



But in this province, as in Nova Scotia and New Brunswick, there was bitter opposition to the union and it was not until 1873 that it cast in its lot with the Canadian Federation. The lure that finally overcame all objections was the taking over of the Railway debt and also the promise of daily steam communication with the mainland; but this latter, owing to the ice-bound condition of the Island during five months of the year, proved almost impossible. An attempt was made to keep up daily communication between Georgetown and Pictou, N. S., with first one, and then two, ice-breakers; but the service was being constantly interrupted and passengers often had to make the crossing in primitive, amphibious ice-boats plying between Cape Tormentine and Cape Traverse—the narrowest part of the straits. All able-bodied passengers had to “work their passage,” paying two dollars for the privilege. They were fastened to the boat by straps and pulled it over the solid ice on runners, but when open water was encountered they launched the boat again and propelled it by oars or sails. Frequently the hapless strap passenger was plunged into the icy water, and on several occasions members of the crews lost their lives, driven and tossed all night in stormy winter gales. But in recent years the problem has been solved. A powerful car-ferry has been placed on the route, which makes one daily crossing in winter and two in the summer months. The time occupied in crossing is forty-five minutes. The principal route is