

The Charlottetown Guardian

Morning Daily (founded 1861), \$3.50 per year, (Delivered in advance) \$2.50 per year (mailed) in advance, in Canada, and \$3.00 for U. S. A.

WEDNESDAY FEBRUARY 20th, 1918

COL. DAVISON'S LETTER

Col. H. M. Davison's letter in this issue will be read with interest and pleasure by his many friends in the City and province, especially by the relatives of the soldiers whom he met in England and France. More interesting still will it be to those who knew Colonel Davison's views on the political situation previous to and at the time of the last general election. It will be remembered that he went to England and France as one of the accredited agents of the Laurier party. In the light of the situation in Europe, having entered into the spirit of true and loyal Canadianism among the Canadian soldiers, he has learned that "the result of the elections in Canada has done more good for Canada than our people at home can imagine; it would have been a serious blow to our Canadian Forces here if it had been otherwise."

Colonel Davison's conclusion will be especially gratifying to those who strove through the campaign to prevent the province from inflicting upon our soldiers in Europe the "serious blow" which was dealt to them through misguided partizanship and base appeals to credulity and selfishness. We trust that the consequences of this unfortunate experience in our province will not have been wholly lost and that henceforth our people will follow the star of stern duty and patriotism as the rest of Canada did, rather than the low allurements of personal or partizan aspirations.

LOBSTER PACKERS' MEETING

As will be seen by advertisement elsewhere in this paper an important meeting of lobster packers is to be held in the Agricultural Hall, Summerside on Tuesday next the 25th inst. The idea of holding this meeting is to further consider the resolutions and decisions agreed to at a recent meeting in Charlottetown when a large number of packers, chiefly from the eastern section of the province, were present.

It is well known that difficulties in transportation, incident to the war, have very detrimentally affected the lobster business. For this reason it is necessary for the packers to get together, to plan for the immediate future, in respect to fishing seasons, marketing and the general upkeep of this lucrative and important business. We trust there will be a large attendance, an attendance of all the packers in the province, and that conclusions will be agreed upon which will be to the benefit of both packers and fishermen. In no other calling is co-operation more urgently needed than in this and the way to secure co-operation is to get together and discuss the situation.

AERIAL MAIL SERVICE

In view of the efforts being made here to inaugurate an aerial service, mail or passenger or both, it is interesting to note that the United States Government is shortly to try out an aerial mail service.

To relieve congestion of traffic along the eastern seaboard Postmaster-General Burleson has advertised for bids on five aeroplanes to deliver mail between Washington, Philadelphia and New York.

The bids will be opened at 2 o'clock on Feb. 21. The proposed service will be limited, for the time being at least, to first-class mail. It is not the purpose to make the service an experimental one. Before it is definitely launched its practicability will be tested. Once established, it is to remain in service.

In addition to the five aeroplanes called for—each capable of carrying 300 pounds and of travelling not less than 200 miles without a stop at a speed of 100 miles an hour, fully loaded—the Government is asking the construction of a sixth machine to be held in reserve.

The machines, which will be equipped with government motors, must be ready for delivery April 25, the intention being, as soon as the authority of Congress is obtained to establish a through aerial route to Philadelphia and New York, to carry mail regularly. A special postal rate will be charged of not exceeding 25 cents per ounce.

It may be noted that an airplane equipped with one of the new Liberty motors has made a flight from the experimental station at Dayton, O., to Detroit, 285 miles. The time of the trip and other details are kept secret for military reasons but officers of the signal corps described the flight as "highly satisfactory."

AGRICULTURAL EXPERIMENTS

The hope of agricultural Canada lies in the research work being carried on continuously and sedulously by its expert agricultural officials. Few farmers who have been acting upon the advice of the experts and making use of their discoveries, realize the difficulties that are being met and overcome by the colleges and the scientists in experimenting with soils, seeds, plant diseases, etc. This information, as soon as the results of experiments justify it, is given to the public through the press, in bulletins published by the Department of Agriculture, by lectures and through the schools and colleges. No department of the Canadian government, not even excepting the Militia Department in war time, has worked or is working more diligently and patiently and laboriously than the Department of Agriculture, and no department makes less noise about its work. In fact the Department of Agriculture is not making enough noise; what it has accomplished and is continually accomplishing, filters slowly through the press by way of information to the farmers, often even without credit to the Department.

Results of experiments in spraying potatoes at the Charlottetown Experimental Station have frequently been given in the Guardian and many farmers have greatly increased their potato yield by following the advice given. Few will pause to consider that these experiments have been carried on for years before a satisfactory formula could be decided upon. At best only a few experiments with one crop can be carried out in a season; if it is not satisfactory the year is lost and the work must be done over again often through several seasons.

In this connection one instance may be cited. For a number of years Nova Scotia furnished the Island of Bermuda with seed potatoes, a business, in the old sailing days enjoyed by Prince Edward Island and later lost to Nova Scotia because of the better facilities for shipping direct from Halifax by the inauguration of a regular line of steamers. Diseases of different kind began to infect the Nova Scotia potatoes so much so that a few years ago Bermuda decided to look elsewhere for its seed potatoes and the State of Maine was selected as the seed bed. The Dominion Government took hold of the situation and instructed Mr. Paul A. Murphy, Dominion Pathologist, to look into the matter. This was two years ago. Mr. Murphy went whole-heartedly into the matter, found out what was wrong, prescribed the remedy and the trade, quite a lucrative one, was restored to Nova Scotia. We were shown a letter recently from Mr. W. B. Jackson Colonial Secretary of Bermuda to the Minister of Agriculture at Ottawa, from which the following is an extract and given merely to show the great work that is being done constantly and unostentatiously by this department.

"I am instructed by His Excellency the Governor of Bermuda to inform you that he has recently received a report from the director of Agriculture of this Colony, Mr. E. J. Wortley, who has lately returned from the inspection of fields of potatoes grown in Nova Scotia for seed for the Bermuda trade. Mr. Wortley draws special attention to the valuable assistance which he received from Mr. P. A. Murphy, Pathologist to the Dominion Department of Agriculture, who has shown the greatest interest and given most valuable personal assistance in improving the quality of potatoes grown for the Bermuda trade. Mr. Wortley reports that the colony is greatly indebted to this gentleman and to his assistant, Mr. W. O. Johnston for the valuable help given. The Governor of Bermuda accordingly desires me to bring these facts to your notice and would be greatly obliged if the cordial thanks of the government could be conveyed to the gentlemen named with an assurance that their unvarying courtesy and valuable assistance is warmly appreciated both by the Bermuda government and by agriculturists in the Colony."

This shows at once appreciation and generous recognition on the part of the Bermuda government, co-operation on the part of the farmers of Nova Scotia who, in their own interests, adopted the method prescribed by the Pathologist, and intimate knowledge of plants and their diseases on the part of the Pathologist.

The problem before our people today is to more generally interest the average farmer in the methods and the materials approved by the department of agriculture. In this way and this only can we hope to materially increase production and prepare for the lean years that are now looming up before us.

NOTES

Every man has his price, and it is greater than his neighbors think he is worth.

FEED SHORTAGE

Sir.—Realizing that there would occur in sections of this Province a shortage of cattle feed during the present winter, a number of the local dealers deemed it necessary to purchase a quantity of hay in the neighboring provinces to relieve the situation here. Now we understand very little of this hay, if any, has been brought to this island. Now keeping hay locked up in cars of the mainland or at Port Borden will not save the stock on this island from starvation.

I would ask the committee on food control or the board of Trade to take up with the Railway of foodstuffs and have this hay brought forward and distributed at all points where it is required and it ought to be given precedence over all other freights as it is an absolute necessity at the present time. If some action is not taken in this matter in the near future it will mean a serious situation for farmers.

ONE ANXIOUS

The Superintendent of the P. E. I. Railway informs the Guardian that last Thursday there were 160 cars of freight, destined for this Province, on the road between Moncton and Tormentine. Since then fifty of these cars had come across previous to yesterday and the remainder are coming as fast as the Car Ferry can bring them. Owing to the tie up on the island railway last week there was little freight moved from Borden till Friday when the track was cleared of snow. Since then all the freight has been cleared up at Borden and sent to its destination along the P. E. I. R. 33 cars having been sent out on Sunday, 25 for points east of Royalty Junction and eight west. Yesterday ten cars were sent out from Borden. The freight consists of hay in considerable quantities, sugar, foodstuffs, etc. and in every case possible, preference is given to hay and food. The recent detention both at Borden and on the mainland was on account of snowstorms which tied up the railway. The carterly is carrying daily all that the railways can supply or take from her. Ed. G.

WHY?

Principal Seaman of Prince Street School recently received a letter from Mr. S. A. Starratt, B. Sc., a prominent teacher in Boston. Mr. Starratt is a native of Nova Scotia and is well known to the teaching profession in the Maritime Provinces, having been President of the Summer School of Science for several years. He attended two sessions of the Summer School in Charlottetown. After enquiring about a number of Island teachers whom he met, he continued "And now in the name of heaven did Prince Edward Island ever knock out Borden? That was a piece of perfidious iniquity. . . . Borden won without the aid and all is well. You would have been amused if you could have been at a meeting we held in the large hall of the City Club on election night. Every gain by Borden thrown on the screen was cheered as by a parcel of maniacs. I yelled till I was blue in the face. In the midst of it I looked around me and saw dozens of old men, truly dangerous to the health of the community. But what was the argument which they advanced to make your hard-hearted islanders swing over? I thought that no part of Canada had one better or more cheerfully done their part in the struggle than the little island in the gulf. Beautiful little gem! Germany would like such a spot. . . ."

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson,

UNCOMMON SERVICE.

It is true, and it is a great comfort that it is true, that the giving of a glass of water can please God, and the sweeping of a room can glorify Him. But we do us if we are content with small service. Too much thought of little things belittles. We should "attempt great things for God." Caleb said, "Give me this mountain." Mary broke the alabaster box that was exceedingly precious; the disciples left all to follow Jesus, and counted it joy to suffer for his sake. Let us not be easily content. The note of heroism should be in our battles with sin, in our speaking, in our giving, in our serving. Our King deserves and expects kingliness.

Art thou lonely, O my brother? Share thy little with another! Stretch a hand to one unfriended, and thy loneliness is ended. So both thou and he Shall less lonely be. And of thy one loneliness Shall come two's great happiness.

AT LAST! KNOWN WHEN WAR WILL END.

Absolute knowledge I have none, But my aunt's washerwoman's sister says, "I know." Feared a policeman on his beat, Say to a laborer on the street, That he had a letter just last week, Written in the finest Greek, From a Chinese coolie in Timbuctoo, Who said the niggers in Cuba knew, Of a colored man in a Texas town, Who got it straight from a circus clown. That a man in Klondike heard the news, From a gang of South American Jews. About somebody in Borneo Who heard a man who claimed to know. If a swell society female rakes, Whose mother-in-law will undertake To prove that her seventh husband's sister's niece, Has stated in a printed piece, That she has a son who has a friend, Who knows when the war is going to end.

MR. BRUCE REPLIES

Sir.—In glancing over the Patriot of the 5th inst. I saw a letter signed "Michael Mooney" saying that he was replying to my letter. I did not mention his name in my letter, neither did I advise any Road-master, nor did I criticize their work, or say that they did not do as well or better than our district, as every reader can see. Neither did I give myself any more credit than I gave any other taxpayer or in the district, as every reader can see. I gave the district credit as one man for what was done in the district. On seeing Mr. Lea's letter I merely stated that I thought he hit the mark as he described the way some of the winter roads were broken. Certainly if the act is not carried out it is of no use; and I did not suggest it to fine anyone. If the fine was on anyone it was themselves that placed it there. Nor did it give power to any road-master to collect what was not there. He says that I imputed to him carelessness and neglect when I said that the green woods grew to the trench. I still say it did and those who cut and stumped it will prove the same. Then he praises his culverts and road-making with carelessness or neglect over four lots. Yes, enough charges and complaints to fill a large pamphlet. As one looms up before me, I will give it. A man travelling stated that he never travelled on such roads, almost impassable in some places, that in low places the stumps that were left there (when opened) were still visible, as the brush and clay that had been put there were no more, being washed away, and that he actually watched cattle drink from around them. Now, this complaint with scores of others, will come to the minds of thousands of people who read them at the time, and Mr. Mooney himself spoke to me and another man at the time about it, and the strange thing was that Mr. Mooney did not contradict it, so that it must have been true. Then he praises his culverts. They were all right for his work, but just let me give the difference in his and our culvert at parts placed by pipes and road straightened and then the culvert at Chapman's that was to be stumped at times as the old road bed will show now, no culvert but the road straightened and raised so as to form a general road-bed, and a deep trench cut to carry the surplus water to a nearby brook. Then Sutherland's Hollow, that was a boggy fall and spring, and that took a turn south as the old track will show, in the fall cleared the roadside of stone and placed them in their trench along the whole length of low and boggy place, had them broken in spring and had the roadside ploughed and hauled over stone, the road straightened and pipes put in and raised some so that we have now got a solid road-bed, no shocks. Then, again, they make a few remarks about breadth of road, etc., that are not correct. They say will you please point out to the satisfaction of the public, although it did not ask for it, where certain sums which they mention were spent. Yes, they were spent on two bridges on a back road opened by you and Alex. Johnston some years ago, and the engineer examined them and ordered them to be replaced by new ones, advertised, sold at public auction, when finally examined and passed by the engineer. Is that plain. If you had asked me this before you would not need to consult Mr. Johnston. Are you starting your chickens? Next, they ask about new roads opened. I think they have been working to have this road opened for many years past. At certain times you ought to know why not opened, you say if I want it you will give an explanation how this road was opened. I do not ask you to do so, neither did I ask for your uncalculated letter. I have no objection for you to do so now. If it does not add a laurel to economy it will not pluck one from it. You also remember a serious charge brought against you for doing summer work in a snow storm in winter; although the day was white the cause was pronounced different.

Now, sir, in conclusion I think when our letters are read and people see what our district is trying to do to improve the highway they will come to the conclusion that it would have been more honorable for you to have commenced not abused it but no, I improved one place that is not mentioned here, hence all this abuse. Thanking you for your valuable space, I am, sir, etc., A. W. B.

PEACE LOVING AND NON AGGRESSIVE GERMANY

AMSTERDAM, Feb. 18.—Germany was pictured as a peace-loving, non-aggressive nation in the speech of Dr. Von Kuehlmann, the German foreign secretary, at the concluding session of the recent conference at Brest-Litovsk. Dr. Von Kuehlmann said the Russians should have no fear that Germany held any designs on Russia. "I need only refer M. Trozky, (the Bolshevik foreign minister), to permanent basis of the German policy which, up to the time when war with Russia was forced on the German people consisted in the preservation of good and friendly relations toward our eastern neighbors," Dr. Von Kuehlmann declared.

Will Not Interfere. "Germany's policy will always continue—as soon as the war has reached a satisfactory conclusion—to strive for the friendliest relations with newly organized Russia by avoiding all interference in its internal affairs."

Salvation Army Tag Day and Street Collection :: Feb. 23rd.

COMMISSIONER RICHARDS appeals for \$20,000

Which is Urgently Needed for the Upkeep and Extension of The Army's War-Time Work Amongst the Canadian Troops

Throughout Canada a Tag Day and Street Collection is to be held in every city and town where The Army is established. The date of this effort has been fixed for FEBRUARY 23rd. The object is to raise money for our War Work, the needs of which must appeal to every Canadian. Just what is being done for our boys overseas will be evident from the following statement:—

REST HUTS FOR CANADIANS

Rest Huts are being operated for and used exclusively by Canadian troops, as follows: Great Britain: Bramshot (near Haslemere), 2 Huts; Witley (Milford), 3 West Sandling, 1; East Sandling, 1; St. Martin's Plain (Shorncliffe), 1; Digbate Plain, 1; Seaford, 1; Shoreham-by-Sea, 1. France: Hut at Base Camp (Havre). Another at Etaples. The huts at Seaford and Shoreham are what may be termed double huts, meaning that there is one Hut for recreation and refreshments and another for meetings. At the other places there is one Hut which is for refreshments and recreation at certain times, but which is on frequent occasions used for meetings.

WHAT THE HUTS STAND FOR

While this goes some of the way towards describing in actual terms a little that has been accomplished, the greater, vaster, and more valuable work can never be expressed, since so very much of Salvation Army force is active in spirit. A lad enters an Army Hut with the ostensible purpose of purchasing a cup of cocoa. He is away from home for the first time; he is missing many things which have made up his life. Now, when needed most of all, for he is up against terrible odds, he knows they are out of reach; so he comes to pay his penny for cocoa and to receive the gift of a trustful smile from The Army Adjutant's wife. That the Adjutant should find time to sit at his table for just a minute appears quite natural, that the boy should tell him something of what is in his heart, quite the simplest thing in the world; that the Adjutant should guess a lot more and say a lot more than words can make plain, all happens in the most ordinary way; and a firm tilt to his chin is what The Army expects, for our optimistic ministry aims at making men—good men!

SERVING THE SERVICE MEN

If You Want to Know What The Salvation Army's War-Time Work is in a Wider Sense, Here are a Few Items

Huts, Homes, etc., for Soldiers at some 100 Centres in England, thousands of men helped daily. Numerous Homes and Agencies for Soldiers in Northern France. Work amongst the Forces in Canada. Egypt, Malta, South Africa, Australia, New Zealand, India, Ceylon (thirty-four Salvation Army Officers are officially appointed as Chaplains). Visitation of wounded in French and English Hospitals by Women Officers doing fine work. The Army's Motor Ambulance Cars and Officers. Canteens and Lodging-Houses for Employees at Munition Works. Officers Tracing the Missing on the Continent, and Caring for Relatives visiting their dying men. Food and Clothing for Prisoners of War in Germany. Rest Rooms for Troops at Railway Stations. The Army's fifteen permanent Naval and Military Homes, where thousands of Service men are cared for. Organized Visitation of Soldiers' Wives and other dependents.

SALVATION ARMY CHAPLAINS

Out of the thirty-four Chaplains mentioned above six are with the Canadians. They are as follows: Captain Steele, now at the Front in Flanders; Adjutant Penfold, Bramshot Camp (England); Adjutant Carroll, at the Base in France; Major McGillivray, London (England); Major Walton, London (England); and Staff-Captain White, Exhibition Camp (Toronto). All of these Officers are doing devoted service amongst our Boys in Khaki. Caring for their moral and spiritual welfare, advising and helping them in their temporal affairs, and doing all in their power to keep them cheerful and straight in spite of the great temptations they are up against.

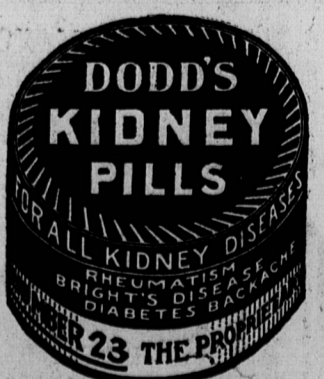
THIS WORK MUST BE KEPT UP

Heavy expenditures have been incurred in connection with this War-Time Work, and the above-named sum is needed at once. We ask our friends, therefore, to give generously on Tag Day.

MALINES CATHEDRAL (1916)

(Robert Withington, in Boston Transcript.)

Massive and proud, thy tower from afar Points upward, silent, standing tall and brown, Against the western sky; thy ruined Clings lovingly about thee; many a scar In thy old sides (yet have they failed to mar Thine ancient beauty still serene!) the crown Of martyrdom bestows. If He look down Our Lord can see what Germans truly are. Emblem of Belgium, riddled by the shells Which desecrating enemies have hurled With potent rage. . . . The bricks wherewith thy wounds Are bandaged tell a tale to all the world Of courage in the face of Hunnish hounds, And faith triumphant o'er a thousand hells!



Boot Bargains

Girls patent and gun metal buttoned boots at \$1.35. Women's high cut gun metal sides 2 1/2 to 7 at \$3.50. These boots are extra good value for the price. Call and see them. We sell Hologproof Hosiery. GOFF BROS. Silk Hologproof Hosiery 3 months wear guaranteed.