

The Charlottetown Guardian

Head Office at Charlottetown, Branch Offices at Summerside, Alberton, Souris and Montserrat.

MARCH 20, 1916.

TRANSPORTATION REPORT

The Transportation Committee of the Charlottetown Board of Trade are to be congratulated on their business-like report to the Minister of Railways and Canals, which was published in yesterday's Guardian.

The comparison of mileage via Picton and the Capes route affords conclusive and incontrovertible proof that the Capes route alone cannot possibly handle the export trade of the province and that, even if it could, it would be at a serious cost to a very large section of the province.

It is not necessary to refer in detail to these figures, they are self-evident and conclusive and are corroborated by the map. Charlottetown is not involved alone in the fact that freight or passengers going to Halifax, for example, would be obliged to travel 71 miles further in going by the Capes route than if they went by the Picton route, or 145 miles further in going to Sydney; the whole of the province from its centre to East Point and Murray Harbour is involved. Similarly Summerside is not involved alone in the fact that freight and passengers going to Sydney would be obliged to go 83 miles farther than by the Charlottetown-Picton route; the whole of the province from North Cape and West Point to Charlottetown is involved and would be obliged to pay the extra cost and submit to the extra delays.

The Department of Agriculture, the Imperial and Federal Governments and our own Provincial governments are urging upon our farmers the imperative need of producing more foodstuffs as one of the great factors in winning the war. Our farmers are making extraordinary preparations for the biggest crop in our history and this crop will be produced next summer. Ordinarily commercial enterprise would be able to cope with the situation, would be able—as it would have a right to do—to provide shipping facilities. But we are at present up against extraordinary conditions. The Admiralty has commandeered many, if not all, of the steamers we had depended upon. The Caspasia which in previous years helped very materially in taking away our produce has been taken over by the Admiralty and there is not a ship available to take her place. The government owns the steamers required for maintaining this service and it is up to it to see that such service is provided as will ensure the placing of the food we produce at the service of those who require it, and for whose sakes the Government is urging us to produce.

With the clear cut statement submitted by the Transportation Committee we feel assured that the Minister of Railways will see his way clear to continue the Charlottetown-Picton service, the only service by which it is feasible to reach the markets of Eastern Nova Scotia and Newfoundland, and a service without which it will be absolutely impossible to get our products to the markets. Last fall's congestion, with two routes wide open every day in the week, was an experience that neither our farmers nor our merchants will want to repeat and this year, if the original intention of the Railway Department to depend solely on the Carferry is carried out, the experience will be infinitely worse both as to congestion and freight charges.

Our province is small, it is true, but our contribution of foodstuffs to the world's supply, is of considerable value and at present, with production greatly increased, it is more than ever important that every pound of it shall reach the markets in the best possible shape. Assured of adequate transportation our six million bushels of potatoes could easily be doubled and it is very likely to go far beyond the normal quantity this year. This will also be true of our other products. If we are left to depend upon the Carferry alone a very considerable portion of our increased production will suffer as it did last year. This is self-evident and the proof has been submitted to the Minister of Railways who, we feel confident, will adopt the remedy suggested and the only one in sight.

AUTOMOBILES

That the feeling against automobiles throughout the province was as widespread and as deep rooted as its enemies would have us believe, may very well be doubted in face of the numerous letters from farmers appearing from time to time in the press advocating the unrestricted use of the auto on all roads. Until recently the opponents of the auto made all the noise, occupied the front of the stage. Today the others are taking a hand in the discussion; they refuse to be misrepresented, refuse to be classed among those who oppose modern innovations, modern labour-saving machinery, modern conveniences. Whether this indicates a change of opinion or an assertion of opinions previously held matters little; the fact is that an increasingly large number of our people are demanding the right to avail themselves of the privileges available everywhere else in the world, privileges to which they have a right and which no one has a right to deny them.

We note that the Pioneer, the Prince County organ of the Liberal party, formerly one of the strongest opponents of the auto, is now strongly advocating its

general use, unrestricted except as to the general good conduct of its driver—a provision with which all fair-minded motorists and others will agree. In fact the whole press of the province is now lined up in favour of "becoming as other men" with the exception of the Patriot which, obviously for political reasons, is still gracefully straddling the fence. This attitude is now meaningless. The automobile is no longer a political football for the kicking of which either party may get credit or blame. Men of both parties have kicked at it, men of both parties have favoured it. The question is now linked up with our general progress and cannot be dissociated from it any more than can any other piece of modern machinery on the farm. The automobile is one of the world's greatest labor-saving and time-saving devices and our farmers who can afford it have a right to own it and use it if they want to. There are many sections of the province remote from railways and harbours; the automobile can very largely supply the need of railway trains and ships. What would it mean to such localities as Rustico, New London and Malpeque, our greatest fishing centres, to have auto trucks carrying their fresh fish to the early morning trains, or for that matter to the Carferry at Point Boreau to be shipped in cold storage cars all over the Continent? These sections, and others like them, are being unjustly deprived of opportunities for advancement to which they have a right by the nursing there as elsewhere—chiefly elsewhere—of a foolish prejudice that has been overcome in every other part of the civilized world. In those countries where autos are constantly on the roads, and that means every country, the horses pay no more attention to them than they do to ordinary carriages. Our horses are as intelligent and as tractable as those elsewhere and would just as readily adapt themselves to the new vehicles. The fact is that too much attention has been paid to the bogies raised, some of them through honest cowardice and many of them through dishonest political partisanship, that kind of partisanship whose political stock in trade is made up of factious opposition to everything, good or bad, that its political opponents advocate.

This province cannot, without serious detriment to itself, any longer oppose the use of the auto by those who wish to use it. There are a thousand uses on the farm for the auto, threshing, cleaning grain, hoisting hay, getting to market without losing time, getting to the store or the blacksmith shop without keeping a team idle—and general progressiveness and hustle to keep up with the procession. The present is no time to stop through fear of meeting ghosts on the road, no time for shutting out the devices by which the rest of the world is forging ahead. We are in the procession and must either keep up with it or be left hopelessly behind.

KEEP THEM POSTED

Mr. F. E. Muzzy of Springfield, Mass., who has contributed a number of interesting letters to the Guardian, directs attention in a recent letter to an old and serious fault in connection with our fox business, namely negligence on the part of secretaries of companies in answering correspondence, and in generally keeping in touch with their patrons and shareholders.

Neglect in answering letters, business or social, is simply unpardonable and there is no excuse for it. In social correspondence it has but one meaning, namely, that the receiver wants to quit corresponding and it is usually accepted as such; in business it means that the receiver of the letter either has something to hide from his correspondent or does not want to have anything more to do with him. This is doubly annoying to the man who has invested money in the business that he is enquiring about and can get no information about. Naturally he infers that there is something wrong with the business. His fears are communicated to others and the business gets a black eye. When this occurs in connection with more than one fox ranch the whole fox ranch business of the province comes under the stigma. One unailing rule in every properly conducted business is to answer all letters promptly. The business that fails in this cannot prosper.

Mr. Muzzy also makes a good suggestion in connection with publicity. He suggests that ranches send quarterly or semi-annual reports indicating the progress and condition of their business, their litters, the prospects of a dividend etc., etc. Nothing could build up the confidence of the public in the fox business—or any other business—as could this constant information from ranch to stockholder. The stockholder who knows what is going on in the business in which he has invested his money feels a sense of security in knowing the actual conditions whether they are favourable or otherwise. He feels that he is in the confidence of those who are the custodians of his money and that nothing is being done behind his back. Mutual confidence is the keynote of success in any business in which men are mutually interested. This is especially true of a new business like the fox industry. There are few ranches in the province, we believe, that cannot afford to take their stockholders into their confidence. If there are those which cannot then their only reason is dishonesty and the sooner they are exposed the better for all concerned.

NOTES

"Let everyone at home picture to himself the sacrifice, courage and endurance of the sailors on the sea and the soldiers in the trenches, who are preserving us and our homes from ruin, starvation and devastation, and then let him ask himself, 'What am I doing to help.' Can I by some self-denial hasten the end by my contribution, however small? The man who contributes is doing his bit, and the man who makes no effort to contribute is a shirker.

ANOTHER FARMER AUTOIST.

Str.—It certainly speaks volumes for the progressive spirit of Prince Edward Island farmers to see the enterprising manner in which they advocate the adoption of motor cars on the farm.

But the cars must come. They can't be kept back. The farmers will insist upon a revision of the law.

Moto, cars, motor trucks and motor tractors are too useful in an agricultural community to be longer prohibited.

I plan on purchasing a motor truck just as soon as the present law is repealed. I intend to use this car for hauling, and I know I can save time and money by using it.

I have no doubt that if the automobile law is repealed within a very short time more cars will be owned by farmers and country merchants, dealers, etc. than town people. It is for the progressive farmers of this Province to insist upon a repeal of the present law.

The farmers cannot afford to continue longer, in the present position. Something must be done to relieve the serious shortage of help and the excessive freight charges. The only way in which the farmer can increase production to the very maximum is by the aid of motor trucks and motor tractors.

It is up to the farmers of Prince Edward Island to work unitedly for the repeal of the law. It must come. It has got to come and the sooner it comes the better for the whole Province.

I am Sir, etc.

(Signed) GEORGE IVES, Albany, R. R., P. E. Island.

An Islander Ashamed

Str.—I have been following the articles in your paper in regard to the auto being allowed to operate over the full length of the Island. Also the articles sent in by your readers on this matter.

Of these the one by JUSTICE in your edition of March 6th seems to have hit the nail on the head, the only difference between his view and mine being that the Island instead of "would become" is practically now looked upon as a place of curiosity and its folks are made the butt of many jokes. For instances not long ago the fire commissioners of this city limited the apparatus to a certain speed, especially the "flying squadrons" which often attained speeds of forty or more miles on going to a fire. The people put up a howl and when the machines went by at the reduced speed set by the commissioners the people only laughed and some hissed futhermore it was not an uncommon thing for those who knew of the opposition to the auto on Prince Edward Island to ask if the fire commissioners were born on the Island. And if anyone makes a kick of almost any sort regarding the auto he gets the rejoinder that he must have come from Prince Edward Island.

The many friends to whom I pass your paper cannot understand how a case like JUSTICE speaks of what he called a doctor, the doctor could only go so far and would either have to be met by some one with a horse and carriage or leave his auto and walk the rest of the distance, as they assume that the doctor having an auto would not have any use to keep a horse and carriage. Things like this is what makes them wonder at the "cranial peculiarities" of the Island folks and are of the same opinion as JUSTICE on this question either let the auto run or stop them altogether.

Fall River, Mass., March 15. I am Sir, etc. ISLANDER.

A SONG BOOK FOR THE MILLIONS

When we joined the syndicate of newspapers engaged in the distribution of "Heart Songs" we had no idea of the immense popular demand for a song book. The work seems to have been fairly covered by the people all over this country. Several hundred thousand have already been distributed, and we are informed that the numerous editions will run into the millions before the demand is satisfied. With a million throats singing from "Heart Songs" every night—the nation is hereby experiencing a genuine song revival. And it can hardly help but improve the taste of the masses in matters musical. For this relief from "rag-time," much thanks! Our coupon published daily in this paper, will run in just a few days more as our supply is nearly exhausted.

DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. S. Louson.

GRATEFULLY ACKNOWLEDGED

Without asking anyone personally other than the appeal in this corner through the press, it is lovely to be able to acknowledge assistance coming in for the brave widow and seven fatherless children's fund. Last week received \$26.50, and passed over to the fund. This week received \$12.00 as follows: J. E. O. \$1.00 Mite from Charlottetown 2.00 G. H. T. 1.00 W. C. 1.00 T. B. W. 1.00 K. M. 1.00 T. M. 1.00 A. C. D. 1.00 Sent to Guardian 1.00 W. H. S. 1.00 Previously acknowledged 26.50 Total \$38.50 This appeal closes in two weeks.

GERMANS DREAD CANADIAN ATTACK

Lance Corporal James McBride, of Scotchfort, who has been overseas for two years, and is attached to the famous Princess Pats, writes his brother, Mr. Joseph McBride, Scotchfort, as follows:—

France, Feb'y 13, 1917. Dear Brother: Your letter of Jan. 10th, received a few days ago. I was glad to hear from you and also to get the news from home.

Well, dear brother, we are out of the trenches now. I will be out for some time as we are having divisional rest and are in a large town some miles from the firing line. We are billeted in houses. The house that I am in is very nice, and there are ten of us in it. We occupy two rooms up stairs. They are very nice. We have an electric light, quite a change from the cold and damp dugouts, and I think I could stay here for the duration of the war, but I guess there is not much chance of that. The people are very nice here. They give us washing and shaving water, and we can go down and sit in the sitting room and write or read along side a good fire, just like home. How long to be there, but I guess we must spend many the long day and night in the trenches before we get out. I hope for the sake of humanity this thing ends within in the next couple of months. If you could only see the preparations that are going on along the line it would open your eyes—guns and shells of all descriptions, the roads are full of them, I pity the Germans this spring as they are going to get it all right. Of course we are going to have a large amount of casualties too, as the Germans are no fools and are good fighters and know how to go about it too.

I hope the submarine will not do any serious damage to us. We're all glad to hear that the United States has broken off relations with Germany. I do not think we have any reason to fear that we will run out of ammunition with such a powerful nation on our side, but I hope the German will see their mistake and give it up as they are fighting a useless fight. They have nothing to gain and all to lose. I would not care to be in the line as the Canadians are their most dreaded enemy and the men that are in front of them are in constant danger. They can't get away from us, they are going over as we go at night and we go in the day time. Some times we blow a mine smashing their trenches to bits and when everything is in confusion our men get into the trenches and then the fight begins.

Those that are not willing to come back to our lines are soon disposed of. Other times under the cover of an intense bombardment, when the ground shakes like a leaf, we go over bombing his dugouts, destroying his posts and you would be surprised that we have very few casualties in these raids. It has been my lot to cover our men on three occasions with the Lewis gun seeing that the Hun on the right and left kept their heads down and do no sniping. I am getting charge of a gun when we go back. I am no, two, now, and I like it better than in the platoon. I do not work only when we are in the line, as the nos. one and two look after the gun.

We are having very cold weather here, I mean it is cold, for this country, but I think it is much better than the mud and rain.

Well, I think, I will come to a close for this time as I have no more news that would interest you. I might tell you that I met a fellow by the name of Dushy from Souris. He knew Christie and Elsie, and also know the McKenzies. Mary A. stayed with them when she walked with the McDonald Bros. He enlisted in the West. I think I will stop for this time, hoping to hear from you soon again. From your loving brother, J. McBRIDE.

VON BETHMANN-HOLLWEG PROPOSES POLITICAL REORGANIZATION

(Canadian Press Despatch.) LONDON, March 18.—A political reorganization of the German Empire after the war involving a greater share by the people in the conduct of Imperial affairs, was predicted by Chancellor Von Bethmann-Hollweg in a speech before the Prussian Diet, according to a Berlin despatch to Reuters by way of Amsterdam. The Chancellor opened his address by protesting against criticism levelled at the Reichstag by the upper house of the Diet. Admitting that every parliament in Germany is entitled to discuss Imperial politics he reiterated previous assurances that the war must lead to a political reorganization and that the government would, after the close of hostilities, propose a reform of the Prussian franchise.

"Atte, the war," said the Chancellor, "we shall be confronted with the most gigantic tasks that ever confronted a nation. They will be so gigantic that the entire people will have to work to solve them. A strong foreign policy will be necessary for us shall be surrounded by enemies whom we shall not meet with loud words, but with the internal strength of the nation. We can only pursue such a policy, if the patriotism which during the war, has developed to such a marvelous reality, is maintained and strengthened."

The Chancellor went on to declare that the maintenance of patriotism could only be achieved by granting the people in general equal co-operation in the administration of the Empire.

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RUSSIA AND GERMANY

BY CHARLES SAROLEA.

Great systematically encouraged Russian literature. Whilst Frederick the Great remained the consistent atheist on the throne, Catherine the Great professed the utmost zeal for Russian Orthodoxy. All through her reign she avoided as far as possible a conflict with Frederick. She deified with them the spirit of Poland or, as Frederick the Great put it in his edifying theological language, she partook of the Eucharistic body of the Polish kingdom in unholy communion with Prussia and Austria. But Catherine saw to it that Russia secured the greater part of the spoils.

There is a curious and uncanny similarity between the character and the reign of Peter III. and the character and reign of his son, Paul I. Both reigns were brief, yet both reigns had an incalculable influence on European affairs. Both rulers sacrificed national interests to dynastic interests. Both rulers engaged in insane enterprises. Both father and son were murdered by their own family. The Russian armies on the advent of Peter III. had secured and achieved a dramatic victory over Prussia, but the admiration of Peter III. for Frederick the Great prevented the Russians from reaping the fruits of victory. Suvoroff crossed the Alps and achieved an equally dramatic victory over France, but Paul I. was prevented from taking advantage of his victories by his admiration for Napoleon.

The reign of Alexander I. once more strikingly illustrates the enormous part which subterranean German influences have played in the Russian policy of Russia. After the costly victories of Eylau and Friedland, Napoleon I. had concluded with Alexander I. the Peace of Tilsit. The treaty was fatal to Europe for it divided the Continent practically between the Russian and French Empires. But it was highly advantageous to Russia, and enormously added to Russian power and Russian prestige.

It was certainly in Russia's interest to maintain the Alliance. It was broken largely through one of those small dynastic incidents which are of such vast importance under an absolute despotism. One of Napoleon's main objects was to establish a Napoleonic dynasty and to be adopted by marriage into one of the ruling families of Europe. The Corsican parvenu passionately desired a matrimonial alliance with the House of Romanov, and repeatedly applied for the hand of one of Alexander's sisters; the dowager Tsarina, Alexander's mother, a daughter of the King of Wurtemberg, persistently refused. She had all the pride of birth of a German Princess, and all the hatred of a reactionary against the armed soldier of the Revolution. Foiled at the Court of Petersburg, Napoleon was more successful at the Court of Vienna. A few months after Napoleon's last coquetries had been rejected by Russia, the Emperor, who, after the Bourbons, were the most august the most ancient dynasty of Europe, eagerly accepted what the Romanovs had refused. The war of 1812 with Russia was the result of that pro-German policy of the Russian Court.

There is no more fantastic fairy tale in the more fascinating drama than the life story of Catherine the Great, which recently has been so brilliantly told by our distinguished contributor, Mr. Francis Gribble. A "Vanderella amongst German royalties," a pauper Princess of Anhalt-Zerbst, Catherine became the mightiest potentate of her age. Although the outline of Frederick the Great, she pursued consistently a national Russian policy. And she had good reasons for doing so. For no throne was less secure than the throne of the Romanovs. She had had to remove her husband by murder for fear of being removed herself. She continued to be surrounded by a rabble of unscrupulous adventurers and intriguers. Her only safety lay in becoming a patriotic Russian, and in seeking the support of Russian sentiment and Russian opinion. Whilst Frederick the Great surrounded himself with French advisers, and contemptuously refused even to speak the German language, whilst he declared to the German scholar who presented him with a copy of the "Nibelungen Lied" that his national German epic was not worth a pipe of tobacco, Catherine the

Great systematically encouraged Russian literature. Whilst Frederick the Great remained the consistent atheist on the throne, Catherine the Great professed the utmost zeal for Russian Orthodoxy. All through her reign she avoided as far as possible a conflict with Frederick. She deified with them the spirit of Poland or, as Frederick the Great put it in his edifying theological language, she partook of the Eucharistic body of the Polish kingdom in unholy communion with Prussia and Austria. But Catherine saw to it that Russia secured the greater part of the spoils.

(To be continued.)

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A. Horne & Co. Charlottetown

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