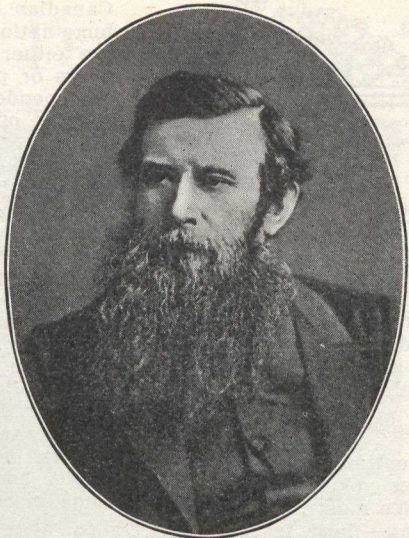


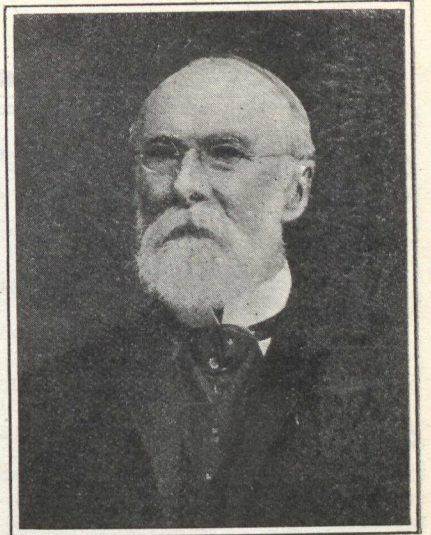
Hon. George Coles, delegate to both Confederation Conferences and twice Premier of Prince Edward Island, 1855 and 1867.



Hon. Wm. H. Pope, Colonial Secretary, P.E.I., Delegate to Both the Charlottetown and Quebec Conferences.



Hon. James C. Pope, Premier Prince Edward Island 1865-67; Afterwards in 1870 and 1873.



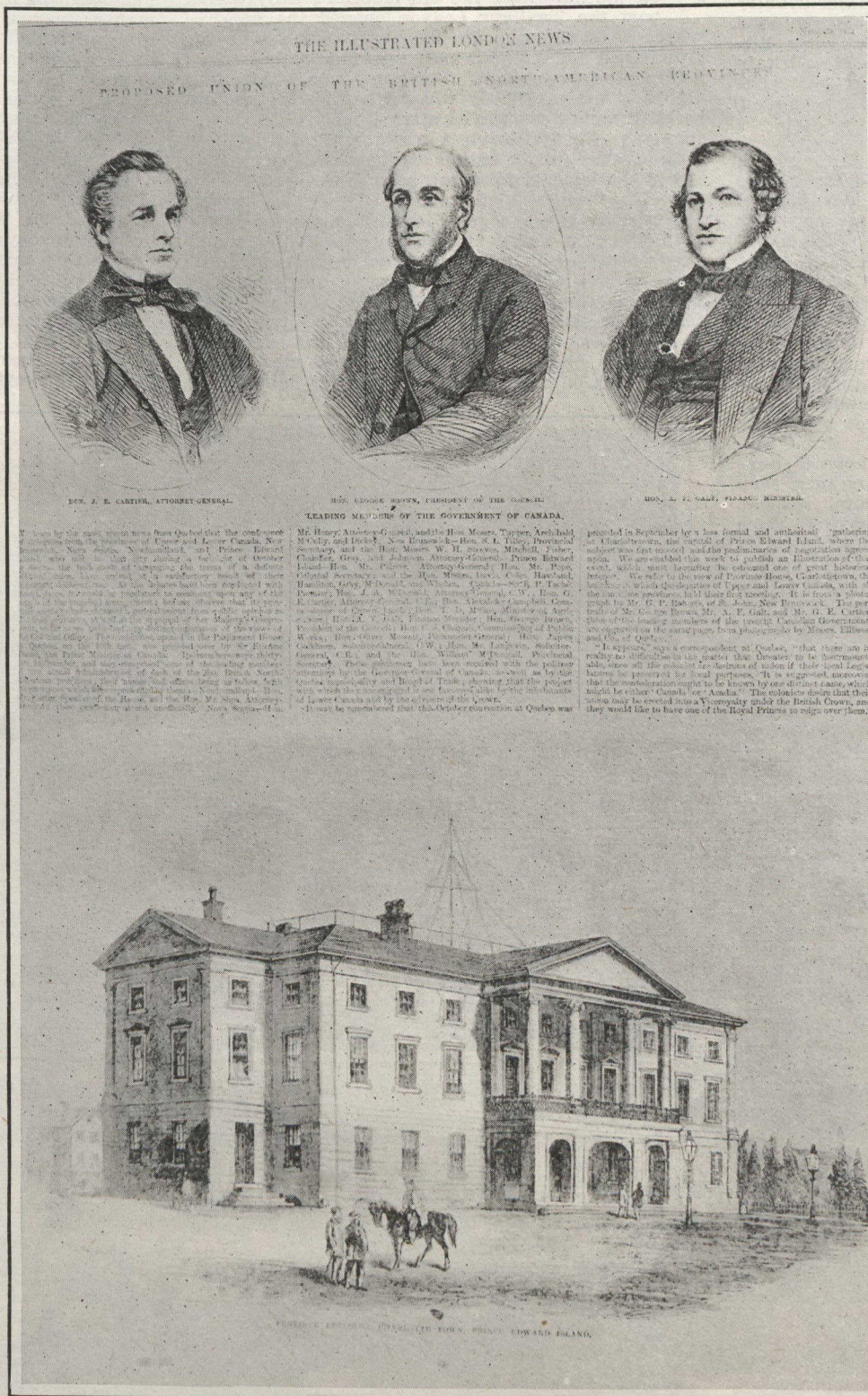
Hon. Senator Andrew A. McDonald, Lieut.-Governor P.E.I. 1884-89, took part in deliberations at both Charlottetown and Quebec.

#### AN ENGLISH PERIODICAL'S VIEW OF CONFEDERATION.

faith with us, and had confessed their failure to implement the terms of union in the vital matter of our winter transport to and from the mainland. We had no mineral wealth to develop, as Nova Scotia had; no lumber, or natural gas, as New Brunswick had, and no manufacturing development, such as had taken place in the mainland provinces under the National Policy. We had seen our young men and middle-aged men leaving our shores on so-called harvest excursions to the North-West, a thousand in a day, and going in scores and hundreds to the United States, while comparatively few return. Our once staple and important oyster industry was being rapidly destroyed by over-fishing and the Star fish pest, while the Dominion, which had the control of it, did nothing to check the destruction, or effect a restoration. Under impossible financial terms, unwisely agreed upon by our union delegates in 1873, the province was absolutely unable to provide decently for its public services, even with the closest economy, without incurring annual deficits, which in twenty years, under successive Governments, had amounted to over a million dollars.

IN these circumstances a feeling of despondency and gloom had settled upon Prince Edward Island. No one except a very few thought of investing a dollar in any new enterprise within the province, and of the few a considerable proportion found their investment a losing one. At one time, in 1905, when our winter communication was at its worst, when for two months of the time no steamers crossed between the Island and the mainland, outraged public feeling grew so loud in its protest that several leading newspapers of the mainland sent special commissioners to the Island to ascertain whether a determined secession movement was likely to take place. Yet little or nothing of an effective sort was done to provide a remedy.

In the meantime two movements were maturing which had an important bearing upon the change which had since been experienced in the spirit and attitude of our people. The people of Canada were making up their minds in regard to a change of government at Ottawa, which they carried into effect in 1911. And the silver fox industry, after long and painstaking effort, amid many disappointments, had begun to prove successful in the western part of the Island. Fox pelts were produced which realized fabulous prices. Later began the sale of breeding foxes at still more than their pelt values. The word spread abroad that there was "big money in foxes." Companies were formed to exploit this new source of wealth, and in the year 1912 more corporate companies were chartered in the province than in



On November 12, 1864, the Illustrated London News published this page of pictures and comment about the Confederation movement in Canada. The three portraits above are: Hon. J. E. Cartier, Attorney-General of Upper and Lower Canada; Hon. George Brown, President of Council; Hon. A. T. Galt, Minister of Finance. Here also is the Legislative Building of Charlottetown, where the first Conference concerning Confederation was held. The article between is the London paper's comment on the Confederation movement. In this article the editor unconsciously published a news item which applies to the month of May, 1914. In the last paragraph of the article concerning the Conferences at Charlottetown and Quebec in 1864, he has this naive and hopeful statement concerning the results of Confederation: "All the colonies are desirous of union if their local Legislatures be preserved for local purposes. It is suggested, moreover, that the Confederation ought to be known by one distinct name, which might be either 'Canada' or 'Acadia.' The colonists desire that their union may be erected into a Vice-Royalty under the British Crown, and they would like to have one of the Royal Princes reign over them." Now what would some of our ultra-democrats think if they had read that last sentence in November, 1864?

forty years before. In 1913 the number increased, both of fox companies and other industrial corporations, and it was truly said that in a single year not only were there more companies chartered, but more money was invested in Island enterprises from outside the province than in forty years before, including the year 1912. The people awoke to the fact that the enterprise developed in their midst by Messrs. Dalton, Oulton, Gordon, and others, was, and is, the most lucrative live stock industry in the world.

Since 1911 thousands of shareholders in the fox industry have realized annual returns of twenty-five per cent. to two hundred per cent. on their investments in this enterprise, which has attained the proportion of a great and important new source of rapidly-growing wealth. Already it has trebled the value of the live stock on the already well-stocked farms of the province, the value of the foxes in the numerous ranches being at present prices twice as great as that of all the cattle, horses, sheep, swine and poultry on the Island. In the meantime our farmers have received advanced prices for all the usual products of their farms, and as these farms are by far the most productive of any in Eastern Canada, it will be readily seen that this means much to a province where eighty per cent. of the people lived by farming. To-day there is no agricultural section of Canada where the farmers are more prosperous than in the Island.

MOREOVER, the changed attitude of the Ottawa authorities toward the Island Province has given new hope and confidence to our people. Notably is this true in regard to our communications with the mainland, by the Canadian Government undertaking to establish a car ferry across the Straits of Northumberland at its narrowest part, between Cape Traverse, P. E. Island, and Cape Tormentine, New Brunswick, for which the contracts have been made, and the standardizing of the gauge of the P. E. Island Railway, which is now a narrow gauge road. When these important works are completed the terms of union in regard to daily communication by steam with the railways on the mainland will be fairly fulfilled, although it shall be only after a delay of forty years. Then for the first time the Island will realize its place as an integral part of the Canadian Dominion. Products of our farms and fisheries can then be shipped through from the point of production to destination without the double trans-shipment from cars to steamers and from steamers to cars again, as is now the case. Passengers can come to the Island or pass from the Island to the mainland without change. Mails (Concluded on page 19.)