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Or needs any repairing done should not forget that we have the facilities for turning out work equal to any in Canada. Let us give you an estimate.

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Winter reduced Rates**

In effect to May 1st, 1904.
St. John to Portland \$3.00
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Commencing December 10, 1903, steamer leaves St. John at 8 a.m. (Atlantic Standard) Thursdays for Lunenburg, Portland and Boston. Returning from Boston at 9 a.m. via Portland, Lunenburg and St. John on Mondays. Passengers arriving at St. John on evenings previous to morning sailings can go direct to steamer and take cabin berth or state-rooms for the trip.
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All kinds of Fresh, Salt and Smoked Fish, Salmon, Halibut, Cod, Haddock, Finnan Haddies, etc.
Also all kinds of Beef, Pork, Lamb, and a choice variety of sausages.

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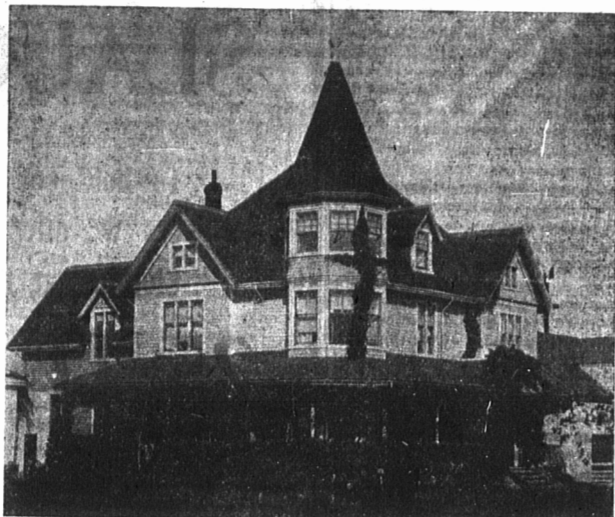
Office Phone - - - 213c
Residence - - - - - 60

THE HISTORY OF WINTER NAVIGATION IN P. E. ISLAND.

(BY REV. A. E. BURKE)

There is, after all, nothing so vital to a province as its system of communication with the outside world. It may be rich in natural resources, beautiful and healthful to live in, peopled by a race of giants in physical and mental stature, possessing all that complete autonomy as to government can bestow, and still, if cut off from the rest of creation for never so short a time, it suffers in its provincial life, markedly in its commercial transactions, a stunting and restricting influence which effectually hampers it and curbs the spirit of its people.

We have an entire province of this great federation placed largely in this position. Prince Edward Island, than which no other portion of America can boast greater natural advantages, only of New Brunswick, is nevertheless so tied up and completely isolated in the winter season as to suffer in its provincial life a paralytic paralysis. It has everything else but continuous communication with the great Dominion of which it forms an integral part and to solve the difficulty in the way of such continual connection, to



The Residence of Rev. A. E. Burke, Alberton.

By courtesy Maritime Farmer.

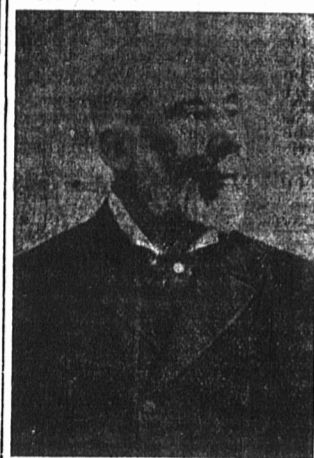
brought to examine the Capes Crossing. Nature seemed to have planned her ferry there if anywhere, he thought, and why should men trust themselves many miles out of sight of land in frail boats when a narrow space of six and a half miles only, in view at all times of either shore, separated the two provinces between Tormentine and Traverse. He inaugurated a new mail service via the Capes at a new mail service via the Capes at the first time to maintain it. This service has been more or less continuously maintained since Governor Ready's time, and even today when steam communication fails, and the best available steamers are tied up in the Bay, this is the only manner of ingress and egress of which the country knows.

After Confederation, the Federal Government began its solution of the territorial difficulty by placing on the route between Pictou and Georgetown the oil "Albert," a wooden bulk of moderate power and a model in no wise adapted to ice-breaking. But she proved one thing: that at least steamship communication would do much to shorten the period of the Island's deprivation in winter. The M-K-R-Z

which involved "Continuous Steam Communication," became convinced that there was no means except a subway under the Straits by which this communication could be secured. Possessed of a genius for working out complex schemes, the brightest intelligence, much eloquence and an indomitable perseverance, he succeeded in impressing his views not only on his native province, but also on the leading statesmen of the Dominion. Sir John Macdonald and Sir Wilfrid Laurier both favored this plan. All believed that a tunnel would solve the difficulty, but was it practicable? Could it be built, and cheaply enough to warrant the general Government in making the expenditure? A survey was ordered and made, and it

is declared in black and white in the official returns that tunnelling under the Straits of Northumberland between Charlottetown Head and Murray Point presents no engineering difficulties to speak of. But the cost? When Sir Douglas Fox made his estimate of this tunnelling was in its infancy. Ten millions of dollars would give us a broad gauge tunnel, and

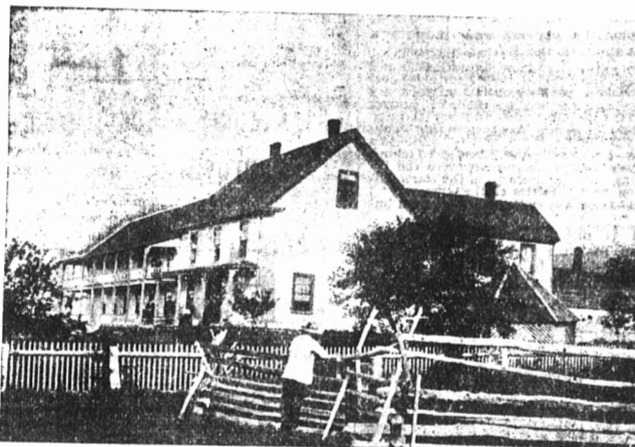
(Continued on page 6.)



The late G. W. Howland.

The father of the Tunnel Scheme.
By courtesy Maritime Farmer.

remove the serious disability under which its people labor, is the duty of the hour. When Prince Edward Island entered the Canadian confederation in 1873, six years after the union of Ontario, Quebec, New Brunswick and Nova Scotia, she, feeling as a weak partner entrusting herself to the nation, never anticipated the necessity of explicit terms as to the communication which should be kept up in winter and summer by the general government. In the summer time little or no difficulty presented itself, but for winter there were obstacles numerous and hard to overcome. "Continuous steam communication between the Island and the mainland winter and summer" was, after much deliberation between the confederating parties, written in the bond of union. But the securing of such efficient steam communication was the difficulty, and the Island negotiators fully appreciated it. "How are you going to give us efficient and continuous communication?" asks the late Governor Howland, of the Federal Cabinet. "There is nothing impossible to the Government of Canada," replied Sir E. Lorne Cartier, confidently. We all know how potent the Govern-



PLEASANT VIEW HOTEL, HAMPTON.

The home of Matthew Smith, M. L. A.

By courtesy Maritime Farmer.

ment, then in power purchased the "Northern Light," an ice-breaker built by Capt. Sewell for the navigation of the St. Lawrence. She was another step forward, but river ice and gulf ice presents difficulties of a different nature and it was soon seen that something better could be devised. The "Stanley" came next in the evolution of winter boats. She was built in Scotland off plans secured in Sweden by Capt. M. Elbinger, of the Marine Department. The original of these plans was the "Gothsburg City" of the Kattara River, running between Sweden and Norway. This was decided by the longest step forward so far made, and many thought that perhaps all that could be done for winter navigation was accomplished in the Stanley. There was no question of the route for steamers all these years; be we on Georgetown and Pictou all united in having them ply.

Then came the tunnel agitation. In 1888 the late Governor Howland, then in the Senate and himself concerned in the making of the terms of Confederation

WAKFUL BABIES.

No baby cries for the mere fun of the thing. It cries because it is not well. Generally its little stomach is sour, its bowels congested, its skin not a bit feverish. This is often why babies are wakened and make night miserable for the parents. Relieve the little one and it will sleep all night and let the mother get her needed rest as well. Just what mothers need for this purpose is Baby's Own Tablets—a medicine that speedily relieves and promptly cures all the minor ailments of young children. The experience of thousands of mothers has proved the truth of this, and among these mothers is Mrs. James Farrell, Banbury, Ont., who says: "I think Baby's Own Tablets is the best medicine in the world for little ones. My baby was cross and gave me a good deal of trouble but since using the tablets I could not wish for a healthier or better natured child."

Strong praise could not be given, and the mother has a guarantee that the Tablets contain no opiate or harmful drug. Sold by medicine dealers or sent post paid at 25 cents a box by writing to Dr. Williams' Medicine Co., Brockville, Ont.



INKERMAN.

The farm home of John Robertson, New Perch.

By courtesy Maritime Farmer.

**Mrs. Estelle Clayton,
Leader in Toronto Society,
Suffered Intensely from Pain in Back and Kidneys, with Loss of Sleep,
Says She Was Completely and
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MRS. CLAYTON WRITES: "We have used WARNER'S SAFE CURE in our family for several years. My husband used it when he had backache and kidney trouble and it cured him. And I am pleased to state that I also have used it successfully. It cured a cold that settled in my back and kidneys and which caused me intense pain. With loss of sleep my health became impaired. I took only four bottles of Safe Cure and was completely cured, and now I am as enthusiastic in its praise as my husband and shall be pleased to recommend it to my friends."



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—Mrs. ESTELLE CLAYTON, Secretary Club Ouvrier, 534 Adelaide St., Toronto.

Thousands of Men and Women Have Kidney Disease and Do Not Know It Until It Has Developed into Bladder Trouble, Rheumatism, Diabetes or Bright's Disease, Which Will Prove Fatal if Not Attended to at Once.

Kidney troubles creep into the system unawares. Before you know it they are deep seated. Do not neglect yourself if you have any of the following symptoms: pains in the small of the back, painful passing of urine, cloudy urine, brick dust sediment in the urine after it stands 24 hours, pains in the back of the head and neck, rheumatic pains and swellings in any part of the body, excessive drowsiness, loss of appetite, or if a woman bearing down sensation, painful periods, fainting and other so-called female troubles. These all tell you your kidneys have been diseased for several months, for outward symptoms themselves until the poison has penetrated the different organs and the danger point has been reached.

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Safe Cure is purely vegetable, contains no narcotic or harmful drugs, and is a most valuable and effective tonic. It wakes the torpid liver, soothes inflammation and irritation, repairs the tissues, stimulates and builds up the enfeebled organs and builds up a strong, healthy body. Safe Cure is the CERTAIN AND UNFAILING REMEDY for Diabetes, Rheumatism, Gout, Gall Stones, Inflammation of the Bladder, Liver and Urinary Organs. It is prescribed by doctors and used in hospitals. You can buy it at any drug store or direct: \$1 a bottle.

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WARNER'S SAFE PILLS move the bowels gently and aid a speedy cure.

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