

across is on an average accomplished in about three or four hours when the weather is favourable. But it is three or four hours of work such as compresses within its limit an age of physical culture and the experience when the occasion is not too trying is one that is freely repeated by those who have "been there before."

The fact that this Province, with a population of 120,000 was, during last winter, for days at a time without mails, and for several weeks utterly without facilities for the conveyance of freight to the mainland, should not be lightly forgotten. There may be those who will say: "You have two steamers to keep you in communication with the mainland in the Winter, and you have a sort of reserve force in the ice boats (as they are called) which ply between Cape Traverse and Cape Tormentine, and if these were properly managed there should be very few days in which the trip across could not be made. All very well. Suppose the two steamers ran regularly between the only, at present, practicable route—Georgetown to Pictou. In mid-Winter it is not safe to make return trips on the same day, and so we are face to face with the fact that all the passengers and freight, offer-



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ROUGH ROAD TO TRAVEL

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ing every day have to be taken to Pictou by one steamer, and brought to Georgetown by the other. This would mean that both steamers would be continuously engaged, in the severe weather, and their crews constantly