

Majesty's intervention to obtain for us that justice to which, as a province of Canada, we are entitled by the terms of union.

4. Prince Edward Island is separated from the mainland provinces of Canada by the Strait of Northumberland, and during the winter season, which generally begins about the 1st of December, and lasts until the end of April, the harbours and rivers are frozen, while the passage of the strait is impeded, though at no time wholly prevented, by floating ice. Previous to the union the only connexion with the mainland during the winter was by means of ordinary boats dragged across the drifting ice and propelled by oars through the stretches of open water between Cape Traverse, on the Island, and Cape Tormentine, in New Brunswick—a distance of nine miles.

5. During the first winter after confederation (1873-74) no attempt was made by the Dominion Government to provide such steam service. During the two subsequent years (1874-75, 1875-76), an old wooden steamboat, which had for years been engaged in ordinary navigation, but without a single qualification to fit her for the winter navigation of the strait, was placed upon the route between Georgetown, one of the Island ports, and Pictou, in the province of Nova Scotia, and, as was to be expected, she utterly failed in the service required of her. At the commencement of the winter of 1876-77 a new steamer called the "Northern Light" was placed upon the route. This steamer was not constructed for the service, but was designed for another purpose, and therefore her work can be regarded only in the light of an experiment.

6. The service performed by the "Northern Light" has been most unsatisfactory, her trips being irregular and the accommodation she has afforded has been neither continuous nor efficient. According to the official returns for the last four years, there has been an average in each winter of 64 days during which she has been entirely laid up; nor does this furnish any idea of the irregularity of her trips before she entirely ceased running in each of these years, but only of the continued period when she was laid up and inoperative. At times she has been ice-bound for periods ranging from 10 to 24 days, to the imminent danger of passengers and mails. Upon one occasion, four year ago, some of the passengers, among them women and children, were forced, after remaining on board several days, to leave her, and walk a distance of many miles to the shore, when, night overtaking them, they received injuries from cold and exposure which resulted ultimately in the death of one of the party.

7. During the time when the "Northern Light" is laid up, the people of the Island are obliged to resort to the old method of crossing between the capes (Traverse and Tormentine) already described, a route attended with much hardship and great danger. In the month of January last a party of 22 persons were detained on the ice for two days and one night in an attempt to make the passage, when they suffered most severely from cold and exposure, the majority of them being badly frozen, and several have since suffered amputation of their limbs as a result of the injuries then received.

8. One of the principal inducements held out to the people of this Island to enter the Confederation was the promise contained in that clause of the terms of union quoted at the opening of this memorial, and they naturally expected that a union with the Dominion would bring them uninterrupted communication at all seasons of the year with the rest of Canada and of the world. They believed that they would thereafter enjoy equal facilities for intercourse with the other provinces as those provinces enjoy between themselves, and that thenceforth they would participate in the many benefits and advantages accruing from the Intercolonial Railway and other public works upon the mainland, from which they had previously been debarred for a great portion of the year. Cut off, as they had always been for nearly five months of the twelve, from all communication with the mainland, except by a most uncertain and dangerous route, the promise of continuous communication with the Intercolonial Railway and the railway system of the Dominion, was indeed a strong incentive to them to surrender their self-government and unite with Canada.

9. The inconvenience and loss which they have suffered in consequence of the failure of the Dominion Government to provide them with the efficient communication promised are incalculable, while the disappointment to their reasonable expectations has not tended to enhance in their estimation the value of a connexion with the Dominion, but on the contrary has awakened a feeling of discontent which, though a matter of regret, is not unnatural under the circumstances. Were it only the transport of freight and merchandise that was stopped during the winter, they would have