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An Outside Opinion.

Editor Evening Telegram.

Dear Sir,—Coming from St. John's a week ago I read in one of your journals, the "Advocate," a vicious and what seemed to me as a wholly disinterested person, a quite uncalled for attack upon the Reid Railway and a list of small and unimportant accidents was published as having occurred on this railway. As an occasional visitor to your interesting Dominion, let me say that on no occasion have I met with any accident on this railway, and if the people of Newfoundland want to prevent outsiders from visiting their country and become interested in it all they have to do is to encourage papers like the "Advocate" to continue the publication of such articles.

I assume that the writer of them is aware that it is a narrow gauge railway operating for a great part of the way through a difficult and somewhat sparsely populated country and that it would hardly be expected to be up to the standard of the Government Railways of Canada. Whether or not let me give him my experience of accidents on the Canadian Railway in Nova Scotia within just one week since I saw this statement in the "Advocate."

On June 30th the express was derailed at Riversdale for four hours by an accident to a freight train which had run off the track and had destroyed four large cars laden with merchandise.

The same week the express went off the track and derailed four cars on the same division. On July 1st the express train between Halifax and South went off the rails near Truro, a refrigerator car, a postal car and an express car were overturned and destroyed. On July 8th the express from Montreal was delayed six days by a run off near Thomson station. On July 9th, the next day, a freight train ran off between St. John and Moncton, and on the same day following account of an accident to a military special, clipped from a Nova Scotia paper tells the story of injuries to nine returned soldiers who came through the war to be taken out of their cars at midnight and badly hurt. It is as follows:—

Moncton, N.B., July 9.—The fourth military special from Olympic at Halifax was derailed at about 1.30 a.m. at Atkinson's Siding, some forty-eight miles west of Truro. It was the special containing the New Brunswick boys and comprised eight cars and a caboose. It was in charge of Conductor McDonald, of Truro. The engine, one baggage and two passenger coaches remained on the track, breaking away from the others. Three cars left the rails and toppled over the embankment. Two cars and the van also left the rails but did not topple over. The trucks were torn off the caboose and the caboose was held up by a telegraph pole. The roadbed was badly torn up for about three hundred yards. The train was going about 35 miles an hour. When the cars rolled over the kits fell on the soldiers, and the men and kits were all in one mixup. The men then escaped through

some of the open windows. Shortly afterwards they built fires alongside the track and kept themselves warm until help came. Nine men were injured.

The official list of injured men from the military special from Olympic:—Private J. I. Corbett, Pictou, N.S., left thigh injured; Private J. A. LeBlanc, left side and back sprained; Private J. H. Cullinan, St. John, scalp wound; Private A. Long, Clair, N.B., scalp wound; Private E. L. MacPheak, St. John, fingers right hand cut; Private C. E. Harrington, St. John, slight cut forehead; Private I. Pendlebury, cut above head; Private Richard Whitty, Neguac, N.B., slight cut about head and arm.

Truro, N.S., July 9.—Canadian National Railway rails, damaged in this morning's troop train wreck are not yet clear, although three wrecking trains have been at work for several hours. Six troop trains and two passenger trains are held up on this side of Oxford Junction.

I have, Mr. Editor, no interest in your political disputes, which to judge by the "Advocate" are exceedingly personal and bitter. I suppose such abuse as the "Advocate" contains is taken at its true value by people. In most places such language would be regarded as weak and vindictive, and it must not be forgotten that Abe Lincoln said "The worst stones are to be found under the best apple trees." From an outsiders standpoint who is interested in the possibilities of Newfoundland and who by comparison with Canadian railways has enjoyed his visits to your island, and has no complaint to make of the railway facilities and transportation, I feel it my duty to say that I regard that article in the "Advocate" as dangerously unpatriotic and calculated to do the greatest possible injury to the Colony. The trainmen, officials, and all connected with your railway are extremely obliging and attentive, and the trains are in good order and the people who visit your island cannot understand such attacks as I have read. Let the gentleman who wrote it go through my experience with railroading in Nova Scotia on its Government Railway as I have detailed above—all in less than ten days and he would have something to complain about. It is

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not too much to say that he hardly knows his subject.

May I ask you the indulgence of publishing this letter in justice to your railway people who operate the public service under greater difficulties than are met with in Canada and in my opinion do it more successfully. Yours truly,

A TRAVELLER.
Halifax, July 10th, 1919.

Allenby's Arab Ally.

Romantic Story of Emir Faisal of Damascus.

The public career of Emir Faisal has been brief but eventful. He is the second son of King Hussein, the Sheriff of Mecca, and he traces his lineage back to Mahomet. Until quite recently Prince Faisal led a quiet life at the court of his father, but when Colonel Lawrence gathered together the Arab forces, with a view of co-operating with General Allenby's army it was he who volunteered to lead his faithful Moslem followers to whatever might be in store for them.

Emir Faisal was not slow to seize his opportunity, but not only did he lend the tremendous weight of his moral support, but he actually directed military operations in the field.

He set forth with an unbounded faith and in the most adverse circumstances. His only means of communication with the Egyptian expeditionary force was by airplane, and a broad strip of country held by the Turks divided him from the British forces. His regular army numbered only 30 horsemen, but he believed in the justice of his cause and hoped to gather support on his journey northward. His task was hardly lightened by the fact that Col. Lawrence was known to be with him and the German authorities had placed a price of £20,000 upon his head.

There was only one course open to him, and that was to harass the enemy by means of a persistent guerilla warfare. The men under his command, fired by the enthusiasm of their royal leader, were admirably suited to the task; while mounted on native ponies they traveled quickly and raided the railways and other places of importance without mercy. By the time the Turks had collected an adequate force to deal with the new invader, Emir Faisal had planted his gayly colored standard in the security of the hills.

As time progressed and the Arab forces had increased to some 10,000 men, the prince made more ambitious and very daring attempts to cut off a portion of the Turkish army and join hands with the British allies in the Jordan Valley. The task proved too great, and on two occasions he had to retreat with his men, whose hopes and patience were being severely tested.

Damascus, the crown of their brightest dreams, was still some 300 miles away, and the prospects of any territorial conquest seemed more and more remote. The tenacity of the man was clearly revealed in those days of waiting, and his faith in ultimate success did not waver for a moment. He used to say, "The British cause is just, and so is ours, and therefore we will win."

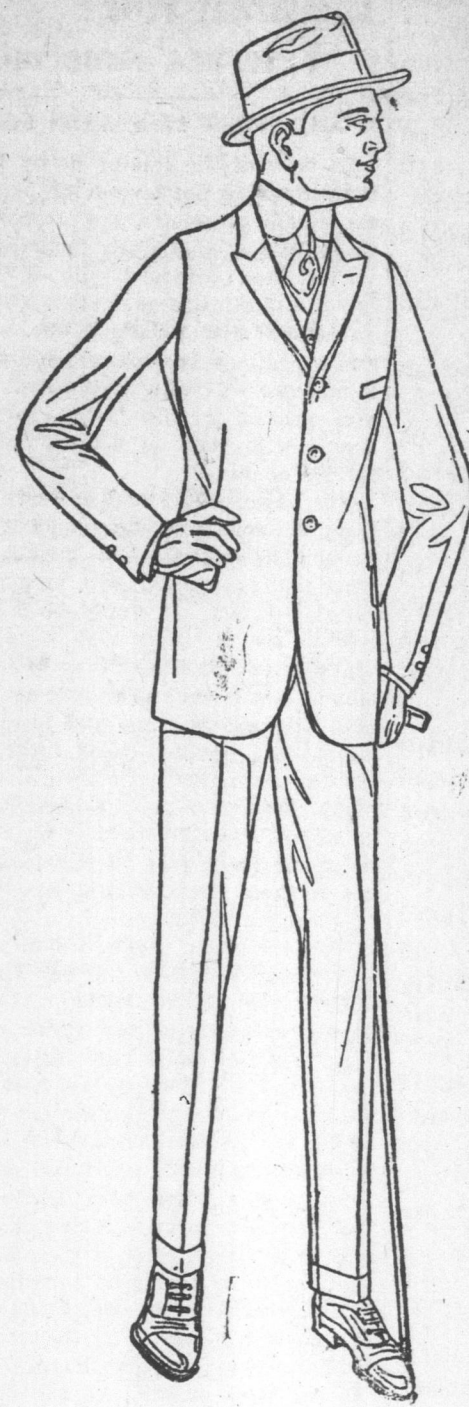
Early in October, 1918, he set out to strike his final blow. Gen. Allenby outflanked the Turks on the west, and Emir Faisal marched as rapidly round the Eastern flank. According to plan, the Arab forces were to meet a British cavalry division at Deaa, the most important railway junction east of the Jordan, on the 28th of October. As the division reached the top of the plateau on which Deaa was situated, they witnessed a never-to-be-forgotten sight; the sun had set, but the junction was a beacon that almost turned night into day. It was the first act of the Arab forces who had arrived early and set fire to the garrison.

The distance from there to Damascus was quickly covered, and Emir Faisal entered the ancient city of Saladin's tomb in triumph. Having quickly organized a temporary Government, he began an extensive tour through Syria, in the course of which he visited Beirut, Moallaka, Baalbeck, Homs, Aleppo, from whence he returned to Damascus again, via Tripoli and Beirut.

It was generally expected that he would settle down there and attend to the affairs of the new Arab kingdom, but with great discretion he realized the futility of such an attempt. His boundaries were not yet defined, nor did he know exactly to what extent he could count on the diplomatic as well as active support of Great Britain in the future, and he meant to know.

Emir Faisal saw plainly the heavy task that lay before him, a task he knew to be too great unless he had the guarantee of foreign support, and with the simple directness that characterizes him, he stated quite openly that he would prefer to return to Mecca and leave Damascus in the hands of the Allies than to ruin his dearest hope of re-establishing Moslem rule there permanently, by attempting to hold the reins of government without the knowledge that the necessary power was forthcoming to establish his position.

So, with a view to ascertain the precise state of affairs, he sailed to France with a twofold purpose in December, 1918. He went, as he said himself, firstly to fit himself to re-



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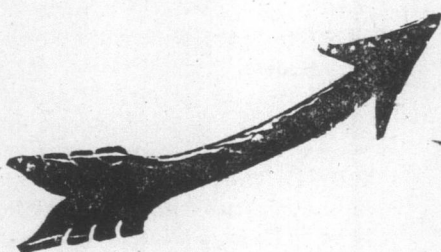
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ceive and be received by the crowned heads of Europe, and their representatives, and, secondly, to do all in his power to obtain personal and political assistance from the country whose administration of Mohammedan territory he admired so much. And with this intention in mind, he may be found in Paris at the moment of writing.

Emir Faisal, in appearance, is a man who combines the intense picturesqueness of the East with a dignity too superb to have any special locality. His features are strong and simple, and expressive of the sincerity of his faith. He moves with a supple-quiet grace, never jostled or jost-

ling in anything he does, but for all that he seems possessed of a certain leonine agility. One feels sure that he can leap into a saddle with the same ease with which he performs the ritual of his daily prayer. He is, of course, a total abstainer.

Emir Faisal is a man whose heart is as generous as his hand, who desires to serve the best ideals of his race irrespective of any idea of personal gain; a man whose standard of living cannot but serve as an inspiration to all who come in contact with him, whose kingly appearance is but a shadow of the mind within, and a prince who has the heartiest wishes

of success from all who have been privileged to know him.—Christian Science Monitor.

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