

THE CHARLOTTETOWN GUARDIAN

J. P. HOOD Pres. and Man. Director F. E. NEWSOM Sec. and Bus. Manager LORNE YOUNG News Ed. Morning Daily D. K. CURRIE Editor R. C. IRVING News Ed. Evening Daily Please address all communications to The Charlottetown Guardian TUESDAY, JULY 9, 1912

THE CAR FERRY.

Professor Kirkpatrick and his assistant engineers are, as previously mentioned in the Guardian, surveying the site of the proposed piers at Carleton and at Tormentine. Naturally there is, as yet, no information as to the probable cost or the style of piers proposed. It is understood that tenders have been called for the ferry steamers and that the work is progressing as favorably and as rapidly as possible. Letters received by John B. McPadden, Augustine Cove, from parties connected with the car ferry on the Straits of Mackinac throw a good deal of light on the possibilities of this kind of service. From these we learn that the car ferry 'Ann Arbor No. 5,' although not built specially for an ice-breaker, can run through ice twenty-four inches thick where it is not winnowed. The Car Ferry 'Chief Wawatam' was built for an all year round ferry to run across the Straits of Mackinac. This ship did not miss a trip last winter. In the summer it takes her forty minutes to make the passage. Running through eighteen to twenty-six inches of ice her time is fifty minutes. This ship can go through any ice of uniform thickness. When she comes to winnowed ice the bow propeller in a little time will punch a hole through it. She draws seventeen feet of water; her cost was about \$400,000. A better ship than this could be built for navigating in the ice if the depth of water could be increased to eighteen or twenty feet. Although the past winter was the most severe in many years these ferries met with little delay, less even than the connecting rail lines did from the snow and cold weather. The largest of the ferries was designed to carry twenty-eight 50 ton freight cars, 45 feet long, or thirty-two ordinary length cars. The ice crushers on Lake Baikal, Russia, were built on the lines of the Mackinac steamers which are said to be the finest car ferries in the world. The Prince Edward Island steamers will also be built on these models and judging by what they have accomplished on the Straits of Mackinac, they should have no difficulty in navigating the Northumberland Straits even in winter. Further information will doubtless be available as the work at the Capes progresses and will appear from time to time in The Guardian.

WOODROW WILSON.

Presidential elections and presidential candidates in the United States are usually watched with more or less interest from this side of the border. In the present contest, this interest is intensified by the fact that the result is likely to have an important bearing upon the trade relations between the two countries. The outstanding figure in the contest today is Woodrow Wilson and, proverbial election uncertainties aside, there is every reason to believe that he shall be the next President of the United States. A brief sketch of his career will, therefore, we trust, prove not uninteresting to Guardian readers. Mr. Wilson was born in Staunton, Virginia, in 1856. He was graduated from the Princeton University in 1879. It was during his undergraduate days at Princeton that he determined upon his ambition to be an exponent of politics and an influence in its development in the interests of American life. It was not as a 'practical' politician, but as a man of letters that he early—and indeed for many years thereafter—devoted himself to this pursuit. In an early essay he set forth his standard in these words: "Politics can be expounded only by means of the highest literary methods. Only master-works in language, and in the grouping and interpretations of heterogeneous materials can achieve the highest success in making real words the complete life of states. In order really to know anything about government, you must see it alive and the object of the writer on politics should be nothing less than this, to paint government to the life, to make it live again upon the page." After graduation he studied law and was admitted to the bar in 1882. His study of law was apparently rather by way of a continuation in his speciality of politics than with a purpose to practice the profession, and after less than two years of practice he resumed his studies in the Johns Hopkins University. From Johns Hopkins he was graduated, after two years study, with the degree of doctor of philosophy. In 1890 Dr. Wilson was called to the chair of jurisprudence and political economy in Princeton University, a position which he continued to hold after his elevation to the presidency in 1902. As a member of the faculty, his administrative ability, legal knowledge and good judgment, were early recognized by his appointment on important committees. For eleven years he was lecturer on constitutional law at the New York law school and for a number of years gave courses at Johns Hopkins. Dr. Wilson was the first president of Princeton not a clergyman. He was, however, a ruling elder in the Second Presbyterian Church of Princeton. In 1910, after twenty years service to the university, he resigned the Presidency when there was every probability that he would become the democratic candidate for governor of New Jersey. As had been expected, he received the nomination. The democratic machine, after sixteen lean years of republican rule, saw its opportunity in an awakened public opinion.

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union and selected the distinguished scholar and reformer as the man to change the political complexion of New Jersey government. Dr. Wilson was nominated on the first ballot and went into office with a plurality of 49,000 votes. The platform on which he ran pledged the party to a number of important reforms, all of which were carried out to the letter in face of the fact that one house of the legislature was republican.

NOTES.

Immigration is, today, Canada's great problem. "Every financial responsibility that has been assumed for the development of the country," says a Government report, recently issued, "whether in pledging public credit for railways, for civic expansion or for industrial enterprises, has been assumed in expectation of a greater increase of population than the natural increase." Recognizing this her naturalization laws have been adjusted with a good deal of elasticity. Any alien, who takes the oath of allegiance, is given full rights of citizenship after three years' residence. Remembering that a large proportion of these aliens come from the slums of Europe and Asia, it will be readily seen that full rights of citizenship may be bestowed with considerable risk. It behooves the native born, the foundation stock, to see to it that the assimilation of this alien blood into our Canadian citizenship shall be along broader lines than even the oath of allegiance.

The value of industries to a country or to a city are inestimable and indisputable. Prince Edward Islanders are agreed upon this but, largely, the matter ends here. And yet there are many industries for which the Province is specially adapted. We import yearly tons of canned and preserved vegetables and fruit which are grown in Prince Edward Island, and can be grown here as profitably as in any other part of Canada. And yet no real effort has been made to alter this condition. Our young men and young women leave home to find employment which, were these industries opened here, they could find at home. Our investors and speculators are ready at any time, at the behest of a glib-tongued promoter, to invest their money in "oil wells" and "gold mines" that usually exist only in the fertile imagination of the promoter, but are afraid to risk a few dollars in a home enterprise which might be of incalculable benefit to the province. We need industries and we need an enterprising spirit with a spice of loyalty in it.

Much inconvenience is caused and much risk incurred through the want of proper freight handling and landing facilities at Bonshaw. The motor boat Derry, Captain Inman, which plies daily between that point and Charlottetown carrying large quantities of freight and quite a number of passengers, has become one of the features of this river which, throughout its whole length, taps some of the most progressive sections of the province. It is the only conveyance between Bonshaw and Charlottetown and is proving a great convenience not only to the people of Bonshaw but to the surrounding country. The convenience is badly handicapped, however, by the fact that the only landing place for freight and passengers is the bridge, difficulty of access and exposed to the weather. A wharf, for the building of which there is abundant material available within easy reach, would cost but little and would prove of great benefit to all. In this progressive age when the cry and the promise is to assist every worthy cause it should not be too much to ask for this great convenience which can be had at a trifling cost. We trust the matter will receive the early attention of the government and that the people directly interested will present their demands in such a way that they cannot be ignored.



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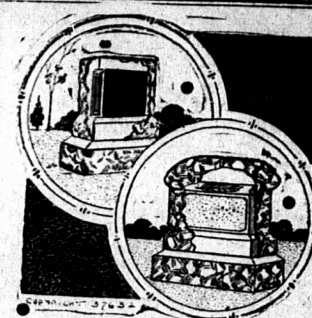
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