

Waiting Through Long Delay.

J. E. B. MCCREADY.

IT was in 1873 that Prince Edward Island entered into the union with Canada on the express stipulation that the government of Canada would provide and maintain continuous and efficient communication summer and winter between the Island and the Mainland, and between our railway and the railway system of Canada.

How much has been done and at what cost since to improve the transportation of Canada and the world and that promise still unfulfilled.

Canada had then but 3,000 miles of railway. There was then no rail connection between any two Provinces of the Dominion save Ontario and Quebec. Nova Scotia had no railway connection with New Brunswick, nor New Brunswick with Quebec, nor Ontario with the great west.

Today the railway mileage of Canada is eight times as great as when we were promised that continuous and efficient steam communication with the outside world.

The Intercolonial has been completed linking province with province from Halifax to Montreal. The Canadian Pacific has been stretched across the continent, linking together eight of the nine Canadian Provinces.

Two other trans-continental systems are now in process of construction and will in a few years be completed—the National Transcontinental and the Canadian Northern. Other vast and costly railway and canal projects are afoot that we cannot hope will materially benefit this Province, and still we are waiting for the fulfilment of Canada's solemn engagement.

Since 1873 the population of Canada has doubled, its trade and manufacturing industry quadrupled and still we are left to wait.

Livingston was in Africa in 1873, exploring the Dark Continent. Now the Cape to Cairo Railway system traverses almost two-thirds the length of Africa and only a gap is left to be filled. Still Prince Edward Island is waiting for the transportation facilities promised us so long ago and now enjoyed even in Darkest Africa.

The world's commerce and the world's shipping tonnage have doubled since 1873. The great steel-clad navies of the world have been created since that union compact with Canada was made. The telephone has overspread the world since 1873, wireless telegraphy has come later and men of all civilized countries have begun to fly, while still Prince Edward Island is waiting with eyes turned wistfully towards Ottawa.

New British Dominions have been formed since 1873—the great Australian Commonwealth, the Dominion of New Zealand, the Federation of South Africa—and they, along with Canada, are asserting their strength and loyalty by undertaking a share in imperial naval defence. And still Prince Edward Island is waiting for the promised removal of her winter trade fetters.

We have waited long ; we must wait still longer, but we still wait in hope. Next summer we shall get the Tunnel survey. Whatever our fears, we must hope that it will be an honest survey. If such it shall be, then it will be the beginning of the consummation so devoutly to be wished.

A year or two hence the government of Canada will have put five hundred millions of dollars into railways, canals and improved transportation since 1873. Then

at least our claim to railway connection with the mainland will be irresistible.

It must come. Our great and growing need, the growing cost of an inadequate winter service, the sense of justice in Canada, the awakened conscience of the Dominion, in view of the solemn, unfulfilled promise of 1873, will yet give us this great boon.

