

The Charlottetown Guardian

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FRIDAY MAY 31st, 1918

NEW R. R. TIME TABLE

The new railway time table which comes into effect on Monday next brings Prince Edward Island considerably nearer to the Mainland, while also bringing the different sections of the Island itself nearer together.

It will be noted that a return trip to Charlottetown and from any station in the province within the day is possible. Four trains will leave Charlottetown for Western points, one to Borden at 6 a.m. and another at 12-50 p. m., one at 3.30 p.m. for Summerside and Tignish and another at 4.30 p.m. for Summerside. Two trains will leave Tignish daily, one at 5.15 a. m. and arriving at Charlottetown at 1.40 p.m. giving at least a little time to do business here and leave on return at 3.30 p. m. arriving at Tignish at 9.35. This arrangement will be a great convenience to the western part of the province.

On the eastern line return trips may be made from Charlottetown to all points on the railway and from the latter to Charlottetown within the day. On the southern line a return trip to Charlottetown may be made from Murray Harbour.

The connections with the mainland are especially. The train leaving here at 6 a. m. connects at Sackville with the Ocean Limited for Montreal and at Moncton with the train for St. John and Boston; connection is also made at Sackville with the train from St. John to Halifax. By the train which leaves Charlottetown at 12.50 connection is made at Sackville with the Maritime Express for Montreal, and at Moncton with a train to St. John, also with the Ocean Limited for Halifax.

The first train due at Borden at 3.45 brings mails and passengers from Montreal, St. John and Halifax, arriving in Charlottetown at 7.05. The train connecting with the Ocean Limited from Montreal arrives in Charlottetown at 11.20. This train also connects at Sackville with the train from Boston and also with a train from Truro.

If these arrangements can be kept up to schedule our connection with the mainland will be very greatly improved over present or previous conditions.

STARTING THINGS

It is a comparatively easy matter to start something; not always so easy to direct the thing started or to determine how it shall end. As, for example: The other day a sailor went into a store in Halifax; he was slightly inebriated; a soap "kewpie" attracted his attention and he bought and paid for it. He thought it such a good thing that he insisted on taking it unwrapped, displaying it in its naked simplicity for the entertainment of all and sundry whom he might meet. The floor walker, seeing him walk out with an unwrapped piece of goods, stopped him and accused him of stealing it. The sailor considered himself insulted and talked back; a policeman was sent for and the sailor, after putting up a vigorous vocal and muscular protest, was arrested and headed for durance vile. A soldier, believing that one of the great arms of the British Empire was being unfairly treated, undertook to rescue the sailor by the aid of a hastily mobilized force and a row was started which resulted in the almost complete demolition of the City Hall, serious injury to several citizens and property damage amounting to several thousand dollars, besides a reflection upon the fair name of the city and possibly some shadow on the reputation of soldiers and sailors. Possibly there may have been insuperable unreasonableness on the part of either one or all three of the originators, possibly also a little good judgment on the part of any one of the three the sailor, the floor walker or the policeman, might have prevented what at least was a deplorable thing. Starting things is, as already remarked, an uncertain proceeding and may lead anywhere.

Mankind, including womankind, may be either a respectable, well-behaved, orderly community, or a howling, unreasonable mob, and this is not confined to sailors or soldiers or any other class; we are all in it and all are susceptible to the mob spirit, which may flame up uncontrollably at any moment when the suitable torch is applied.

It is also a comparatively easy matter to start something that goes off with a flash and is all over. Witness how easily we are

influenced by the magnetic orator to start a reform, to clean up a city, to revolutionize a community, and how easily we may be induced to abandon the undertaking after the magnetic influence has been withdrawn. Again, as already hinted, great care should be exercised in starting anything and great discrimination used in figuring the end from the beginning. "Be sure you're right then go ahead" is a motto that has done effective work in the past and is as nearly dependable as any we can suggest.

INDIA TO SEND MORE MEN

According to reports from Delhi, the Indian Government has decided on a recruiting campaign to raise another half-million troops among the northern races of India. Exact information on India's contribution of soldiers is lacking, for military reasons, but at least half a million natives have already seen service in France, Egypt, Palestine and Mesopotamia. At the end of 1916 about 350,000 Sikhs, Pathans, Gurkhas and Mahrattas had enlisted for fighting service, and large numbers of other natives had joined the labor battalions.

The important military assistance India is giving in the East is not as well appreciated on this continent as it might be. When Premier Lloyd George recently announced that the Palestine army contained only one white infantry division, and the Mesopotamian army two, he was indirectly paying India a large compliment. Both armies are comparatively large forces, consisting of perhaps 100,000 and 150,000 men respectively, and the bulk of both forces consists of the brown-turbaned fighters from the hill regions of India. These soldiers are in reality conducting a defence of India for the Empire. The operations of General Marshall in Mesopotamia are primarily designed to cover the approaches to the northern frontiers. At present, he has been able to destroy all Turkish bases on the Tigris and Euphrates for long distances above Bagdad, and to reach over and cut the entrance into Persia left open by the withdrawal of the Russian forces. General Allenby's thrusts north of Jerusalem are really a defence of Egypt, but they also divert the Turks from attempts at concentration of strength toward the Persian frontier. Since, under the conditions that exist on the Western front no more white troops can be easily spared for the East, the raising of large additional forces of Indian troops will make the maintenance of the present satisfactory condition of affairs in the Syrian and Mesopotamian theatres comparatively easy. A stiffening of white troops, and white officers will be still necessary.

The garrisoning of India itself is being performed by Anglo-Indian forces raised by compulsory service among the British population of India. The white population of India numbers not more than 200,000, and the British part of it not more than 125,000, yet by the use of native troops sandwiched in among the white units, an army of about 60,000 is maintained. The loyalty of the mass of Indians to British rule has been proven, and in no way better than by the enlistment of the fighting races for service abroad, but the insuring of stability within the great dependency has been one of the great factors assisting in this mobilization.

A COSTLY CHARACTERISTIC

"Many editorial writers glory in the fact that the Britisher is at his best when facing the worst. But if he were brought to face the truth soon enough it is doubtful if he would have to face the worst." It seems to be a characteristic of the British people to scout unpleasant facts until they can be scouted no longer then to clench their teeth and go through with the thing, whatever the cost may be. That indomitable resolution has made the British Empire, but at how much less cost the result might have been attained if the resolution had been accompanied by more willingness to accept an adverse fact on sight and deal with it immediately! How dearly the British people have paid in blood and money for their unwillingness to promptly admit and face unfavorable facts in this present war will probably never be known.—The Financial Post.

NOTES

The news that the conferences at Berne with respect to the treatment of prisoners of war, have resulted in marked improvement in the condition of the captives, is decidedly pleasing. The lot of the prisoner at best is far from happy, and there has been unnecessary cruelty practised in some of the enemy camps. The removal of the causes for complaint would be a reform of much importance.

DROP LETTERS FROM THE CLOUDS

"From Pony Express to Cloud Line Limited" is the picturesque way the New York Herald condenses the story of mail-carrying in the United States, where a few days ago a regular airplane mail-carrying service was established between New York and Washington. It is the intention of the American Government greatly to extend this service, and it is even predicted that within five years after the end of the war practically all the letters and light parcels now sent by rail will be carried through the clouds. It is possible that regions where such unfavorable weather conditions as heavy fogs are common will continue to depend upon the trains and boats that now supply them, but elsewhere, both in the remote regions of the west, and in the crowded East, where business is geared so high that every minute saved is considered of importance the mail airplane will soon be established. Of course, what is true in the United States will be equally true in other countries, and particularly in countries of such great area as Canada. The airplane is destined to carry mail, express parcels and, no doubt, passengers.

Canada an Airplane Country

It was pointed out some time ago that the airplane would be particularly valuable as used by fire rangers and for patrolling great stretches of country where roads do not exist or are in a primitive state. On this account it would seem likely that in the United States, in Canada, Australia, Africa and perhaps India the airplane is to see its greatest development in the next generation. In more densely settled, smaller countries, where the roads have been made for hundreds of years and where the people have acquired the habit, as yet foreign to this continent, of keeping the roads in repair, or where the habit of using the telegraph is so common as in England for instance, the airplane may not affect the revolution that seems likely here, but to attempt to set limits upon its development would be folly. Four years ago, for instance, Canadian airmen were numbered by the half-dozen. Today they are numbered by the thousand. The machine itself, and the art of flying have developed in four years of war to an extent that a hundred years of peace-time experiment could hardly have equalled.

Van Buren's Great Record

In the United States the first mail service was the pony express. In 1832 the Government was justly proud of the fact that it was able to cover the journey from Washington to New York in 36 hours, and from Boston to the capital, a distance of 500 miles, the record-breaking feat of carrying a letter in three days was the cause of considerable excitement. [An average speed of seven miles an hour was considered good when spread over the 24 hours, and this, of course, was only maintained by having frequent relays. On special occasions special relays of extra fast horses were provided, and thus in 1837 President Van Buren's message to Congress was relayed along the route carefully prepared in advance, and with horses changed every five miles an average speed of 20 miles an hour was attained.

Locomotive Crowds Out Horse

Even in those days the locomotive was not unknown, for in 1825 the first American locomotive was built by Matthew Baldwin, although it had been in use for some time before in England, as a result of Richard Trevithick's invention. But the locomotive was not so swift as a horse, and the claims of the first one were modest enough. It undertook to haul fifteen tons of freight at a speed of fifteen miles an hour. Not for a considerable length of time did it take the place of the pony express, and of course for many years there were pony mail routes in communities where the railroad did not penetrate for many years after it had demonstrated its possibilities. In 1835 another important step was

taken in the development of fast transmission of intelligence when Samuel Finley B. Morse made his first successful demonstration of telegraphy, but it was not until nine years later when the man was discouraged and on the verge of a breakdown that the Government made a small appropriation to build an experimental line between Washington and Baltimore.

"What Hath God Wrought!"

Still later came the Atlantic Cable, which was laid in 1858 between Ireland and Newfoundland, but it was not until 1884 that John W. Mackay and James Gordon Bennett of the Herald organized the Commercial Cable Company. In the meantime the telephone had been developed, although it was only a few years ago that practical difficulties in the way of talking across the continent were removed. Wireless, too, is an invention of our own time. The wonders of the automobile have not had much effect upon the carrying of messages, and despite greater speed on prepared tracks is never likely to be a competitor of the railroad as a mail-carrier. The airplane, however, which has attained a speed not far short of 200 miles an hour, and which, unlike any other means of transportation or communication, can take the shortest route between any given points, seems likely to effect as great a transformation as was made when the locomotive finally supplanted the pony.

YOUR PROBLEMS SOLVED

BY REV. T.S. LINSOTT, D. D. (All rights reserved)

Dr. Linscott in this column will help you solve your heart problems religious, natural, social, financial and every other anxious care that perplexes you. If a personal answer is required enclose a five cent stamp. No names will be published; if you prefer, sign your initials only; or use a pseudonym.

MORAL REFORMERS UNPOPULAR:—"A Sociologist" inquires, "Why is it that nearly all outstanding moral reformers have been hated?" When the reformers advocated tearing down unsanitary buildings and putting up buildings fit to live in the real estate owners hated the reformers, and when the abolition of slavery was adopted the slave owners hated the abolitionists; and when temperance advocates

pointed out the unspeakable crimes of the liquor traffic they were naturally hated by brewers, distillers and bar-keepers.

CLOSED CHURCHES:—A man who is worried because his church is closed every day except Sunday asks "Is it right?" No, I do not think it is right and a better day is coming for the Protestant churches. It has been Protestant to be used principally like the Catholic churches for Sunday worship, but they are beginning to see that they can be used seven days for the needs of the community, and in such a way as to advance the kingdom of Christ upon the earth. The church can be made a rallying place, a resting place and a place of public instruction.

EATING PLACES MUST HAVE LICENSES

OTTAWA, May 30.—The Canada Food Board today issued a warning to public eating places that it will be illegal for them to continue in business after June 1st, unless they have received a license from the Food Board. A very large number of applications have already been received, but many restaurants, cafes, boarding houses, etc., have not made their applications as required under the law. They should do so at once, as the law in regard to licensing will be strictly enforced. Retail grocers are also warned that they must have licenses by June 1st. This date was extended, some time ago, from May 1st, so as to give abundant opportunity of compliance with the food board's regulations.

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