

THE CHARLOTTETOWN GUARDIAN

An Independent Journal, aiming to be JUST, IMPARTIAL, RELIABLE, NEWSY, seeking at all times to further the best interests of the people and Province, and recognized therefore as

THE PEOPLE'S PAPER. Published at its offices, New Prowse Block, North Side Post Office, Charlottetown, Prince Edward Island, Canada, at the following rates, payable in advance: Morning Edition, (daily except Sunday) one month 25c; per year \$3.00. Tri-Weekly Edition (Monday, Wednesday and Friday) per year \$1.00. The Guardian will not be responsible for currency of stamps remitted through mails. Send by Postal Order, Express Order, or Registered letter payable to The Island Guardian Publishing Company. Branch Offices at Summerside, Alberton, Georgetown and Souris. Business Office Telephone 133b. Office Hours 8 a. m. to 6 p. m. J. P. HOOD, Advertising Mgr. F. R. NEWSOM Subscription Mgr. Editorial and News Telephone 133a. Office Hours 10 a. m. to 6 p. m.; 8 p. m. to 2 a. m. J. E. B. McCREADY, Editor. D. S. McRAE, News Editor.

THE CHARLOTTETOWN GUARDIAN AT SUMMER RESORTS. Visitors to summer resorts may have the morning edition of The Guardian by mail, one week 10 cents, or one month 25 cents. Present city deliveries may be changed to any country address for any length of time without extra charge. Orders may be left or sent to head office, Charlottetown.

THE CHARLOTTETOWN GUARDIAN

THURSDAY MORNING AUGUST 17, 1905.

GOVERNMENT RAILWAYS.

There is a movement on foot apparently to dispose of the Intercolonial Railways, a company, or if not that, a movement to ascertain the public mind in regard to such a transfer. Twenty years ago the Canadian Pacific Railway Company was desirous to secure the government road, and a section of the Conservative party was favorably disposed toward the proposed change. At that time there was a good deal of discussion of the subject in the press, but so much opposition was shown in the Maritime Provinces that it was dropped. Within the past few months a number of feelers have been put out through the press on the subject and one statement given pretty wide currency a few days ago was to the effect that Sir Wilfred Laurier is determined to get rid of the Intercolonial.

We don't think the Canadian Pacific people are by any means so desirous to get hold of the Intercolonial as they were years ago, but the Grand Trunk and the Canadian Northern, both of which are ambitious to have lines extending entirely across the continent, may be considered and have been mentioned as possible purchasers. The western people have long been more than willing to part with the government road, and the very heavy deficit of last year strengthens their hostility against public ownership and management. The Maritime Provinces are too weak in the national councils to control the situation when once the centre and west make up their minds on a matter of this kind and we know how great movements take shape and are carried to practical completion before the public are aware of what is

going on. Generally speaking the people of the Maritime Provinces, we think desire the retention of the Intercolonial by the Government, chiefly because they desire that there shall be competitive routes to the west, and because the local rates have been something lower on the Intercolonial than on the company roads. The construction of the road was an article of the confederation bargain, but its continued operation by the Government was not. It would seem a strange thing for the Government, just after undertaking to build at public cost a new road from Moncton to Winnipeg should propose to sell out the old road from Halifax to Montreal, but we are getting used to strange doings in these days. We shall know before long what is in the wind. The ministerial press is so entirely subservient, that once the Government resolves upon any course however adverse to the people's interests the party newspapers speedily begin to prepare the way. For the future their utterances on this vital subject will be worth watching. A possible transfer of the Intercolonial would have an important bearing on the fate of the eastern section of the Grand Trunk Pacific.

KENSINGTON RIFLE RANGE.

The need of increased accommodations at Kensington Rifle Range has never been experienced to such an extent as during the present meeting of the Provincial Rifle Association. One hundred and fifty men are now in attendance—the largest number in the history of the organization. For this number only six targets are supplied which accommodate only eighteen men at one time. The result is long delay in concluding the matches and great inconvenience to a large number of militiamen. The number of entries has increased from year to year, but the range capacity has not increased in proportion and considerable difficulty has resulted. Three solutions are suggested. The number of entries may be limited to a smaller number; the time of meeting may be extended, or the number of targets may be increased. The first is impossible; the second is impracticable; and the third is the only reasonable way out of the difficulty. The extension of the range would mean but a small expenditure by the Militia Department and we trust the convenience of the riflemen the target capacity will be greatly increased for the meeting of 1906.

A pamphlet by Cy Warman, entitled The White Elephant and written in opposition to Government ownership of railways, opens the discussion as follows: "The Hon. Fred Peters was Premier of the sea-girt Province of Prince Edward Island for ten long years, and when he tired he passed the crown to his brother. Fred is a Canadian by birth, a gentleman by nature and a politician by force of circumstances. Also he is a good Grit, if such a thing may be, which I doubt very much after reading the Opposition papers for seven years, knows to half a hair's breadth the exact elevation at which one should take an English black cock on the wing or a Scotch high ball on the limited." The story goes on with a recital of how the ex-Premier in his time of power first disfranchised and later re-enfranchised the employees of the Island Railway. The object of the recital is to show that a politically managed railway is of necessity a white elephant. The pamphlet hails from Montreal.

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IN THE NORTHWEST.

Hon. J. W. Haultain, still on the junior side of fifty, a lawyer and a bachelor, has been seventeen years in Northwest politics and Premier of the Territories since October 1887. He is a Conservative in Dominion politics, but sought to run his government on non-party lines and had for his colleagues two Liberals, Messrs. Bulger and Sifton. Now that the Territorial Government is about to terminate to be replaced by two provincial administrations, there is naturally a disposition among the stronger partisans of both federal parties to organize the new machinery with Liberals on one side and Conservatives on the other. The readjustment gives rise to much discussion which at this distance is not always easily understood by the casual reader of the newspapers.

A Liberal convention has decided in favor of straight party government. Mr. Haultain desires that the new Provinces shall adhere to the composite system which has been in vogue. The Liberals who have now resolved to set up party lines in local affairs are able to say that the Conservatives did the same thing two years ago in a convention at Moosejaw and that Premier Haultain then accepted the presidency of the local Conservative association. This seems a hard point to get over, but Mr. Haultain claims to have differed from his party as to the desirability of setting up party lines in territorial politics. This claim will not count for very much, probably. The Liberals are also incensed against Mr. Haultain for having taken part in the late federal by-elections in London and Oxford, Ontario against the Laurier Government, in which elections the school clause of the autonomy bills was made an issue.

The general features of the game that is being played by both parties is clear enough. Mr. Haultain is an able leader and has given the Territories pretty good rule. Being himself a Conservative he naturally expects the support of the great majority of that party and at the same time hopes to hold a section of Liberal support as he has hitherto done. The object of the Liberal organization is of course, to bring all the Liberals into line together and force Mr. Haultain to depend wholly upon Conservative support. There is little doubt that when the new Governors are appointed they will respectively call upon leading Liberals in each of the new Provinces to form the new provincial Governments. The first elections will then be held with the Liberal party in power, and it seems probable that such opposition as may develop will be almost wholly Conservative in color. What their numbers will be is a matter for conjecture.

It is the custom of a very silly journal printed in this city to indulge in coarse abuse of The Guardian from time to time. This in no way harms this journal which has an established position in the public favor. But it is worthy of note that these outbreaks usually occur at a time when it is thought desirable to cover up some particularly questionable transaction. Just now the silly journal referred to has its own reasons for diverting public attention from the station site, the bridge location and the hidden hand in the back ground.

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