

P. E. I. Railway The Missing Link

Continued from page 10

would make arrangements for the improvement of this service.

(b) Prince Edward Island Car Ferry—The terms and conditions upon which Prince Edward Island was admitted into Confederation in 1873, contained the following provision: "Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the Railway System of the Dominion." The present car ferry affords a much improved service as compared with that which the Island formerly enjoyed, but in recent years, traffic and freight have considerably increased, and will continue to increase, particularly at certain seasons of the year. When the present ferry steamer was constructed, it was not contemplated that there would be motor car traffic to be taken care of, and the arrangements at the pier are, from the point of view of this traffic, very unsatisfactory. There have been many complaints by visitors and tourists. During the winter there are frequent calls made up by the present ferry steamer, but in the summer the ferry steamer is overloaded, and the steamer required to proceed to their aid; and at times when the ferry steamer is undergoing overhaul, the boat taking its place is unsuited for the purpose. Altogether the ferry boat service is unsatisfactory. The Railway Administration admitted that there was need for supplemental provision being made either in the form of a second ferry boat, or a special freight boat. We recommend that the matter be gone into from the point of view of placing at the disposal of the Island, such satisfactory means of communication as will ensure as regular and complete a service as can reasonably be made. We further recommend that, so far as the ferry boat service is concerned, it should not be run as part of the Railway operations, but should be run by the Railway Administration, and a separate account for the Department. We feel that, by reason of its association with Railway accounts, this service does not get the attention it should receive.

Competition Necessary

Would such a condition of affairs be in existence today if Prince Edward Island had the competition of the Canadian Pacific, to which she had a perfect right as a partner of Canada?

The following article is taken from "London Truth" forty-five years ago, and emphasizes the vision and enterprise of those pioneers who built the Canadian Pacific Railway, in face of much opposition and criticism:

"The Canadian Pacific Railway Company has begun to launch its bonds. This Railway, if it be ever finished, will run through a country frost-bound for seven or eight months of the year, and will connect with the Eastern part of the Dominion, a province which embraces about as forbidding country as is on the face of the Earth. British Columbia is a barren, cold, mountain country, that is not worth keeping. It would have never been inhabited at all unless by trappers of the Hudson Bay Company, had the 'gold field' not taken a party of mining adventurers there. Fifty railroads would not galvanize it into prosperity. The much-touted Manitoba settlement will not hold out more than a few years. The people who have gone there cannot stand the coldness of the winters. Men and cattle are frozen to death in numbers that would astonish the intending settler if he knew; and those who are not killed outright are often maimed for life by frost bites."

We all realize today what the opening up of that great Western country has meant to the Canadian Nation and the Empire. The prairie provinces produced last year wheat alone valued at approximately half a billion dollars, and have become famous as the "Granary of the Empire," and are a big factor in the economic growth of the Dominion. British Columbia has become one of the most prosperous and progressive Provinces in the Dominion, and the beautiful City of Victoria is enjoying summer weather while most of the other Provinces are in mid winter. As the best indication of the wonderful progress and growth of that Province, it is only necessary to refer to the recent statement given out as regards Bank Clearings for Vancouver in 1928, which amounted to one billion dollars, compared with eight million dollars thirty years ago.

Unwielded Link

The Canadian Pacific link with Prince Edward Island, however, still remains unwielded. But after all—is the Canadian Pacific to blame? Have they ever been invited or urged to extend their services to this Province? Should it be a difficult matter to give the Province of Prince Edward Island adequate and efficient traffic facilities, compared with what those pioneer railway builders of the Canadian Pacific had to contend with through the Rockies in linking up British Columbia? That contract, was carried out within the time limit specified in the terms under which British Columbia entered Confederation; whereas, it is now over fifty years since Prince Edward Island entered the Union, and the chief item of the Treaty or Bargain of Confederation has never been satisfactorily fulfilled. This assertion is verified by the Duncan Report on Transportation already quoted.

In giving evidence on our transportation problems before the Duncan Commission, I asked permission to specially point out that Prince Edward Island was the missing link of the Canadian Pacific Railway. Sir Andrew Duncan inquired as to my reason in so doing, and I explained that I had had an interview with Directors of the Canadian Pacific Railway on more than one occasion, and had been informed that before the Great War, they had contemplated developing their subsidiary, the Dominion Atlantic Railway in Nova Scotia, and making a ferry connection with the Island, but when the War started, all new construction had been abandoned. That later on when Mr. E. W. Beatty became President, I had re-opened the question by correspondence, and was informed to the effect that if the Canadian Pacific Railway looked over the proposition and were favorably today, the difficulty they would probably encounter would be the securing of a Government charter to enable them to build the necessary branch line in Nova Scotia. The opposition would be on the plea of duplication of services. I related briefly to the Duncan Commission the claim that Prince Edward Island, as an early partner of Canada, had contributed its share to the founding and establishment of the Canadian Pacific Railway, and that the Government of Canada, nor any of its Departments, should not stand in the way of the Canadian Pacific extending its services, but rather should be expected to encourage that Railway to carry out its obligations to Prince Edward Island as a partner of Canada. I pointed out still further to the Duncan Commission that hundreds of millions of dollars had been expended in the development of the St. Lawrence and Canals that did not bring any benefit to the Maritimes, and particularly Prince Edward Island; and that other parts of Canada were over-railroaded, and that duplication existed. I gave a specific instance, such as the following, taken from the Montreal Star of April 13th, 1923, as a very good example:

"For the Consideration of President Beatty and Sir Henry Thornton:

There are two men in Canada who can do a great deal—if they have the courage and the patriotism—to lighten the railway burden which is crushing the life from this war-wounded Dominion.

They are President Beatty, of the C. P. R. and Sir Henry Thornton, of the Canadian National.

What they can do, in two words, is to co-operate, loyally and unselfishly, in cutting down the cost of supplying necessary transportation to this criminally over-railroaded country.

Canada does not need railway competition today half as much as she needs railway economy. Friendly agreement and Government control can give our people the reasonable railway rates that we are supposed to get from competition. Competition—particularly the competition of great public utilities—is a costly and extravagant method of keeping down prices. A strong and courageous Railway Commission can do the work as well.

That being assured, the imperious need of the present is to reduce the cost of carrying passengers and freight in Canada. Our railway expenditures must be cut. That is the only way in which the Government Railways can hope to relieve us of the murderous drain of their chronic deficits, pending the arrival of enough new settlers to make profitable use of the railways we have built for them in advance.

The Canadian Pacific is not showing deficits, it is true, but it is showing falling revenues. Moreover, the Canadian Pacific is a Canadian institution, owing its existence and all it has to the Canadian people; and it is bound as part and parcel of this Dominion to help in the patriotic work of balancing the national budget and turning this nation back from bankruptcy.

The way in which this can be done

is very simple and very obvious. They can cut out duplicate services. One instance will serve as well as another to show how simple and how obvious this is. Our two railways run from this city to Ottawa every day NINE TRAINS. Then they run these NINE TRAINS back again.

Who imagines that it really requires EIGHTEEN TRAINS A DAY to carry the passenger traffic between Montreal and Ottawa? Who does not know that it would be very easy for the two railways to get together and cut this extravagance in half? There is no reason whatever why the C. P. R. and the C.N.R. should both send a train out of Montreal for Ottawa at 4 p. m. sharp to race all the way to the Capital."

Our Greatest Handicap

One of the greatest handicaps in the Maritimes has been that in the course of our national development, the two great railways have been, for many years, standing side by side, with their backs to the East, and have been focusing and concentrating towards the Central and Western section of the Dominion. As a result, progress and development in the Atlantic Provinces, in so many directions, have not compared in any sense with those that have characterized other sections of the country inland and right out to the Pacific Coast. The Atlantic Provinces have also made a tremendous contribution in brains and brawn to the other sections of Canada. It has been a terrific drain for many years, and unfortunately the pendulum has been allowed to swing altogether too far in one direction. The Census Bulletin tells a true but sad story since Confederation, so far as the Maritimes are concerned. The whole of Canada shows an increase in population of 140%, Nova Scotia and New Brunswick approximately 35% increase, while Prince Edward Island has a decrease. The Duncan Report, on page fourteen, also states that Prince Edward Island has a smaller percentage of young people between the ages of twenty and forty-four, and a higher percentage of persons between ages forty-four and seventy, than any other Province. The following appropriate letter written by a well known citizen of New Brunswick, on the need of a colonization program for the Maritimes, appeared in the Montreal Star quite recently:

"Colonize the Maritimes."

The Editor, Montreal Daily Star:

Sir,—Being very much interested in the prosperity of the Maritimes, especially New Brunswick, it is very interesting to me to follow the doings of our great financial corporations and the interest they are taking in western development. Do these companies know that there are millions of acres of good agricultural land lying idle along the Canadian National Railway in New Brunswick and Nova Scotia, awaiting settlers and development? As a matter of fact, there are thousands of acres of good fertile land two dollars an acre. There cannot be any lasting prosperity in the Maritimes until colonization is placed upon a sound footing, and to do so there must be an investigation held by the Federal authorities, composed, I suggest, of the heads of our two great railways, and the Minister of Colonization himself, who will certainly find that time and money is actually wasted and our young men encouraged to leave for other parts. The officers in charge may mean well but lacking the training and experience in that line that is necessary, they are not capable of doing the work properly, nor do they recommend the proper legislation. It would be very easy to adopt such suitable laws as there are in Ontario and Quebec, which though perhaps necessitating some minor changes would, I am sure, prove a success in the Maritimes. If the Federal Minister of Colonization will make a thorough investigation, I would suggest that he call the secretaries or presidents of the Saint John Halifax Boards of Trade, the officers in charge of colonization in each province, and a certain number of persons from rural districts who are interested in colonization—say, one or two from each county. Counties which have a lot of vacant land could send two persons. I am convinced that the findings will be a revelation of Canadians west of the Restigouche River, for to any serious minded person who has studied the situation in the Maritimes it is almost impossible to understand how these provinces have withstood such an enormous drain of money and men for fifty years without going into bankruptcy. That alone is proof that our resources are unlimited; and the first and most important of these to be developed is agriculture. There are thousands of young men and women in our educational institutions who have no other prospect today than to move away, if we do not increase our population. Industries that get labor for 25 cents an hour will never save the situation under our present general mode of living. The blame for the situation cannot be laid upon any one political party in these

provinces. One is just as much to blame as the other, and I am sure that any one interested will welcome this investigation and try to forget politics, because the situation is critical."

A Toronto View

While visiting the Maritimes in the summer of 1928, Mr. Hector Charlesworth, Editor of the "Toronto Saturday Night," made the following statement:

"The Report of the Duncan Commission in dealing with the Maritime Provinces was fine as far as it went, but it failed to bring in any recommendations with regard to agriculture, which is the wealth of the Maritime Provinces, affording great future possibilities. Mr. Charlesworth said he had been inspired with the spirit of optimism and progress prevailing throughout the Maritime Provinces, which had confronted him on every turn. His eyes had been opened to the great wealth of natural resources of these Provinces which, with the great possibilities for agricultural expansion and development, pointed to a future of much progress. He foresaw for the Maritimes an absolutely certain future in tourist traffic when the three Provinces were linked up by good roads and permanent highways, which had been the general movement of the Maritime Provinces. All that was needed, he said, was the completion of this good-roads program, and the American and Western Canada tourists would most surely make the Maritimes their camping ground."

Turning Eyes East

Since the Duncan Report was issued in September, 1928, it is gratifying to see that the two railroads are at last turning their eyes to some extent to the East, and it is a great satisfaction to feel that our two sister Provinces are receiving some attention, even at this late date, in the matter of colonization. As further evidence that Prince Edward Island is excluded from participating in any of the efforts or services of the Canadian Pacific, I quote a recent announcement of that Railway as regards colonization:

"C.P.R. to extend Maritime work: P. L. Sanford has been appointed Superintendent of Colonization and Development of the Canadian Pacific Railway in the Maritime Provinces. The Canadian Pacific Railway has also arranged for a special man in the Maritimes to boost sheep raising and kindred industries, on the recommendation of the Maritime Board of Trade. Mr. Sanford's headquarters are to be at Kentville, N. S., but he will make a thorough study of all parts of the Maritimes adjacent to the Canadian Pacific Railway system."

Their regular publication "Agricultural and Industrial Progress in Canada," a most interesting and instructive monthly paper, deals specifically and comprehensively with the resources and developments of every Province in Canada, except Prince Edward Island. In the same publication for the month of December, 1928, in referring to the growing popularity of the Dominion for tourists from across the border, it gave the total outlay of these visitors throughout the Dominion in 1927 as \$276,288,140. New Brunswick and Nova Scotia participated to the extent of \$10,890,000, and Prince Edward Island to the very insignificant sum of \$10,500. Has Prince Edward Island nothing to offer the tourist, or why is it that the many visitors, by automobile, pass by our very door? We have been told many times by wealthy citizens of the United States, including heads of American Railroads, who have travelled all over the Continent, that Prince Edward Island has the greatest potentialities, as a summer resort, of any place in North America, but that its development was impossible without modern traffic facilities and modern hotel accommodation, such as operated across the Continent by the Railway Companies. Think of the inducements the Garden of the Gulf has to offer with its bracing climate, beautiful country drives, with the unsurpassed pastoral and shore scenery, and the finest sea beaches and bathing on the Continent; drinking water the best in the world; the whole Province a disease free area for cattle; dairy products leading the whole of Canada in quality; famous for Island lamb, beef, poultry and eggs; the home of the Malpeque oyster, and situated in the centre of the best fishing grounds in the Atlantic, where fresh lobsters and all kinds of fish abound; live stock that can win sweepstakes against all of Canada; the home of the silver fox; famous for the finest potatoes in the world, and producing over fifty percent of all seed potatoes grown in North America.

Deficits Over-Emphasized

Frankly speaking, there has been far too much emphasis placed on deficits and the need for Railway economy in the Maritimes. Today in Western Canada a Railway battle is on in the matter of building of branch lines. Parliament will probably be

appealed to at the present Session to prevent competition from further over-railroading that section of the country, and at the great cost of many millions. President Beatty of the Canadian Pacific, in addressing the Board of Trade Club in Toronto in January, 1927, pointed out that ever since Confederation, Canada has leaned very heavily on its agencies of transportation, and that every period of Canadian history has had its Railway problems. The history of the roads and the part they had played in the country's development was not always known to the younger generation, who were thus only partly informed as to events which led up to present conditions. The grave necessity of Canada's business men appreciating their Railways, and the necessity for the latter to continue performing their important public services healthily and successfully, was the reason, he said, that he dealt with the subject so fully. Mr. Beatty briefly reviewed the history of the Canadian Railroads since the Canadian Pacific was started as one of the conditions under which Confederation was agreed to. The speaker then outlined the period during which extensive Railway building had gone forward, such as was now known to have been conceived and executed long in advance of national or commercial necessity.

Our Requirements

What we require to do, it appears, is to devise ways and means to bring about more active and keen competition between these two Railway giants in the Maritimes, in order to insure a more equitable distribution of Railway expenditures and service. The population per mile of Railway in Canada is 241. In Prince Edward Island on this basis, we are entitled to exactly one-third additional mileage than we now possess. We certainly need and have been promised, for many years, branch lines to isolated fishing centres and important agricultural districts. At the present time one-fifth of our total mileage remains narrow gauge.

It is, however, gratifying to know that these two great Railways do occasionally co-operate. The following despatch appeared in the press about a year ago:

Edmonton, Alberta, January 20th, 1928.—The Alberta government has today received from the Canadian National and Canadian Pacific Railway Companies an offer for joint purchase and operation of the Edmonton Dunvegan and British Columbia Railway.

I refer to this because it is in line with a suggestion I am about to offer as regards how the Canadian Pacific may be enabled to fulfill its Confederation mission, and connect up its system with Prince Edward Island.

The proposal or scheme is this—That our means of connection with the Mainland Railway, the main traffic artery, whether it be a car ferry, a bridge over the Northumberland Straits, or a tunnel under the Straits, is a Confederation link—the property of Canada—bought and paid for by Prince Edward Island when the Province entered the Union, should be available to both Railway Companies, and the same privilege should be extended over the Prince Edward Island Railway system to the Canadian Pacific as well as the line to Tormentine, on equitable terms. The Railway of Prince Edward Island, as originally built, was paid for by the Province, and when we entered the Union, the cost was deducted from our debt allowance. This was clearly set out in the Brief presented to the Duncan Commission in our claim for improved transportation, and from which I quote the following extract:

"Apart, therefore, from any claim for non-fulfillment of the terms of Union by reason of want of continuous communication with the Mainland, we have two claims under either one, or under both, of which considerable is yet due to this Province, namely,—

First—that an amount vastly in excess of the estimate at the time of Confederation has been expended upon the railways and canals of Canada, from which Prince Edward Island derives no substantial benefit.

Second—that \$3,153,672 the cost of the Prince Edward Island Railway, although the property therein passed to Canada was deducted from the \$4,701,050, allowed us on entering the Union, and we have ever since been deprived of the income on the amount so deducted."

Duncan Report's Comment

I quote from the Duncan Report on Maritime Claims in this respect, as follows: "The capital amount of Maritime provincial railway debt as at date of Confederation (on railways taken over by the Dominion at Confederation) is in round figures as follows: Nova Scotia \$6,000,000 New Brunswick \$5,000,000 Prince Edward Island (entered Confederation 1873) \$3,000,000 These capital amounts have been deducted from the debt allowance in calculating the interest on debt allowance paid annually by the Dominion.

On an equitable assumed basis of

Green Gables, this Province would at last come into its own as the Paradise of the Atlantic.

Hotels and Summer Resorts

My third proposal is, that with the establishment of hotels and summer resorts by the Railway Companies in Prince Edward Island, and say at Baddeck, Cape Breton, a chain of hotels would be sufficiently complete in the Maritimes to warrant its establishment of a line of steamships on the Atlantic coast, somewhat similar to that now operated by the Canadian Pacific from Vancouver, on the Pacific coast. About a dozen boats are now in service here, and two new boats are on order to be delivered in 1930. On the Atlantic, starting with say four passenger boats two would leave Montreal each week on different days, and two would leave the Maritimes each week on return. On the voyage down, they would stop at Quebec, Prince Edward Island, Hawkesbury, Halifax, Digby and Saint John. The other two boats leaving Saint John would make the same calls on return so that passengers could stop off at any one point and pick up the next boat, if desired, and move from point to point, assured of first-class hotel accommodation. With the forming of Maritime Province Clubs in Central Canada, such as the energetic organization already established in Toronto, to promote trade, and especially to direct tourist traffic to the Maritimes, thousands of people would patronize such a service when properly handled in the characteristic way for which our Railway Companies are noted. With the building of the Chignecto Canal, boats could make the circuit in opposite directions, either coming or returning by the Canal, which would very much shorten the time for the round trip. The Maritimes would then have a real opportunity to become famous as the Atlantic Play Grounds. The other two Provinces are greatly benefited and have taken on new life, especially Saint John and Halifax, since certain measures of relief and adjustment have been implemented as recommended by the Duncan Commission. Millions of dollars are being spent to nationalize these two great sea ports and in building terminals, elevators, cold storage warehouses and hotels. Over twenty million dollars will be spent in Saint John on construction work within the next three years. Halifax, which has been dead for many years, has entered what might be called a boom period, compared with that prevailing two years ago. Competition of the two Railways evidently had a great deal to do in starting the ball a-rolling. We are all delighted that our sister Provinces are at last getting into shape to participate in a fair measure of prosperity with the rest of Canada, but where does Prince Edward Island fit in? A great many seem to be carried away with the erroneous impression that we are tremendously prosperous on the Island, and perhaps that is the reason we are not putting forth more effort at the present time to improve conditions and take advantage of opportunities available. One of the leading financial papers in Canada recently published the per capita income of each of the Provinces, as follows:

British Columbia \$923 Ontario 908 Alberta 732 Saskatchewan 641 Quebec 634 Manitoba 553 New Brunswick 438 Nova Scotia 372 Prince Edward Island 344

It seems to me we want to be up and doing, and I am not one of those that are satisfied to have matters remain as they are, and to have our Province known as "Sleepy Hollow" nor will young people of ambition be content to remain here unless given an opportunity to make a good living and enjoy the comforts and conveniences of modern life.

An Appeal

When our chief industries, Agriculture and Fishing, are handicapped through lack of adequate traffic facilities, then Employment, Commerce, Finance and Transportation cannot sustain a full measure of prosperity. The improvement effected by the inauguration of the Car Ferry service in 1917, and the relief granted by the reduction of Freight Rates in 1927, evidenced an almost immediate response by increased traffic beyond the capacity of available facilities.

I, therefore, appeal to the young men of this Club, the Boards of Trade, the Service Clubs and the Colleges, to become more familiar with Island affairs, and especially those matters dealt with in the Duncan Report, the carrying out of which mean so much to our future welfare and prosperity. Our inertia of the past has largely proven our undoing so far as participating in the benefits of Confederation on a parity with the rest of Canada. Take, for instance, the loss of revenue to this Province through the deduction from our debt allowance of the cost of the Island Railway, three million dollars at 5%.

On an equitable assumed basis of

population, such as the Western Provinces were dealt with, the Debt Allowance to Prince Edward Island should be double what it is. I have already quoted what the Duncan Report had to say in this respect. What a tremendous difference even on additional annual subsidy of \$150,000 would have meant to the public services of this Province, giving us the means to properly safeguard the health of our people and more adequately remunerate our teachers, who are the most paid in Canada—only another instance of discrimination against Prince Edward Island that has tended to lure away our population, including many of our best teachers.

Leaders on both sides of politics have admitted the unfair treatment and injustice to Prince Edward Island. The Duncan Commission, an independent body, endorsed by both political parties, have established the fact beyond doubt. If the Bargain of Confederation had been lived up to and the two Railways had been applying their energies in a real and consistent effort to develop the Maritimes, as in other parts of Canada, the population of Prince Edward Island should be more than double what it is today. In the thirty years just prior to Confederation our population doubled.

Legislative Action Desirable

In conclusion (I would just offer suggestion, and that is, that it would be very desirable, at the coming Session of our Legislature, to unanimously pass a resolution inviting the Canadian Pacific to extend its service to Prince Edward Island. At the last Session of the Nova Scotia Legislature, the following resolution was passed:

"Recognizing the national character of the Canadian Pacific Railway and its importance in the life and industry of Canada, and viewing with appreciation the present interest of that Railway in this Province, evidenced in the operation of the Dominion Atlantic Railway, steamship lines, hotel systems and other activities;

The Legislative Council and House of Assembly of the Province of Nova Scotia invite further extensions of that Company's operations in this Province, believing that such extension is desirable in the interest of Nova Scotia, of Canada, and of Empire trade, as well as necessary for the full development of the Canadian Pacific Railway system as a national undertaking."

With the two Railways wholeheartedly co-operating, Prince Edward Island would soon show a large increase in population, and would become the most desirable spot in North America for both resident and tourist.

The Duncan Commission in concluding their Report, made the following observation:

"The Maritime Provinces by reason of their traditions and the vitality of their people, can readily become active participants in the future welfare of the Dominion—if they are relieved of the disabilities under which they have been suffering, and are enabled to approach their problem with renewed vigor."

The Duncan Reports points the way. It is up to our citizens to see that the discriminations, burdens and obstacles, which have stood so long in the way of progress, are removed and we are fully compensated.

Competition Necessary

I have endeavored to call to your attention our traffic disabilities and to point out that this Province failed to realize the benefits of the Union as had been anticipated by the Fathers of Confederation, and particularly that the Government Railways in the Maritimes have been handed over to the Canadian National with a mandate to make them pay, without regard to Confederation guarantees and dealing only from the viewpoint of local conditions of today, which are the result of neglect and deprivation of Constitutional Rights. I would, therefore, urge that our citizens and especially the leaders on both sides of politics seriously consider what competitive transportation would mean in helping to compensate for the past and to the future economic life of our Province, keeping well in mind the following statement made by President Beatty at the opening of the present year:

"There exists no surer criterion of national economic than is afforded by the condition and effectiveness of a country's transportation system. Particularly is this true of Canada where not only is the country served by two great Companies, whose activities extend throughout the entire land and touch every interest of the economic life, but they have created and are continuing to create ever-lengthening arteries along which flow the impulses and the materials that make for the broadening and enriching of the nation's economic life."

While Prince Edward Island is a Province small in area, this question of "efficient" traffic facilities is important—more so than any railroad because it involves the honor of the Dominion of Canada.

Competition Necessary

I have endeavored to call to your attention our traffic disabilities and to point out that this Province failed to realize the benefits of the Union as had been anticipated by the Fathers of Confederation, and particularly that the Government Railways in the Maritimes have been handed over to the Canadian National with a mandate to make them pay, without regard to Confederation guarantees and dealing only from the viewpoint of local conditions of today, which are the result of neglect and deprivation of Constitutional Rights. I would, therefore, urge that our citizens and especially the leaders on both sides of politics seriously consider what competitive transportation would mean in helping to compensate for the past and to the future economic life of our Province, keeping well in mind the following statement made by President Beatty at the opening of the present year:

"There exists no surer criterion of national economic than is afforded by the condition and effectiveness of a country's transportation system. Particularly is this true of Canada where not only is the country served by two great Companies, whose activities extend throughout the entire land and touch every interest of the economic life, but they have created and are continuing to create ever-lengthening arteries along which flow the impulses and the materials that make for the broadening and enriching of the nation's economic life."

While Prince Edward Island is a Province small in area, this question of "efficient" traffic facilities is important—more so than any railroad because it involves the honor of the Dominion of Canada.

Competition Necessary

I have endeavored to call to your attention our traffic disabilities and to point out that this Province failed to realize the benefits of the Union as had been anticipated by the Fathers of Confederation, and particularly that the Government Railways in the Maritimes have been handed over to the Canadian National with a mandate to make them pay, without regard to Confederation guarantees and dealing only from the viewpoint of local conditions of today, which are the result of neglect and deprivation of Constitutional Rights. I would, therefore, urge that our citizens and especially the leaders on both sides of politics seriously consider what competitive transportation would mean in helping to compensate for the past and to the future economic life of our Province, keeping well in mind the following statement made by President Beatty at the opening of the present year:

"There exists no surer criterion of national economic than is afforded by the condition and effectiveness of a country's transportation system. Particularly is this true of Canada where not only is the country served by two great Companies, whose activities extend throughout the entire land and touch every interest of the economic life, but they have created and are continuing to create ever-lengthening arteries along which flow the impulses and the materials that make for the broadening and enriching of the nation's economic life."

While Prince Edward Island is a Province small in area, this question of "efficient" traffic facilities is important—more so than any railroad because it involves the honor of the Dominion of Canada.

Competition Necessary

I have endeavored to call to your attention our traffic disabilities and to point out that this Province failed to realize the benefits of the Union as had been anticipated by the Fathers of Confederation, and particularly that the Government Railways in the Maritimes have been handed over to the Canadian National with a mandate to make them pay, without regard to Confederation guarantees and dealing only from the viewpoint of local conditions of today, which are the result of neglect and deprivation of Constitutional Rights. I would, therefore, urge that our citizens and especially the leaders on both sides of politics seriously consider what competitive transportation would mean in helping to compensate for the past and to the future economic life of our Province, keeping well in mind the following statement made by President Beatty at the opening of the present year:

"There exists no surer criterion of national economic than is afforded by the condition and effectiveness of a country's transportation system. Particularly is this true of Canada where not only is the country served by two great Companies, whose activities extend throughout the entire land and touch every interest of the economic life, but they have created and are continuing to create ever-lengthening arteries along which flow the impulses and the materials that make for the broadening and enriching of the nation's economic life."