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THE MORNING GUARDIAN.

FRIDAY, SEPTEMBER 8, 1899.

THE GOVERNMENT AND RAILWAYS.

We called attention some time ago to the important new departure made by the Laurier Government in regard to the railway subsidies voted this year. It is now for the first time stipulated that railways hereafter receiving Government money shall render service to the Government when required to the value of three per cent per annum of the subsidies they receive. These services may be called for in transporting mails, or troops or in the carriage of supplies or in other ways.

But before this general rule was laid down the Government had made a departure by which expenditure of Government money in railway building should return something more than the usual indirect benefit to the people. This was done when the contract was given to the Canadian Pacific for the construction of the Crows' Nest Pass Railway. The agreement contained a stipulation for a reduction of rates by the C. P. R. in the carriage of grain, flour &c on its main line and branches.

This reduction in freight rates on the C. P. R. went into effect on the 1st of September instant. Hereafter all grains will be carried eastward from Manitoba at 3 cents per hundred pounds less than the former rates. It is estimated that 40,000,000 bushels of grain, from the immense harvest of this year will be moved eastward by the railway. On this quantity the saving would amount to \$720,000. If so much is saved to the farmers of Manitoba on the cost of marketing a single year's crop it sets the Crows' Nest contract in an exceedingly favorable light. And yet Manitoba is only a part of the great Northwest, all of which gains by the reduced rates.

And it must also be remembered that we have spoken of grain only while a like reduction is stipulated for and made on west bound freight. The reduction is 33 1-3 per cent on green and fresh fruits; 20 per cent on coal oil; 10 per cent on binder twine and cordage; 10 per cent on agricultural implements and machines, and a like reduction of 10 per cent on iron, wire, glass, paper, roofing felt, paints and oils, woodenware and household furniture. The advantage to western farmers in these reduced rates on inward freights will probably not make so great a total as on the bulkier products going outwards, but will run up into hundreds of thousands.

Probably a million or thereabouts in all will be saved to the people of the great West in the matter of freight rates within a year to come as the result of the bargain referred to. Rates had been unduly high and had no doubt hindered the opening up and growth of the country, which will now receive a new impetus. In this way a great indirect advantage must follow with the direct saving of money by the reduced rates.

The Minister of Railways, as will be seen, has done something more to signalize his regime, than the extension of the Intercolonial to Montreal. That of itself was a most important

Reduction in freight rates in the west and the provision by which railways in the future shall practically pay the interest on their subsidies are even more important in the interests of the people of Canada.

There are now bicycle trusts in both the United States and Canada, the one capitalized at \$4,000,000 and the other at \$4,000,000. What the effect of these combinations will be upon prices remains to be seen. The Chicago Tribune points out that within a few years of free competition the price of the best wheels has been brought down from \$150 to \$40. The trusts are capitalized at twice the cost of the plants they control. To pay dividends they must increase their profits, which means increased prices, and of necessity a decreased demand.

For some time past there has been a growing impression that a general election for the Dominion may be held before the next session of Parliament and possibly before the new year begins. A Quebec despatch to the Star gives a contradiction, on the authority of "a ministerial member of the Commons." THE GUARDIAN has its own reasons for not placing much reliance on the denial. Probably the Cabinet has not definitely decided upon holding an election in the near future, and may not so decide for some time to come. And no member of the Commons outside of the Cabinet can speak with any authority on the question.

Sir Thomas Lipton was asked the other day if he had much money staked on the coming international yacht race. His answer was "I have never wagered in my life." This would be a better world if all lovers of sport could say the same. Sir Thomas is in the race for the sport there is in it. He admits that the Shamrock and the preparations in the race have cost him tens of thousands of pounds—£80,000 as others say—and adds, "I will fight for the cup just as hard as I can, but the good wishes of the Americans are dearer to me than any cup in existence." In the course of the interview Sir Thomas was told that the betting now stands 100 to 75 in favor of the Columbia.

The Sultan of Turkey some time ago set up a claim to central Africa, and filed a protest against the occupation of the country between Fashoda and Lake Tchad, by Great Britain. In taking this action he is probably prompted from St. Petersburg, or Paris, or both. The ground of the claim is that centuries ago the Sultans of Constantinople had some sort of control over these regions, but it was long since utterly lost. The Sultan has no love for England. He has the nominal sovereignty of Egypt still, though the British are in occupation there. No doubt they are very unwelcome guests—about as unwelcome in fact as would be a French or German occupation of the Transvaal, where some remains of British suzerainty are yet claimed.

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It has been forgotten by many, no doubt, that the first celebration of Labor Day was held in New York in 1887, when the late Henry George reviewed the parade. Since that date the first Monday in September has been observed more or less generally throughout the United States as Labor Day. In Canada we began later, taking the same day for the purpose.

Boston Herald thinks that President Schurman has talked rather "oracularly in some interviews since his return from the Philippines. Be that as it may Dr. Schurman has left on record one or two sentences concerning Aguinaldo and the Filipinos that are worth recalling. Of Aguinaldo he said; "He is believed in the Islands to be honest, and I think that he is acting honestly in money matters, but whether from moral or political reasons I would not say." Of the Filipinos we have this from Dr. Schurman: "It will be a surprise to many Americans to know that the educated Filipino is the equal of any other civilized people in the world. Americans must deal gently with the Filipino. He is entitled to sympathetic consideration. There are many pleasing traits in his character, his home life is exemplary, and as a class he is well disposed toward his neighbor or his superior."

The P. F. Island Magazine for September is out and for sale at all the book-stores.

SCHOONER FOR SALE—The Schooner Ethel Aggie 50 tons register will be sold at a bargain. Apply to G. D. Longworth & Co., Water Street, 282 w 2 a w

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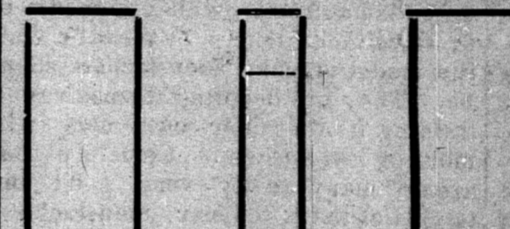
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TENDERS FOR GRADING.

Sealed tenders addressed to the undersigned and marked on the outside "TENDERS FOR GRADING" will be received until Monday September 25th 1899, for the grading and other work required in changing the main line of Prince Edward Island Railway between Colville and Loyalist, for a distance of about two miles.

Plans, profiles, and specification may be seen at the office of the Superintendent of the P. E. Island Railway, at Charlottetown and at the office of the Chief Engineer, at Moncton N. B. on and after the 5th day of September, 1899 at which places also forms of tender may be obtained.

Tenders must be made on the printed forms supplied. All the conditions of the specification must be complied with. The Railway Department will not be bound to accept the lowest or any tender.

G. A. SHEAR,
Superintendent,
Railway Office,
Charlottetown, August 31st 1899
Sept 5, 8, 11, 13, 18, 22.

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A glance through our large store will convince you that we have the most up-to-date store in the city. It stands four stories high, being the highest store building in Charlottetown. Its height stands in marked contrast to the prices of the goods within, you will find that though our building is the highest our prices are the lowest.

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