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Press Delegates To Versailles

(Special to The Guardian.)
 BERNE, April 29.—The German Cab-
 inet council, according to advices from
 Berlin, have decided that the peace del-
 egation to Versailles will be accompa-
 nied by fifteen press representatives
 who will leave on Monday night at
 the same time as the delegation itself.

SIR ROBERT BADEN POWELL COMING TO THE MARITIME PROVINCE

OTTAWA, April 28.—Word was re-
 ceived here this morning that Sir
 Robert Baden Powell would arrive
 in Halifax on May 7th accompanied
 by Lady Baden Powell. His itinerary
 will include St. John May 9th and
 Montreal May 23rd and 24th. He will
 return to England on May 28th.

EVEN-TIDE.
 (Written by a New Glasgow soldier
 who went thru the war and is still
 overseas.)

The long grass waves in the twilight
 sere
 Like the waves of a desolate sea
 Where the torn, bare twisted tree-
 trunks stand
 Black—against old Ypres.

Gone are the lurid flashes
 The deep rumbling heavies roar—
 Gone are the rattling machine guns
 The "Minnies" are heard no more
 The uneven paved roads are silent
 From the clatter of army mules
 And the wild grass densely covers
 The wide-mouthed, shell hole pools

Only some rusty wire
 Only a grass grown trench
 Only a fat gray-whiskered rat
 And the dead, musty, wartime stench
 And the crosses of wood look upward
 With arms outstretched to the stars
 And reproachfully gaze at the red-orb-
 ed God

That blinks in the star of Mars.
 D. F. M.
 February, 1919.

Fools begin a lot of things that
 wise men finish.

Transporting Canada's Soldiers Home

A returning soldier on a transport
 in a Canadian Harbor is not expected
 to philosophically await facilities of
 transport. A cheering crowd in an
 inland town, waiting for troop trains
 to arrive, isn't likely to be perfectly
 patient either. But a fairly large
 proportion of the workers of Canada
 —those engaged in railway service—
 are putting in long strenuous days,
 these times of demobilization, to get
 the fighting men back to their homes,
 with the least possible delay.

Just how stupendous that work of
 rail transport is, may be surmised
 from the fact that from March 17 to
 April 23, both dates inclusive, this
 year, from the port of Halifax there
 have been handled over the rails of
 Canadian National Railways to in-
 terior points, 49,009 military passen-
 gers. This colossal movement re-
 quired the utilization of 107 special
 trains as enumerated in this news-
 paper from time to time, and it
 speaks volumes for the self sacrific-
 ing zeal of the rank and file of the
 roads that this total of almost fifty
 thousand men have been moved as
 swiftly and silently as if the total
 had been but a tenth of those actual-
 ly transported.

Probably never again will Haligoni-
 ans see such a procession of great
 ships loaded with soldiers in that
 magnificent harbor. The list, day by
 day, is imposing.

On March 17th, the Carmania docked
 at 9.15 a.m., with 2769 soldiers and
 275 civilians. The ticketing was
 rushed through and nine special trains
 were despatched in 6 hours. Two
 days later the Celtic warped in to
 her berth at 7.40 in the evening. She
 carried 2810 troops of all ranks. In
 less than 4 hours the soldiers had
 been forwarded, the actual time for
 despatching being placed at two
 hours and a half. The day following,
 March 20th, the Baltic docked. She
 carried 3200 returning men, to handle
 whom five specials were sent out in
 three hours and 35 minutes. There
 was an interval of four days before
 the Celtic docked at 8.05 a.m., with
 1892 soldier passengers. Again, four
 specials were moved out in two hours
 and 45 minutes. Next day, March 25,
 the Royal George, with 1388 troops
 aboard docked at 11.45 a.m. Three

specials were despatched in one hour
 and three-quarters.

Then came the giant Olympic with
 4846 aboard. High winds prevented
 her immediate docking, and the
 troops or most of them had to be
 brought off by tenders. This proved
 a laborious job for all concerned, but
 by dint of hard work, special after
 special was sent forward until the
 great liner was cleared. This con-
 sumed a great deal of time, and be-
 fore there was much time to think
 about it, the Cedric with 3520 men,
 and the Minnekhada, with 2451 reach-
 ed dock, both on March 27th. Eight
 special trains were utilized to handle
 the complement from the Cedric,
 while six were necessary to take care
 of the forwarding of those aboard the
 Minnekhada.

On March 30th, at 5.30 p.m., the
 Regina docked with 1981 officers and
 men from practically every province
 in Canada. Within three hours and
 20 minutes, 5 special trains had been
 despatched and the local units had
 been ticketed for the regular trains.
 On April 1st, the Canada docked at
 9 o'clock. She carried 1351 soldiers.
 Three special trains had been des-
 patched within 3 hours and 35 min-
 utes after disembarkation; the actual
 time between departure of the first
 and that of the last, being three-quar-
 ters of an hour.

On April 6 the Northland docked
 at 4.40 p.m. She carried 1227 sol-
 dier passengers. Two hours later her
 complement had been forwarded, only
 13 minutes passing between the de-
 parture of the trains. It is at this
 point in the records that the first pro-
 minent mention is made of the large
 amount of military baggage to be han-
 dled. On the same date the Caronia
 docked at 8.10 p.m. She carried 3364
 passengers and 8 specials were des-
 patched in 4 hours. On April 9 the
 Megantic arrived in the harbor with
 1179 soldier passengers and 200 civ-
 ilians, a total of 1379. The Megantic
 did not dock at once and the disembarkation of troops was carried on
 by tender, necessarily a slow, labori-
 ous process, but three soldiers and
 one civilian special had been despatch-
 ed in two and three-quarter hours. On
 the day following, the Lapland docked
 at 5.30 in the evening with 1974
 passengers, and in a little more than
 three hours later, 4 specials were
 despatched. Eight days later—April
 18—the Carmania docked at 7.25 p.m.,
 with 2600 troops. Six specials were
 despatched in a little more than 6

six hours. There is also a note in the
 records in the case of this ship about
 the quantity of baggage to be hand-
 led. Two days later—April 20—the
 Adriatic arrived at 5.25 p.m. with 1841
 passengers. Four hours after the
 time of docking 4 special trains had
 been despatched.

Then on April 21 the Olympic was
 back again. She docked at 11.30 a.
 m., and carried 5572 military passen-
 gers and 300 civilians, a total of 5872.
 Eleven special trains were despatched
 within seven hours and a half, and
 a civilian special was also sent for-
 ward carrying about 200 passengers.
 There was an unusually large amount
 of baggage to be handled, but this is
 regarded as one of the best troop
 movements since the first of the year.

On April 23, the Belgic, with 3320
 officers and troops aboard, came in a
 day ahead of schedule. Six hundred
 of these passengers were dispersed
 from Halifax, but the remainder were
 moved out over C. N. R. rails in seven
 special trains.

The handling of these 49,009 troops
 and civilians by special train move-
 ment is regarded in Canadian rail-
 way circles generally as a highly sat-
 isfactory performance, but it reflects
 especial credit upon the staffs of the
 old Government lines which are now
 the Maritime Provinces portion of
 Canadian National Railways. The rail-
 way service is keenly responsive to
 the great obligation of handling such
 large bodies of troops over long dis-
 tances by rail. There is also a desire
 on the part of the trainmen to facili-
 tate the movement of the trains with
 all possible speed, and the men in the
 operating departments especially as
 carrying, and will continue to carry,
 heavy responsibilities until the last
 troopship and the last body of Cana-
 dian troops have been cleared from
 the ocean ports.

To whom it may concern: This is
 to certify that I have used MINARD'S
 LINIMENT myself as well as pre-
 scribed it in my practice where a
 liniment was required and have never
 failed to get the desired effect.

C. A. KING, M. D.

Standards Laid Down In Regard to Labor For Insertion in Peace Treaty

(Special to The Guardian.)
 WASHINGTON, April 29.—The nine
 clauses proposed by the Commission
 on International Labor for insertion in
 the peace treaty as adopted by the
 peace conference in plenary session
 at Paris yesterday were made public
 here today by the State Department.

Among the principals incorporated
 are a standard eight hour day, a week-
 ly day of rest, the abolition of child
 labor, equality of pay for men and
 women and workmen's right of assert-
 ion for all lawful purposes.

To Restore Cable Lines to Owners

(Special to The Guardian.)
 WASHINGTON, April 19.—President
 Wilson has been asked by Postmaster
 General Burleson to approve the im-
 mediate return of American cable
 lines to their private owners. In an-
 nouncing his action today the Post-
 master general said he hoped restora-
 tion could be effected by May 10th.

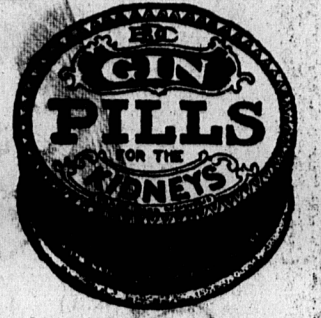
Naval Attache at Paris

(Special to The Guardian.)
 LONDON, April 29.—The Admiralty
 announces that commander the Hon-
 orable Alexander Ramsey has been ap-
 pointed naval attache at Paris.

Nut Leaf.

One cup shelled and roasted pea-
 nuts, forced through a meat chopper;
 1 cup mashed potatoes, 1 cup oatmeal
 bread crumbs soaked in one-half cup
 milk, 1 beaten egg, 1 teaspoon salt;
 1/2 teaspoon pepper, 1/2 teaspoon on-
 ion juice (if liked.) Mix ingredients
 in order given. Turn mixture into a
 well greased brick tin. Place in a
 larger pan containing hot water and
 bake in a moderately hot oven 35
 minutes. Serve with a tomato or
 white sauce.

Put yourself in the other fellow's
 shoes and take a look at your own.



STOP IT!
 The time to check Rheumatism, is
 at the very first symptoms. Gin
 Pills save days of needless torture.
 See a box at all dealers.

BURNT LEATHER CAKE.

1 cup brown sugar, 1/2 cup butter,
 1 cup water, 2 1/2 cups flour, whites 3
 eggs, 1/2 cup water, 1 1/2 cups white
 sugar, yolks 2 eggs, 2 teaspoons baking
 powder, 1 teaspoon vanilla.

Put the brown sugar in the frying
 pan, and caramelize until it is a dark
 brown, stirring all the time. Add a
 half cup of boiling, and stir until it
 is of the consistency of molasses.
 Cream the butter, add the white sugar,
 the yolks of the eggs, the cup of water
 and two cups of flour, beat this for
 five minutes, then add three table-
 spoonsful of the caramel syrup and
 the remaining half cup of flour with
 the baking powder sifted with it, then
 the teaspoon of vanilla and the whites
 of the eggs folded in last. Bake in a
 moderate oven and ice with white
 icing.

"Have you any alarm-clocks?" in-
 quired the customer. "What I want
 is one that will arouse the girl with-
 out waking the whole family."
 "I don't know of any such an alarm-
 clock as that madam," said the man
 behind the counter, we keep just the
 ordinary kind—the kind that will wake
 the whole family without disturbing
 the girl."

Do You Know Its Your Move Is Your Spare Time Worth \$340

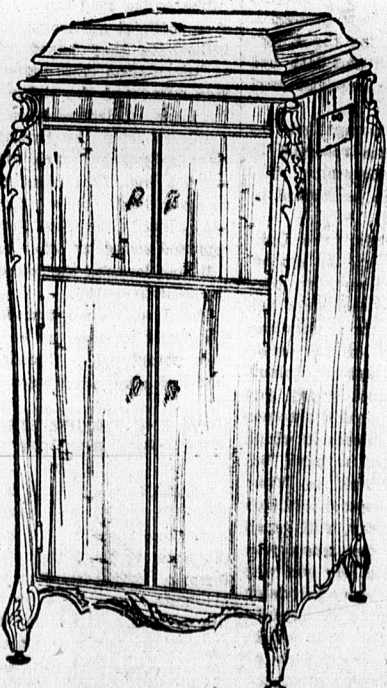
Your spare time devoted to subscriptions to the "Guardian" during the next week will be worth \$340.00, if you are successful in winning this special prize.

The offer has been made, now it is up to you to win. This \$340.00 special prize is being given away in connection with the Automobile and Piano Contest by the Charlotte-town Guardian.

Special Prize Contest ends Saturday, May 3rd at 10 P. M. - - - Its Your Move

Those who have promised candidates subscriptions to the "Guardian," may use the blank below and send direct to the Contest Department, together with remittance, and votes will be credited to candidate named. By sending your subscription direct, it will save your favorite candidate time and travel at a time every minute means so much to those competing. Make cheques or money orders payable to "The Charlottetown Guardian."

The Contest Is Still Open To Any Man Or Woman Who Care To Enter



The Charlottetown Guardian's AUTOMOBILE AND PIANO PRIZE CONTEST Subscription Blank

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 For the sum of \$..... accompanying this order,
 you will please send
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 tion are to be credited to candidate whose name appears on
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Subscription to begin.....New } Subscriber
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The CHARLOTTETOWN GUARDIAN, MORNING & EVENING					
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	Price	Votes	Price	Votes	
Five years	\$20.00	3685	\$15.00	2675	
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Two years	8.00	1425	6.00	1025	
One year	4.00	625	3.00	450	
Six months	2.00	250	1.50	175	

The Weekly Guardian by Mail.

Term	Price		Votes	
	Price	Votes	Price	Votes
Five years	\$7.50	1350	\$4.50	950
Four years	6.00	1025	3.00	450
One year	1.50	175		

For subscriptions of a longer term than above add a combina-
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 accordingly.

Three times the amount of votes offered in the regular vote
 schedule will be given on the first subscription. Double the regular
 number of votes will be given on the next five subscriptions if
 turned in within ten days of Candidate's election Campaign. 1,000
 votes will be credited each candidate on entering the campaign.

The vote schedule will not be changed in any way during the
 campaign. At no time will special offers of votes be made other than
 the above.

\$1 extra for postage to U. S. on Daily and fifty cents on Weekly
 for one year. Shorter or longer terms in proportion.

THE CHARLOTTETOWN GUARDIAN AUTOMOBILE AND PIANO PRIZE CONTEST APPLICATION BLANK

I am a resident of.....in District No.....and wish to enter
 The Charlottetown Guardian's Automobile and Piano Prize Contest. I fully understand the requirements and conditions
 governing the contest, and I hereby agree to comply with the same.

Signed:—
 Name.....Street.....
 City or Town.....Business Address.....

Address all Communications to CONTEST MANAGER, The Guardian, Charlottetown