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NOTICE

The annual meeting of the shareholders of the Telephone Company of Prince Edward Island will be held at the Head Office of the Company, Lower Queen Street, Charlottetown, on Wednesday, March 14th, 1906 at 8 p. m. for the election of Directors and the transaction of general business.

W. A. WINFIELD,
General Manager.
Charlottetown, 2-2101.

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

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J. E. B. McCREEDY, Editor.
A. IRWIN, News Editor and Assoc. Ed. Magazine

THE CHARLOTTETOWN GUARDIAN

THURSDAY MORNING FEBRUARY 8, 1906.

GOVERNMENT RAILWAYS IN GERMANY.

Charles Edward Russell in Everybody's Magazine tells of the state-owned railways of Germany, disclosing many interesting facts. The beginning dates back thirty-five years ago. The war with France gave the state a lesson in transportation by the exorbitant charges made by the railway companies for the conveyance of troops and army supplies. All the railways were then owned and operated by companies. The Government began to recognize two facts—that national highways were needed for national use and that whoever owns the transportation service owns the country. Then Prussia the greatest of the German states, began the campaign for state ownership. Minister Von Maybach went quietly into the market and bought stock enough to control two railways. On these he at once cut the rates and began reaching out for business. In this way he gained the mastery until one by one the companies were glad to sell to him, taking Prussian 3 per cent consols in exchange for their stock.

Other German states followed the example of Prussia until private ownership of railways gradually passed away. In 1904 there were in the Empire 32,000 miles of railway of which the Government owned 29,375 and the companies only 2,715 miles. All the Governments of the German states have invested \$3,125,043,965 in the railways, a sum equal to three times the cost of all the Canadian railway lines. The annual earnings are in round figures \$500,000,000 and the annual expenditure about \$382,000,000, leaving gross profits of about \$117,000,000. These profits after charging liberally for depreciation, renewals, improvements and interest, have for more than ten years yielded between 5.14 and 6.06 per cent, each year showing a slight gain over the preceding year. Thus state ownership of railways in Germany has proved a most profitable undertaking.

In general the freight rates on German railways are somewhat higher than in America, and passenger rates lower. In Germany the freight rates vary from 1 cent per ton per mile up to 2½ cents, whereas the bulk of American freight is carried at from .61 to 2.08 cents per ton, but difference in classification goes far toward equalizing this disparity. As to passenger rates it may be said that the German railways carry annually about nine hundred million persons, more than half of whom travel third-class and one-third travel fourth-class. First-class fares are about three and one-fifth cents a mile; second-class two and one-fifth cents a mile; third-class one and three-fifths cents and fourth-class, four-fifths of a cent a mile. There are still lower rates in workmen's tickets, circular tours and tourist coupons. Thus one-half of the

German people who travel do so at a rate of \$1.00 per hundred miles, while one-third only pay 80 cents per hundred miles. And with these low rates for passage the sleeping car service is furnished at little more than one-third of the rates charged in the United States and Canada.

It is furthermore apparent that the stock-juggling, rate-juggling, rebates and discriminations so common in America are unknown in connection with the German state railways. Every shipper knows what he pays and what his competitors pay. "In Germany," Mr. Russell writes, "freight rates are based on the cost of transportation, interest on the outstanding bonds and a fair profit on the service performed. In America they are based on the traffic manager's nerve." The German passenger trains run slower than the fastest American trains but quite as fast as our I. C. R. trains and very few of the nine hundred million persons are killed or maimed by accidents. In fact Mr. Russell declares that every week more persons are killed on the American roads than are killed on the German roads in an entire year. In the face of such facts it ought not to be thought impossible to make Government ownership and management of railways yet fairly successful in Canada.

Germany is shown to be clearly in the minority at the Algeiras Conference. France has consented that the control of police in Morocco shall be divided between France and Spain, and the general outlook for a peaceful solution of the trouble seems at this writing to be a little brighter.

The Union of Canadian Municipalities is an influential representative body, and its executive council favors municipal control of telephones. They oppose the application of the Bell Telephone Company to increase its capital stock unless upon agreement that its property may be expropriated by the provincial Governments. The general idea seems to be that the long distance lines ought to be under Government control, and the local exchanges under municipal control.

Rev. Joseph Gaetz, the prohibition candidate in Annapolis was badly defeated on Tuesday in the election for the Local Legislature. The majority in favor of Mr. Daniels was 702. It is intimated that the significance of this result is largely against clergyman meddling in politics. The vacancy in Annapolis was caused by the promotion of Attorney General Longley to the Supreme Court, and the county being strongly Liberal, it was to be expected that a supporter of the Government would be returned.

MEETING OF F. INSTITUTE

Fertilizers, Rotation of Crops and Other Topics Discussed.

A meeting of Lots 27-28 Institute was held in Tryon Hall March 1st. There was not a very large number present, but judging by the close attention given the different speakers, and the interest manifested it was a very successful and profitable institute meeting.

The President G. W. Cameron took the chair at 2:30 p.m. and gave a short talk on "What we have been doing as an institute this winter."

The Secretary reported having received a circular from Professor Ready re Fertilizers, and read it to the meeting. After some discussion W. C. Lea moved and B. W. Howatt, seconded the following resolution:

Whereas the bulk of our pork is marketed in the months of October November and December, and whereas this tends to lower the price recorded by the farmers. Therefore resolved that the members of this Institute do endeavor to comply with the suggestion made in said circular viz. That they will try to furnish a more regular supply in the future.

This was passed unanimously. Mr. Gill who was expected at this meeting failed to appear. However we had quite a discussion on fertilizers led by T. A. Smith, who said he had obtained good results from their use on potatoes and turnips.

Jack Lea had used it for potatoes and turnips. He said it paid well on those crops, the wheat and hay following were also good.

Brenton Lea said he had used a lot of fertilizer, but did not think it paid him. Albro Howatt said it certainly increased the yield of root crops but did not know whether it paid as he had not kept account of the cost.

Walter M. Lea claimed the best way to use fertilizer was with a light dressing of manure, about 25 or 30 loads per acre, and some fertilizer gave him as good crops of turnips as 80 loads of manure alone.

B. W. Howatt said he believed it depended on the condition of the soil, as it did well on some farms and was not so good on others. He thought it was potash our soil needed.

W. C. Lea gave his experience on using lime some years ago. He said it was several years before he received any benefit from it.

B. W. Howatt asked the question, "What is the cause of some land running out to natural grass?" That brought on a talk as to probable causes for this, but no satisfactory solution was given.

W. M. Lea wanted to know if any of our farmers were going to try the four years rotation. He believed we would have more clover if we followed that plan. He also said we should not plow the land after a root crop, as surface cultivation would give better crops.

Mr. Arbing a member of the Westmoreland branch of Lots 29-30 Institute, gave a very interesting account of the way they conducted their meetings. He did not think the four years rotation would prove a success with all because of the scarcity of manure. He said "the clover crop did not depend on that rotation, and the pasture would be no good."

Howard Clark said we do not sow enough alsike clover seed. He sowed three lbs per acre.

Our President said he had experimented on a large field of his farm, with the different methods of applying manure. He had best returns from topdressing in the spring, after the grain was sowed.

We then had a short discussion on turnip growing and the best way to apply the manure for this crop, several of the speakers claiming that it was to work it into the land before drilling. With some more informal talk the meeting closed. J. E. HOWATT, Secretary.

RUMBLING BOWELS.

One of the very first lessons that ought to be taught every child is that the bowels must move regularly and freely every day, as more troubles arise from neglect of this duty than from any other cause. The effect of this neglect is the bowels contrary to every law of nature. If it does not pass away by the natural channels then the other way to escape is through the pores of the skin. That is why people look so sallow and unhealthy. This causes pimples, blackheads and blotches.

For immediate relief take two or three Huch before you go to bed. The whole digestive canal responds to the healing effect of this tablet. Rumbling bowels recover quickly under its treatment. It neutralizes the foul gasses. It sweetens the stomach. It gives a good appetite. It's a doctor for ten cents. A big bottle with 200 for \$1.00. For sale by all druggists.

Saturday 10th inst is the last day for discounts on electric light bills for Feb'y lighting. Pay today and save money. 8d3i.

Chase's Remedies—K L Pills Catarrh Cure, Liver Cure, Nerve Food Linseed and Turpentine, etc. Fresh stock just received—A.W. Reddin Pharm. B. Central Druggists. 74 31

Today we inaugurate a great sale of men's fine neckwear. All must be sold. Knot shapes worth 35c, 40c and 50c go for 20c. Plain Assorted and Derby's worth 50c, 60c and 75c go for 35c. Come in and get half a dozen—there's a splendid choice.—Weeks & Co. 2-1921f.



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Some of the lines that will be offered this week at special reductions.

Arm-Chairs, Hat Racks, Tea Tables, Library Tables, Centre Tables, Jardiniere Stands, Bedroom Suites, Golden Oak Buffets, Chiffoniers, Dressing Tables, Wardrobes, with or without mirror; Golden Oak Sofa Beds, Combination Book Cases, Fancy Parlor Chairs, Parlor Furniture, 3 and 5 pieces, Screens.

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and does your Silver often go uncleaned because you dread the rub, rub, rub of polishing it, the eyes full of flying powder, and at the end, the Silver each time a little duller than when it came home new?

All this work is now ended. SILVEREASE is a new scientific preparation which cleans the Silver without any trouble on your part. It is in the form of a powder to be dissolved in a pan of hot water. All the silver is placed in the pan at once, and in from five to ten minutes it is ready to put away bright and sparkling as when it left the store.

Silverease is as harmless as soap. Silver, sterling or plate, can remain in it for months without the slightest harm. Price 25c. Sold by

H. A. ELLIS,

 who has the agency for Ch'town

TENDERS

FOR

Cheese and Butter Maker

Sealed tenders will be received by the undersigned up to Mar. 19th from parties willing to make Cheese or Butter for the Dundas Dairying Association for the season of 1906.

Tenders to state wages per month with help also without help.

There is a house in connection for the use of the cheese maker if required.

W. E. LEARD,
Scrib twi Secretary.

L. O. A.

The annual meeting of Grand Orange Lodge of P. E. Island will be held in Berthelmer Lodge Room in Summerside on Wednesday, March 14th, 1906 at 2 o'clock p. m.

Round trip tickets will be issued from all stations on the Railway to Summerside, at one way first class fare on March 13th and 14th, good to return up to and including March 16th, 1906; also in connection with special train from Charlottetown, Colville, and intermediate stations at \$1.00, from North Wiltshire, Travellers Rest, and intermediate stations at one way first-class fare, from stations on the Murray Harbor Branch to and including March 14th, 1906, at one way first class fare to Charlottetown added to \$.50 from there, and from stations East of Royalty Junction at one way first class fare to Royalty Junction added to \$1.00 from that station. Tickets to be good going on March 14th and returning up to and including 15th March 1906.

The usual certificates of attendance will be required which the delegates can get from Sec'y at meeting.

A. A. McCULL,
P. G. Sec'y.

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FOR NEARLY EVERYBODY READS IT.

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