

THE CHARLOTTETOWN GUARDIAN  
MONDAY JANUARY 22, 1912

HON. MR. COCHRANE AND THE CAR FERRY.

We printed in this column on Saturday last the full and clear statement of Hon. Francis Cochrane in regard to the projected Car Ferry between this Province and the mainland. To every one of six questions submitted to him he gave, with one exception, a straightforward and explicit answer. The one question which he did not answer fully was as to what point on the mainland and the Island the terminal piers for the Ferry will be built. The replies to the other five questions make it entirely clear why no answer could now be given to the question referred to.

The Government will at an early date cause surveys and reports to be made to determine the points on the two shores between which the ferry steamer will ply. This is entirely satisfactory. The whole responsibility is thrown upon the Government to make the Ferry a success and the people of this Province trust them implicitly to do the best that can be done in the premises. To that end a careful survey is necessary. And it is satisfactory to learn that as soon as the necessary information can be obtained and plans and specifications prepared, tenders will be invited and the work will be proceeded with, without delay.

It is also gratifying to learn that the Government hope to have the Ferry established and in operation "within two years," and that the widening of the gauge of the P. E. Island Railway, "will be carried on as soon as practicable." And that all this will not only do away with the three short haul rates, but is to be done for that specific purpose. It is clear from the action taken that Premier Borden and his Government are convinced that the compact under which this Province entered into union with Canada has not been kept, and they are determined to now try to fulfill it and not only liberate Prince Edward Island from intolerable conditions of transportation under which it has long suffered, but also to relieve the Dominion from the reproach of not having kept faith with us.

Premier Borden has expressed that

opinion freely in public before the people here and from his place in Parliament; Hon. Mr. Cochrane has strongly expressed the same opinion to our representatives at Ottawa, and in a letter to the editor of The Guardian Hon. J. H. Hazen, Minister of Marine and Fisheries, writes: "I have always felt that an honest attempt has never been made by any Government to carry out the terms of the Confederation Pact, which requires continuous communication to be established and maintained between the Island and the Mainland, and I sincerely hope that the Car Ferry service will solve the problem and be a great advantage to the people of your Province."

Happily for Prince Edward Island and for the fair fame of Canada, it required no change of heart on the part of the Ministers above named when they came to power to induce them to see the justice of our cause and to act promptly for our relief, as they are doing. The Minister of Railways will make one system of the Government Railways on the Mainland and Prince Edward Island, so that cars can pass from Charlottetown to Halifax, St. John, or Montreal without leaving the rails and this Province will become in a new sense an integral portion of the Dominion.

Hon. Mr. Cochrane is still a comparatively young man in years and in public life. He was born in 1852 and entered the Ontario Legislature in 1905. Sir James Whitney wanted a strong, practical man as Minister of Lands and Mines and found the man he wanted in Mr. Cochrane who had achieved success in large business undertakings. More recently when Mr. Borden wanted a strong man to take the portfolio of Railways, he sought out Mr. Cochrane. In both cases the office sought the man and not the man the office. His just and friendly attitude toward this Province, has satisfied a good many people, here that he is the right man in the right place. He is a man who does things, a man of action.

ago taken over the telegraph system, has added the entire telephone system to its postal service. Postmaster General Hitchcock of the United States has now publicly urged upon Congress that the telegraph lines and properties of that country should be acquired by the national Government.

The nationalisation of the telegraph system is not, therefore, a new or untried experiment, Canada is a little behind the rest of the world in this matter, that is all.

THE BRITISH NORTH AMERICA ACT.

The British North America Act 1867 is the Constitution of Canada. And yet how few of the people of the Dominion have any adequate knowledge of this great state document. Our statesmen, leading public men, college professors, lawyers and some editors of newspapers have a fair general knowledge of the basic act, but how many even of these could pass a creditable examination upon the 147 sections which the act contains?

The Guardian is of the number who think that all our school teachers and every civil servant of the higher grades should be well grounded in the constitution of our common country and that their knowledge in regard to it should be tested in the examinations of those qualifying to teach and in the civil service examinations. We also think that instruction should be given in our colleges and in the higher grades of the common schools not only in regard to the constitution of the country but as to the duties and responsibilities of citizenship, generally.

The young men attending our schools and colleges are shortly to become voters, and a thorough knowledge of the constitution of the Dominion, and of the Provinces is essential to the intelligent exercise of the voting franchise. How are they to acquire this knowledge except as a part of the education given them in our halls of learning? And how shall they acquire it there if no such instruction is there imparted?

It seems to be admitted that neither Hon. W. S. Fielding nor Hon. William Paterson, who were defeated at the General election in September last, will seek for seats in the new Parliament. Hon. George P. Graham, late Minister of Railways, who was defeated in Brockville at the General election, is about to contest South Renfrew, where Mr. Low, the Liberal member resigned to give him a chance. It was at first thought that Mr. Graham would be allowed to take the seat by acclamation but it seems that a Conservative candidate will be put up to oppose him. In thirteen general elections since Confederation South Renfrew has eight times given Liberal majorities of from 66 to 680 and five times given Conservative majorities of from 70 to 444. Since 1900 it has stood in the Liberal column with strong majorities in four general elections. Mr. Low's majority in September last was 619. The date for the by-election has not yet been fixed.

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NEW YORK, Jan. 18—Harry J. Crowe, Newfoundland's "lumber king," is in New York to stimulate interest in what he calls a "larger reciprocity pact," which shall include not only the United States and Canada, but the entire British Empire. Mr. Crowe hears letters from public men, both in England and in America, favoring the plan. In a statement of his purpose he said: "The verdict of the Canadians in connection with President Taft's proposed reciprocity pact implied a strong desire to give the mother country a preference over all other nations, however tempting or alluring their offers may be. It would therefore seem wise for the United States, while the door is open, to enter into a larger reciprocity pact embracing all the English-speaking peoples in Great Britain, and all her colonies, instead of Canada alone and the United States. The alliance would be principally against such countries as Germany and Japan."

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**GOVERNMENT TELEGRAPH SERVICE.**

Years ago in renewing the charters of the telegraph companies doing business in the Dominion the Parliament of Canada took power to take over at a fair valuation the property of the companies and establish a Government telegraph service throughout this country. The Guardian has for years past advocated the acquisition of the telegraph service by the Government for the following among other reasons: The Government in its own service has to make constant use of the telegraph system at large cost in the operation of the Government Railways, in connection with the light house and coast service, and in the daily communication between Ottawa and the outside offices of all the public departments, besides, the Government has been compelled to establish and maintain thousands of miles of telegraph lines along the coasts, and in the Northwest in order to be able to reach distant points to which the companies have not and would not construct their lines.

Again, the telegraph service is essentially a part of the mail service of the country, being so closely connected with it in many ways that almost every civilized country has now the Government operation of telegraphs as a branch of its postal system. This is true of Great Britain, France, Germany, Austria, Italy, Spain, Russia, Australia and New Zealand. Quite recently the British Government, which had long

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