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THE GUARDIAN
An Independent Journal, untrammelled and fearless; aiming to be Just, Impartial, Reliable, Newsy, seeking at all times to further the best interests of the people, and recognized therefore as The People's Paper.
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THE MORNING GUARDIAN
FRIDAY, OCTOBER 10, 1902.
AN ENGLISH COAL TRUST.

While the coal interests of the United States are snapping their fingers at an enraged but baffled public, and are keeping on saying that they don't care if they get themselves into a place where they will demand national attention, the coal interests of England seem likely to travel along the same road. It is also likely, however, that they will reach a different situation, says the Tribune in an article on the subject. At any rate so think a great many Englishmen who have been talking and writing about the subject recently.

The development, these Englishmen promise their hearers and readers is interesting rather than reassuring. They say that the next move in the coal fields may well be a close and friendly understanding between the masters on the one hand and the men on the other. Both masters and men are now thoroughly organized. The masters have their federation. The men have their union. They are tired of cutting each other's throats. They are coming to the conclusion that they would both be better off if they could reach an agreement which should fix wages and—here is the main point—regulate prices. If there were no strikes and no lockouts, if the masters' federation had the control of the output, and if the men got a fixed proportion of the profits of the trade, there might be a good chance for the mining industry to establish itself securely in a steady market and charge whatever the traffic would bear.

"And what," says J. A. Hobson, "is to prevent this joint trust of capital and labor from milking the whole country for its particular trade benefit?" The trick is not altogether a new one. They have in England what is called the Birmingham alliance. It is one of the most comprehensive trade alliances in the world so far as securing the co-operation of masters and men are concerned. It covers several of the subsidiary metal trades of Birmingham and the midlands. It consists of employers who engage in their factories and offices no men who are not members of a certain union, and of employes who offer their services to no men who are not members of the employers' federation. This in itself is not a radical departure from old methods. This alliance has gone on, however, to establish a "conciliation board, consisting of equal numbers of employers and employes, to fix prices"—notice that—"determine the rise and fall of wages and profit, and to settle disputes." The result has been that wages and profits have been regarded as parts of the same problem, and masters and men have regarded themselves as quasi partners in the same enterprise.

What has been tried in the metal trades might conceivably be tried in other fields of industry. There is, of course, always the possibility that, as actually was the case in the metal trades, the prices fixed by the capital and labor combination might be so high as to produce a crop of competitors. In the coal trade, however, where an absolute control of the sources of supply might be secured, this possibility is less serious. Accordingly, the British public is confronted with the specter of a coal trust which, just because of its being conjured up by labor and capital together, might be infinitely more effective than if it were the creature of capital alone. The moral is: Keep an eye on coal in both hemispheres.

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With these things public are, we think, greatly in sympathy with the attentions being shown the Boer delegation now in Canada. There has been some little backbiting to the generous outburst of kindly feeling towards the defeated Boers as a result of the unfortunately worded appeal of the three genera's for aid for those left in distress by the war. That blunder was no doubt due to the aid rendered by such disappointed mischief-makers as Reitz and Leyds, who are probably cleverer at words than the three soldiers. It will bring its own retribution in checking for the time being, if not altogether, the generosity of the English-speaking people to the object so dear to them. The sooner it is forgotten, however, the better. The generals have plainly told their European friends in their speeches at Brussels that the fact that when fighting they did not get the aid they expected is proof to them that the Almighty willed the loss of their independence, and they are going to be loyal to their new country so long as the conditions of the treaty are observed. Those who have come among us should have from us the warmest of welcomes into the citizenship which we prize so highly, quite irrespective of anything that Canada may hope to gain either in the shape of trade with South Africa or in that of immigrants coming thence. They would certainly make the best of Canadian citizens. Canada today owes much to the loyalty of the New York Dutch, many of whom at the time of the American revolution were so true to British rule as to leave their homes and settle in what were then the wilds of our border country in Hemmingford, Glengarry, Stormont and neighborhood, and such names as Vankooknet, Freilighsburg, Scriver, Caylor, Byerson, Chrysler and Vankleek Hill testify to their share in the making of the country. Such as their descendants are to day will be those of the immigrants coming now from South Africa—the most loyal of Britons in the larger sense.

NO HALIFAX CASES.
OTTAWA, Oct. 7.—The supreme court met to-day and gave judgment in a few Ontario and Quebec cases. The Quebec list is to be taken up to-morrow.



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The S. S. Bonavista sailing from Montreal, Friday morning Oct. 10th, will be due at Ch. town, Sunday evening Oct. 12th and sails at noon for St. John's, Newfoundland, via North and South Sydney, C. B. carrying horses, cattle and sheep on deck and produce under deck at lowest possible rates. For further particulars as to freight and passage apply to
PEAKE BROS. & Co. Agents.
Ch. Town, Oct. 10, 1902. 10

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GENERAL CHANGE OF TIME Oct. 12th, 1902.
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P. E. I. RAILWAY
On and after Monday, June 16th, 1902, the trains of this railway will run daily (Sunday excepted) as follows:
Trains Outward. Trains Inward.
No. No. Stations. No. No.
3 5 1
P.M. P.M. A.M.
5:20 3:25 8:25 Iv. Ch. town ar. 2:30 3:00 11:00
5:50 3:45 8:40 Iv. Souris ar. 1:55 8:45 10:15
6:20 4:15 9:10 Iv. Summerside ar. 1:15 8:15 10:15
6:35 4:30 9:15 Iv. Hunter River ar. 12:55 8:05 9:40
7:20 5:15 9:40 Iv. Emerald Junction ar. 12:15 7:55 9:35
7 A.M.
7:40 5:51 10:13 Iv. Emerald Junction ar. 11:30 7:15 8:50
7:40 6:25 10:25 ar. Kennington 11:20 7:05 8:00
NO. NO. STATIONS. NO. NO.
3 5 1
P.M. P.M. A.M.
7:00 10:55 Iv. Wellington ar. 9:10 5:55
7:35 11:20 Iv. Port Hill ar. 8:35 5:05
8:00 12:15 Iv. O'Leary ar. 7:45 4:30
8:55 1:30 Iv. Alberton ar. 7:15 3:14
9:05 2:30 Iv. Alberton ar. 6:35 2:10
10:10 3:45 ar. Tignish Iv. 6:00 1:10
P.M. P.M.
NO. 15 NO. 13 NO. 14 NO. 12
P.M. A.M. P.M. P.M.
7:50 5:50 Iv. Ch. town ar. 8:55 4:05
8:20 7:45 ar. (Mt. Stewart) Iv. 7:30 3:35
8:45 7:50 Iv. Junction ar. 7:45 2:35
9:05 8:15 Iv. Morel ar. 7:20 1:47
9:30 8:45 Iv. St. Peter's ar. 7:05 1:25
9:55 9:40 ar. Souris Iv. 6:00 1:10
P.M. A.M.
NO. 10 NO. 17 NO. 15 NO. 12
P.M. A.M. P.M. A.M.
4:55 7:55 Iv. Junction ar. 7:35 2:50
5:30 8:30 Iv. Charlottetown ar. 6:55 2:15
6:00 9:00 ar. Georgetown Iv. 6:20 1:45
P.M. A.M.
NO. 3 NO. 5 NO. 10
P.M. P.M. A.M.
7:30 Iv. Emerald Junction ar. 6:55
8:50 ar. C. Traverse Iv. 3:50
Trains are run by Atlantic Standard Time.
D. ROY INDELL, D. P. A., C. P. R., ST. JOHN, N. B.