THE CHARLOTTETOWN GUARDIAN

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FRIDAY, FEBRUARY 1, 1924

OUR RAILWAY PROBLEMS

The report in yesterday morning's Guardian of the conference between the Council of the Charlottetown Board of Trade and our federal representatives, affords interesting if not encouraging information. It would appear that all the ammunition fired in the past two years or so has missed its mark. There was a difference of opinion as to whether the real grievance had been "specifically" presented to the authorities at Moncton, some members contending that they had been, other holding that they had not been. The general public will be inclined to believe that if we have any more grievances than have been presented to the Moncton authorities, to Sir Henry Thornton and to the federal government, then our railway service must indeed be, as described by Senator Prowse, "damnable."

It appears also that our federal representatives are powerless. The Hon. J. E. Sinclair explained that the federal government have no say in the operating of the railway. They have washed their hands of the whole responsibility, reserving to themselves only the right to build new railway lines, a prerogative which may be of temporary use during election campaigns, albeit the abuse of which is subject to the veto of the Senate Beyond this the federal government and federal representatives have not a word to say or any influence to exert! It is admitted by the Hon. Mr. Sinclair that, if the worst comes to the worst "when you are turned down, it would be our duty to take it up." Just how often the applicants for redress may be "turned down" before "our duty" begins to function is not clear. It has been generally understood that every grievance known to those who are dependent upon the railway either for transportation of freight or for travel, has been aired over many times since our present four members assumed their duties at Ottawa, and yet there is something that has not been told, some manner of presentation that has been overlooked and the service is still "damnable."

In the circumstances there is at least one gleam of hope, that is when we shall have come to the last ditch, when everything we have done has failed, as the Hon. J. E. Sinclair puts it "when you are turned down then it will be our duty to take it up"!

In the good old days within easy recollection of even our youngest electors, it used to be the "duty" of our accredited and elected representatives at Ottawa to take up and present and remedy our grievances before the situation became desperate and their usual custom was to fight our battles and, generally, to win out. It is not recorded that they waited until we were "turned down" before looking after the interests of their constituents.

The present situation is indeed desperate. We have recognized grievances; we also have four representatives at Ottawa who think our grievances are no concern of theirs. To whom shall we look for help? Is this responsible government? Of what use are our representatives?

TAKING FRIGHT

A despatch, evidently canned at the Liberal factory at Ottawa, has recently appeared in certain Liberal newspapers intimating that the MacKenzie King government has "declared war" on the Civil Service Department. The way in which the "war" is to be carried on is defined in detail. The deputy heads of departments are summoned to meet the members of the government and are warned to be in a position to show how they can dispense with the services of a proportion of their respective staffs, what salaries may be cut down, &c., &c. There is to be no monkeying with the service, it is intimated; it has become a burden to the poor taxpayers; many of them are not earning their salaries and many others do not even pretend to, so there must be a housecleaning and a general discharge of the army!

To this effect reads the notice to the deputy heads. What has moved the government to take this stern, warlike attitude at this particular stage of the game that is being played at Ottawa. The Premier and his cabinet ministers have been in and around Ottawa for something over two years. Have they never seen this army of forty or fifty thousand Civil Servants in action or in inaction They have on two different occasions voted millions of dollars for the up keep of the army and it has never occurred to them until now to ask whether such an army was needed, whether they were all working or playing golf.

The canned despatch admits that the government has been warned "from friendly and unfriendly" sources that this army had become too numerous and too costly for the good of the country, but it appears they never thought of moving until now!

The fact is, the government has had several bad scares lately. Indeed they have had several panics and their supporters throughout the country have been calling upon them to "do something" or something worse would happen!

Now, they are going to "do it" to the Civil Servants.

The general public has never put much faith in death-bed repentances and promises of reform in the event of recovery. That this latest is of the death-bed or scared-to-death variety few will doubt and fewer still will believe that any real reform will emanate from the present government. There is not a commandment in the political decalogue that they have not already violated, not a promise, calculated to secure support for them that they have not made and broken. The long list of broken promises and of political sins has been before the people for over two years and it is not likely they will be again misled.

The trouble with the Civil Service is that it has been used by politicians to further their own interests, not the interests of the country.

In the "war" now on no doubt there will be some discharges and some re-appointments, the latter in all probability from the ranks of "deserving democrats." There will also be an apparent reduction in the estimate for Civil Service and a great shout of jubilation through the Liberal press about the "economies" effected by the MacKenzie King government. But the undeceived public will smile.

EDITORIAL NOTES

"One swallow does not make a summer" it is true but when several pairs of robins have been seen in or near Charlottetown during the month of January, it at least indicates that either the robins prefer Prince Edward Island to any other country in winter or are expecting an early spring.

Several bad accidents have already occurred on our icy sidewalks and several others are still pending. Some of these will probably enter an action against the city for damages and then, probably, some sand will be sprinkled where needed. Would it not be much better to use the sand now?

Notes By the Way

The near approach of the civic elections serves as a reminder that the city accounts ought to be published at the earliest practicable moment to enable those interested to analyse and discuss them intelligently. Too often it has happened, as it happened two years ago, that the city accounts in printed official form were not accessible until the eve of the civic election. This is a matter of special importance this year, not merely because of the coming election, but because of the very high rates of federal, provincial and municipal taxes which constitute a heavy burden upon every rate-payer.

We have His Worship the Mayor's interesting and valuable report as printed in the newspapers. It is good as far as it goes. It tells us the total receipts of the city last year and in a lucid manner it tells what proportional part of each dollar received was allotted to the payment of each of the civic services. The amount received exclusive of debentures was $172,053. Out of each dollar so received 31 cents was paid in interest on the city's indebtedness, and 10 cents to the sinking fund. These added make 41 cents, leaving but 59 cents out of the dollar to pay for the different city services. These charges indicate that our city debt is assuming quite formidable proportions, and also that it is increasing from year to year, although it compares favorably with that of many other Canadian cities and Charlottetown's credit, always first-class, apparently never stood higher.

In the year 1922 the city paid interest, $40,817.90 and to sinking funds $32,995.65, making a total of $73,813.55. Interest then paid would indicate a debt of very considerable amount and both debt and interest are larger now, how much larger we shall not know until the accounts are printed. And all wide awake electors want to know the amount of the city debt. Also they are generally desirous that it shall not be further increased, at least until such time as the city's growth in population and wealth shall justify the undertaking of further important improvements. The times are certainly not propitious at present for incurring further large expenditures for new works except in cases of urgent necessity.

Successive Mayors and Councillors have rendered most valuable service to the city, giving its affairs without charge the benefit of their experience, wisdom and much valuable time and effort, which has been much appreciated by our citizens. And in no part of their arduous duties have they rendered better service than in resisting demands frequently being made which would involve expenditures that were not urgent. The city is now

(Continued on Page 5)

Lest We Forget

FRIDAY, FEBRUARY 1

"ROBINSON CRUSOE"

(Alexander Selkirk) a Scottish buccaneer, reputed to be the original of Daniel Defoe's famous romantic character, was discovered on the island of Juan Fernandez, on February 1, 1708.

JOHN PHILIP KEMBLE

Celebrated English tragedian, brother of Charles Kemble and Mrs. Siddons, was born February 1, 1757.

THOMAS COLE

Noted landscape painter, who came to America in his boyhood and particularly loved the White and Catskill Mountains, was born at Lancashire, England, February 1, 1801.

JOHN ERICSSON

Famous Swedish-American engineer and inventor, received his first patent for screw propellor, February 1, 1838, and during the Civil War invented the turreted iron clad "Monitor" which revolutionized naval warfare.

HISTORICAL RELIC

The fire fiend has robbed Canada of immense treasures, in natural resources and in relics of her history. On this day in February, 1854, the handsome stone buildings that housed the Quebec parliament were utterly destroyed, and with them many priceless archives and souvenirs of her romantic past. The stone was afterwards used to build the Champlain Market place, a notable spot in Quebec today. The site, now occupied by the present parliament buildings was once owned by Ruette d'Auteuil, who crossed wits more than once Frontenac. He sol more than once with Frontenac. He sold it orginally for $600. It was purchased by the famous Bishp St. Valier for $3,000 and was acquired in course of time by the province for an annual ground rent of about $5,000. The new building of famous for its bronze figures of Canadian heroes.

The Public Forum

This column. is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinion expressed by its correspondents.

ANOTHER VIEW

Sir,—Members of the Charlottetown Board of Trade are to be commended for making an united and strong effort to obtain improved railway nad car-ferry service between this Province and Sackville. But I doubt the propriety and advisability of calling the politicians to their aid. The Act incorporating the Canadian National Railway Company, clearly provides and requires that the control and management of their country's railway shall be subject only to its President and Board of Management. And we all know that the interference of the politicians has been prejudicial to a satisfactory railway service. Now that it is known that Sir Henry Thornton and the Railway Board control the service and that the control of the politicians is gone, there is recognized on all sides, a far better railway service "than has been."

As for a night mail and passenger train and car ferry in the midst of winter, the officials would, naturally, rather not have it. Captain Read knows the difficulties and the dangers incident to night crossings, through heavy ice fields. We all know that he is not a lazy man or one who will not take rests when duty and the occasion demands. For myself, I would much rather depend upon the judgement of the Captain who knows, than upon that of the members of the Board of Trade or the politician, who doesn't know!

However that may be, it is admitted on all sides that Sir Henry Thornton has shown practically, a disposition to make the railway service as satisfactory as the conditions and circumstances will permit. Let it be shown to him and those under him that the passenger and mail service of this Province is sufficiently large and important to justify the late service and the additional steamship suggested by the Board of Trade and the great additional expense that this will entail, and the mid-winter night service will, without doubt, be supplied.

Expense must, of course be considered; for if every part of Canada is to be supported with all the railway service the various Boards of Trade demand the C. N. R. Company that is to say the whole country wil soon be over head and ears in debt;—and Sir Henry and his superintendents are expected to make the railway pay.

In any case the Board of Trade will do well if they request, but one improvement at a time;—and keep at it. A reasonable request, strongly and pertinaciously supported has been invariably granted. But extravagance in demands is as much to be deprecated as extravagance in expenditure. Economy is the order to to-day.

I am sir, etc.,
A BYSTANDER.

THE BOARD OF TRADE AND TRANSPORTATION

Sir,—I see in the published report of the discussion before the Board of Trade that some of its members particularly Mr. Mutch advocates as a remedy for the present admittedly objectionable and antiquated service that the Car Ferry steamer should be kept at the Tormentine side all night to make an early morning trip for the conveyance of the mails and passengers arriving at Sackville the previous evening at 6.20 by the late trains from Montreal and Boston. The idea advanced was that an early morning train should leave Sackville and arriving at Tormentine the steamer should begin the crossing.

If this is all that the wisdom of the Board of Trade can suggest as a cure for the irritating grievance that compels our passengers and mails to remain at Sackville for twenty additional hours for almost seven months each year to the great injury and detriment of the province it would be just as well to leave matters as they are. The proposed change will effect little, if any improvement and will likely end in confusion. Mr Mutch speaks of an early morning train from Sackville. How early would he say that passengers should be roused from their slumbers at Sackville? It takes nearly two hours to run from there to Tormentine and another hour to cross to Borden not counting delays at the terminals. To require passengers to get ready to leave Sackville earlier than 6.45 or 7 o'clock would be an in sufferable nuisance. Under such an arrangement it would be impossible to leave Tormentine earlier than 9 o'clock. But that would be the hour when the morning train from Charlottetown and Summerside would be steaming into Borden in time to see the boat just beginning to push out of Tormentine. In any case it would be about one o'clock before the passengers and mails would reach Charlottetown and often as ice conditions would necessitate much later.

Half way measures are of no possible use and the Board of Trade will never accomplish any improvement until it addresses itself to the work of effecting connection all the year round with the late trains.

I am, Sir, etc,
TRAVELLER.

MR. HUGHES ANALYSES

Sir,—Messrs Hyndman and Turner have letters in your issue of the 29th inst. which surely deserve some attention. My opponents hunt in pairs now, but I have no objection. There is an old adage which says "In numbers there is strength," but I don't think it applies in this instance.

Mr. Hyndman begins his letter by saying that I misquoted him, therefore, he is compelled to write again. Let us see what foundation there is for this complaint. Mr. Hyndman says in his leter of the 7th inst.:

"I believe the Potato Growers' Association were well satisfied with the services performed by the local railway officials, and I think Mr. Boulter, the Secretary of the Association, will confirm this."

In my letter of the 24th. inst. I stated: "Mr. Hyndman in one of his letters says he believes the Potato Growers' Association are well satisfied." Wherein does Mr. Hyndman find any difference worth mentioning between this and what he really did say?

In my letter of the 24th. inst. I did not use quotation points in this instance. I did not, therefore, pretend to quote him VERBATIM, but I did pretend to give the sense of what he had said, and I leave it to your readers and to any person of common sense, to decide whether I did Mr. Hyndman an injustice upon which he could found a complaint. It is said that drowning men grasp at straws and I think the adage is well illustrated in this instance. Such childishness is hardly worth noticing, and in my opinion indicates something more than a lost cause. Right here I might state that I doubt very much whether Mr. Boulter will confirm what Mr. Hyndman says he will, but Mr. Boulter is of age and can speak for himself.

One would imagine that a gentleman so meticulous as Mr. Hyndman is would himself be very careful in his statements. Is this a fact? In several of his letters he stated that Mr. R. L. Wheeler was an official of the C. N. R.; in his last letter he admits this is not correct. In several of his letters he appeared anxious to blame Mr. Wheeler for all our troubles. I therefore quoted what General Manager Brown said to me, to show that he (Wheeler) had nothing whatever to do with sending cars to, or keeping cars from Prince Edward Island last fall. I knew that Mr. Wheeler was a member of the Agricultural Department at Ottawa and that part of his duties was to look after the shipments of perishable products in connection with the C. N. R. officials, but either because he had not the time or was not allowed, he neither helped us nor injured us last fall in our transportation difficulties. Therefore, a practical man, who knew what had gone on, would not have mentioned Mr. Wheeler's name at all, but the desire to get a scapegoat as far away from this Island as possible was very strong. Mr. Hyndman in commenting on what I stated General Manager Brown had told me respecting Mr. Wheeler says: "I can only conclude that Mr. Hughes has misinterpreted Mr. L. S. Brown in this regard." Well, I have Mr. Brown's written statement confirming what I said. Mr. Hyndman or anyone else who may be interested can see this statement. I did not misinterpret Mr. Brown and I don't misinterpret anybody. Mr. Hyndman's imagination is altogether too active.

Mr. Hyndman goes on as follows. I must, however, quote him VERBATIM, because if I gave the substance of what he said and happened to omit even one unnecessary comma, he would accuse me of misquoting him. This will make my letter longer than it should be, but I cannot help it.

"As regards the request for the Car Ferry to make a special trip to bring over refrigerator cars on Saturday, November 17th, would say, that five refrigerator cars that were actually at Tormentine were brought over to the Island by regular trip of the Ferry on that date. The balance of the cars that should have been at Tormentine appear to have been side-tracked along the line, which is the latest word from Moncton, and possibly that is the reason why Mr. L. S. Brown did not authorize the special trip of the Ferry that Mr. Boulter appealed to Mr. Brown to be made on Sunday the 18th November."

Mr. Hyndman's imagination is again working strong and somebody "appears" to have taken him for a walk. He says the balance of the cars that should have been at Tormentine APPEAR to have been side-tracked along the line, which is the latest word from Moncton. The question is were the cars that should have been at Tormentine actually side-tracked or were they only side-tracked in APPEARANCE? The official who sent on "the latest word from Moncton" should be able to give Mr. Hyndman this information. Again, where were the cars side-tracked? "Along the line" is very indefinite. Did the side-tracking take place between Moncton and Tormentine? And who was the guilty party? I think Mr. Hyndman should endeavour to get the gentleman's name. Perhaps, it was Wheeler. It is surely a serious thing to side-track cars that are needed to save tens of thousands of dollars worth of perishable products that are in hourly danger of being lost. If Mr. Hyndman is satisfied with this explanation, and he "appears" to be, he is too innocent to take an active part in the rough and tumble work of this wicked world.

I shall now give Mr. Hyndman some facts of which he appears to be sairly in need. There were THIRTEEN refrigerator cars "actually" at Tormentine on Saturday, the 17th November and not FIVE as Mr. Hyndman states. Five cars were brought over to Borden and eight were left at Tormentine that could have been brought over and some loaded cars as well, if the Car Ferry had been ALLOWED to make the regular number of trips that day. No special trip was needed. If Supt. Grady has the power to order the number of trips the boat will make on the working days of the week, he is the guilty party. If he has not this power, he should be eliminated from the discussion concerning this particular day. If General Manager Brown at Moncton possesses this power, then he is the guilty party. There is no use beating around the bush, if we want to get results. We should follow the course pursued by the Prophet Nathan when with uplifted finger he said to David: "Thou art the man."

Mr. Hyndman quotes a telegram from Mr. Boulter to Mr. Wheeler at Ottawa dated November 15th telling him the situation here was serious. Mr. Wheeler replied the same day saying he had phoned the Supt. of the Car Service, Montreal who had been in Moncton the previous Saturday, and the Supt. assured him the situation here was not serious. Where and from whom did the Supt. get this information, and where did the information originate? I have asked Mr. Hyndman to try and get an answer to this question, but he ignores it. It is a very pertinent question and, if we could get a correct answer to it, the answer would probably be enlightening, but perhaps Mr. Hyndman does not want to get the information which such an answer might give.

Mr. Hyndman has referred many times to the large number of telegrams he sent to different persons on public business, the voluminous data and memoranda he has prepared for people who needed such information, myself among others, the very many important resolutions he prepared and had passed, and which proved to be very useful. I have no objection in the world to my friend telling us about these things, but the recital makes his letters and my replies somewhat lengthy. How would it do if I would admit at once that nothing worth while has happened on, or in connection with, this Province during the last twenty or thirty years that did not originate with, or was helped along by Mr. Hyndman? I think that would cover the ground pretty well, and if it had the effect of economizing newspaper space and making our letters clearer and more pointed, I would willingly make the admission.

And now a few words with Mr. Turner, Mr. Hyndman in his last letter speaks as follows:

"The Potato Growers Association had experienced some difficulty in 1922 and instead of improvements as regards transportation facilities, conditions were much worse in 1923."

It was almost in these words that I opened a conversation with General Manager Brown at Moncton on Friday, the 18th inst. Mr. Brown at once came back with the statement that I was wrong, and that I must be wrong, because he had a letter from Mr. Turner, President or Ex-President of the Charlottetown Board of Trade, stating that the Potato Growers Association and everybody were well satisfied with the service the Railway had given last fall. Mr. Turner says he wrote no such letter, that his letter, a harmless little thing anyhow, was addressed to Mr. A. T. Weldon on the subject of passenger schedules and had nothing to do with potatoes. I can only say that the conversation I had with Mr. Brown related entirely to the question of refrigerator cars and potatoes. It is very strange, therefore, that Mr. Brown should quote against me a letter addressed to another man and on another subject. I can't understand it and I'm afraid Mr. Turner will have to take the matter up with Mr. Brown. This may be another instance of "Too many cooks spoiling the broth." This is likely to happen when some of the cooks don't know much about making broth and, when they insist on putting in some ingredients of their own, called vanity and personal interests.

Mr. Turner says that on the 5th of November last he wired General Manager Brown and the next day received the following reply:

"Your wire fifth, it has only been within the last few days that there has been any demand for refrigerator cars for Island, and in view of requirements of this class of car on other portions of region, it has not been possible to hold refrigerators out of service to protect Island requirements. We had twenty available on Island Saturday similar number were en route there yesterday from Moncton and other points, do not anticipate any serious difficulty in taking care of Island requirements."

This reply is capable of more than one interpretation. If Mr. Brown means that it was only within the last few days he had heard of our needs with respect to refrigerator cars, it would seem as if Supt. Grady had neglected to make our wants in that respect known, because Mr. Boulter sent an application to Mr. Grady in September stating that he would want one hundred and fifty refrigerators the first week in November. If Mr. Brown means that it was only within the last few days we started to use such cars, what did he expect? Did he expect that we would begin to use refrigerator cars before the cool weather had arrived? If the railway officials wait till the day such cars are actually needed before assembling them, the shippers will have many disappointments.

Mr. Turner seems to think that he accomplished a good deal by wiring Mr. Brown and getting this reply. I'm afraid he did not accomplish much.

Mr. Hyndman has stated that conditions last fall were worse man they were in 1922. If we all followed the course taken by him, Mr. Turner and some others they would be still worse in the fall of 1924. It is not by tilting at wind mills and blaming somebody in Timbuctoo for our troubles that we will ever accomplish anything.

Mr. Turner makes some strange assertions. He states that I have "undoubted talents" but at the same time I am no good and nobody in Parliament or elsewhere pays any attention to anything I say. This is a sample of Turner logic. He also says that I convert molehills into mountains. The things I have been discussing may be very small in Mr. Turner's estimation, but they are important to the farmers of this Island. I am aware that the seed potato industry and the work the Potato Growers' Association are doing have not the good-will of all the people in this Province. This is very unfortunate and very regrettable, but we must face conditions as we find them.

The rest of Mr. Turner's letter is made up of personalities and scurrilities and will not be answered by me. I have no objection to discuss any public question with a gentleman, even if some sharp thrusts and sturdy blows be exchanged, but I must draw the line somewhere. Mr. Turner is, therefore immune.

I am, Sir, etc,
J. J. HUGHES

Charlottetown,
January 31, 1924.

Daily Selections FOR Guardian Readers

THE LETTERS THAT WE NEVER WRITE

The letters that we never write,
The things we never say,
They'll all come back some haunted night,
They'll break our hearts some day—
The letters that we never write,
The things we never say.

The praise we planned to give our friend.
Forgotten till too late,
The healing glance some hurt to mend,
That somehow had to wait—
Put by for tasks that had no end,
That seemed so very great!

Where is their vast importance now?
When death has claimed the one
We'd time have found to help somehow,
If we had known?—This sun
Shan't set before I speak, I vow,
Or ere that letter's done!

By MARY CAROLYN DAVIES

Never worry worry, until worry worries you

WHY WORRY ?

North American Life Solid Continent

NORTH AMERICAN LIFE ASSURANCE CO.

HEAD OFFICE - - TORONTO, CANADA.

THE results achieved by the North American Life Assurance Company during 1923 continue to establish beyond question the strength and security of the Company. The following outstanding figures will be very gratifying to all interested in the welfare of the Company:

POLICIES ISSUED AND REVIVED	$ 20,237,711.00
AMOUNT OF INSURANCE IN FORCE	115,055,491.00
ASSETS	25,394,128.18
PAYMENTS TO POLICYHOLDERS	2,480,510.16
NET SURPLUS	3,776,823.87

THESE records are the outward evidence of the unexcelled financial position attained by the Company, and of the solid foundation upon which it has been built. In the North American Life, policyholders' interests are paramount, over 99% of the profits earned being allotted to them. When contemplating new insurance, see one of our representatives. If you desire fuller information about the Company's operations during 1923, mail the attached coupon.

"Solid as the Continent"

Charlottetown Branch Offices
140 Richmond Street and Bank of Nova Scotia Building
Charlottetown, P. E. I.

L. GOLDMAN, President.
W. KERR GEORGE, D. McCRAE, COL., } Vice-Presidents

Please mail me your complete Report for 1923, also "Solid as the Continent" Booklet.
Name .....
Address .....
Age .....

That Body of Yours

By James W. Barton, M.D.

BLAMING THE HEART

I have had the privilege on a number of occasions of examining Johnny Dundee, world's champion boxer, before he entered the ring.

If ever a man should have what is called athlete's heart it is he.

Athlete's heart is supposed to be some form of disordered action of the heart.

And yet his heart is as clear as a bell, beating sixty or less to the minute, and with a rhythm that is perfection itself.

His fights, and he has fought hundreds, yes hundreds, of battles, and is still champion of his class, have not affected his heart.

Why?

Simply because he is always under light training and never really gets out of condition. Excitement is apparently unknown to him. Fighting is a sort of regular business.

I don't know where the idea started, but it is often stated by young men that they had been indulging in athletics so much that they had to stop, on account of the way the said athletics was affecting the heart.

A properly trained athlete can not injure his heart because of the actual training he does.

Unfortunately training, particularly in colleges has got to be such a science that high strung young fellows begin to have trouble with their nerves.

The heart acts in sympathy with the nerves, begins to lose a little of its regularity, to beat perhaps a little more rapidly than normal.

Immediately the trouble is called "athlete's heart" and the chap thinks he had heart disease.

Now the stopping of hard athletics at this time is good sense all right because he is actually stale, but why blame the heart for it?

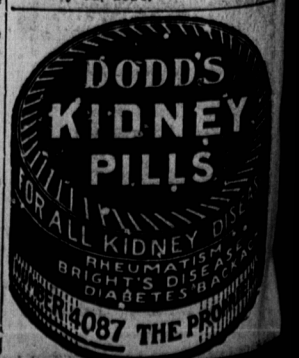
If that chap be taken off the training table and sent home for a week or ten days, he is ready to start active exercise again.

Do you think that if he had really done some actual harm to his heart that he would have recuperated so quickly?

No!

What's been the trouble?

His nerves have given out because he has eaten, slept, and played his athletics.

Where the coach is a diplomat and philospher, like the famous Mike Murphy, staleness is unusual.

The nervous strain has exhausted him not him actual participation in athletics.