

# The Central Guardian

IT PAYS to by in this Province.

**HORSE NOTE.**—Mr. Russel White, Brighton, is now the proud owner of Lady Paynter.

**681 DAYS OF WAR.**—This is the 681st day that the British Empire has been at war with Germany.

**RED CROSS.**—A meeting of the Rustico Branch Red Cross will be held in the school-house at Rustico on Thursday the 15th at 3.30 p. m. All members are requested to attend.

**PRESENTATION.**—Pte. Benjamin Steinford, a member of the 105th Battalion was yesterday presented with a wrist-let watch by his fellow employees of the Machine Shop of the P. E. I. R.

**SOME 105th MEN STILL HERE.**—The Car ferry steamer with the 105th Battalion on board, which left Charlottetown at 2.19 a. m. yesterday morning docked in Picou at 6 a. m. Two special trains were in waiting at Picou for the soldiers, and they at once entrained for Valcartier. A rear party of about 25 men under the charge of Lieut. Preston McLaine remains in Charlottetown gathering up the stores and attending to other finishing of details. They will proceed to Valcartier in a few days.

**THE LISTENING POST.**—Mr. John B. Anderson of Charlottetown, Royally received a bright and verosy letter dated May 27th, from his son, Fred who is a member of the 6th Mounted Rifles which participated in the heaviest of the recent fighting in France. Accompanying the letter was a copy of "The Listening Post," a small weekly paper full of witty prose and poetry, printed in France by permission of Lt. Col. V. W. Odlum, D. S. O. commanding 7th Canadian Infantry Battalion. The paper is edited by Capt. W. F. Orr, whose news editor is L. Cpl. H. Maytor. The Guardian will publish from time to time several of the poems, etc. which appear therein.

**THE PATRIOTIC SOCIETY** meets in the Recruiting office this afternoon at four o'clock.

**CAVENDISH.**—Rev. W. E. Piper will preach in Cavendish Baptist Church on Sunday the 13th at 11 a. m. and 7.30 p. m.

**Y. M. C. A. WORK.**—Capt. Harold C. Cross in writing from Shorncliffe says that he is kept quite busy with the Y. M. C. A. work at Caesar's Camp in the Shorncliffe area, but may be moved at any time. The Canadians are well thought of as far as behavior goes. The boys appreciate the Y. M. C. A. to its fullest, especially in the evenings after a hard day's work when they can sit in the hut and enjoy the fine programs nightly provided.

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## DEVELOPMENT COMMISSION

(Continued from page three.)

Gentlemen, we were under the impression, when we adjourned this afternoon, that we had concluded the subject of Transportation, but it appears that we had not quite finished, and I understand there are one or two others who would like to speak on the subject.

**MR. W. K. ROGERS:** It seems to me it would be a mistake if such an important meeting as this were allowed to disperse without referring in some way to internal or domestic transportation, a problem which is perhaps of as great importance to this province if not greater than, the question of communication with the outside. I think that one of the most important points in connection with transportation is the question of good roads. Yesterday in Montreal two thousand delegates from all over Canada assembled to discuss and formulate plans for the extension of the good Roads Movement, which is perhaps one of the greatest movements in the world today, and I think this matter of good roads, which is of the utmost importance in any community, should be recognized by such an important meeting as this and a record at least made that the matter is under consideration. I think the people of this province are somewhat awake to the importance of this movement. Indeed, the Government are also awake to it, because, as we all know, the roads of this province during the last two years, and this last season particularly, are the best roads that Prince Edward Island has ever had and I have been travelling on the roads of Prince Edward Island for some 25 or 30 years and know of what I speak. We have never had such good roads as during the last year or two, but there is still great room for improvement, and I think the meeting should perhaps show its recognition of what the Government have already done, and in this way urge them, or coax them, to a continuation of that effort.

When dealing with the question of internal or domestic transportation we must admit that we have been very far from making the best use of the means available. Today, and more especially since the outbreak of the War in August 1914, the motor truck with gas engine power has come to be recognized as the most economical and effective means of transportation between points not served by railways. There appears no reason why motor truck transportation should not be of the greatest advantage to the people of this Province served as we are by a very limited train service and a train service we cannot expect to be extended very much on account of our limited population. Even a Government cannot show too much of a deficit in the operation of Railway lines and if we had a corporation owning our railway lines here the service would be less frequent than it is.

Motor trucks being inexpensive to operate are just what our people away from the Railway need to handle their freight during the summer and fall months. To illustrate I might refer to one particular route where this might be used and that is between Hunter River and North Rustico. I happen to be familiar with this because I have several times furnished Mr. A. A. McLean, M. P., with particulars as to cost and etc. A truck to carry two tons would cost \$2000. This truck can easily make four round trips between Hunter River and North Rustico in a day and a gallon of gasoline costing in ordinary times 25 cents will be fuel enough for each round trip. One man at \$2.50 a day would be sufficient to operate the truck providing he had assistance in loading and unloading. The average rate for hauling freight from Hunter River to North Rustico, or in the opposite direction is now \$3.00 per ton and it is difficult to get the work done even at that price.

What applies to that route also applies to many other points on both the North and South sides of the Island points from seven to twelve miles away from a railway station. I am glad to hear that the farmers of one large and important district in Kings County have realized the advantages of motor transportation and have petitioned the Government asking that they be allowed to use motor trucks on every day of the week.

So much for the transportation of freight, but the carrying of passengers is also of very great importance and from the first of May until the first of November this question can be successfully solved by the use of the automobile and motor bus lines. There would be no experiment here as motor bus service is solving the passenger transportation question everywhere that service is limited.

The opening of our country to motors would bring back to us in a large measure the tourist trade which we banished in 1907. The people who like the out of doors have been living in their motors for the past ten years and now with Europe closed to tourists, there is a golden opportunity for us to bring them here looking as they are for new fields. This tourist trade is almost if not quite a vital necessity to our hotel keepers and what benefits one class, benefits all in this country as has been shown here today by our talk on Co-operation.

I take it this convention is meant as the first steps towards a bigger, broader and better Prince Edward Island. If we mean this we must broaden out and get in line with what is being done in the other Provinces and I trust the Government will realize this and take the necessary steps to allow us to make the best of the great resources of this rich Province.

The present motor Act is out of date and is costing the Province serious loss every year besides depriving its citizens of the liberty allowed in every other part of the world.

**MR. J. A. McDONALD:** Mr. Rogers has brought up the matter of domestic or interior transportation. It is a very far reaching subject, and a most important link in the transportation chain. I don't know that we want to make this meeting the occasion for advocating the use of motors, especially, but there are certain roads that should be opened up for the use of motor trucks in connection with the railroad. For instance, we have in our section one particular place, the village of Annandale, about fifteen miles from the nearest railway point at Cardigan. With a good road system, which would improve the roads and which would allow motor trucks to operate on the road, it would put those people in fairly close touch with the railway, and

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