

ation and Progress in This Province, Past Present and Future

Operation, Covering an Entire Province--A Narrow
 Ways--A Bit of its History--The Staff as
 Superintendents, the Present Staff.

THE P. E. I. RAILWAY.



A. SHARPE,
 P. E. I. Island.

	1896	1910
Gross earnings	\$146,476	\$319,074
Passengers carried	122,586	351,031
Tons of freight	46,395	105,743
Mileage	210	257 1/2

This is really a remarkable statement and one highly creditable to the management. The gain in these different items from 110 per cent to 241 per cent, on an increased mileage of say 25 per cent, has probably not been at all realized by the general public, some of whom may have imagined that the railway is doing little if any more business than it was doing fifteen years ago. A knowledge of the facts may cause them to reverse their judgment.

It is further to be observed that during the period under review the railway has had only the same outside connection that it had in 1896 and has had to depend almost entirely on the development of traffic within its own isolated field. How much larger would have been the increase of its business could it have gained rail connection with the railway system of the mainland can only be conjectured. Even could the Province have had during the season of open navigation, the addition of steamers carrying passengers and mails outward in the evening and inward in the morning, in addition to those we now have, the additional gain in passenger and tourist traffic would have been very considerable, for it is an axiom in regard to passenger traffic that it multiplies in proportion to the facilities and frequency afforded.

SOME PERSONS COMPLAIN

There is another thing to be observed in connection with the management of Government Railways in general and with the Prince Edward Island Railway in particular. The people who are its patrons are much more disposed to be critical and to find fault with the

intendent of the Prince Edward Island Railway is under certain limitations. He cannot always give the people who are patrons of the road what they want or think themselves entitled to. Above him is the Board of Management in Moncton. And higher up is the Minister of Railways and the Government at Ottawa. The Board of Management cannot always have things their own way. It becomes the policy of the Government to retrench severely in expenditure to shorten the number of men employed, to increase freight rates, to limit the number of trains, or do other things which the exigencies of the public service, or which they think are required, those things must be done.

CHANGES OF PUBLIC POLICY

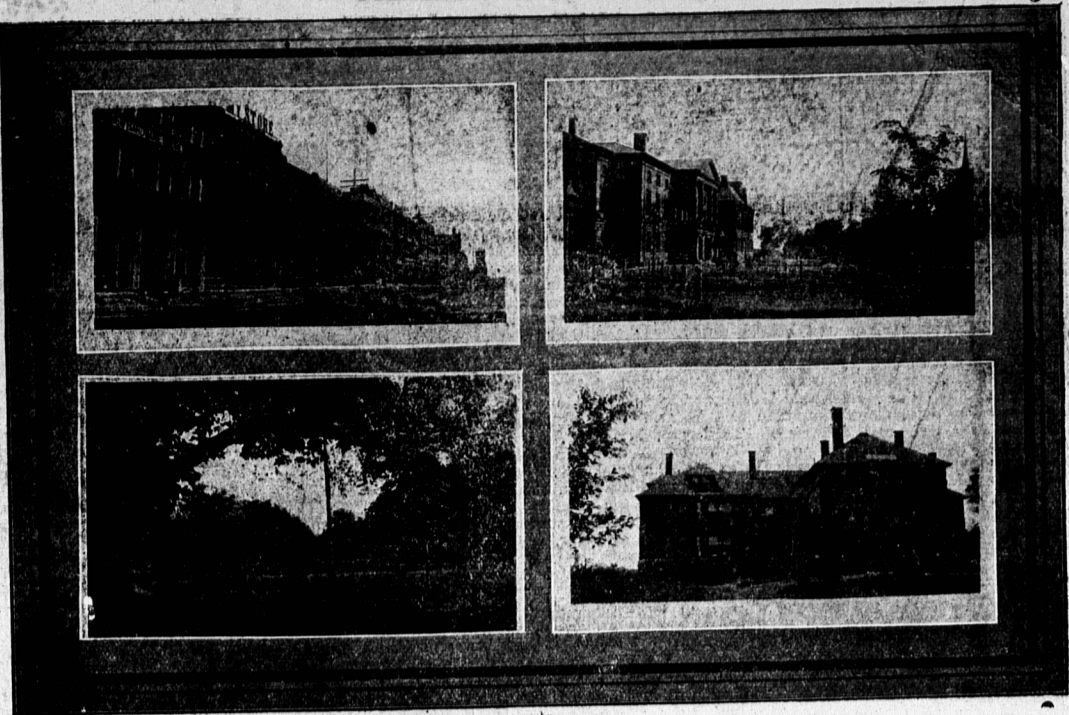
Furthermore, different Ministers of Railways have from time to time different ideas as to what should be done, in the matter of increasing traffic, or lessening the frequent railway deficits, or to meet the views of some section of their supporters in Parliament, and the result of one or other of these differing views may be felt from one end of the Government railway system to the other. There have been three different Ministers of Railways since 1896, namely, the late Hon. A.G. Blair, Hon. H.R. Emmerson and the present Minister Hon. George F. Graham. In the railway service as in the military service, orders must be observed, and the Superintendent may not always be at liberty to take the whole world into his confidence as to why certain things are done or are left undone.

GOOD WORDS FOR THE MINISTER

It is gratifying to note that we have in Hon. Mr. Graham, the present Minister of Railways, one who looks upon the Prince Edward Is-

land Railway as a public utility, and that he is fair to the railway and to the people who are its patrons. He is not one of those who look upon the railway as a mere business concern, and who are ready to give it up at the first sign of difficulty. He is one who recognizes the fact that the railway is a public utility, and that it is one of the most important of the public utilities of the Province. He is one who is ready to support the railway in its efforts to improve its service, and to increase its traffic. He is one who is ready to stand by the railway in its hour of need, and to do all in his power to help it to overcome its difficulties. He is one who is ready to give the railway the benefit of the doubt, and to give it the opportunity to show that it is capable of doing better than it has done in the past. He is one who is ready to give the railway the support and encouragement which it needs, and to do all in his power to help it to become a more successful and more profitable enterprise.

SCENES IN CHARLOTTETOWN



Queen Street
 At Victoria Park

Queen Square
 P. E. I. Hospital

land give on that railway a better service than we do now, even though we know that it will increase the amount which must be taken from the consolidated fund."

A CAPABLE STAFF

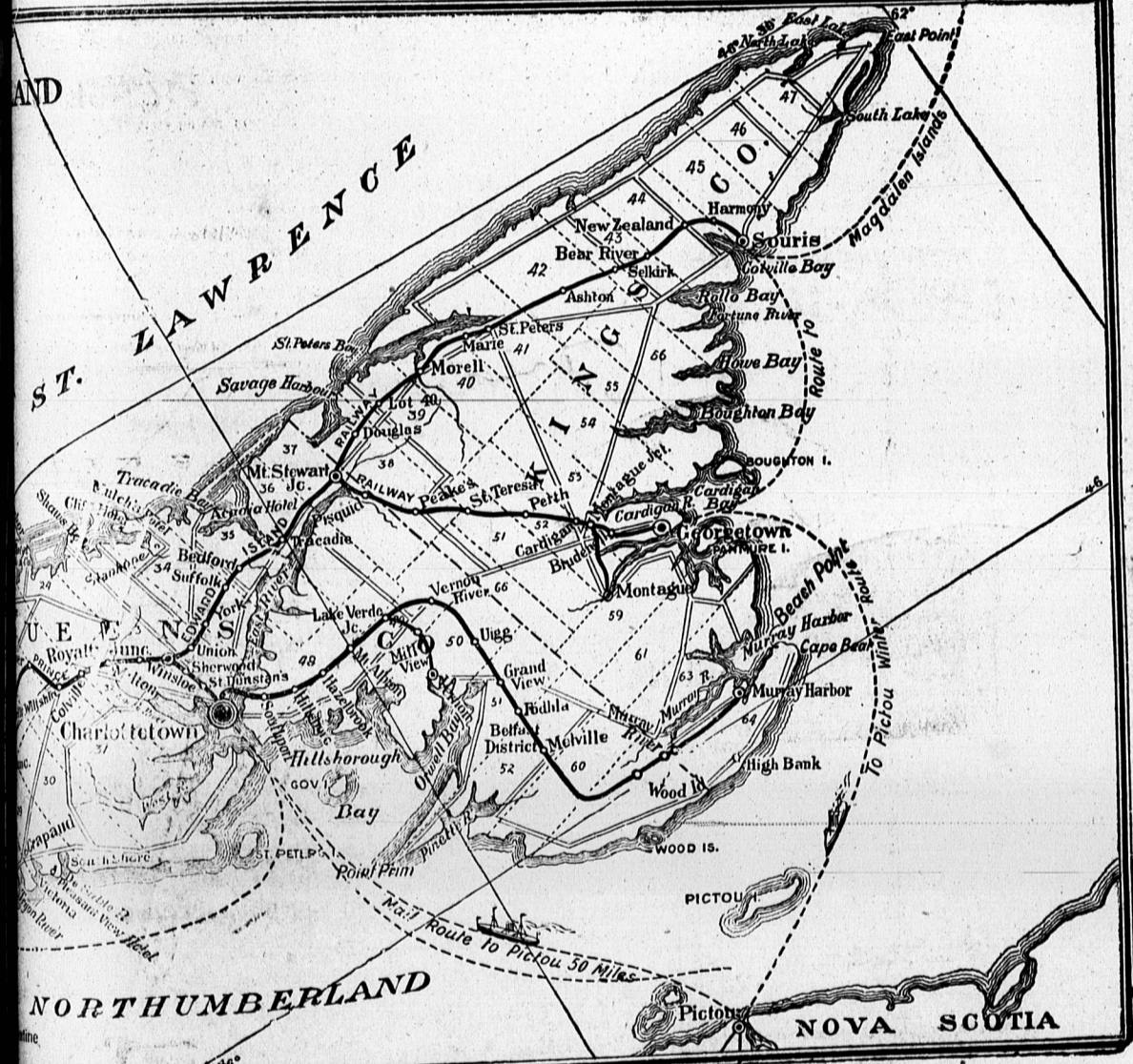
It is fairly due to the official staff, officers and employees of the Prince Edward Island Railway to say that they are a capable, efficient, reliable and trustworthy body of men as can be found on any railway system within the Dominion of Canada. Many of them have seen long and faithful service, and not a few of them may be said to have grown up with the road. They are courteous and kindly in their intercourse with the travelling public, quiet and unostentatious in the discharge of their official duties and enjoy as a body the respect and confidence of all. In the

first serious and especially fatal accidents have been of very rare occurrence. In that regard this railway may be said to enjoy a deserved pre-eminence among the railways of Canada and of the continent. Many factors contribute to this happy condition of things, but it is not by chance or hap-hazard that this eminent measure of security has been attained. The most serious defect in the permanent way, in the engines or cars, may cause a fatal accident at any time. The eternal vigilance of train dispatchers by day or night, the quick ear of the telegraph operator at a distant station, the most scrupulous observance of orders by railwaymen, firemen, brakemen, switchmen and trackmen, all and ever alert of ear and eye--these are the always present requisites and the price that

business of Canada if applied to the last year would have added from a million to a million and a half of dollars to the receipts, which the patrons of the system would have had to pay. The people served by the Government Railways have strong reason in their own best interests, as well as on public and provincial grounds to oppose to the utmost the proposal which from time to time crops up, to sell or lease the Government roads to one or other of the railway companies which are eager to possess them.

WATER COMPETITION

It is also to be observed that probably no railway in Canada is so much subjected to cheap competition by water during the open season of



A POINT REACHED BY THE P. E. I. RAILWAY



A scene near Morell.

of the civic, village and rural life of the various communities in which they are located or move, they are among the best citizens. In recent years increased rewards has brought with it increased prestige and increasing esprit du corps throughout all grades of the service, and it is safe to say that the body of Prince Edward Island Railway men never before stood so high in popular regard or were so efficient in their service as they are today.

THE SAFETY OF LIFE.

In conclusion it is to be observed that the Prince Edward Island Railway has been distinguished from the beginning and especially in recent years for the entire security it has afforded to life and limb of all who travel over the road. From

must be paid for security to those that travel. The of any of these at a single instant may end in disaster. And yet how seldom have the newspapers to record a fatal accident on the Prince Edward Island Railway. No better testimonial can be given to the staff of any railway than this security for life and limb afforded to the staff and working force of the Island Railway.

GOVERNMENT VERSUS COMPANY MANAGEMENT

In regard to the respective merits and desirability of Government or company management for railways such as the Intercolonial and Prince Edward Island Railways, a word or two may be said. The rates of freight are higher on all the company railways in Canada than on the Government railways, as an average. The rates of either of the great railway

navigation as is the Prince Edward Island Railway. It touches no fewer than ten open ports, Charlottetown, Murray Harbor, Montague, Georgetown, Souris, St. Peters, Cape Traverse, Summerside, Alberton and Tignish. From one to another of these ports, all around the Island steamers or schooners are constantly plying, affording the cheapest of water carriage in competition with the railway during the entire open season of transportation. And when these ports are closed by ice, through some five months of the year, the railway suffers in turn from having but one, or at most two outlets to connect its business with that of the mainland and the outside world. It is obvious that these are exceptionally hard conditions, against which the railway management have had to struggle in the effort to place traffic of the road on a paying basis.

RAILWAY--NEW BRANCHES WILL BE ADDED LATER.

during this period the population of the Province has been either stationary or retrogressive. The Prince Edward Island Railway, unlike the railways of Ontario or the growing west, or of other Provinces has not the advantage of serving a rapidly settling or growing country, with coal or lumber, or settlers' effects, or the products of great factories, to carry, and these yielding increasing freight from year to year, as well as ever growing numbers of people to carry. Bearing these facts in mind, here are the gross earnings, the number of passengers and tons of freight carried by the Prince Edward Island Railway in 1896 and 1910 respectively:

management and the service thanland Railway and the people whom they are in connection with a railway that is owned and operated by a company. The element of party spirit comes in, and some sort of sense of ownership also, both of which are capable of making trouble. Hitherto and down to comparatively recent date there have been troublesome matters of patronage, regard to appointments and the purchase of supplies. The management of a company-owned railway has not these troubles or difficulties to grapple with and where such matters arise disposal of them summarily beyond chance of appeal.

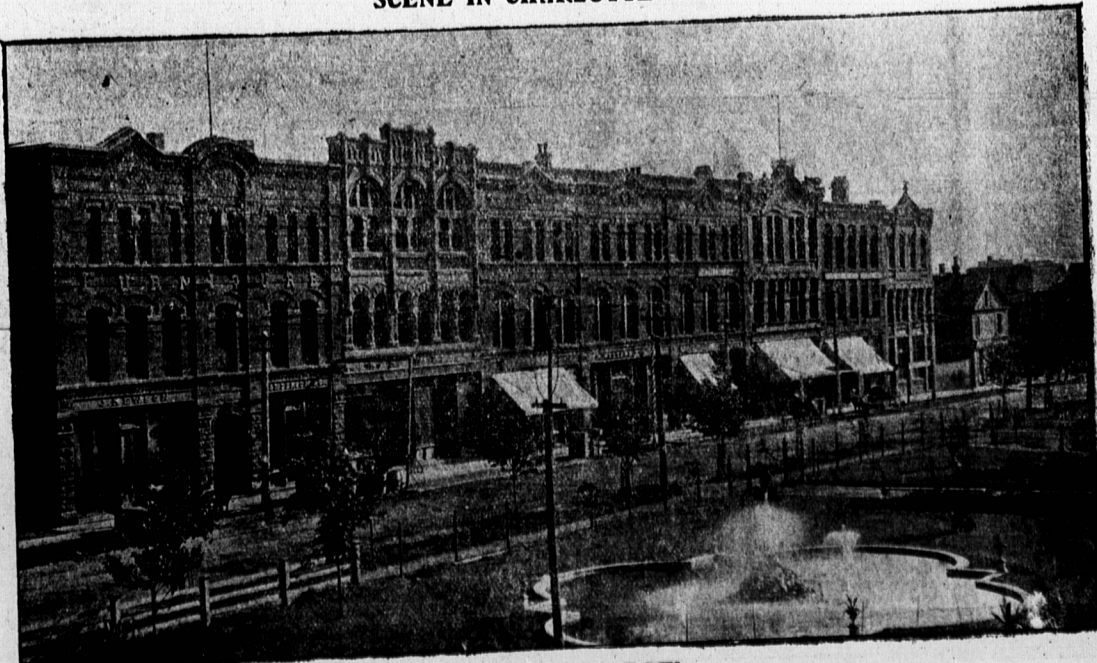
Still another point worth being considered is the fact that the Superintendent of the railway is under certain limitations. He cannot always give the people who are patrons of the road what they want or think themselves entitled to. Above him is the Board of Management in Moncton. And higher up is the Minister of Railways and the Government at Ottawa. The Board of Management cannot always have things their own way. It becomes the policy of the Government to retrench severely in expenditure to shorten the number of men employed, to increase freight rates, to limit the number of trains, or do other things which the exigencies of the public service, or which they think are required, those things must be done.

HILLSBORO RIVER



main line of the P. E. I. Railway. The largest bridge in the Province.

SCENE IN CHARLOTTETOWN.



VICTORIA ROW