

THE CHARLOTTETOWN GUARDIAN

SATURDAY FEBRUARY 18, 1911.

A NOTEWORTHY INTER-PROVINCIAL ROUTE.

When the winter steamers are unable to make the passage between Prince Edward Island and Pictou the only route by which passengers and mails can go or come from or to this Province is by way of the Capes route, as it is called, from Cape Traverse, P. E. Island, and Cape Tormentine, New Brunswick.

This is now the only route open. In all ordinary winters, last winter being an exception, this route is the only one available during longer or shorter periods in mid-winter. The periods during which the winter steamers fail to effect a crossing vary from two or three days at a time up to weeks, and in 1905 they failed continuously for a period of two months, and at other times within the present decade half as long.

The distance between the Capes is hardly seven miles, but the distance traversed by the Government ice-boats may be several times that distance owing to the boats being carried up or down the Straits by the swift tidal current. The work of the boats' crews and of the able-bodied "strap passengers," who assist in hauling the boats and mails, is very arduous. The time required to make the crossing is from three to nine hours, both limits being exceptional, and the average being perhaps about four hours.

At the crossing the passengers who work their way are laboring at the straps in dragging the boat over ice fields, launching it into the open water when such is found and hauling it out again when ice is met. They get wet to the hips at frequent times; they are exposed to the wind and to zero cold, usually in the three to five hours in which they make this journey of seven miles. In emergencies, as has happened, they may be out among the bergs and ice-floes all day and all night. Some have met death and others have been maimed for life from these hardships.

These are the conditions of the Capes' service, the only reliable route at this writing between this Province and the other Provinces of Canada.

It is an inter-provincial service, conducted by the Government of Canada. And the charge upon passengers is two dollars for the "strap passengers" and four dollars each for women, aged or infirm persons, who are unable to work their passage. This for seven miles' distance.

We have submitted to this thirty-eight years since the union of 1873, paying 57 cents per mile, or, working the passage and paying 23 cents per mile, to go or come between this Province and the Mainland. But this is for passage only. There is a charge of three cents per pound for all baggage over 30 pounds per passenger, while 150 pounds is carried free on the railways. The passenger with 150 pounds of baggage thus pays an extra \$3.60 making the cost of crossing \$5.60 for strap passengers and \$7.60 for all others. At the same rate of charges and time per mile a passenger from Charlottetown to Montreal would pay \$36 for a special train to bring the Island mails from Sackville to Cape Tormentine, why not employ a team to bring the letter mail, for a matter of, say \$8 per day?

Attention is directed to special articles in this issue giving an interview with Sir Sanford Fleming, and a treatise by Dr. Andrew Macphail on Government by Commission. These articles will well repay a careful perusal.

The Patriot stated last evening that if the Earl Grey got to Georgetown, "we will have all the mails up to date this evening." This is erroneous. What about the C. P. R. and United States mails, which arrived at Sackville on Thursday afternoon and Friday morning and will not reach here till this afternoon at the earliest.

Passengers to the number of thirteen left this city last night by the special train for Georgetown, en route to the mainland. After they had gone it was learned that the steamer will remain in Georgetown till Monday morning, for reasons not explained. These and other passengers now there, or to be picked up on the way will, in consequence be detained on expenses for two days and nights in Georgetown.

"Buy Moir's chocolates here. We handle 'Moir's' chocolates almost exclusively for the reason that we believe them to be far better than any other make. We get a fresh stock every week. Our patrons like our splendid variety of bulk and packages. The McKinnon Drug Co., Cor. St. Geo. & Kent Streets. drft.

"We are offering 25 coats at the ridiculously low price of 4.75, they run up as high as \$20.00. Now if you are cold and want a warm wrap, come soon before they are all gone. We have about 45 rich warm fur muffs at half price, and 9 pieces of rich Edinboro-Inland Revenue clerkship. That the double tenure was improper is evidenced by the 'relief' vol-

\$778 and be almost twenty days on the way.

These are the existing conditions after 18 years of Conservative rule, followed by nearly 15 years of Liberal rule. We have not even been able to get the promised survey of the route for a Tunnel, asked for year after year by press and people and by the Provincial Legislature and long ago promised by those high in authority at Ottawa.

We cannot explain why this callous neglect of a Province has gone on from year to year. The best explanation we can think of is that some of our members of Parliament seeking offices for themselves, and party editors directly in the pay of the Government, have represented that existing conditions are good enough, and that anything at all is good enough for Prince Edward Island so long as these interested individuals get what they want for themselves.

It may be that the recital of these facts is not pleasant to the Government. It is also an unpleasant task to recite them. Doubtless, too, our Ministers are very busy with other important and weighty matters. But we invite them to consider whether this charge upon passengers at the Capes is not unreasonable, and one that ought to be reduced or swept away.

We invite them also to consider, in view of the obligations undertaken toward this Province by Canada, in view of the failure by steamers to keep up the communication, and in view of the actual conditions now existing, whether the Province is not fairly and reasonably entitled to all-rail connection with the mainland by means of a Tunnel.

At the eastern end of Lake Ontario between Kingston, Ont. and Cape Vincent, New York, an ice boat service somewhat similar to that of our Island Capes service is carried on during a part of the winter. In spring and fall when the ice is unsafe for horses ice-boats on runners are used. These boats are equipped with oars and sails, and have poles placed across them projecting over at each side by which the boat may be pushed forward across the ice. The male passengers assist in pushing the boat. The distance between Kingston and Cape Vincent is 12 miles. There is a steamer service between these points in summer, the fare being one dollar each way. The fare by the ice-boats in winter is the same, with no extra charge for baggage.

Further West on Lake Ontario, at Cobourg, there is an ice-breaking car ferry across to the opposite shore of the Lake in New York State. The distance is 55 miles and the winter fare is \$2. Compare these charges with those of the Government ice-boats at the Capes, where for a distance of seven miles the charge is \$4 per passenger, with 3 cents per pound for any baggage over 30 pounds. That is, a passenger with 150 pounds of baggage, the amount carried free on the railways, must pay \$4 for his passage (if he remains in the boat) and \$3.60 for his baggage, or \$7.60 in all for the seven miles journey.

The Earl Grey is a good winter boat, and Captain Brown as energetic, judicious and experienced a commander as could be desired. Still, the passengers by boat had to wait for days on expenses to get across by the Grey, and no one knows when he can get across by boat. Those who have important business have the option of crossing by the Capes in the ice-boats and paying 50 cents to \$1 per mile for getting themselves and their baggage across—the lower rate only if they work their way as "strap passengers"!

INLAND REVENUE.

So Dame Rumor, apparently on good authority, is whispering that an Editor has been relieved from duties of the Inland Revenue Department.

Accepting the whisper as truth, some strange queries come to many minds, which, perchance, the Editor in question might answer. Having, for two years, drawn pay, including stationery and postage, as clerk of Inland Revenue while Editor of the Government organ in this Province, why, upon the fact being brought to the notice of the people, is he now suddenly "relieved"? Has the "relief" come to him from the head of the Department or has a dormant conscience, awakened by public criticism and party condemnation, impelled him to "relieve" himself?

"Is surely an easy conscience which permits him for two years to draw salary, 'stationery and postage' contrary to established rules and regulations of the political party of which he is one. So easy in fact is that conscience, that one may easily picture it peacefully and smilingly slumbering through years to come had not the voice of the people, the press, too, loudly demanded an explanation, and the angry murmurs of deluded 'spoil seekers' rudely awakened the slumberer. These angry murmurs have so affected the party in question that resignation resulted, but it is far more probable that these murmurs gave food for thought to others and the relief was compulsory. Future prospects might have been darkened by the continuance of his Edinboro-Inland Revenue clerkship. That the double tenure was improper is evidenced by the 'relief' vol-

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To-day and only for to-day. Everything on the counters ready for your most critical inspection.

Everything at a fraction of cost, no matter what the original price was its got a quick Go ticket attached.

Hundreds and hundreds of all kinds of remnants, oddments, and discontinued lines.

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No sale is watched for with more eager anticipation than Paton's Remnant Sale. After one of the busiest seasons up to the present date in the history of Patons, many years of business they have cut up so much stuff and handed it out to a grateful people. They now take this opportunity of thanking the many customers who responded to their great surplus stock clearance sale. They do not know of a disappointed customer, and if there is one come along and they will satisfy you. Customers will readily understand that never before have they been in a position to offer so many remnants of all classes of the different goods they handle. There are hundreds and hundreds of remnants and clearance lines, oddments and other lonely numbers.

Everything at a fraction of cost. No matter what the original price was it's got a quick go price ticket attached.

Hundreds and Hundreds of all kinds of Remnants.

Oddments, discontinued lines too numerous to mention. We can only say, Come and Come Quickly.

PATONS

er)..... 1,150 the Japanese navy, having at its disposal a trifle more than 190,000,000 yen, inclusive of the old and new appropriations, is contemplating the construction of four battleships and three armored cruisers. This list, of course, does not include the Kawachi, the Settsu, the cruiser recently ordered from Vickers & Maxim, and her sister ship, which Japan is going to build in her own yards. The Chujo, on the other hand, has a somewhat different story. It declares that four 26,000-ton cruisers will be built out of the fund. One of these has already been ordered from an English yard, and the rest will be constructed in Japan. But, preliminary to this, the docks at Yokosuka will have to be enlarged to facilitate the work, and this will require an enormous sum. Work has already begun and should be finished some time in March next, in which event the keel of the first new cruiser will in all probability be laid on April 1.

JAPAN'S VAST PLAN FOR BIGGER NAVY

(Continued from page 7.) table to show the orders now being filled by the official and private yards of Japan:

Table with 3 columns: Yard, Vessel, Tonnage. Includes Yokosuka - Kawachi (battleship), Kure - Settsu (battleship), and Maizuru - Umikaze (destroyer).



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Advertisement for 'Lay By Some Money For the Future, Young Man' by W. K. Rogers, Manager, and C. H. Black, Special Agent.

SYNOPSIS OF CANADIAN NORTH WEST LAND REGULATIONS.

ANY person who is the sole head of a family, or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must apply in person at the Dominion Lands Agency or Sub Agency for the district. Entry by proxy may be made at any agency, on certain conditions, by father, mother, son, daughter, brother, or sister of intending homesteader. Duties: Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister. In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price: \$50 per acre. Duties:—Must reside upon the homestead or pre-emption six months in each year from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra. A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter a purchased homestead in certain districts. Price \$200 per acre.—Duties:—Must reside six months in each of three years, and file a homestead and erect a house worth \$200.

Advertisement for G. D. Wright, Funeral Director and embalmer, with contact information for his office.

Advertisement for Valentines, featuring Lace Valentines, Comic Valentines, and Sachet Valentines.

Advertisement for Professional Cards, including Hotel Brunswick Moncton, N.B.

Advertisement for A.A. Leckie, M.R.C.V.S., Government Veterinary Inspector.

Advertisement for DR. CLIFT, Specialist in Chronic Disease.

Advertisement for W. J. MacMillan, M.D., Physician & Surgeon.

Advertisement for D.C. McLeod, K.C., W.E. Bentley, McLeod & Bentley Barristers and Attorneys.

Advertisement for Warburton & Shaw, Barristers, Attorneys, Notary Public, etc.

Advertisement for STEWART & CAMPBELL, Barristers, Solicitors, etc.

Advertisement for Cough Precaution, featuring Syrup White Pine and Tar by J.G. Jamieson, Druggist.

Advertisement for Our Repair Dept. by G.H. Taylor, Jeweler, Phone 353-J.

Advertisement for Public Notice, Cameron's Home-Made Bread, (Name on every Loaf).

Advertisement for FIRE INSURANCE, His Best Investment, by D. B. Stewart, Ch'town.

Advertisement for Valuable Town Lot For Sale, located at the corner of Kent and Rochford Streets.