

THE PATRIOT'S CONTENTION

On the eve of the last provincial election the Patriot asserted with its customary assumption of unquestioned authority that the Government had abandoned its intention to widen the gauge of the P. E. Island Railway; that, instead, transfer sheds were to be erected at Carleton Point for the purpose of transferring freight from the wide gauge cars to the narrow gauge cars and vice versa, and that labourers for this purpose were to be brought over from the mainland. These allegations were made purely for electioneering purposes and in order to nail the lie to the counter the Guardian telegraphed to the Prime Minister, Sir R. L. Borden, on the subject. Sir Robert replied immediately as follows:

"Telegram received. The allegations of the newspaper to which you allude are wholly without foundation. Upon inquiry from the Railway Department I am advised that the widening of the gauge of the Railway must necessarily be deferred until after the ferry is completed and in operation, making the platform necessary. So long as sufficient labourers or railroad men can be secured on the Island outside men will not be sent in. (Sgd.) R. L. Borden."

This silenced our contemporary for the time being. But again, in anticipation of a federal election the Patriot resurrects its allegations regarding the widening of the gauge and insists that the government has no intention of fulfilling its promise. It has as little foundation now as it had in September last year. The Hon. Frank Cochrane and Mr. Gutelius were in the province on Saturday and inspected not only the terminals at Carleton Point but also the Railway from Charlottetown to Summerside. They both expressed the opinion that the work of converting our present narrow gauge to standard gauge would be comparatively easy and pointed out that the work had been greatly facilitated by the gradual substitution during the past two years of standard ties for narrow ones where renewal was necessary. Mr. Gutelius declared there were no insuperable difficulties so far as the course of the railway was concerned, there being plenty of width where only a single line is necessary. Both the Minister and the General Manager gave the assurance that the work would be proceeded with according to programme. This should satisfy our skeptical contemporary if it be open to conviction. Ever since Premier Borden promised the Car Ferry, the Patriot has thrown doubt upon its ever being realized. The fact that the Stanley docked alongside the wharf at Carleton Point on Saturday where heretofore a lobster boat could scarcely enter, must be a grievous disappointment to our contemporary. It has so long been accustomed to Sir Wilfrid Laurier making election promises never intended to be fulfilled that it had come to the conclusion that Sir Robert Borden's word must necessarily be as unreliable. The public know differently. They see for themselves the Car Ferry steamer ready for the commencement of the service. They see the terminals at Carleton Point and Cape Tormentine being rushed to completion and they have the assurance of the responsible Minister and his General Manager, as well as that of the contractors that, weather permitting, everything will be in readiness for the inauguration of the Car Ferry service by the end of the present year. The Patriot has made much of the erection of the transfer sheds at Carleton Point, but neglected to emphasize the fact that these were of a temporary character and that it was because of the temporary nature of the construction that certain members of the Board of Trade desired to have them more substantially built in the interest of the employees. The Patriot knows this of course but it does not suit its political book to take its readers into its confidence.

The Patriot pretended to be anxious to have a declaration from Mr. Cochrane that the widening of

the gauge was to be proceeded with. Mr. Cochrane is not in the habit of running to the newspapers and reiterating patent facts. He has very large interests now to look after and is without doubt the ablest Minister of Railways that has ever held the position in Canada.

The difference between him and his Liberal predecessors in office is that he is not subject to the political pressure and wire pulling to which they succumbed. While this may be disappointing to office-seekers it is to the undoubted advantage of the railway from the point of view of efficiency and is a virtue which all unbiased and disinterested people will in the long run "count unto him for righteousness."

MINISTER OF RAILWAYS

The Hon. Frank Cochrane is one of the busiest as well as one of the ablest members of the government. With the recent additions to his department, due to the mismanagement of the Laurier government, he has huge responsibilities on his shoulders and the manner in which he has succeeded in discharging these duties reflects the greatest credit on himself and on the government of which he is a member.

In a recent article dealing with the case of the Canadian government railway system which has recently been the subject of a discussion in a section of the United States railway press, the Montreal Gazette says:

The story of the enterprise has been often told to Canadians. The system is in two geographical sections. On the Prince Edward Island division it costs from \$1.20 to \$1.25 in maintenance and operating outlay to earn \$1 by carrying traffic. The Intercolonial section achieved a like result one year, under the ministerial direction of Mr. Emerson, and though he and some others seemed to be pleased with the disastrous outcome of their efforts, there was a general feeling that such a state of affairs could not be allowed to continue. Various efforts at improvement were made, with limited success. The facts about the road are familiar. It connects Montreal with the principle trade centres in New Brunswick and Nova Scotia and in Quebec serves one of the rich agricultural sections of Canada. Years ago somebody, in excuse for the had showing it was making, started a fable that it suffered from its route having been fixed by political considerations. Roads have been built on the alternative routes. Their record indicates that it was well for the Intercolonial that whatever considerations fixed its route, they fixed it as it is. It serves a good traffic bearing country, taken as a whole. It has a high class roadbed, and gives a good service. It cost up to March 31, 1915, the large sum of \$108,000,000, and during the past year a considerable sum in addition was laid out on it from capital. Its ownership has been a continuous burden upon the national treasury, in connection, first, with the interest charge on its debt, and second, because there was a continuous demand for more money for improvements.

When Mr. Cochrane took charge of the department of railways and canals his business training and instincts led him to seek an improvement on past conditions in connection with the principal property in his charge. The opposition was loud and vigorous. Along some sections of the line the idea has been accepted that appointments to the service of the road shall be made by the patronage dispensers of the dominant political party. From superintendent of division down to section hands, it is expected all shall recognize that appointment and preferment come from the local political bosses. It is even alleged that a prime minister on one occasion, compelled the retention of a defaulting station agent because of his political pull. Mr. Cochrane may not have been able to do all he desired; but, according to Samuel Dunn's review of the situation in the Railway Age Gazette, he has done a great deal. The road has been maintained at a good standard of physical efficiency and its equipment has been improved. It earned more money in its last fiscal year than in any twelve months in its history. The ratio of expense to revenue was cut down to 85 per cent. It has often been 100 per cent, and sometimes over that despicable figure. This record, which by Mr. Dunn is credited to the policy of Mr. Cochrane and the managing capacity of Mr. Gutelius, is spoken

Minister of Militia Sends Condolence

Mr. Roderick Campbell, Nine Mile Creek, Lot 65, has received the following letter from the Honorable, the Minister of Militia and Defence, Sir Sam Hughes; upon the sad loss he has sustained in the death of his son while fighting for the great cause of the world's liberty. It is a thoughtful action on the part of the Minister of Militia to write thus to the sorrowing ones and shows how his heart is wrapped up in the welfare of Canada's gallant sons who are so nobly doing their part.

The letter reads:  
Dear Mr. Campbell.—  
Will you kindly accept my sincere sympathy and condolence in the death of that worthy citizen and heroic soldier, Private John Campbell? While one cannot too deeply mourn the loss of such a brave comrade, there is a consolation in knowing that he did his duty fearlessly and well, and gave his life for the cause of liberty and the upbuilding of the Empire.  
Again extending to you my heartfelt sympathy.  
Faithfully,  
SAM HUGHES,  
Lieut-General,  
Minister of Militia and Defence for Canada.  
Roderick Campbell, Esq.,  
Nine Mile Creek,  
Lot 65, P. E. I.

'Private Campbell enlisted in October, 1914, in the famous "Fighting 20th Battalion." Before enlisting he held an excellent position in Cobalt, Ont. He had been in the trenches since September, 1915, and met death in action on the 29th September, ult.

Interesting Service In Baptist Church

At the Sunday evening service at the Baptist Church, Rev. Herbert Piercey gave a beautiful rendering of the story of Joseph and his Brethren. Mr. Piercey is a eloquent, of great talent and his wonderful interpretation of this dramatic old Bible story was most impressive and powerful, making every character and each event fairly live before his hearers.  
Mr. Piercey will be heard in the Baptist Church tonight in a literary recital which will exhibit another phase of his remarkable talent.

DOLLAR DAY Thursday, 26th STOP!

We Want Your Fur Business We want it on the merit of our MERCHAN-DISE. The "Force" behind PATONS' FURS is summed up in one word--"Value."



LOOK Your Furs are Here

We are particularly well equipped in Furs in Alaska Sable, Black Fox, Blended Watermink, Caracul Astrachan, Cinnamon Bear, Fitch, Isabella Fox, Mink, Orenburg Mink, Opossum, Grey and Black Persian Lamb, Red Fox, Patch Fox and lots of Odd Neck Pieces and separate Muffs.

PATONS, LTD.

Fares on all trains from the East to Charlottetown on Dollar Day, Thursday, Oct. 26, will be at one way first class rate.

of as an indictment of previous management. About the justice of such a statement no one can object. The trouble in the case is that the record may not be maintained. It is good for the railway; it is good for the national treasury; it is good for the country. It is, however not counted good for those who profited by a former order.

CANADIANS IMPORTANT COG IN BRITAIN'S GREAT WAR MACHINE ON SOMME

LONDON, Oct. 21.—General Sir Douglas Haig, the British commander in France, has sent a report on the operations which have been in progress since the end of September, when, he says, the British forces have advanced well beyond the crest of the main ridge from Thierval to Sallily-Saillisel. From the line thus held, according to the report, the ground slopes gently to a shallow valley running northwest from Sallily-Saillisel, to about 2,000 yards south of Bapaume and then turns westward and joins the valley of the river Ancre at Miramont. From the main Thierval-Morval ridge, a series of long well marked spurs run down to the valley described above. The most important of the series is a hammer-headed spur immediately east of Flois at the western extremity of which stands a tumulus, called Butte De Warlenourt.

Lying across the main trend of the ground another well marked spur runs from Moral north towards Thillois, passing a thousand yards east of Guedecourt. Behind this spur lies the German fourth position to get within assaulting distance of which, it was necessary to carry Lesars and the two spurs. These were held as intermediate positions by the Germans, every advantage being taken of the sunken roads, buildings and undulating nature of the country.

"On September 29," continues the report, "we carried Destremont Farm three hundred yards southwest of Lesars and just north of the Albert-Bapaume road. On the afternoon of Oct. 1, we advanced our line on a front of 3,000 yards, occupying the buildings of Eaucourt L'Abbaye, fourteen hundred yards southeast of Lesars. "The struggle in this neighborhood continued with great severity during the night and early in the morning of Oct. 2, the enemy had regained a footing in the place. During the whole of next day and night the battle fluctuated, but by the following morning we had succeeded in finally clearing the building of the enemy. On the 6th we won the mill northwest of Eaucourt L'Abbaye. On the afternoon of the 7th, in conjunction with the French on our right we attacked a wide front between the Albert-Bapaume road and Les Bouis. We drove the enemy from Lesars and near lying positions also to the east and west of that village after severe fighting, between Guendecourt and Les Bouis we forced our way forward from 600 to 1,000 yards.

"The period since that date has been occupied in winning ground between Lesars and Les Bouis up to the slopes of the low ridges already mentioned. In the area between Thierval and Lesars we made steady progress and gradually won a series of strong positions.

The enemy resisted stubbornly until surrounded in one place after another and large numbers of prisoners have fallen into our hands. "During this period we had to repel repeated counter-attacks. Generally these were stopped by our artillery and machine gun fire. "Outside the Somme battle front our troops have shown great activity in trench raids. Between Ypres and Loos over sixty raids were carried out, in which we secured many prisoners, and inflicted heavy casualties. "The captured, during the fortnight brings the total number of prisoners in the Somme battle since the beginning of July to 28,918 (and in the action of October 7, one division alone which previously had many days of hard fighting, took eight officers and 474 men of other ranks."

RUSSIANS ARE FINANCING FOR ANOTHER YEAR.

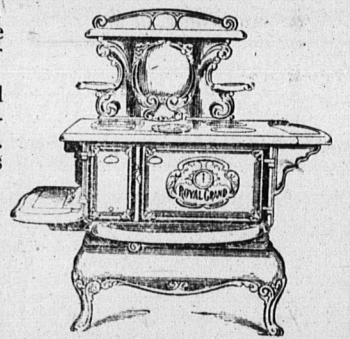
LONDON, Oct. 20.—A Reuter despatch from Petrograd says that the budget of 1917 submitted to the Duma and Council of the Empire, has been framed in view of the probability of the war lasting for the whole financial year.

Revenue and expenditure balance a total of 4,978,000,000 rubles, this being the first time the Russian budget has reached four billion. The excess expenditure over the real revenue, amounting to 73,000,000 rubles, will be covered by credit operations.

The receipts from the sale of intoxicating liquors which in 1915 were approximately 100,000,000 rubles, are now estimated at only 50,000,000 rubles. An explanatory memorandum attached to the budget points out that the taxable resources of the Empire have increased almost entirely as a result of the enforcement of temperance.

When You Have a New Royal Grand You Have the Best Range in the Land

This is the satisfactory range that is easy on the coal pile and can cook and bake to the Queen's taste. The Royal Grand is a range that will stand all the use, abuse, wear and tear that any family can give it—and come up to standard every day with the best service that any range ever gave. Call in and look over this Queen of the kitchen.



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Join the Greatest Co-operative Plan in Existence, to Save Money

It does not cost anything to join, you merely invest your money in large or small amounts, in the very best of security obtainable, viz, Life and Endowment Insurance. When you think of the numberless widows Life insurance is saving from poverty, from hunger and from despair, of the countless children to whom the Policy benefits are giving a chance in life, preventing them from being huddled together in the slums of large cities, breathing foul air and eating food both unsuitable and insufficient and best of all saving and preserving to them the mother's care, you will agree that it is the greatest beneficent institution in the world.

We would like to be of service to you and yours. Can we have an opportunity of submitting particulars of our plans free of charge?

Hyndman & Company, Limited Provincial Managers, Great-West Life, Charlottetown Several reliable energetic Soliciting Agents wanted.

Dollar Day Excursions

Schedule of Time and Fares on Special Trains On OCTOBER 26th, 1916.

	TIME	FARE
Murray Harbor	leave 7:00 A. M.	1.50
Murray River	7:13 " "	1.40
Wood Island	7:35 " "	1.20
Melville	7:48 " "	1.00
Fodhla	8:05 " "	.80
Vernon River	8:31 " "	.55
Vernon	8:53 " "	.55
Lake Verde	9:05 " "	.45
Mt. Albion	9:17 " "	.30
Mt. Herbert	9:27 " "	.15
Charlottetown	Arrive 9:45 " "	..
Summerside	leave 8:00 " "	1.50
Kensington	8:23 " "	1.25
Freetown	8:39 " "	1.10
Emerald Jct.	8:48 " "	.90
Bradallane	8:55 " "	.75
Fredericton	9:06 " "	.60
Hunter River	9:20 " "	.50
North Wiltshire	9:30 " "	.35
Loyalist	9:45 " "	.20
Royalty Jct.	10:00 " "	..
Charlottetown	Arrive 10:15 " "	..

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson.

THE DAILY OPPORTUNITY.

Every day brings every person some opportunity that will not come again.  
"But there's nothing in my day that could be called an opportunity," one and another will say.  
But no day is without chances for growth and happiness, both for oneself and others, and the habit of missing these chances is the greatest cause of human unhappiness.  
Once missed, no power can bring them back again. But each young man or woman can cultivate the keen glance which discerns the smiling of opportunity.  
Though we may weep the dark night through,  
Joy cometh with the morning's blue; And though the day wears wearily,  
Still, as our day our strength shall be; When day draws on to shadowy night,  
At eventide it shall be light;  
When darkness folds us, calm and deep,  
He giveth His beloved sleep;  
Or if we wake and night seems long; Then for our sighs He giveth song;  
And when night yields to morning, then  
Joy cometh with the dawn again.

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High heels and low heels broad toes and pointed toes Buy the Merchant's brand of Rubbers for Iron wear. Felt footwear now in prices right. Our new Gaiters expected Oct. 14th. The latest style.

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