

THE CHARLOTTETOWN GUARDIAN

FRIDAY, MARCH 3, 1911.

WINTER STEAMERS AND SUMMER STEAMERS.

It has been paraded in the Liberal press and in Parliament that the winter steamer service during the current winter has been so good as to leave little to be desired and The Guardian is willing to admit that the captains and the steamers together have achieved the best of which they are capable. How far they have succeeded was shown by the statement in these columns yesterday that the Earl Grey made nine and the Minto but four round trips between the Island and the Mainland during the month of February.

Compare this with the summer steamer service. Both the Steam Navigation Company's steamers make the round trip every day during the season of open navigation. That is fifty-two round trips per month as against thirteen in the month past. Thus by counting trips it appears that the summer steamers make four times as many as the winter steamers per month. Or, to put it another way, the Province must put up with a service but one-fourth part as frequent in winter as it gets in summer. And it is this sort of thing that some of our representatives and the local Liberal press would make the Parliament and the outside world believe is excellent, satisfactory and quite as good as we deserve.

This is, however, but a part of the

case. In connection with the summer navigation we have spoken only of the Navigation Company's steamers, but there are others coming from Boston and Halifax, or plying to and from St. Lawrence ports, and to Sydney and Newfoundland, and together with these a fleet of busy schooners all engaged in the carrying trade between the Island and the outside world. That is what we have in summer and it is none too much. What the Government gives us in winter, when we are wholly dependent upon the Government service, is two steamers, one of which made but four round trips during the month last past.

Is this good enough? Is it satisfactory? Ought we to be content therewith and say this is all the Province is entitled to? We do not think so. On the contrary we think a clear and strong case has been made out for another winter steamer to work with the Earl Grey until the Tunnel shall be constructed. And there can be no just, valid, or reasonable excuse for longer delaying the many-times-promised survey for that important work. For ourselves we have no doubt of the entire practicability of the Tunnel scheme, but if the Government have doubts let a survey be made that will set all doubts at rest.

THE TUNNEL SURVEY IMPERATIVE.

Hon. J. W. Richards in the House of Commons the other day put forward a strong plea for a winter steamer on the western route at the commencement of the cold season, also for a strong new winter steamer to take the place of the Minto in the general winter transportation of the Island. He went on to say that we can never have regular and continuous communication in winter by the best of boats that can be built, but until we get the Tunnel we want the best that steamers can give us. All of which The Guardian very heartily endorses and approves.

Mr. Richards went farther and said the day will no doubt come when we shall get the Tunnel, and he hoped the day is not far distant. We have a like faith, but a survey is understood to be a necessary preliminary

THE SENATE AND RECIPROACITY.

Speaking the other day of the importance of our Province having its full representation in the Senate when the reciprocity agreement comes before that House for ratification, we remarked that the sole hope of defeating it in Parliament, entertained by the opponents of the agreement, rests with the Senate. Since that was printed the Montreal Star has come to hand, containing an editorial article on the subject. The article concludes with the following paragraph:

"But if the Commons fails, the Senate will have the opportunity of its history. It will establish itself in the memories of the Canadian people as the Chamber which presented the sale of Canada. It will come to be regarded as the citadel of Canadian nationality; and it will be a perilous thing for any politician to lay rude hands upon its privileges, except in the way of strengthening its influence and widening its powers. The Commons' cowardice will be the Senate's salvation; and reciprocity will have proven itself a wad which has blown good to somebody."

This appeal to the Senate is an insidious one, and though it will probably fail it may yet possibly succeed. In any case Prince Edward Island should have the voice and the voting power which the constitution intended in deciding so momentous an issue.

AMONG THE INLANDERS.

In some ways we are more advanced than Ontario or Quebec. We have no toll gates on our roads in Prince Edward Island, or in the Maritime Provinces. But up west it is different. Even there it has been the custom to allow funeral processions to pass free. The other day, so an Ottawa despatch tells, a funeral procession was held up and the driver of the hearse had to stop and make change to pay ten cents in toll. Every driver in a long procession had to pay in like fashion. The delay of one team after another gave the procession a very open order. Now to us it would seem a very mean form of taxation and also a rather stupid one, that would stop a man on his last journey to his long home on a cold winter's day in order to extort ten cents, but our good cousins in Central Canada have been submitting to that sort of thing for generations. They were brought up that way. And they turn to the right instead of to the left in passing when team

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to the work of construction. When shall we have this survey? Is it provided for in the estimates? If so we have not noticed the fact. Here is a matter for our representatives to get busy about and no time should be lost in that regard.

The Tunnel survey and the new winter steamer—let these matters be urged by our representatives with all their force. Reciprocity will not satisfy our people without such better communication as will enable them to reach the large new markets that are to be opened to our farmers. We shall need the new steamer and the Tunnel as soon as they can be built, and even more than we need them now, when we get reciprocity. And on these two questions—the Tunnel survey and the new steamer why can not our representatives present a united front?

meets team. Really we ought to send them missionaries! And yet when an Ontario man comes down to what he calls the Maritime Provinces he affects an air of superiority and blows about Ontario. It would seem that the mind of the inlander is peculiar, needing a glimpse of the sea to broaden his vision. Think of road toll gates in the twentieth century! In a land of toll gates they might even reject reciprocity.

Amongst a hundred exchanges that come to The Guardian there are from time to time news items which speak more or less favorably of lotteries, prize fights, the liquor license system or the use of liquor, all of which it is the steadfast purpose of this journal to suppress and discountenance. In the haste of clipping the latest news from a belated mail and without careful reading one such item most regrettably got into The Guardian of yesterday, stating that a woman by one glass of liquor taken to relieve a spasm had been "converted" from a total abstainer to a believer in the use of liquor. Such a perversion may perhaps have occurred, but the lesson of the incident as related is pernicious. More care will be taken to prevent the publication of this sort of news in the future.

The Toronto News urges the Opposition in Parliament to use every available means, every parliamentary device and every method of obstruction to prevent the ratification of the trade agreement. It also calls upon the Canadian Senate to reject it, and compel an appeal to the country. Why should they do this? If the Senate should reject reciprocity it would endanger its own existence after the manner of the Lords in England. As for the appeal to the country that is, in any case near at hand. The present Parliament has not long to run. If Mr. Borden and his new ally, Mr. Sifton, can secure a majority in the new House of Commons they can at the first session abrogate the agreement. Canada's control over her own fiscal affairs is unshaken. The panicky state of mind into which certain Opposition members of Parliament and newspapers have worked themselves seems quite unnecessary.

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SIR ALLEN AYLESWORTH WANTS TO LEAVE GOVT.

OTTAWA, March 2—It has been understood for some time that owing to an increase of his deafness Sir Allen Aylesworth has been anxious to leave public life. He will finish out this Parliament, and will not run again. He is still in full accord with the policy of the Government.

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SYNOPSIS OF CANADIAN NORTH WEST LAND REGULATIONS. ANY person who is the sole head of a family, or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub Agency for the district. Entry by proxy may be made at any agency, on certain conditions, by father, mother, son, daughter, brother or sister of intending homesteader. Duties.—Six months residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 36 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister. In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price \$20 per acre. Duties.—Must reside upon the homestead or pre-emption six months in each six years from date of homestead entry (including the time required to carry homestead patent) and cultivate fifty acres extra. A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter for a purchased homestead in certain districts. Price \$20 per acre.—Duties.—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$200.00. W. W. CORRY, Deputy of the Minister of the Interior N.B.—Unauthorized publication of this document will not be paid for. 12-26dmfms

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