

THE GUARDIAN

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THE MORNING GUARDIAN

WEDNESDAY, DEC. 30, 1903.

WINTER STEAMERS' RECORD.

It may be worth while now to set out a few historic facts in regard to our winter navigation during the past four or five years.

In 1898 the Stanley came to Charlottetown opening the navigation here on March 28. In December of the same year she resumed work on the Charlottetown Pictou route and after a few days on the route it was learned on the 20th that she was about to be withdrawn to Georgetown. Sir Louis Davies, then Minister of Marine was in Washington and our Board of Trade wired to him with the result that the steamer was ordered to continue on this route, which she did till December 30 when she went to Georgetown. On the 31st December the S. S. Gaspeira came to this port, and sailed on the 28th.

In the spring of 1899 there was so much delay in opening the port that early in April our people became clamorous for the Stanley to come in. She was held back until April 17. On the morning of that day the Princess left port and went to Pictou. The Stanley came here in the evening after, the Princess had demonstrated that the harbor was practically open.

Throughout December 1899 the Princess kept up the navigation to this port and on the 1st January following. On the 2nd of January 1900 the new steamer Minto was put on this route, the Stanley being held in reserve at Georgetown. The Minto crossed to Pictou on that day and on the following day made the round trip from Pictou. On the 4th our people were amazed to learn she had gone to Georgetown. The Board of Trade thereupon wired Sir Louis Davies and get answer that the steamer would probably return. A few days later she was headed this way but a snowstorm coming on she went off to Georgetown. So ended the work which at the time caused unfavorable contrasts between the Minto and the Stanley.

In March 1900 there was long detention of the boats and mails owing to the blockade at Pictou. The men of the second Island Contingent for South Africa were detained on board. The Stanley was sent to the assistance of the Minto and on the 21st and after a hard fight broke into this harbor and opened the spring navigation.

On December 13, 1900 the Minto was put on the Charlottetown Pictou route and a few days later the Stanley was sent to Summerside. On the 21st there was a rumor of the Minto being withdrawn, whereupon the Board of Trade wired Sir Louis Davies, and a reply was received from the Minister that he had wired Capt. Finlayson to continue his trips to this port as long as he could

safely do so. On the 24th the Stanley arrived at Summerside and began her trips to Cape Tormentine, making trips daily till January 3, 1901. The Minto continued on this route till January 1st, 1901. Both then went on the Georgetown Pictou route.

It was not till March 26 that the Minto again appeared here, making her first trip without stopping in four hours. In December 1901 the Steam Navigation boats kept up their service till the close of the year. On January 3rd 1902 the Stanley began to ply on the Summerside Tormentine route and on the 6th the Minto began work on the Charlottetown Pictou route. On the 9th she went to Georgetown. On February 21st the Stanley came into Charlottetown harbor, landing mails and passengers, took in coal and the following day returned to the western route. Down to March 4 when the Minto returned to Charlottetown she had made 31 round trips, 16 single trips and on five days failed to cross. The Stanley on the western route had made 26 round trips, 10 single trips, and failed to cross on 18 days. The Stanley remained on the western route till April 1st when the Northumberland went on the route.


In December 1902 the Steam Navigation boats kept on their respective routes till December 12 when the Minto began plying from this port to Pictou and the Stanley was not yet ready for the western route. The Stanley made her first trip on December 19. On the 21st the Minto was split away to Georgetown, the ice conditions have being thought too hard for her. But two days later the S. S. Elliot, full-laden, steamed out of the harbor!

The record of last winter is still fresh in the minds of our readers. How the Stanley after making 17 round trips and two single trips on the western route got fast in the pan on January 12 and was for over two months helpless, so that during that period we had but one steamer on the winter service. At length on February 14 the Minto went to her rescue, lost her propeller blades on March 2 and was herself disabled until the Stanley was released on March 17 and towed her to Pictou for repairs. So we were half the winter with a disabled service. And so direct were the Ottawa ministers that the work of rescue had to be undertaken by our Board of Trade and Provincial Government, who purchased dynamite and employed a diver at their own cost and risk.

Then came the effort to get the Stanley or Minto to come to Charlottetown Messrs. Fatqharson and McKinnon employed Capt. Taylor to test the ice March 21, the result proving it quite practicable for the winter steamer to come in. On 31st March in the morning the Princess left her wharf and reached Pictou at 10.30 o'clock. On the same day the Minto came to this port, after the summer steamer had broken the way. Such are some of the bald facts of the case. Summer steamers have repeatedly left our port after the winter steamer has withdrawn in December and January, and have also repeatedly been before the winter steamers in opening our port in the spring. Such facts need little comment. They tell their own tale only too effectually. The avoidance of the Charlottetown Pictou route on every pretext or on no pretext at all is written large on the face of the record. This year we have had the added grievance of the withdrawal of the winter boat without an hour's notice to our shippers.

ENEMIES OF OUR PORT.

One effect of our difficulties with regard to having the winter steamer service between Charlottetown and Pictou maintained as late in the fall and opened as early in the spring as might reasonably be expected is to disclose the fact that the port has its enemies—enemies within the gates—who gain a living among our citizens and yet lose no opportunity to decry our port and city and



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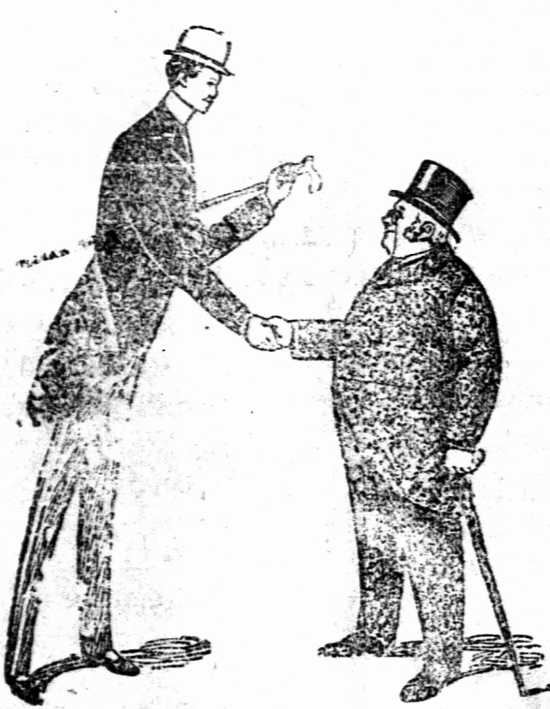
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Happy New Year

Time says, "Move on old 1903, for 1904 stands waiting at the door." Let it be so—for a year, at best, is but a twinkle on the Calendar of Time.

Welcome to 1904

New Year's resolutions are NOW in order.
Start right in everything.
Start right toward the right Clothing, Hat and Furnishing store.
Get yourself into the habit, early in the year, of buying the kind of Clothing, the kind of Hats and the kind of Furnishings that will give absolute, unqualified satisfaction. It pays in every way.

Such a Resolution Will Bring You Here

We wish you all a Happy New Year, and we expect to see you soon.

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Direct from New York. delayed en route. Rec'd Dec. 26th now opened will be sold at bargain prices. Other bargains will prevail all over the store till after the holiday season. If you wish to select a New Year's gift try here.

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Actual Results and Not Estimates Count.

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CANADA LIFE ASSURANCE Co., TORONTO.
DEAR SIRS—In acknowledging receipt of your cheque for \$1,521.20, I desire to express my satisfaction with the outcome of my investment with you.
My policy, No. 8726, was issued on the endowment plan in 1870 for \$1000, and I paid ten premiums of \$48 each, or \$480 altogether.
The surplus payment you now make is alone greater than the total cost of the policy by \$11.20 and I have received the \$1,000 in addition.
It is hardly necessary for me to say that to have all my payments returned and over \$1,000 in addition, besides the insurance protection all these years, is quite satisfactory to me.
I congratulate the Canada Life on a record which might almost be considered impossible.

Yours truly,
F. A. HALL.
W. K. Rogers, Manager P. E. Island Branch, Charlottetown.
E. R. Brow, Special Agent Charlottetown

work against our best interests. Fortunately for us they are few and generally valued at their proper worth. Fortunately for them they live in a tolerant community and so escape a cold bath in our harbor, or the penalty of boycott or expulsion. Against these few enemies of the port neither the Board of Trade nor The Guardian need any defence. Our citizens know who are the true friends of Charlottetown who are working assiduously to build up our city and are fighting the battle of justice and equity on behalf of the community at large.

—Bicyclists and all athletes dependent BENTLEY'S Liniment to keep their joints limber and muscles in trim.

MILD WEATHER AT HALIFAX.

HALIFAX, Dec. 26.—As showing the mildness of Christmas weather in Halifax the statement is made that a butterfly was seen in Point Pleasant Park. There was a boat race on the harbor.

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We have on hand a large stock of Glass Fruit Jars in pint, quart and 2 quart sizes, selling cheap.
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22 to, Fri, w 14