

The Charlottetown Guardian

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President—Major A. A. Bartlett
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THE WAR

Our telegrams several days ago gave a forecast of a probable offensive on a gigantic scale somewhere in the Cambrai St. Quentin sector. Yesterday's telegrams seemed to indicate the beginning of this drive. The smashing in one day of the Hindenburg defences from the Scarpe River to St. Quentin, the capture of such positions as Hargicourt, Epehy and other less familiar names, but all forming important defences in the Cambrai St. Quentin sector, is in itself an evidence of the stupendous drive that almost in a day, placed the British troops in possession of ground occupied by the Germans since 1914.

Since the beginning of the American drive on Metz the British and French have been nibbling at German positions of tactical importance along the main western line and the blow announced in our telegrams yesterday would imply that they have stopped nibbling and begun to bite. And the bite was a fierce one.

The most important stroke for several days previously on the Hindenburg line was the French effort to penetrate farther east toward Anizy. Marshal Foch was evidently seeking, in local actions, to press home the threat of a turning of the Chemin des Dames, and to force a German retreat from the Aisne to the north bank of the Ailette. Probably the cleaning up of this southern sector was necessary as a preliminary to the renewed heavy smash he had in contemplation, a smash designed to shove the Germans completely out of the Hindenburg lines. All local operations for several days seemed to point the way for a clearing up of minor obstacles to a big thrust to come perhaps toward the end of this month, or in October but it has come sooner evidently than the Germans expected.

In June and July, when the Germans were striving to batter down Allied resistance in front of Amiens and Paris, Marshal Foch caused it to be intimated that no major offensive was expected by the Allies before October. This may have been a blind for the Germans, but Foch seems to regard the shoving of the Germans back to the Hindenburg line as the curtain-raiser to a much more important effort. Sir Douglas Haig says the German effort is spent. The Allies can look forward confidently to continuous pounding of the Germans at will. Now that the American forces are in action, and will increase constantly in power, Marshal Foch can safely take the risks of a great effort to dislodge the Germans from their Hindenburg defences. If he can this Autumn break them on their declared stand, the chances of a collapse in the home morale of Germany during the Winter will be much increased.

The principle of Foch's strategy in driving the Germans back is likely to be retained for the future. That is, beginning with a powerful attack on some weaker or more vulnerable sector, the battle will spread by degrees to other sectors, until the Germans are involved in a series of tactical disadvantages amounting in all to a strategic disaster. Foch's policy of constantly shifting his tactics, according to openings presented, keeps the German Staff constantly perplexed, and demoralizes its carefully prepared plans for defence. The German system always puts the local commands in difficulties in case something goes wrong with the general plan, and Foch is well aware of this defect. We may see a new powerful stroke at Lille, and through Flanders, to turn the Hindenburg line at its northern end, and then renewed efforts on the south flank following immediately on the heels of the gigantic smash now in progress between Cambrai and St. Quentin.

ONE MORE CHANCE

The Fuel Controller has given notice that if the appeal to cut out Sunday pleasure motoring is not more generally observed tomorrow than it was last Sunday he will resort to compulsion.

The Deputy Fuel Controller speaking of

the number of cars seen last Sunday agreed that the response left much to be desired.

"If the appeal is complied with in the aggregate", he said, "it will be sufficient, and there will be no need for a more drastic measure. On the other hand, if the motoring public is sufficiently unpatriotic, in the majority as to disregard the Fuel Controller's request, it will be necessary to invoke the machinery of the law and the innocent will suffer with the guilty."

The general feeling towards the appeal especially in the United States, to save gasoline is well exemplified in the case of a party of Insurance agents who were returning from New York to Ottawa.

The party were in New York attending the International Underwriters' Convention and left for home on Saturday in the endeavor to reach Ottawa Sunday night. The adventures which the party met with on Sunday, the jeers and abuse they encountered because they were using an auto on Sunday, scarcely could be described, according to members of the party. They were hooted by residents of towns and villages through which they were compelled to pass, old women fired with patriotism, shook umbrellas at them in unceasing anger, they had difficulty in obtaining gasoline sufficient to keep them going, while waitresses in restaurants along the route served them disdainfully.

One of the party, stated that he would not go through the experience again on any account.

Their troubles began Sunday morning. They left New York on Saturday and made good progress. On Sunday, however, their worries set in. Running short of gasoline, they were turned down in place after place. The request of the United States Government to Americans to conserve gasoline on Sundays by leaving their cars in the garage on Sunday was being obeyed to the limit it seemed, and gasoline filling stations were closed down everywhere. At a couple of points the party did succeed in convincing dealers that they were Canadians en route home and were not intentionally violating the Government's request. They were able to obtain some gasoline as a result.

At one point, however, they ran short of oil and on approaching a garage dealer he turned them down curtly.

To make matters worse they were apprehended by a traffic policeman as they pulled out of one little town. He claimed they were exceeding the speed limit of 20 miles an hour. It was no use to argue. They were taken before the magistrate, who fined them, despite their eloquent pleadings. The magistrate let them know in plain language what he thought of them for riding on Sunday in defiance of the Government's order.

This is the United States attitude. Should ours be less patriotic? It is hoped that tomorrow will witness such a general compliance with this reasonable request that there shall be no further need of any talk about compulsion.

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MUCH NEEDED SERVICE

Strangers visiting Charlottetown complain of the scarcity of cars for hire. The majority of visitors would enjoy a drive around the city and suburbs but the few cars available are not sufficient to accommodate all and the result is that many go away disappointed, go away also with the impression that the city is lacking in necessary accommodation. The few cars available for hire are done all they can and doing it satisfactorily, the trouble is that there are not enough.

Within the next few weeks there will be many visitors in the city, attending the Exhibition and, later, the Maritime Synod. Attending the latter there will be some 300 clergymen and laymen, many of them no doubt bringing their wives. Neither the visitors to the Exhibition nor to the Synod are coming exclusively for the sake of seeing the exhibits or attending church courts. Many of them will want to see the city and surrounding country and those who have cars for hire will no doubt be kept busy. It would be well if those in the business could add more cars especially for busy seasons and also agree among themselves as to rates. The rates per hour, we understand, are uniform but there are discrepancies with regard to long distance charges which might be made uniform to the advantage of all concerned. A published tariff rate, per hour and per mile, and necessary publicity as to address, hours etc., would remove many of the difficulties and misunderstandings experienced at present. This is merely a hint to auto owners for their own and the city's benefit.

HAPPENINGS OF THE WEEK

A DAILY THOUGHT

"When a bit of sunshine gets you after passing of a cloud; When a bit of laughter gets you and your soul is feeling proud; Don't forget to take and fling it at a soul that's feeling blue; And the moment that you fling it, 'twill be a boomerang to you."

Princess Patricia, at the Army Service Corps sports, at Osterley Park, Isleworth, recently, christened an aeroplane which has been provided by the members of the Motor Transport Section of the A. S. C.

The Duke of Connaught, who accompanied Her Royal Highness, and who is Colonel-in-Chief of the A. S. C., said that he knew that the Army Service Corps had worked day and night in order that supplies might reach our troops. He took that opportunity, on behalf of the Royal House and the public of the Commonwealth, of saying how much they recognized the splendid work of the A. S. C. during the war. The Army Service Corps had never lagged behind either day or night, and rather than a single soldier should go without his breakfast, they had taken every care to see that supplies were forthcoming.

The Princess, with a silver mallet broke a bottle of wine over the propeller of the aeroplane, which was afterwards taken into the air by Lieut. Sanderson, who performed some fine evolutions, including a spiral descent.

Mrs. Simpson, wife of Canon Simpson, and Miss Dorothy Simpson are visiting in St. John this week the guests of Capt. Cuthbert Simpson. They will remain over for the Simpson-Kemp wedding which takes place in Weymouth, N. S., next Wednesday.

The casualty list this week brought sorrow and anxiety to many homes in this Province and to those who have lost gallant sons and brothers, deepest sympathy is extended.

Mr. Donald Nicholson, M. P., and Mrs. Nicholson are having a delightful trip in western Canada. Recently they were visiting in Banff on their way to the coast. In Banff the courtesies of the Park were extended, Mr. Nicholson being shown some points of interest which he and Mrs. Nicholson greatly appreciated.

The autumn millinery, so lavishly displayed by the city merchants is taking up the attention of the ladies this week. The first hats to appear are fairly large, but many small cap-like hats are also being shown. Simplicity marks the trimming but the shapes themselves are quite often most irregular. Ostrich

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DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson

THE STORY OF A HYMN

A beautiful story was told concerning Wesley's hymn, "Jesus, Lover of My Soul." Two Americans who were crossing the Atlantic met in the cabin on Sunday night to sing hymns. As they sang the last hymn, "Jesus, Lover of My Soul," one of them heard an exceedingly rich and beautiful voice behind him. He looked around, and although he did not know the face, he thought he knew the voice; so when the music ceased, he turned and asked the man if he had not been in the Civil War. The man replied that he had been a Confederate soldier. "Were you in such a place on such a night?" asked the first. "Yes," he replied, "and a curious thing happened that night, which this hymn has recalled to my mind. I was posted on sentry duty near the edge of a wood. It was a dark night, and very cold, and I was a little frightened because the enemy was supposed to be very near. About midnight, when everything was still, and I was feeling homesick and miserable and weary I thought that I would comfort myself by praying and singing a hymn. I remember singing this hymn:—

All my trust on Thee is stayed, All my help from Thee I bring, Cover my defenseless head With the shadow of Thy wing. After singing that, a strange peace came down upon me, and through the long night I felt no more fear. "Now," said the other, "listen to my story. I was a Union soldier, and was in the wood that night with a party of scouts. I saw you standing, although I did not see your face. My men had concentrated the aim of their rifles upon you, waiting the word to fire; but when you sang out: "Cover my defenseless head With the shadow of Thy wing." I said, "Boys, lower your rifles, we will go home."



Is Your Home Protected?

You know it is protected while you live. If the head of your home was removed—would the household routine go on as before?

With the increase in cost of living, the amount of Insurance you were carrying before the war may not be sufficient protection today. When the protection of your loved ones is at a stake you cannot afford to gamble with the future. Think of the numberless widows and children Life Insurance is saving from poverty, hunger and despair, and giving them a chance in life.

Not only is Life Insurance a strong arm in disaster's dreadful day, but it is a welcome support to the assured in his old age or in event of becoming permanently disabled.

From the standpoint of duty, every person with responsibilities ought to carry Life Insurance.

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Insured people have the satisfaction of knowing that their premiums are to a large extent invested in War Loan by the Insurance Companies.

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YOUR PROBLEMS SOLVED

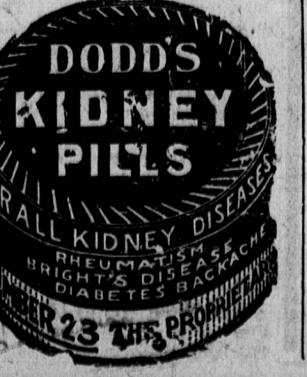
BY REV. T.S. LINSOTT, D. D. (All rights reserved)

Dr. Linscott, in this column will help you solve your heart problems religious, natural, social, financial and every other anxious care that perplexes you. If a personal answer is required, enclose a five cent stamp. No names will be published; if you prefer, sign your initials only, or use a pseudonym.

"PROGRESS":—wants to know: "What are the chief hindrances to "the golden age" when all men will brothers be?" Perhaps the most sentimental word to answer this question

is "jealousy." Men and nations are jealous of one of the other, and envious of each other's success. The reason for this jealousy is a lack of love. The acceptance of Christ and his salvation by the nations, is the only way to bring about "the golden age." Jesus said that all the commandments were based upon the one word "love", and it is certainly true that the peace of the world, its true success and happiness depends upon love.

"A YOUNG MAN" asks, "What degree of certainty is there that a conscientious young man will find his right place in life and be a success?" The degree of certainty is that nature generally reproduces herself and we always get from nature what we sow. The law of cause and effect is unerring. If a young man is conscientious and industrious, honest and upright, he will just as surely find his proper place in life and succeed in carrying out God's purpose for him in the world, as that day follows night. The Bible also confirms what nature so plainly declares.



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