reference to maritime matters, instead of being shepherds of their respective provincial flocks.

Union would be Strength Against the Rapidly Growing Influence of the West Whose Interests and Desires are Often not in Common With Ours.

Fishery matters, pilotage rules, harbor regulations, shipbuilding, the Intercolonial Railway, and other matters of extreme importance to us are only of remote interest to people living in the Prairie Provinces.

When the Grand Trunk Pacific Legislation was going through Parliament, Members from the West and from Ontario, for that matter were quite satisfied that the road should end at Gravenhurst, Ontario, from which point the traffic would be diverted to Portland, Maine.

Some years ago, on my motion in the Federal Parliament, an amendment was made to the tariff law of our Country, which only allowed the British preference on goods brought in through Canadian seaports. This would have been a very great advantage to the ports of the Maritime Provinces, but our friends from the West and also from Ontario, insisted the change should not come in force except by order-in-council, and such order-in-council has never been passed owing to the Western and Central influences and lack of united effort from the Maritime Provinces.

While the representation from the Western Provinces grows, ours diminishes. Twenty years ago there were twice as many members of Parliament from the Maritime Provinces as from the West of Lake Superior, while now, there are twice as many from the West as from our three provinces, and the proportion will become even greater in future as the vast Prairies become more thickly populated.

Twenty years ago, we had four Cabinet Ministers from the Maritime Provinces, presiding over very important Department, namely: Sir Louis Davies, Minister of Marine and Fisheries; Hon. A. G. Blair, Minister of Railways; Hon. W. S. Fielding, Minister of Finance, and Sir Frederick Borden, Minister of Militia and Defence. Today, we are represented by three Cabinet Ministers, only one of whom has a portfolio and although we have the Prime Minister, he necessarily represents the whole of the Dominion and not any Province in particular. On the other hand, twenty years ago Manitoba, Saskatchewan and Alberta were represented in the Cabinet by only one Minister, but now by four Ministers all presiding over important Departments.

The views of our people would be broadened and there would be a tendency to remove interprovincial squabbles and jealousies.

Nothing is more mystifying to outside people, such as wholesale dealers and manufacturers than the respective laws of the three provinces in reference to insolvent Estates, Collection of debts, defrauding of creditors, etc., etc. We have different company laws, lien laws, workmen's compensation acts etc., etc.

Today if a Barrister desires to issue a writ in this Province against a man in either of the other two, authority must be secured from the Court of his Province for service of a writ out of the jurisdiction, and if judgment should be secured upon that writ, it would only be enforceable in the Province in which it was secured. A debtor can abscond from one Province and legal process, such as a capias does not follow him except to the boundary of that Province.

Can you imagine anything more ridiculous than that doctors who may have obtained eminence as specialists or a druggist who has passed all of his examinations cannot go across the Isthmus of Chignecto or to the Straits of Northumberland to relieve pain or establish a drug store without first passing examinations and securing licenses to carry on their respective work although probably the doctors and druggists of the three Provinces are graduates of identical schools in their respective

ANOTHER GREAT BATTLE OPENS ON WESTERN FRONT

Battle of Champagne with French Front of Twenty Miles and American Front of Similar Length has been Launched for Possession of Argonne Forest and Removing German Threat Against Verdun. The Americans Captured 5,000 Prisoners and Large Number of Villages.

(Special to The Guardian) LONDON, Sept. 27.—The long expected battle of the Champagne has begun under the personal direction of General Petain, the Field Commander of the French army. French troops under General Gouraud and Castelnau are attacking on a front of a little over twenty miles from Auberive in the heart of the Champagne to the western border of the Argonne Forest, between the eastern border of the Forest and the Meuse.

Pershing's American army is attacking on a front of almost equal breadth. The general plan of the operations is to make an end of the German thrust against Verdun, to sweep the enemy from the west bank of the Meuse as a preliminary to the continuance of the operations in Lorraine, and to squeeze the Germans out of their strongholds in the Argonne Forest. There appears to be a great concentration of Allied artillery and the Germans at certain parts of the front are apparently retiring to battle positions that the Allied armies had not yet reached. The weather

conditions are favorable for field operations and the battle may be expected to continue for some time.

The presence of General Petain appears to indicate that the battle of Champagne is regarded by the French war office as an operation of the first importance. The forest of the Argonne, a densely wooded area about twenty five miles in extent from north to south and about ten in width stretches along the headwaters of the Aisne and interposes itself between the French attacking troops and their American comrades. The drive it is expected, will result in the envelopment or at least in the outflanking, on both east and west, of the German strongholds on the Forest and will thus compel the evacuation of territory that would be difficult to capture by direct assault. The active American front extends from the west bank of the Meuse, about eight miles north of Verdun, to a point a mile north of Varennes on the eastern border of the forest of the Argonne.

General Pershing states that on this front the Americans have penetrated the German line to an advance depth of seven miles, taken more than 5000 prisoners, stormed Varennes, Vauquois, Cheppy and Mont Blainville on the edge of the forest, have captured Malancourt and Berthincourt, villages frequently mentioned during the Crown Prince's attack on Verdun in 1916, Mt. Faucon where he had his headquarters at that time Cuisy Manillies Sept. Sarges, Dannevois and Gourcourt. The last mentioned village is on the west bank of the Meuse at a point where it commands the important river crossing at Sonsevoy. In pushing to the north the Americans must enter a broken hill country with few roads of the first class in which tanks and heavy artillery will be of little use and fighting must largely be man with rifle, bomb and bayonet. They have made a good beginning toward clearing the west bank of the Meuse. The western part of the wide front on which Foch has launched his stroke consists of the rolling plain of the Champagne, extending from the forest of Argonne westerly toward Rheims. The country has been famous for centuries as a grape growing region. This applies more particularly to that part of it from the Camp of Chalons to Rheims and southerly toward Epernay. From Auberive easterly to the Argonne, the active French front, there is a wheat growing and grazing district that has been a good deal mused up by four years of war. Since the fall of 1914 and especially during the Champagne offensive of September and October 1915 places such as Villesur, Tourbe, Massiges, Perthes and Souain have been the scene of much desperate fighting. The immediate purpose of the French in trying to drive the

United, we would be better able to deal with after war problems and better equipped to meet the needs of the boys returned from the front. Industrial training for soldiers will be of the greatest necessity, in order that they may be better fitted to face the battle of life.

It would give us a Common Road Policy.

We have various road acts, variously and very often changed. Backed by united effort, we could very well have a school of road engineers, turning out every year men properly taught in the construction and maintenance of highways.—Incidentally opening up a new professional avenue.

It would mean higher credit in money markets and very much less expense in connection with borrowing.

I would give an excellent opportunity for the readjustment of Federal Subsidies which is, in fact, an absolute necessity, if we are to properly carry on in the Provincial Arena.

It would give us an opportunity of collective advertising of the great resources and opportunities of these Provinces and should tend towards securing greater manufacturing interests in what is the natural manufacturing part of Canada.

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British divisions have captured in the last few days a German system of trenches and strong points northwest of St. Quentin with 1,500 prisoners, according to the war office tonight. There were only minor encounters today.

ALLIED TROOPS INVADE BULGARIA

(Special to The Guardian) PARIS, Sept. 27.—The capture of Veles and Ishtib by the Serbians who are now pushing on to Uskub gives the Allied armies a clear road up the valley of the Vardar into old Serbia and cuts off the direct lines of retreat of the Bulgars still holding positions in the Babuna Mountains to the west of Prilep for them. Until the occupation of Veles there was a fairly good road of retreat suitable for the movements of artillery from Prilep to Veles, to Ishtib, to Kochana, and thence to the Bulgarian frontier. Now any Bulgarian troops west of Prilep, and there must be a good many, will have to avoid the Vardar Valley and strike north toward Prisdend and old Siberia. It will be a long and dangerous march across the Mountains and most of the guns of the enemy will have to be abandoned en route. Many stragglers will be left behind and the beaten troops reach the vicinity of the railway to the west of Uskub there is every possibility that the Serbs will be there to head them off. Still farther to the west, into the waste of the Motnegrin highlands, for the first Bulgar army the piercing of the line along the Cerna has in it all the elements of a great tragedy. To the east of the Vardar the British and Greek armies, having overcome the determined resistance of the enemy in the region north of Lake Doiron, are forcing their way over the Mountain Range that marks the boundary between Greece and Bulgaria.

The capture of Strumitza and of the Bulgar advanced bases there is doubtless the first objective of the Greeks and British columns but to the east, and not more than twenty miles from where the Allies stand today, is the valley of the Struma which can be followed northward into the very heart of Bulgaria almost to Sofia itself. The main highway from the Bulgar capital to the Aegean Sea occupies the Struma Valley and if the British and Greeks can reach it and begin an advance there corresponding to that of the Serbs and French

(Special to The Guardian) LONDON, Sept. 27.—The British Government today received from an official source an application from Bulgaria for an armistice. The Berlin despatches say that the Premier's Act is a single handed move without the consent of King Ferdinand. German newspapers demand that Malinoff be dismissed immediately and court martialled to righ treason. It is believed that the Premier's Act was the result of Germany's refusal to send sufficient reinforcements to Bulgaria. The situation in Bulgaria is causing extreme excitement in Germany.

BULGARIA ASKS FOR AN ARMISTICE

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THE WEATHER TEMPERATURE, TIDE, MOON, ETC.

TORONTO, SEPT. 28.—STUNNING winds and fair.

The tide will be high this evening at 6.55 tomorrow at 8.02 and Monday at 9.01, it will be high tomorrow morning at 5.45, Monday at 7.16 and Tuesday at 8.30.

The sun sets this evening at 7.06 tomorrow at 7.04 and Monday at 7.02 it rises tomorrow morning at 7.13, Monday at 7.14, and Tuesday at 7.16.

The moon rises tomorrow morning at 1.41 and Monday at 2.47. The last quarter of the moon was on Thursday, Sept 27th at 12.39 a.m.

There will be a new moon on Friday Oct 4th at 11.05 p.m.

THE PROVINCIAL EXHIBITION OF 1918 IS NOW OVER

Fine Weather of Thursday Brought a Record Attendance Some Eight Thousand People Being Present. Wet Weather Yesterday Hastened Close of Fair.

The attendance at the Provincial Exhibition on Thursday constituted a record, some eight thousand people being present, of whom 4,500 passed through the turnstiles to the grand stand.

The threatening aspect of the weather yesterday morning followed about noon by rain which continued all day and into the night put a damper on the show and hastened its termination.

The work of removing the exhibits and dismantling the booths was soon under way and by the afternoon most of the stuff was going back to where it came from.

Notwithstanding the wet weather the horse races came off according to schedule, about a thousand people gathering on the grand stand to witness the contests which were carried out in good style. Following is a summary:—

2.35 CLASS TROT STAKE (Purse \$400) Napoleon C. H.V. Gates, Middleton N.S. 1 3

Jellicoe, H. Kelly 3 2 Border Prince W.T. Brickley, St. John, N.B. 5 4

Honest Dan, Fairweather, St. John, N.B. dis Uscita, Dr. Christopher, Tignish P.E.I. 4 1

Doc Duncan, G.F. Black Amherst, N.S. 6 dis The Acadian, W.T. Semple, Kentington, 2 5

Time 2.19 2.22 In the second heat the Acadian finished first but was set back to

last position for fouling Napoleon on the back stretch. 2.22 TROT 2.25 PACE STAKE (Purse \$400) Kiltie, McPhee, North River 1 5

Jas. K Noonan, Bellevue Moncton, 3 1 Loretta Directem, F. R. Lewis, Sydney, 2 2

Crown Jay, D.McPherson, New Glasgow, N.S. 4 3 Robert L., J.W. Fraser, New Waterford, C.S. 5 6

Jennie Penn, Cogger & Carwell, St. John, 6 4 Maricobell, Keefe & son St. John, 7 8

Seymour Dillon, C.P. Thorne, St. John, 8 7 Joker, J.McGregor, Montague, 9 dis

Time 2.20 2.21 1/2 These races on account of the weather are carried over until today at 1 p.m.

The other races today are the free for all trot and pace and the 2.19 trot and 2.22 pace stake.

CONDENSED SPECIALS

WANTED MAID. APPLY MRS. EDWIN AITKEN, 2441 Euston Street. 1663-9-28M3L

WANTED MAID FOR GENERAL housework in small family. Apply 131 Water Street. 81.

WANTED BY TWO LADIES TWO rooms for light housekeeping with use of kitchen occasionally. Apply "K" c/o Guardian. 1664-9-28M3L

TO DAIRYMEN—SANITARY BUTTER paper, printed, "Fresh Dairy Butter—35c per 100. Per post 40c. Guardian Office. 9025-6-24M3"

FOR SALE A BELL PIANO IN excellent condition can be seen any day from 8 am to 3 pm at 215 Hillsboro St. 1288-9-7M4

LOST FRIDAY IN CHARLOTTETOWN a new black silk bag containing purse with small sum of money. Finder please leave at Guardian Office. 81.

FOR SALE TWO MILES FROM Charlottetown farm 18 acres, crop and stock, new house with plumbing. An additional 6 acres land can be purchased adjoining. Apply to Everett McKendrick, Mt. Edward Road. 1639-9-27M2tpd.

PROPERTY SALE. A VERY DESIRABLE property, consisting of 5 acres of land with good modern dwelling and outbuildings also orchard in connection. This property is situated in North Tryon and is convenient to schools, churches, stores and mills, also near to electric light plant. Terms 40 suit purchaser. For further particulars apply to Gus Waddell Cape Traverse, P. E. I. 1409-9-16M4

"OVER HERE" AND "OVER THERE"

Look on this picture and on that. Over there in France the gallant Canadian is girding up his loins to battle. The thoughtless Canadian at home is cranking up his car for a "joy ride."

Motoring for pleasure is a luxury. It is unseemly for us to be pleasure-seeking and luxury-loving when our own flesh and blood in the battle-lines are at death-trips with the foe. We need to shape our lives these days on stern and simple lines.

This is no hour for extravagance. We must waste no gasoline. Our country needs it. We must waste no money on gasoline. Our country needs that, too—every dollar of it we can save.

So get out of the pleasure rut! Save Gasoline. Save money. Saving these, you save your own good name.