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THE CHARLOTTETOWN GUARDIAN

TUESDAY MORNING, OCTOBER 1, 1907.

QUEBEC WANTS UNGAVA.

Ungava is that vast, unorganized Canadian territory north of Quebec and between Hudson's Bay and the Atlantic Ocean. Its area is 351,967 square miles. It is larger than France by 150,000 square miles. Quebec wants it, and Quebec is in the way of getting pretty much what she wants these days. Quebec will get Ungava if the smaller Provinces do not file their protests in time and energetically insist that her territorial aggrandizements shall cease, or be only granted on a basis of compensation.

There are strong reasons why they should insist on this. At the date of Confederation Quebec was made the pivot Province of the Dominion, with 65 members of Parliament and all the other Provinces were limited to the same proportion of representation to population as Quebec shall have. The proportion was at the first one member to some 18,000 people. It is now one member to about 25,000. The more rapid growth of Quebec has had the effect of reducing the representation of Ontario, Nova Scotia, New Brunswick and Prince Edward Island in recent years. In this way the Island has lost one third of its first representation of six members.

In other words by enlarging the bushel measure our grain crop measures less than it did at first. The Quebec with which the other Provinces federated in 1867 had an area of 193,355 square miles. This was increased some years ago to 351,973 square miles. Premier Gouin now proposes to acquire Ungava and more than double the present area of Quebec by the addition giving to the pivot Province, an area of 706,834 square miles, a total expanse of land exceeding that of France, Germany, Austro-Hungary and the three Provinces of Nova Scotia, New Brunswick and Prince Edward Island combined.

We see that Quebec has already been nearly doubled in size since the union of 1867, Ontario has been more than doubled in the same period. Vast new Provinces have been created and added in the west. The Maritime Provinces are of the same size as they were in 1867 and cannot be enlarged. Compare the big Provinces and the little Provinces as shown in the following official table of their present areas:

Ontario	290,862 square miles.
Quebec	351,973 " "
Manitoba	73,732 " "
Saskatchewan	230,650 " "
Alberta	253,640 " "
B. Columbia	372,630 " "
Nova Scotia	21,418 " "
New Brunswick	27,985 " "
P. E. Island	2,184 " "

The present danger lies in the fact that

three Provinces are clamoring for further enlargement. These are Quebec, Ontario and Manitoba. Each of them has been greatly enlarged already, and their grand territory has increased by being fed. They will make common cause in the new land grab, and their combined voting power in Parliament is equal to two thirds of both Houses. What are we going to do about it? What is it in our power to do? The Parliament of Canada has full authority under the B. N. A. Act 1871, "with the consent of the Legislature of any Province, to increase, diminish or otherwise alter the limits of such Province. . . ." The Legislatures of Ontario, Quebec and Manitoba will readily accept the new territory.

It is clearly the duty of the smaller Provinces to fight to the last ditch any further territorial extension of the big inland Provinces except on a basis of money compensation to the smaller Provinces. The unorganized territories belong to the people of Canada at large, and were bought and paid for with the people's money. Why should these vast areas be flung away in sops to Ontario, Quebec and Manitoba? A special case of what has already been thrown away is shown at Cobalt, which with its millions of wealth was not within the bounds of Ontario at the date of Confederation. We know not what treasures of mineral wealth lie concealed in Ungava. If Quebec, the pivot Province, is to be further enlarged, let it be only on a basis of monetary compensation to the Provinces which have got nothing from the public domain so far, and with the added stipulation that their representation in the Commons shall never be less than the number allotted them on entering the union. This is simple justice.

THE STRANGER IN CHURCH.

The Ladies' Home Journal recently sent out a lady commissioner in plain clothes who visited thirty-seven churches in New

York and Brooklyn to test their sociability. The net result was that in five churches thirteen persons, two of them pastors, spoke to the stranger, and in thirty-two churches no one spoke to her. From this it is argued that the invitation "Strangers cordially welcome" is a sham and a delusion.

We regard this conclusion as lame and impotent. For instance, so much depends upon the air and attitude of the visitor. There are strangers who do not want to be spoken to by others whom they do not know, at church, or elsewhere, and it is quite possible for any one to go to a church service or any other public meeting wearing an air and bearing which will effectively prevent him being spoken to. The fault, if fault there be, may be wholly with the visitor.

The Halifax Echo, commenting on the matter, concludes that "only a very small part of those who attend church go to worship God; if they did they would have a look or word for a fellow worshipper." We submit that worship ought to be the chief object in attending church; that sociability at church is quite secondary, however desirable it may be; that all churches really welcome the stranger to the privilege of worship, and that the "commissioner" who goes around from church to church to test their sociability and with the object of finding material for an adverse report, is not usually in either a worshipping, or an honestly social mood.

ISLANDS AND RAIL CONNECTION.

Vancouver Island, which has not more than half the population of Prince Edward Island, is making a vigorous effort to secure "rail to the Mainland." This it is proposed shall be attained by federal assistance toward bridging from Island to Island across the straits. The projected work will be costly and the route circuitous but the Columbians are energetic and the Victoria Colonist appears to have no doubt that the work will be undertaken within two years.

Now, British Columbia has no binding obligation as we have in regard to efficient and continuous steam communication with the Mainland. There, moreover, the navigation is not interrupted by ice in winter, and furthermore, Victoria on Vancouver Island, enjoys the same through rates to points in Central Canada as Vancouver enjoys on the Mainland. We do not doubt that Vancouver Island will yet get "rail connection." Her people and Government are energetic and will make a fight for it. But it will be a burning shame if the rails are extended to Vancouver Island before Prince Edward Island is also given an all-rail connection.

In connection with Marconi's wireless telegraph system the Sydney Post recalls the interesting fact that Columbus, the discoverer of America, Americus Vesputius from whom it takes its name, the Cabots, and now Marconi, who has thrown an electric bridge across the Atlantic, "were all from sunny Italy."

The Canadian Courier recalls that once when Sir John Macdonald dropped in to see Sir David Macpherson he found Principal Grant there, seeking another cheque from Sir David for Queen's University. The latter protested that when he had given the last previous cheque Principal Grant had promised that it would do for all time. "That may be," said Sir John, quietly, "but hadn't you better give a little for eternity?" And the extra cheque was produced.

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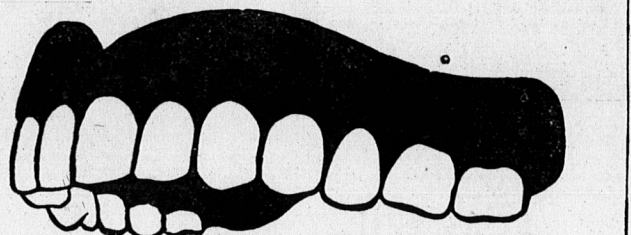
Trains Outward	Stations	read down	Trains Inward	Stations	read up
No. 7	St. John's	7:30 a.m.	No. 8	St. John's	7:30 a.m.
No. 9	St. John's	8:30 a.m.	No. 10	St. John's	8:30 a.m.
No. 11	St. John's	9:30 a.m.	No. 12	St. John's	9:30 a.m.
No. 13	St. John's	10:30 a.m.	No. 14	St. John's	10:30 a.m.
No. 15	St. John's	11:30 a.m.	No. 16	St. John's	11:30 a.m.
No. 17	St. John's	12:30 p.m.	No. 18	St. John's	12:30 p.m.
No. 19	St. John's	1:30 p.m.	No. 20	St. John's	1:30 p.m.
No. 21	St. John's	2:30 p.m.	No. 22	St. John's	2:30 p.m.
No. 23	St. John's	3:30 p.m.	No. 24	St. John's	3:30 p.m.
No. 25	St. John's	4:30 p.m.	No. 26	St. John's	4:30 p.m.
No. 27	St. John's	5:30 p.m.	No. 28	St. John's	5:30 p.m.
No. 29	St. John's	6:30 p.m.	No. 30	St. John's	6:30 p.m.
No. 31	St. John's	7:30 p.m.	No. 32	St. John's	7:30 p.m.
No. 33	St. John's	8:30 p.m.	No. 34	St. John's	8:30 p.m.
No. 35	St. John's	9:30 p.m.	No. 36	St. John's	9:30 p.m.
No. 37	St. John's	10:30 p.m.	No. 38	St. John's	10:30 p.m.
No. 39	St. John's	11:30 p.m.	No. 40	St. John's	11:30 p.m.

Trains are run by Atlantic Standard Time. Nos. 5 and 6 trains run Monday, Wednesday and Friday. Nos. 7 and 8 trains run Tuesday, Thursday and Saturday. G. A. SHARP, Supt. P. E. I. R. Charlottetown, P. E. I. D. POTING, H. S. O. Gen. Man. Gov't Rys. Moncton

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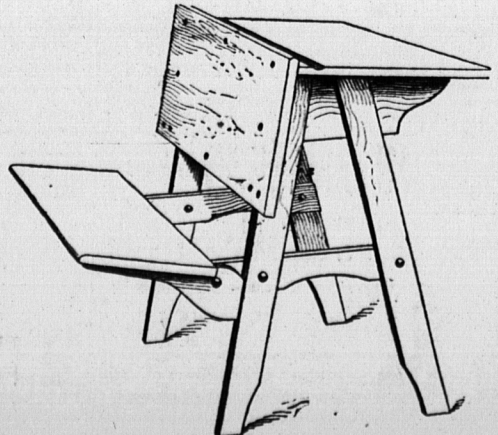
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