

The Charlottetown Guardian

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TUESDAY FEBRUARY 26th, 1917

THE SOLDIERS VOTE UNIONIST

The partial result of the counting of the soldiers' vote was announced at Ottawa on Saturday night. This vote included polling by soldiers in America and in France. The returns from England had not been received. If the vote of the soldiers in England goes as preponderantly for the government as that of soldiers who balloted on this continent and in France the Unionists will have at least 75 and perhaps 80 of a majority in the new parliament.

In Queen's County, this province, the soldiers' vote in America and France went as follows:

Table with 2 columns: Name and Votes. Martin 604, Nicholson 499, Warburton 113, Sinclair 110.

This reduces the majorities of Messrs. Sinclair and Warburton as follows:

Sinclair over Martin from . . . 809 to 315
Sinclair over Nicholson from . . . 760 to 371
Warburton over Martin from . . . 701 to 214
Warburton over Nicholson from 656 to 270

The number of soldiers voting in America and France for Queen's County was 663, over 80 per cent. of whom voted for Nicholson and Martin. It is estimated that there are 850 soldier and nurse voters from Queen's County in England still to be heard from. If the same percentage be maintained in England it will mean that the majorities of Messrs. Sinclair and Warburton will be converted into minorities and Messrs. Martin and Nicholson will be elected as representatives of the county in support of the government. In King's County only the votes of soldiers in Canada have been received. Out of 70 such votes 56 went to Mr. McIsaac and 14 to Mr. Hughes, reducing Mr. Hughes' majority from 247 to 205. As it is estimated that there are 500 soldiers from King's County overseas, if the same proportion in voting be maintained it will mean the return of Mr. McIsaac. No particulars have been received so far of the military voting for Prince County.

PREMIER'S VISIT TO OTTAWA

Premier Arsenault made good use of his time while in Ottawa attending the Conference of Provincial Premiers. Probably the work he did which will bring the most satisfactory returns consisted in enlightening the new ministers and new provincial premiers on the claims which the maritime provinces, and this province in particular, have for subsidies in lieu of the natural resources handed over or to be handed over by the dominion to the different provinces. The government have no intention of taking any action on the claims of the western provinces without first submitting the correspondence to the provincial premiers. It will then be for the governments of this province, New Brunswick and Nova Scotia to take joint action to get our rights to additional subsidy recognized.

The Premier also made an effort to undo the work of the Laurier government regarding the military status of this province. Under Sir Wilfrid Laurier the province lost its right to be an independent military district and was tacked on to Halifax as part of the Sixth District. How unsatisfactory this arrangement has proved only those who have had charge of recruiting and quartering of soldiers here during the past three years have any adequate idea of. Mr. Arsenault has the promise of the Dominion Government that General Lessard will visit the province and investigate the matter. I his report be not favorable to the formation of this province as a separate military entity they have promised at least extended powers in dealing with military matters.

The Commissioner of Agriculture who was with the Premier, was able to secure a lien on a number of Ford tractors which are to be delivered to farmers at cost price. Tractors are not as familiar in the Maritime Provinces as in the West, but last year they were used in considerable numbers in Nova Scotia and New Brunswick with most satisfactory results. If the progressive farmers of this province take advantage of the arrangement Mr. McKinnon has made with the government agriculture here will benefit materially in the present year.

"A SQUARE DEAL"

"I do think Canada to a man should demand that what is left of the original First Division should be given a rest at home. The men are nearly played out, and if ever men deserved a square deal these men do, after three years and a half continuous service."

The letter from Capt. McKee, of which the above is an extract, will be found elsewhere in this issue. His point is well taken and no one will dispute it. No doubt military necessity—one of the curses of war—is to blame for the fact that "what is left of the original First Division" is still serving at the front. There were no others to take their place; the lines must be held and the duty fell upon them. Now, however, with our own and the United States troops going in there should be an opportunity for these men to get home at least for a few months' rest. Three and a half years of strain such as only those who have endured it can have any conception of, continuous nerve strain, physical weariness almost to death, the agony and the horror of the battlefield, all demand that if these men are not to be hopelessly broken, mentally and physically, they shall be given leave.

We are going to win the war; the cost in men and in material is going to be extremely heavy at best, but the most serious cost of all will be the breaking of the manhood of those who are to return when the war is over. If to our other expenditures in blood and treasure this be added the victory will have indeed cost us dear. And it should be possible now to avoid much of this cost. With the men that are now being recruited in Canada and the United States it should be possible without weakening our forces to give those men a rest of at least a few months who have served continuously for say three years. At the end of a three year period of service at the front the men should be automatically out of the war either indefinitely or for a stated period. Human nature can endure much and "what is left of the First Division" have proved this beyond question. They have stood the strain and while standing it have proved themselves the equal if not the superior of any body of men that ever faced a foe. But human endurance has its limitations. We do not know what proportion of what is not left of the First Division have succumbed to the strain, all we know is that they cannot "keep on going on" indefinitely and that if they keep on till the end of the war many of them will be physical and mental wrecks. We trust this phase of the question will be taken up by the military authorities and a time limit set for continuous service. It is not the intention that those who endure to the end shall have added to the glory they win the burden of physical or mental disability for the remainder of their lives.

THE RULE OF THE ROAD

In the United States, Quebec, Ontario, Manitoba, Saskatchewan and Alberta the rule of the road in regard to wheeled vehicles and sleighs meeting each other on the public highways is to pass to the right. The three Maritime Provinces and British Columbia adhere to the British custom of passing to the left. A movement has been on foot for some months past to change the laws in that regard so as to make the practice of passing to the right universal throughout North America. To this end some county councils, boards of trade and other public bodies in New Brunswick and Nova Scotia have adopted resolutions and petitions to the legislatures of those provinces asking that the existing laws be repealed and that the plan of passing to the right be legalized.

Mr. L. M. Fortier, Inspector of Immigration Agencies for the Maritime Provinces, who is actively promoting the movement for a change in the "rule of the road," recently wrote Mr. McCready of this city, enclosing some forms of petition and other documents advocating the change. As the matter is likely to come before the three Maritime Legislatures at an early date the letters from Mr. McCready to Mr. Fortier and the reply of the latter gentleman, given elsewhere in this issue, may serve to open the discussion of an interesting and timely topic.

NOTES

Canada is the standing refutation of all contemptuous German charges against overseas foes. Americans need claim no superiority over Canadians to make Germany take notice. The Germans know the Canadian soldiers. They met them at Ypres and Vimy Ridge. Since then jibes about Canadian bravery and efficiency do not get over very well among the Germans. —Detroit News.

The Rule of the Road

The following correspondence between Mr. J. E. B. McCready and Mr. L. M. Fortier with reference to the "rule of the road" will be interesting at present as the question is being generally discussed:

Charlottetown, P. E. I., Feb. 18th, 1917
L. M. Fortier, Esq.,
Annapolis Royal, N. S.

Dear Mr. Fortier,—I have to thank you for sending me forms of petition, etc., in the matter of "vehicles passing to the right." I note, without much surprise, knowing your engaging personality and persuasive powers, that the Dominion Board of Trade and County Council became willing captives to your bow and spear, and think it not improbable that the Province of Nova Scotia may decide to adopt the United States plan. But there might be something said against it, nevertheless. The good old British plan was, and is to pass to the left, as was expressed in the popular rhyme, of immortal age: "Travelling the roads is a paradox quite: If you turn to the left you are sure to be right— If you turn to the right you are wrong."

The trouble began when our smart United States cousins, having gained their independence, set about eliminating everything British from their country and in making for themselves a constitution, laws and institutions that should be as far as possible the opposite of every thing British. They went so far as to make the hereditary principle, because kings were tyrants. The hereditary principle, sanctioned by immemorial usage, was to their minds all wrong, and worse still, was British and the cost of maintaining royalty was great. So they ended by choosing a President by popular vote every four years and gave him more power than any British king then or since has had while the cost of presidential elections exceeds that of maintaining a royal family, and the President is always a partisan, the choice of one party only, and bitterly opposed by the other political party, composed usually of nearly half, and the British plan that Ministers of State should have seats in Parliament, should on taking office be endorsed by the national ruler on the one hand and by the votes of the people on the other. This was democratic but it was British. And so they proceeded to eliminate from their national life anything and everything good and bad alike, which savored of Britain.

That was the sole reason why they changed "the rule of the road." Passing to the left was the more convenient and safe way. With two sitting on the driver's seat, the driver's whip would be out of the way of the person sitting beside him, and the two drivers of passing teams would be next each other with full view of the wheels, and ready to watch for and avoid a collision. Hence passing to the left is always the most convenient and safest way. It was changed in the States solely because it was British. My ancestors, both paternal and maternal, were Loyalists and were there when it was done, so my information comes direct from them.

It is true that Ontario, Quebec and some of the western Canadian provinces have, weakly, I think, yielded to the custom of the people across the border. But the Maritime Provinces have little interchange of highway vehicular traffic with them and Nova Scotia and P. E. Island have very little of such traffic with New England. Why then should we change from the British to the United States plan? It would cost tens of thousands of farmers in N.B. and N.S. from say, \$2 to \$5 each to have his winter vehicle shafts altered so as to shift the other way from that in present use.

But, pardon the length of this letter. I shall watch the movement you are leading with interest. The result cannot be very important here as sleigh shafts that can be shifted are little in vogue. Sincerely yours, J. E. B. MCCREADY.

20th Feb., 1918.

Dear Mr. McCready:—I am very glad indeed that you have written me in regard to the "rule of the road" matter, and am much interested in your letter. But I am bound to say that I am not absolutely convinced of the correctness of all your facts. I feel sure that there never was any change in the rule of the road in Upper Canada, and that it has always been to pass to the right' may be as you say. Maybe too the example of Canada had something to do with it. But, be that as it may, he is a hundred millions strong today, and his way is the way also of seven-eighths of the people of Canada. What, then, is the good of the one-eighth holding out against it? Can the tall hope to wag the dog. Is it not better for those small, but very lovely and very precious Maritime Provinces of ours to fall simply and with a good grace to fall in with the rest of the world? With kindest regards to you and Mrs. McCready, Yours sincerely, L. M. FORTIER.

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson

FAITH
The sea was breaking at my feet,
And I looked out across the tide,
Where I had met the Heavens meet
I thought me of the Other Side.
For on the beach on which I stood
Were wastes of sands and wash
And roars,
Low clouds, and gloom, and solitude,
And wrecks and ruins—nothing more.
O, tell me if beyond the sea
A heavenly port there is," I cried,
And back the echoes laughingly
"Ther's is! ther's is!" replied.

The Transportation Problem

R. E. Gosnell, II.

I have stated in effect that transportation is the hand maid of food control. In highly organized communities everything depends upon it. The fuel situation is critical by reason of its breakdown in the United States and we are having coalless days as the result of it.

The transportation problem in the United States in some respects similar to that of Canada. In one most important respect, with which it will be the particular object of this article to deal, it is identical. In other respects there are essential differences. With the exception of land subsidies to the Southern, Union and Northern Pacific Railways, the railway enterprises and systems of the United States have been developed without government aid and as purely private in ownership and management. By the rapid exploitation of the country in every direction, railways more often preceding than following after settlement of any marked degree, and by speculative promotions, the United States has become well supplied with transportation facilities. In the more populous sections well, and in others fairly well supplied. There have in some instances been unnecessary duplications and projections. The railways of the United States have passed through three stages, the developing, the speculative and the operating. Just before the war they had reached a high state of organization in business principles and were highly efficient in the operating end of it.

In Canada, with its great area of undeveloped country, its sparsity of population and its lack of large capital resources, progress was somewhat different. The genesis of nearly every railway in Canada was not in immediate traffic in sight, but in developing certain areas, in finding avenues of communication for possible trade, in relieving conditions of isolation, and in large national reasons, which account for the intercolonial and the Canadian Pacific Railways. The Great Western and the Grand Trunk were built and operated without government assistance, except a loan to the Grand Trunk, by British capital, in the early days, but otherwise railways in Canada have been an evolution, not on very well defined lines, but always on the basis of land subsidies, provincial bonuses, federal aid per mile as colonization railways, and guarantee of bonds, or all of these in some form of combination, and government ownership. There has been no cohesive, permanent or co-ordinative policy in it all. Local and speculative pressure or provincial and national necessity have always been at the back of it, and it has landed us in the problem which the Dominion Railway Commission of a short time ago was called upon to solve. As a final result we are over-railwayed in a transcontinental direction and not sufficiently railwayed in some sections of Canada in a local way to get a general railway sense, which, however, does not include the Canadian Pacific Railway, equipment in rolling stock and in some other ways is not up to requirements of traffic. On account of this fact in connection with the close traffic relations between Canada and the United States, what has hit the United States has with lesser force hit Canada. Food and fuel are seriously affected by it. To clearly understand how it all came about and what it all means we have to go back a bit.

The first principles of a railway is that in any progressive community— I don't care anything about the traffic there—it must either go ahead or go back. It cannot stand still. If either advances or declines in usefulness. Terminals must constantly be enlarged, if a growing traffic is to be accommodated. It must have more facilities for carrying. You can't have an intensified effort, in the heavier loading of cars, by longer trains and by a more intensified terminal operation, do more business with a given plant than that plant would do under normal conditions, but more units of speed and over speed, while temporarily successful, leave inevitable results. A man who works twice as long and twice as hard as he should will live about half as long as he should. Emergency methods may be good for emergencies, but you can't use too large a percentage of your equipments in locomotives and cars without a breakdown. Every railway man understands that railway business must be done with, always, a reserve of spares.

Mother and Daughter Praises Them Highly
Dodd's Kidney Pills Cured Mrs. L. C. Nielsen
She Had Suffered From Kidney Trouble and Indigestion and Her Daughter Was In Poor Health. Both Found Relief in Dodd's Kidney Pills.

Blue Bell P. O., Victoria Co., N. B. Feb. 25th.—(Special).—Mrs. L. C. Nielsen, wife of the assistant postmaster here, and her daughter are among the many who state that they owe their good health to Dodd's Kidney Pills.

Mrs. Nielsen, who is a lady of advanced years, is always ready to tell how she discovered that Dodd's Kidney Pills do all that is claimed for them.

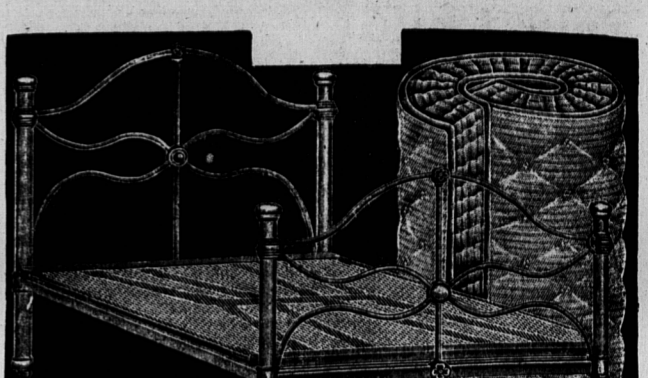
"Last winter I was suffered with very bad kidneys and indigestion," she says. "Everything I ate hurt me so that I was at last forced to live on bread and milk."

"I made up my mind to try Dodd's Kidney Pills as different persons had recommended them. They helped me wonderfully. In a very short time I was able to enjoy good meals without hurting me, and my health was greatly improved."

"My daughter also used Dodd's Kidney Pills with splendid results."

Dodd's Kidney Pills cure sick kidneys. Cured kidneys strain all the impurities, all the poisons, out of the blood. That means good health all over the body.

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WE PAY FREIGHT! Holman's pay freight on cash orders amounting to \$10 or upwards.

As described above with castors without spring and mattress. Price \$3.98

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Here is one of our biggest values in a thoroughly high class Bedroom Outfit, including, bed, spring and mattress. The BBD is made in a heavy construction from the best iron procurable for this purpose; every part is strong and reinforced so that it should give almost indefinite service; height of head 49 inches, height of foot, 39 inches, size of pillars 116 in.; filling rods 5 1/2 in.; each of the posts is fitted with a shiny brass cap. The SPRING is a guaranteed quality woven wire construction, stayed and reinforced by eight steel straps, finished with vermin proof binding. The MATTRESS is a good quality wool top, finished with serviceable weight ticking.

The combination including the three separate articles makes a magnificent outfit, and is excellent value considering our present price and the price quoted by others. Order this Outfit before the price advances. Size 3ft. 6in., 4 ft and 4 ft 6 in. wide by 6 ft. long. Complete for \$10.98

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The history of the railways of the United States has shown a decreasing scale of rates and an increasing scale of material cost. In the past, the railways have been able to get along, notwithstanding these factors. Because of mechanical operating devices they have been able to get a very much more intensified movement over the rails; because of the use of extremely heavy and large locomotives they could with the same crew haul longer trains; and because of larger and heavier freight cars there were greater operating returns per car. Freight cars used to cost \$110 to build; they now cost \$2600. All these permanent things were in operation in 1913. Railway companies could then do nothing more than they had done to meet added requirements of war emergency, except to adopt emergency methods, which it was impossible to know continue. The railway companies knew what this condition of affairs meant. They could see the end. They gave their warnings. Everyone is authority, every person interested in the situation, knew, or should have known, in time to avert what is little less than a calamity.

You ask why, if the railways knew their peril, they did not apply the remedy. It is a fundamental principle of finance, and finance governs, that in order to get new capital for extensions, renewals of equipment and the various betterments demanded, you must prove that capital will have a show for a reasonable return in dividends. Finance knew the railway earnings, knew that railways were overregulated as to rates and overtaxed and would not respond. Somebody has said that the railways in the United States have 49 bosses, one in the federal government and one for each State. Now that the nation is taking over temporary control as a war measure, the government is seeking an appropriation of \$500,000,000 to do what should have been begun to be done four years ago. Railway rates will have to be raised or the difference in loss to the nation will have to come out of the pockets of the ratepayer.

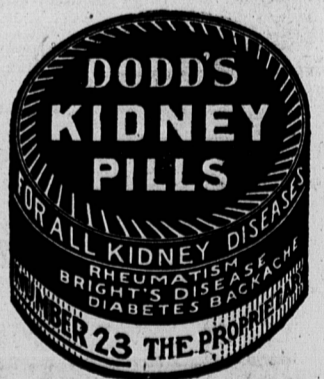
And now let me say that the people of the United States are not wholly to be blamed for this. Originally, the railway companies were to blame themselves. It was the very abuses for which they were responsible that justified stricter regulation. Years ago railway magnates were stock-jobbing exploiters. Their operations were in Wall Street rather than confined to their legitimate field in railway management. To make individual fortunes and to magnify their own system their schemes for mergers and consolidations, in stock-watering and in wrecking rivals, became a national scandal. They not only manipulated Wall Street, but they invaded the lobbies of every legislature in the land.

The railway men of today are genuine operators, not exploiters. The railways have learned their lesson; but the irony of the situation is that public opinion has never readjusted itself to the new and immensely improved situation. From the railway magnates ruling the roost politically, with its incidental corruption of politics, it has been for some years the popular route to Congress to buck the railways.

I am speaking now on the highest of independent authority on railways, in America, when I say that in 1913 the railways in the United States were in every respect, in mechanical equipment, in organization and in operating skill and operating results, the most efficient in the world. They

Progress of Election in Queens County

Mr. Donald Nicholson received a telegram from Ottawa yesterday giving the following election returns for Queen's County as the result of voting in Canada and France but excluding England, the returns for which have not yet been received:
Sinclair 5,354
Warburton 5,253
Mr. Martin 5,039
Mr. Nicholson 4,983
In Kings County 70 soldier votes were polled in Canada, 16 of which went to Mr. McIsaac and fourteen to Mr. Hughes reducing Mr. Hughes' majority from 247 to 205.



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G. H. Taylor Jeweler and Engraver