

Weak and Run Down Didn't Want to Eat Could Not Sleep

Mrs. D. Leone, Sault Ste. Marie, Ont., writes: "I was weak and run down; did not want to eat, and could not sleep. I felt tired of living and when I longed for death to free me from my terrible misery as I felt I would never be strong again. I thought I would try



and really I soon felt like eating and living, and new life seemed to come to me. Manufactured only by The T. Milburn Co., Ltd., Toronto, Ont.

The Public Forum

(Continued from page 4)

political "has been"; whereas nearly all the other Liberal candidates in the Province were elected by overwhelming majorities? You might also tell the public whether this is the same "C. G. Duffy," who, not many weeks ago trotted off to Ottawa, as a member of a delegation to press upon the Federal Government, the "urgent" need of a fourth judge of the Supreme Court of Prince Edward Island, at the paltry salary of \$9000.00, Oh! Teachers! I, I, and who, since that time, has been getting on his knees to all those who, he imagines, might be able to advance his suit in obtaining that, or any other government position, which might, in some measure, soothe and comfort his bruised and battered political soul?

Sir, if you will kindly answer these questions, then the general public will be in a position to estimate at its true worth, the value of any advice to the teachers and to the farmers, which might be expected to emanate from such a source.

I am, Sir, etc., EDUCATIONIST

Tryon Tid Bits

Mrs. Olive Mayhew made a business trip to Charlottetown last week.

Mr. Howard Muirhead was a visitor to Cape Traverse Thursday.

Mr. Walter Lord of Cape Traverse was a recent visitor to Tryon.

Friends will be glad to learn that Mrs. Leslie Macdonald's condition is considerably improved.

Mr. and Mrs. Manson MacNeil accompanied by Mrs. Mary Manson, were recent visitors to Augustine Cove.

Mr. H. B. Weeks, Charlottetown, was a visitor to Tryon last week.

Mr. Harry Malone, a highly respected citizen of Tryon is dangerously ill with pneumonia. Z.

Mr. George MacWilliams made a business trip to Carleton Siding Saturday.

North Tryon School is progressing favorably under the skillful teaching of Miss Etta Stewart.

Mrs. Alex Wood, Tryon, has returned home after spending a few days in Victoria West, where she was the guest of her brother Mr. Jack Campbell.

TRACES HISTORY OF SHIPBUILDING ON P. E. ISLAND

Rotarians Hear Interesting Address on Rise and Decline of a Great Provincial Industry.

The following interesting address on "Shipping of Prince Edward Island" was delivered at Rotary Club yesterday by Mr. George W. Wakeford, who was for 26 years associated with the Steam Navigation Company in Charlottetown:

When asked by Mr. Pope to address you on the subject "Shipping of Prince Edward Island" my first thought was to relate my personal knowledge, having become first acquainted with the shipping of the island when I was first employed by a firm in Liverpool who acted as agents for a number of its shipowners and merchants. Then thinking that a more extended report would be preferable I decided to examine the records in the Customs House, and for that purpose called upon Mr. McMillan, Collector of Customs, who very kindly placed at my disposal the records in his possession. These, on examination, I found to be the Register of Shipping opened in 1890 and a register index opened in 1855 and still in use. By the latter I could get the ship's name, and the name of the registered shipowner, but not the tonnage.

After spending many days tabulating the number of vessels by the initial letter of the vessel's name from 1855 to 1889 I happened to mention to Mr. John McKenna what I was trying to accomplish. He informed me that the Journals of the House of Assembly contained an annual return of the ships built in Prince Edward Island. Availing myself of this information I visited the Legislative Library and there found the records from 1830 to 1872 inclusive, and by them I am in a position to give the following information.

Statement of Vessels launched as here recorded:

Table with columns: Year, Number, Tonnage. Lists shipbuilding statistics from 1830 to 1882.

In this period, covering twenty-nine years, the total number registered, (all not built here), is 266, and the total tonnage 14,842. Of the 76 vessels, 3877 tons, registered 1918-1928 only ten were built here during that time and they include three of a fairly large size, namely: Victoria Chimes, 294 tons; Barbara Macdonald, 162 tons and the Anna Macdonald, 191 tons. The remainder were under an average of 40 tons; many of them decked motor boats ranging from 15 tons to 3 tons.

The total number registered from 1830 to 1928 is 4298. In November last I addressed a letter to Mr. R. H. Jenkins, M. P., telling him that I was preparing a paper on "Shipping of Prince Edward Island" reading, inter alia, "As the Journals of the House of Assembly prior to 1830 are lost do you think it is possible to get the earlier information at Ottawa? If it should be considered too great a task to supply the information of the earliest recorded registration to 1830 will you kindly use your influence to get, say, the first five or six years. The particulars wanted are: The year registered, name of vessel, tonnage, and name of owner."

In December I received a letter from the Dominion Statistician advising receipt of my letter addressed to



Use them to put FLAVOUR and nourishment into Soups, Sauces, Gravies—Meat Pies, Stews and Hash—Salads and Salad Dressings.

Table with columns: Year, Number, Tonnage. Lists shipbuilding statistics from 1863 to 1872.

In the foregoing period, 1830-1872, covering forty-three years the total is 3114 ships, 498,485 tons. The peak year for both number and tonnage was 1865.

On the first day of July 1873 Prince Edward Island became a part of the Dominion of Canada. The registration passed to the latter, and some years ago the early registers were sent to the Archives of Canada, Ottawa. Fortunately the Index opened in 1855 was retained and by it I can give the number of vessels registered from 1873 to 1899 inclusive, but not the tonnage, viz:

Table with columns: Year, Number, Tonnage. Lists shipbuilding statistics from 1873 to 1899.

A total of 918 for the twenty-seven years.

As the Register of Shipping opened in 1900 is here I can give the number registered and the tonnage to and including 1928:

Table with columns: Year, Number, Tonnage. Lists shipbuilding statistics from 1900 to 1928.

Concerning the reasons for the decline in shipbuilding I excerpt from Frederick William Wallace's "Wooden Ships and Iron Men" the following: "The freight market was much disorganized in 1879 so far as sailing ships of wood construction were concerned. The economical tramp steamer was gradually ousting sail from the North Atlantic trade and driving the windjammer to distant seas and long voyages with low-classed freights. In the recognized sailing-ship routes, the Canadian wooden craft had to buck against the great iron barques and ships of Great Britain in the charters for carrying perishable and easily damaged cargoes."

"The year 1885 might be characterized as the beginning of the end of square rigged wooden ships in British North America. In the hands of skilled shipwrights, iron was made to take the place of wood, and the supremacy which the great timber forests of North America gave to Canadians in the building of ships was by now eclipsed by the cheapness of iron and steel for ship construction. Large ships could be built of iron and steel; their cargo capacity was much greater by reason of lighter framing; they were granted a much higher classification at Lloyd's and other societies; their insurance rates were lower and repair bills less, and, if properly taken care of, they would outlast any soft wood ship.

Mr. Jenkins, and informing me that "The earliest records from Charlottetown are in the Archives but they have nothing prior to 1833. Consequently the data you have for 1830 is the earliest data in existence."

We must not think that the year 1830 is the earliest date of shipbuilding in Prince Edward Island. I have sighted a Certificate of Admeasurement dated Charlottetown May 30, 1822, giving the particulars for registration purpose, of the new schooner Stranger, 42 1/2 tons; it is signed by G. R. Goodman, Surveyor, and names Simon Dodd as the owner and master.

Up to about 1875 there was a good demand for wooden vessels under 300 tons in England for employment in the coasting trade. Then began the building of the small iron steamers for that trade, and consequently the lowering of the demand for wooden ships.

The decline in shipbuilding began in 1878 when fifty-five vessels were registered; twenty-three in 1888; eight in 1898; sixteen in 1908; nine in 1918 and four in 1928.

The largest vessels built in this province were the ship Gertrude, 1361 tons, built in Charlottetown in 1853, and the ship Ethel, 1759 tons, built in Charlottetown in 1858. Both owned by Andrew and James Duncan. During the Indian Mutiny, in 1857, the Gertrude was engaged as a Liverpool transport. The Ethel was employed in the Liverpool-India trade.

There is another, though much smaller, vessel worthy of a passing notice: It is the Thirza, 204 tons, built in 1865 for Robert Longworth. In a newspaper clipping which came into my possession last fall, and under the caption "Pressed into Service" it reads: "The Thirza, along with several other sailing vessels, was pressed into service by the British Navy. There was the Thirza, the schooner Result, the ketch Sarah Colebrooke, and the brigantine Dargle. The Thirza was an old veteran of the sea, built as far back as 1863 at Prince Edward Island. In the course of her long career as a merchant vessel she had been sold to English owners and her name changed to the Ready. Under the official name Q-30 this old ship did splendid work and stayed afloat until the armistice."

The principal shipowners in Prince Edward Island from 1855 were: Benjamin Davies, Daniel Davies, James Douce, John Douce, Andrew Duncan, James Duncan, James Duncan & Co., Daniel Gordon, William Heard, P. W. Hyndman, John Lefurage, G. D. Longworth & Co., Robert Longworth, William W. Lord, A. A. Macdonald & Brothers, Alexander McMillan, Angus McMillan, Lemuel C. Owen, James Peake, Peake Brothers & Co., James C. Pope, James Purdie, William Richards, William Welsh, Joseph Wightman, James Yeo, and John Yeo.

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"The year 1885 might be characterized as the beginning of the end of square rigged wooden ships in British North America. In the hands of skilled shipwrights, iron was made to take the place of wood, and the supremacy which the great timber forests of North America gave to Canadians in the building of ships was by now eclipsed by the cheapness of iron and steel for ship construction. Large ships could be built of iron and steel; their cargo capacity was much greater by reason of lighter framing; they were granted a much higher classification at Lloyd's and other societies; their insurance rates were lower and repair bills less, and, if properly taken care of, they would outlast any soft wood ship.

In 1866 I entered the employ of William Stewart & Co., shipowners, shipbrokers, and forwarding agents, Liverpool. The firm represented a number of the Island shipowners including William Welsh and Lemuel C. Owen who had a number of ships as regular traders between Liverpool and Charlottetown. Others having regular traders between the same ports were James Duncan & Co., James C. Pope, and Peake Brothers & Co. The latter firm also had a regular trader between London and Charlottetown. The sailings from England were made in early April, late June, and the latter part of September.

with this exception: The outward cargo consisted of deals and hardwood timber; the deals to be shipped in the trading vessels were imported from New Brunswick to save time. Other vessels intended for sale in England and ready to make their first voyage during the summer months were loaded with deals at Bay Verte and other ports in New Brunswick. Those launched later in the year carried oats to England.

In mentioning Charlottetown only as the scene of activity we must not forget that it was the same in all the suitable ports of the Island. Some of the ships employed as regular traders between England and Charlottetown were the L. C. Owen, Undine, Theresa, New Dominion, David Cannon, Duncan, James Duncan, Empress, Marion, James Peake, Priores, Erema and Ethel Blanche.

The business of shipbuilding was carried on at Alberton, Casumpec, Richmond Bay, New London, Rustico, Summerside, Mount Stewart, Orwell, Vernon River, Pinette, Georgetown, Murray Harbour, Cardigan, Annandale, Dundas, Bay Fortune, Rollo Bay, and Souris.

Compare the advantages of the merchant today with those of the sixth and part of the seventh decade of the last century. There was a fortnightly mail from England via Halifax, Nova Scotia. They had to buy sufficient goods in England in the month of September to meet the requirements of the public to the following May when the regular trader would arrive. The stores were more in line of general stores; you could buy a yard of cotton or a pound of tennypenny nails, a pair of stockings or a pint of molasses, a pair of boots or a ploughshare, and in some of them wines, whiskey and rum were obtainable. The general store was a continuation of earlier times. In the Colonial Herald and Prince Edward Island Advertiser newspaper published in Charlottetown in 1830, I find John Davis informs the public that he has opened a New Store, and enumerates the goods he has for sale under three heads: Dry Goods, Hardware, and Groceries. Under the latter it reads: Rum, Brandy, Gin, Wine, Confectionery, Tea, Sugar, Tobacco, prime Havana Segars, Candles, Soap, Molasses, Lamp Oil, Digby Herrings, Alspice, Pickles, Pepper, &c. This is only one of a number of like advertisements.

In 1872 the iron screw steamer Prince Edward, 1300 tons gross, 900 net, was built in Scotland for the newly formed Ocean Steamship Company, Charlottetown. She took up the service between Liverpool and Charlottetown, replacing several of the sailing vessels, and continued therein for about twelve years, when she was sold. The improved service between Liverpool and Halifax enabled our importers to order their requirements via that port more frequently and in lesser quantities than by the direct service.

In 1876 the steamer Northern Light, built at Quebec, began the winter service between Pictou and Georgetown. Her cargo and passenger capacity was limited but she opened to the importer a chance to import during the winter months. Next came the improved steel steamer Stanley in 1888. This and the still further improvement in the Liverpool-Halifax service completely finished the sailing trader. Then the ownership of vessels formerly suitable for the foreign or long voyage trade came to an end; the ships were sold principally to Norwegians and by them employed in the lumber carrying trade.

In 1899 the winter service was further improved by the steamer Minto, to be followed by the steamer Earl Grey. In 1916 the car-ferry steamer was built in England, and as she would be ready for service in the fall of 1917 the Charlottetown Steam Navigation Company decided to terminate its contract with the Department of Trade and Commerce and sell the steamers Northumberland and Empress. The steamers were sold in March 1917 and thus terminated a service carried on for fifty-three years. In its early days the paddle steamers St. Lawrence and Princess of Wales were running between Charlottetown and Pictou, Georgetown and Port Hawkesbury, and between

Could Not Sleep Heart Would Start Pumping and Pounding

Mrs. Fred P. Averill, 136-12th Ave., Calgary, Alta., writes: "I was bothered so much with my heart I could not sleep. I would waken up in the night screaming, and my heart would start pumping and pounding."



A neighbor lady told me to try Milburn's Heart Nerve Pills. I started taking them and I can truthfully say I am a different woman. Altogether I only took two boxes. Price 50c a box at all druggists and dealers, or mailed direct on receipt of price by The T. Milburn Co., Ltd., Toronto, Ont.

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