

The Charlottetown Guardian

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SATURDAY JANUARY 26th, 1918

CARFERRY AND RAILWAY

When a hitch occurs on the Prince Edward Island Railway, such as the delaying of a shipment, the loss of a meal or an hour's sleep, the welkin rings with complaints regarding mismanagement, resolutions are adopted pointing out how these things could be avoided or a deputation goes to Ottawa to make the desired correction.

We do not hear so much about what is really being done. We accept the maximum possible service without a word of gratitude or surprise or commendation. And yet within the past few months our transportation has been revolutionized; service approaching the impossible has been performed, certainly the impossible of a few years ago.

The Carferry service has been three months in operation. It opened on October 15th and on January 22nd had just completed its first three months of actual service, a week having been lost in connection with the attempted salvage of steamers in the ice in the St. Lawrence.

During these three months 885 loaded mainland cars were brought across by the Carferry to Borden, and 780 mainland cars forwarded from Borden to Tormentine; 175 empty mainland cars were returned to Tormentine, making a total of 1840 mainland cars carried across the strait.

During this period 1,395 loaded Island cars were taken to Borden, and 1,218 loaded cars sent out from Borden to different points on the P. E. Island Railway. In addition to this the service outward and inward from Summerside and Charlottetown had to be provided for up to the 12th of December, besides keeping up the usual local supply of cars on our 275 miles of railway.

When it is remembered that on the whole Prince Edward Island Railway there were only 313 box cars up to the last of November and 363 after that date by the conversion of 50 cars borrowed from mainland roads, it will be admitted that it required a good deal of skilful checker playing to keep the game going.

The size of the game may be inferred from the fact that for every mainland car handled at Borden two Prince Edward Island cars were necessary to carry the freight to or from it; in other words, our 313 cars had to make an aggregate of over 3600 single trips to and from Borden, besides supplying the rest of the road with the same cars.

This, it will be admitted, was a great achievement showing both the exceptional management of our Island Railway and the volume of our Island business. We referred yesterday to the need of reliable statistics showing the volume of our imports and exports and the above figures, representing operations at only one port and for only three months, emphasize the necessity of such statistics.

While there is much to commend in our present transportation facilities it must by no means be imagined that further improvement is not to be looked for. There is much yet to be done. Our rolling stock is far short of requirements, and while extensive expenditures cannot be expected at present owing to the financial conditions created by the war, there is a point beyond which economy becomes the worst kind of extravagance.

BREAK THE HABIT

"The task which we have to accomplish is to break and change the habit of the majority of the people of this country," says the Journal of the National War Savings Committee of London, England. "The habit"

of tleship Britain is in the thick of a hot fight and yet people insist on being carried as passengers and on being clothed and treated generally as well as, or better than, in times of peace."

We have become accustomed to such phrases as "the Empire battling for its life," "civilization in danger," "our lives and our freedom threatened," etc., yet, as the journal points out, we insist upon being clothed and treated generally as in times of peace. Does our general manner of living indicate any sense of danger to the Empire or to ourselves? Not a bit of it, we not only insist upon being given the comforts, the fashions, the ease and the entertainment of peace times, but we raise a howl of protest if any of these are denied us. We insist upon adhering to our former habits. The Journal above referred to says also "If one woman buys a new frock or a new hat her friends will want to do likewise; if she abstains, especially if she is a social leader in her neighborhood, others will follow her example."

This is doubtless true; the trouble is that the social leaders set the fast pace, not the pace that would indicate that we are in danger, not the pace that would indicate that we are in the midst of a funeral procession and that the funeral is that of our sons, our husbands, our brothers, our fathers.

Living in the sunshine of prosperity as we are we fail to see things as they really are. The blood-soaked trenches are three thousand miles away; we cannot hear the sound of the guns, cannot hear the groans of the dying, cannot see the heaps of slain, and we know only in a vague, academic way, as we profess to know there is a heaven and a hell—a long way off—that such horrors exist. We know only in this vague way, also, that starvation and famine threaten to bring all our sacrifices to naught, threaten to bring upon us these fearful things that we profess to believe are imminent, and so we go on buying our new frocks and our new hats.

SITUATION IN RUSSIA

Conditions in Russia continue chaotic. There is danger of an open break between Roumanian soldiers and Bolsheviki troops on the eastern frontier. In Petrograd, two of Kerensky's former ministers have been murdered in their beds. Bolsheviki leaders are still dicker with Germany over terms of peace. Fighting and rioting are reported from numerous Russian centres. A movement is on foot, promoted by the Lenine-Trotsky party, to repudiate Russia's debt, insofar as action of that sort can be taken by any political combination, and, altogether, the great Muscovite Empire is rapidly approaching the stage where her affairs must be looked after by stronger men than any who have yet presented themselves.

The members of the Bolsheviki party have failed to restore order in Russia, and in fact there is little evidence that they made the attempt. Their attention seemed to be chiefly centered upon establishing themselves firmly in office and even in this they have not succeeded as any of several elements in the population, elements which are daily becoming more openly dissatisfied with the progress made, may grow sufficiently strong to hurl the self-constituted authorities from office and set up a brand new government on their own account.

If those in authority in Russia can bring the people to the point where they will continue in active alliance with the Entente, internal difficulties and future problems can be satisfactorily and beneficially settled for there is in Russia a great mine of wealth that will well repay any nation that will take the trouble to organize and develop it. But nothing can be done in that regard unless Russia continues true to her alliance with the Entente. To traffic with Berlin is to invite national disaster.

It will be most regrettable if Russia, having done such good work in the earlier stages of the war, shall now decide to cease further participation. It will also be disastrous for the future of the Russian people who may yet learn to curse the day on which they first gave ear to the high sounding pretensions of Lenine, Trozky, et al.

HAPPENINGS OF THE WEEK

Among the distinguished visitors in Ottawa this week, guests of His Excellency the Governor General, are Sir Cecil and Lady Springle-Rice and their children who leave shortly for England. Lady Springle-Rice is a connection of the Duchess of Devonshire.

Queen Alexandra recently unveiled a crucifix in the courtyard of St. John's Church, Waterloo road, London, S. E., given by the nurses in memory of men who have died of wounds in King George's Hospital.

Monday, H. R. H. the Princess Patricia opened the Canadian Red Cross Home for Nurses at Ennismore Gardens, London, England. The home has been lent by Col. and Mrs. Grettton, who have left all the original furnishings. The Canadian Red Cross is providing the rest of the equipment. There is accommodation for forty patients.

The engagement of Miss Florence Lois Taylor, one of Charlottetown's popular young ladies, to Mr. Stanley Edmund Storey of Gary, Indiana, was pleasant news made public to their friends this week.

Rev. Dr. Fullerton had the proud distinction of entering upon the 26th year of his pastorate in St. James' Church last Sunday. Congratulations are heartily extended for many years of continued success.

The ladies are doing some splendid curling this week and while they are perhaps not as scientific in their play or as quiet as the gentlemen they are nevertheless just as enthusiastic and thoroughly enjoy the exercise. Not a few promises to become quite expert before the season closes. On Wednesday evening the ladies had a bean supper and everyone had a jolly good time.

Mrs. J. A. Mathieson, Mrs. W. A. Stewart, were hostesses this week at Bridge.

A novel idea was introduced at a patriotic Bridge this week in Montreal when the committee arranged a "Knitting Contest" for those who could play bridge. Over two hundred participated and besides affording a great deal of fun was a success financially while a lot of knitting for the soldiers was accomplished.

Mrs. Murdoch McKinnon entertained pleasantly at a small Bridge this week.

Miss Lois Taylor is being widely entertained by her young girl friends among whom she is a great favorite. On Thursday evening Miss Janet Hean gave a tin shower in her honor. There was a great deal of fun for those who participated and many serviceable gifts for the young housekeeper.

There is a decided vogue for flesh colored neckwear at present as it lends color to many women and is so generally becoming.

Two beautiful banners, the colours of the 82nd Regiment were displayed for the first time in St. James' Church last Sunday. They were forwarded to the Chaplain Major Fullerton for safe keeping.

Two evening Bridge clubs were re-organized this week to play one night weekly, meetings at the homes of the different members.

The Burns Concert was the big event of this week and on former occasions standing room was at a premium. The program was choice and everyone enjoyed the inspiring music, good singing and graceful dances.

There was a most enjoyable Birthday party in the Baptist Church schoolroom last night for old and young.

The friends of Miss Turner, matron of the P. E. I. Hospital are pleased to hear that she is convalescing after her recent operation for appendicitis.

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson.

LIFE'S STORY

"Speak a shade more kindly than the year before; Pray a little oftener; love a little more; Cling a little closer to the Father's love; Thus life below shall liker grow to life above."

How good it is that, though new chapters go on with our life's story and people drop out whom we have loved, and incidents change so that it seems quite like another tale, yet the real plot is spiritual and eternal. The true friendships and affections will all come in again, in the next volume. There is no "finis" at the end of Volume One, nor yet of Volume Two. Always to be continued, never to be concluded, are the life and love that are rooted in Jesus Christ.

SHUT WINDOWS

For the Baffle Magazine When the outer eye grows dim, Turns the inner eye to Him, Who makes darkness light, Fairer visions you may see, Live in nobler company, And in larger liberty, Than the men of sight.

He sometimes shuts the windows but to open hidden doors. Where all who will may wander bold and free, For His house has many mansions, and the mansions many floors, And every room is free to you and me.

Mrs. Gerald Brenner entertained at a miscellaneous shower in honor of Miss Lois Taylor on Wednesday evening. The young bride to be receiving many dainty gifts.

Among the Bridge hostesses within the week was Mrs. A. W. Hyndman, who invited a number of friends in for a game at her pretty home in Brighton.

There's a new "knitting skirt" slim New York girls are wearing under their long coats which has a broad pocket across each hip, one to carry the knitting in and the other for the extra wool.

A number of young people had a jolly sleigh drive last Saturday evening followed by a supper at which Miss Letitia Leard was the charming young hostess. These outings among the young people are thoroughly enjoyed and are frequent events.

On Thursday of last week Miss Bannerman Tanton of Summerside, kindly gave her home and served refreshments to the ladies of Summerside who enjoyed the privilege of hearing Miss C. Holman give her personal experience on air-raids in England which she had been through. The proceeds which amounted to \$12 were for the benefit of the Summerside Red Cross.

Miss Kathleen Burke has had the honor conferred on her by His Majesty the King, of being made a Commander of the Order of the British Empire, in recognition of her war services in raising money for the Scottish Women's Hospitals and for the Red Cross. Miss Burke, who has visited Canada several times, has raised over a million dollars for the Red Cross. She is the only woman who was ever allowed to appear on the floor of the New York Stock Exchange, where she spoke on behalf of the Red Cross. She was also the first woman who was permitted to visit the Verden front, where she met Joffre and other distinguished French officers. She went in under fire.

TRIBUTE TO THE CANADIAN ARMY IN FRANCE

(Written for the Guardian.)

Oh wonderful Canadians, a world in silence stands, To view the deeds of valor wrought, by your unerring hands; Ye sons of the Dominion, our hearts with pride run o'er, When victories achieved by you resound from shore to shore.

You come—oh "flower of manhood" from Prince Edward Isle peering, The garden of St. Lawrence Gulf, with ocean kissed feet, From Acadia and New Brunswick I see your columns rise, From western plains, rockbound coasts, where mountains pierce the skies.

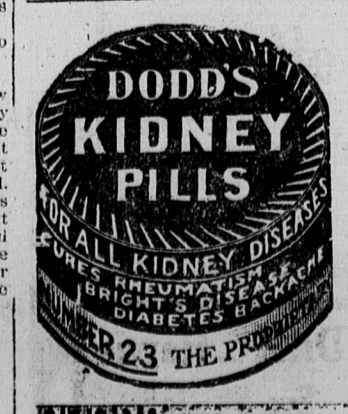
We know you will not falter, in that blood-red land of France, Where fortresses impregnable never checked your sure advance; For the "living dead" are calling, and the "dead alive" shall hear, Your courage shall inspire them, and drive out crippling fear. Fight on, fight on Canadians, fearless, strong and brave, The tyrant never existed who could a world enslave; And yet a little longer by truth and justice led, Victory shall crown you all the living and the dead.

Great God of all creation, look on this gallant band; We beseech Thee, Father—hold them in the hollow of thy hand, Thy all-seeing eye shall guide them until the world shall see The triumph of democracy, the freedom of the sea. —Maude Manderson DesMarais, Chicago.

SWEDISH VESSELS SHOULD NOT BE EMPLOYED IN AMERICAN TRAFFIC

AMSTERDAM, Jan. 25th.—The Cologne Gazette says it believes the time has come to warn the Swedish Government against allowing Swedish vessels to be employed in the American coastal traffic, which the newspaper considers will be an unneutral action.

"In view of our enemy's methods and war measures," says the Gazette, "we must earnestly appeal to the neutral conscience not to give one-sided assistance in the terrible struggle; not to deviate from neutrality or stab us in the back under the hypocritical pretence that neutrality is not being violated."



Women's Boots Cheap Women's Gun Metal High Cut Boot size's 2 1/2 to 7 for \$3.50. Another nice line in Gun Metal Cloth Top same size's at \$3.98. Women's Patent Button or Blucher. Kid or Cloth top, plain toe or tip; all sizes at \$3.75. GOFF BROS.

A HARVESTER'S DIARY

(Continued.)

Vancouver, Dec. 15, 1917. I am glad that two of my children came to Vancouver a few years ago. They are not here now, but their friends are my friends and I found myself entirely at home. When the boat reached her dock I took a street-car to the part of the city where they had boarded in a nice private house, and was installed as a boarder for a few days, until I should continue my sea trip to Southern California. I found at the Pacific Steamship Co.'s office that I could not get a berth on a boat going South until Jan. 3.

I spent a week going about the city and suburbs, including Stanley Park. It is only a matter of minutes from the rush and roar of traffic to the midst of the "forest primeval." In Stanley Park, Stanley Park is a peninsula but came very nearly being an island. A fine automobile road runs around the park near the shore, quite near the cliffs in places where the outlook is good. The "big tree" is close to this road. It is hollow with an opening in its side large enough to admit a horse and buggy. I crossed the park on the Taylor Walk, which goes through the heart of the forest and past a dozen immense trees near its centre. The largest trees are cedar and fir. The fir is close-grained, a good deal like eastern spruce. On entering the park from the city one may see many wild animals and birds in cages and enclosures, from home and foreign lands.

The grass along roads and outlying streets is luxuriant and green. Some flowers are still blooming in the open air. The streets are kept very clean.

January, 1918.—After spending a week sight-seeing I thought I had better go to work. I boarded with a well finished three-room shack and an acre of land away up Lynn Valley near the mountains. It is half a mile from the terminus of the street railway, which runs up four and a half miles from the ferry. I wanted to rent the shack for the sake of economy and novelty. They said I was welcome to come there while I waited, rent free. They had furnished it for their own use when working there.

On Saturday evening, Dec. 15, Mr. H. and I started for Lynn Valley. When we got off the car, we farred forth into the rain and darkness, crossing a bridge over the Lynn Canyon, with the roaring stream madly rushing down beneath us. Then up a steep hill and on to the friendly shelter of the cabin. My friend stayed over Sunday.

I got a job in a steel shipyard, 40 cents an hour. The work was not hard but I had to quit in three days as my back would not stand working so much in a stooping position. The noise of the compressed air riveting machines was almost deafening. Compressed air is also used to blow the coke fires, which heat the rivets. Many steel and wooden ships are being built on the Pacific Coast in both Canada and the States. By having ten tickets at once I could get down or up for five cents.

I soon found other work waiting for a neighbor woman with six small children, whose husband had enlisted. The few men about here work down in the city, so could not get away for her and no one would be bothered coming up from the city to cut wood. Wood she had none, and the winter rains were on.

The land about here was sold, when the boom was on, for five hundred dollars an acre, also in building lots it is very difficult to clear. Enormous stumps, six or eight feet high, are only twenty-five or thirty feet apart in any direction. Many limbed trees, trunks are standing, and there is much lying down wood, also a new growth of trees has started. The tree I was working on was fir, seven feet across the stump. Twenty-five cords of wood had been taken, but still the tree was nearly four feet in diameter, where it began to cut. It rains and rains, nothing but weeping skies for days and days on end. Brooks are running everywhere in their hurry to join the creeks and rivers. Fifty yards of the road near the bridge over Lynn Canyon has slid into the ravine. Slides and washouts tied up the big roads for days and that was not the worst. At Abbotsford, Chilliwack and the region about there, the rain and sleet froze to everything it touched. Ice gathered on wires until they had a coating three inches thick. The weight of ice on wires and poles down on the tracks for many miles. Quite large trees snapped in the middle

like pipe stems, from the weight of ice. The fruit trees were all destroyed. Ice did not form down in Vancouver. Nine inches of rain fell the last week in December.

January 2.—The rain has ceased, and we have the welcome sunshine once more. Am in the city today ready to continue my voyage southward. I intend going to Victoria on the night boat which leaves here at nearly midnight.

HARVESTER.

Vancouver, Dec. 15, 1917.

INTERESTING FIGURES REGARDING FREIGHT

The number of loaded cars handled at Port Borden from the beginning of the service on October 15th until January 22nd, a period of more than three months, was as follows: Standard mainland cars received loaded—885. Standard mainland cars forwarded loaded—780. Standard mainland cars forwarded empty—175. A total of 1840 standard cars handled by the Car ferry during this period.

For the same period the Island cars handled from the various points on the Island and taken into Borden loaded—1395; Island cars taken from Borden loaded 1218, making a total of 2613 Island cars.

From October up to the close of navigation on December 10th the Island railway was called upon to furnish every car to handle all shipments via the Charlottetown-Pictou and Summerside-Pictou-Chene routes, as well as to the other water points where Island produce is being exported. They were also required to supply the demands for all local shipments on the district which has a total of 276 miles. In order to meet these conditions they have had 313 box cars to supply the demand. The latter part of November there were 50 mainland cars converted to marrow gauge cars on this district. This gave a total of 363 cars to handle all the Island shipments.

KILLED IN ACTION.

Lines to the memory of George E. Yeo of Kensington, who died in France on Dec. 20th, 1917.

He answered the call of his Country With a heart that was noble and true, Of course he thought it his duty, As men of his calibre do.

The answered the call of his conscience, He fought for a world set free, And died the death of a hero, Fighting for you and me.

He went through many a battle, While around him the bullets did hum; He spoke of the narrow escapes he had, In the Ypres, Arrows and Somme.

He gave his life for his Country, He now lies beneath the sod, Away from this world of sorrow, To dwell forever with God.

Western Woman Speaks With Enthusiasm

Mrs. R. Eckford Tells of Dodd's Kidney Pills

She Says They Are "All Right," and Gives Her Reasons For Saying So—Why They Are Popular on the Prairies.

Leslieville, Alta., Jan. 25th.—(Special.)—It is with true Western enthusiasm that Mrs. R. Eckford, of this place, gives her opinion of Dodd's Kidney Pills.

"I wish to inform you that Dodd's Kidney Pills are all right," says Mrs. Eckford.

"I have only taken two boxes, and my back is fine. Of course I will keep on taking them whenever I think my kidneys are not just right."

"Your Diamond Dimer Pills are dandy, too," Mrs. Eckford added. "I keep them in the house, and take one occasionally as required."

What strikes one most on the prairies is the warm praise the people give Dodd's Kidney Pills. They are used for all kidney troubles, including backache, rheumatism, lumbago, heart disease, diabetes, and dropsy, and Bright's disease, and their popularity is the proof of the good work they are doing. Dodd's Kidney Pills are the standard Canadian kidney remedy.

THE OLDEST INSURANCE AGENCY IN PRINCE EDWARD ISLAND Insurance by Mail We INVITE If you require information regarding Life Insurance, but for any reason find it inconvenient to see an Agent, you can complete the matter entirely by mail. Send your name, address, and date of birth to The Great-West Life, when interesting details of a suitable Policy will be sent by return of mail. Remember—'to put off' Life Insurance merely means extra cost when you do insure—with a big risk in the meantime. HYNDMAN & Co., LTD. 59-61 Queen St., Charlottetown, P.E.I.