

# THE MORNING GUARDIAN.

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## Transportation Unparalleled in the History of the World



THE START FROM TORMENTINE.

IN THE HEAVY MASSES ICE.

A PULL OUT OF THE WATER.

GROSSING AN ICE FIELD.

LANDING ON BOARD ICE AT TRAVERSE.

### The Story of Winter Communication at the Capes as Told by the Aged Inventor of the Ice Boat.

Living on a historic farm at Cape Traverse, just where the first cable laid in America leaves the Island shore and binds with thread of steel our province to the outside world, is the pioneer of our ice boat service, a man well past the four score years but still in the possession of all his faculties—whose memory will, with vivid force, carry the listener back to the long ago, back to the time when winter steamers and daily mails were unknown, when Prince Edward Island stood during the long winter months an isolated spot devoid of intercourse and communication with the outside world.

The man whose name is inseparably connected with Prince Edward Island's ice boat service, who made the first crossing from Cape to Cape and for many years was a regular boatman and who has since watched the service develop until the present day is Cape Lewis Muttart.

Born on April 21, 1814 on the homestead where he still resides Capt. Muttart is now in his eighty-eighth year. On Saturday the Guardian representative had the pleasure of a chat with Mr. Muttart and was taken back in story to 1838 when the first

trip was made across the Straits in mid winter. The mode of conveyance then was a flat bottomed American dory, fitted with runners for the ice. From this ungainly craft the present long and narrow boat was evolved, principally from suggestions given during the fifties by the late Judge Peters, father of the present premier.

In 1838 Neil Campbell and Donald McInnis made a trip. Soon the matter was taken in hand by the Government and in the succeeding years the contracts for conveying the mails across the ice and water and thence by team to Charlottetown were held by the following persons, all of whom have passed away but Captain Muttart.

1830-32 David Lang and Jacob Gouldrip.  
1833 Phillip and Montague Irving.  
1834 Phillip Callbeck and T. R. Lea.  
1835-1838 William Lord.  
1839 David Lang and Alex. Gould.  
1840-1855 Phillip Irving.  
1855-1861 L. Muttart and McRae Bros.  
1861-1863 P. and A. Irving and Edward Warren.

The terms of the contract ranged from \$5 to \$8 for the round trip and the conveying of the mails to the Capital.

Captain Muttart first held the contract from 1855 till 1861 in conjunction with the McRae Bros. and again from 1870 till 1885.

Firmly impressed on the Captain's memory is the laying of the first cable in the Straits in 1852. It was soon broken by the heavy ice at Carleton Point and till the year 1856 there was no telegraphic communication with the mainland.

The disaster of 1855 was vividly related to the Guardian man. The suffering endured during the three days on the Straits is a familiar story to many of the older residents. The start was made about eight o'clock on Saturday morning. The McRae Bros were in charge of the boats leaving Cape Tormentine and Captain Muttart was on the Traverse side. The day was dark and gloomy and he did not make a start. Less fortunate however were his partners on the mainland and for three days they were afloat, unable to reach the shore by the billowy ice topped sea. There were four boat hands and three passengers viz: Dr. R. Johnson, Dr. Haszard returning from college and Mr. Whear. On Monday, Haszard perished and early Tuesday the party reached Fox Harbor near Wallace,

N. S. "That week," said Captain Muttart, "was the worst in my remembrance, the ice was much broken and the crossing was very difficult. It was the only time I remember that I got a ducking." The boats were anxiously looked for day after day but no boats appeared. As the cable was broken at the time no word of the departure could be learned but it was thought on the Island side that the boats had perished.

Again in 1835 was another disaster. The boats left Cape Tormentine on Tuesday, January 23rd, about nine o'clock and were out till next evening when a landing was made near DeSable just before dark. Several of the passengers lost toes and one an arm. On this occasion three boats made the trip.

The house in which Captain Muttart lives was the one where all the passengers remained while waiting and after crossing. It was built in 1838. During all his trips the veteran ice-boatman never had a passenger or one of his crew frozen—a record certainly which is an enviable one.

Captain Muttart made his last trip to the "main" some six years ago. To him it had always been a pleasant journey, and

never, even on the coldest day, did he wear an overcoat. His quickest trips with winter conditions have been in two hours and from three to four is considered a good crossing. The Captain in all his experiences was never on the Straits over night. His longest time in crossing was twelve hours.

Another point of interest in connection with this old homestead is an old stove still in use. The stove is in the wall between two rooms thus giving heat to each. It was the first stove ever brought to the Island and is more than a hundred years old. It was procured for the Presbyterian church at Covehead but as it did not draw well it was purchased from the father of Hon. F. St. O. Brecken who had imported it. It is indeed a relic of the older time and is greatly prized by the owners.

During his visit to the Capes the Guardian man had the pleasure of witnessing the departure and arrival of the ice boats. The passengers and mails were conveyed to the edge of the ice by the popular John P. Irving who is the board ice conveyance contractor. Mr. Irving does all pos-

sible for the comfort of those under his care. At the edge of the "board" the ice is piled high and to one who has never been there before the sight is indeed a novel one as the crews went their serpentine way like sheep one behind the other till they were lost to sight. The men were on their best behavior for they had as passengers two of the Federal representatives of the people and two members of the Senate viz: Senators Ferguson and McDonald, Hon. Donald Farquharson and J. J. Hughes, Souris.

The Tormentine boats arrived shortly before noon with a large amount of mail and thirty five passengers. The crossing was an excellent one though fog was very dense during the forenoon. Notwithstanding this the boatmen landed at the usual place having been directed thither by the whistles of the locomotive at frequent intervals.

To the genial station Master Ed. Crobie thanks of The Guardian is due for valuable assistance and information. To visitors at the Cape Mr. Crobie is most obliging and attentive and he well deserves the high opinion in which he is held by all who have enjoyed the hospitality of himself and Mrs. Crobie.

### THE STANLEY DID EXCELLENT WORK YESTERDAY AND THE OPINION IS SHE WILL SOON BE FREE

Four Hundred More Pounds of Dynamite was sent to Murray Harbor on Saturday Night But Could not be Taken out Yesterday.

The Pan of Ice Drifting away from the Shore and Towards Pictou on Sunday—During the Day the Stanley Worked Constantly and could be seen Turning and Returning—The Dynamite Is Having its Effect Which could be seen from the Shore—The Employment of One Hundred More Men is Authorized from Ottawa.

About half-past four o'clock on Saturday afternoon Premier Peters and President Messervey had a telephone message from A. P. Prowse of Murray Harbor who reported that the latest word was that the Stanley was working up and down in the passage cut for her, some seventy or eighty feet in length and that the dynamite was doing excellent work. It was thought that more dynamite would be required. Mr. Prowse further reported that there was about 40 yards more of heavy ice to be blown through before the Stanley could reach the thinner ice of the pan. His opinion was that in three or four days the heavy barrier could be broken away, and then there would be a possibility of the steamer breaking her way and freeing herself. It thus became evident that plenty of dynamite might be the most important factor in releasing the steamers. Upon this a conference was held between the Premier, President Messervey, Vice President Rattenbury and Superintendent Sharp with regard to a special train to take more dynamite to the scene of action.

It ended by Premier Peters undertaking to pay for the special. Messrs Messervey and Rattenbury with the approval of the Premier, arranged with Mr. Wells of the Bridge staff for 400 lbs. The special with Mr. Williams and the dynamite left the city about 8:30 on Saturday night. The wares to go forward by sleighs at daylight Sunday morning, to probably reach Murray Harbor at one o'clock and reach the steamer at six o'clock.

Earlier in the evening the gentlemen representing the Government and the Board of Trade had a telegram from Manager Pottinger of the Intercolonial, stating that the railway ferry steamer Mulgrave now at Qanso was not in condition to render any service, so it became more evident that the hope of release depends upon what the steamers can do for themselves with the aid of explosives.

President Messervey also arranged with Mr. Gardiner of the Telephone Company to have the line to Murray Harbor kept open on Sunday for the transmission of instructions and news about the steamers from 11 o'clock till 6 o'clock.

The following telephone message was received by A. Lord yesterday forenoon:

Both steamers are drifting up the straits this morning at ten o'clock. Judge about 4 miles east of Pictou Island. Think they will go south of Pictou Island if they keep on the same course. There is a very heavy body of ice coming in from the east. Cannot see any open water with a glass from the lighthouse tower.

WILLIAM HARRIS, Cape Bear.

At two o'clock yesterday A. P. Prowse Murray Harbor, wired President Messervey:—

The new supply of dynamite has just arrived at Cape Bear at 11 o'clock. The conditions are unfavorable to send it to the steamer to day. About twelve o'clock they were passing east end of Pictou Island about ten miles south of Cape Bear. Have engaged a good crew to take out the dynamite. The Stanley appears to be working this morning and moving considerably. Sometimes the stern is towards us and some times the side is showing.

In answer to the question as to whether men could be quickly sent Mr. Prowse

replied that all arrangements were made and one hundred men could be gathered in two or three hours. Boats were ready to take them to the ships whenever it was required.

Yesterday afternoon Premier Peters received the following telegram from Hon. D. A. McKinnon at Ottawa:

Telegram received from the Minister in Montreal. Arranged with Deputy to acquire Hawkesbury prospect Mulgrave getting to Stanley. Authorize you employ one hundred men.

D. A. MCKINNON.

At twenty minutes to five yesterday afternoon President Messervey was wired by the agent at Little Sands. The agent said that the Stanley and Minto were about six miles east of Pictou Island and was still moving down the straits east. The Minto was about ten miles from Cape Bear with a great deal of open water between her and the Island shore. He thought when the tide turns at six o'clock and runs west the boats will go between Pictou Island and the Nova Scotia shore. He says the Stanley has got immense clouds of smoke and he can see the explosions of the dynamite in front of the steamer and thinks that excellent work is being done.

Every thing is now ready at Murray Harbor for the transportation of the additional men to the ships and they can be procured in a very short time. Should the boat be able to take the four hundred pounds of dynamite to the ships this morning it will then be found out if the men are required and if so they will be sent immediately.

If on the other hand the boats go to the Nova Scotia shore the Department there must act for the responsibility will be on them. The Island Board of Trade has

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### WOMAN MURDER NEAR ST. JOHN

Found With Skull Crushed Dies in Hospital

Manufacturers After More Protection—Ganong's Big Candy Factory Burned—Woman Arrested for Perjury.

NOT YET NEGOTIATING.

MONTREAL, March 14 (Special)—Mr. Ken, manager of the C. P. R. Telegraph, gives a denial to the report that the C. P. are negotiating for the P. E. Island telegraph service.

PROBABLE MURDER AT ST. JOHN.

ST. JOHN, March 14 (Special)—Mrs. Margaret J. Neal, an elderly woman living alone near Sand Cove was found unconscious on the road leading to her home early this morning.

She died at the hospital. Her skull was fractured and it looks like murder but the whole case is one of mystery.

GANONG'S CANDY FACTORY BURNED.

ST. STEPHEN, N.B., March 14 (Special)—Ganong Bros, big candy factory was totally destroyed by fire.

The loss is fully a hundred thousand dollars.

WILL DEMAND MORE PROTECTION.

TORONTO, March 14 (Special)—The meeting of Canadian manufacturers will be followed by a large deputation waiting on the Government to press for a radical revision of the tariff.

PERJURED AT CIVIC ELECTION.

MONTREAL, March 14 (Special)—Lena Barty was brought from Amherst on a charge of perjury.

At the civic election day she swore her name was Florence Thompson and so voted.

MAYOR URQUHART'S ADVICE.

TORONTO, March 9.—Mayor Urquhart delivered an address before the Canadian Club to-day in which he advised state railways, telegraphs and long distance telephone systems and that municipalities should own water works, gas, electric light, street railway and local telephone systems.

### LORD ALVERSTONE ACCEPTS A PLACE ON ALASKA COMMISSION

Right Hon. Joseph Chamberlain's Return—He is Cordially Welcomed—His Confidence in Dutch Loyalty—Reforms Begun in Russia—Miss Hutchinson Sues New York Journal for \$250,000—Death of Mrs. Shepherd.

RECEPTION TO MR. CHAMBERLAIN.

LONDON, March 14 (Special)—Joseph Chamberlain and wife were given a great reception in Southampton this morning.

HEARTILY GREETED ON HIS RETURN.

He was presented with an address and expressed his satisfaction over the loyalty of the Cape Dutch.

He was met at Waterloo Station by the whole Cabinet and a great crowd.

The greetings everywhere were most cordial.

REFORMS BEGUN IN RUSSIA.

ST. PETERSBURG, March 14 (Special)—A Commission under the presidency of the Minister of the Interior have already commenced the work of formulating a method for carrying out reforms in provincial administration.

SUITE FOR A QUARTER MILLION.

BUFFALO, March 14 (Special)—Attorney Phillip V. Fennelly who represents Miss Hutchinson, the Canadian girl, has begun an action against Wm. R. Hearst for \$250,000 damages because of the multitude of alleged libelous statements and indignities in the evening Journal of March.

ANTI-CATHOLIC LECTURER DEAD.

NEW YORK, March 14 (Special)—Mrs. Margaret Lisle Shepherd who died at Harper Hospital, Detroit and was buried at Woodlawn Cemetery was a well-known anti Catholic lecturer and claimed to be an ex-nun.

CHIEF JUSTICE ALVERSTONE ACCEPTS.

MONTREAL, March 14 (Special)—A special cable says Lord Chief Justice Alverstone has accepted the position of member of the Alaskan boundary tribunal.

## This Year

BY THE CAPES

We are giving more attention to the Life Insurance branch of our business than formerly and it will pay those who contemplate effecting an insurance to communicate with us, as the Standard provides in Life Insurance the best investment.

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## UNION BLEND TEA

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