



THE GUARDIAN

An Independent Journal, untrammelled and fearless; aiming to be Just, Impartial, Reliable, Newswy, seeking at all times to further the best interests of the people, and recognized therefore as 'The People's Paper' Published at its offices, New Prowse Block, North side Post office, at the following rates, payable in advance: Morning Edition, daily (except Sunday), one month \$1.00, per year \$10.00; Weekly Edition (Wednesday) per year in advance \$3.00

THE MORNING GUARDIAN

WEDNESDAY, MARCH 18, 1903. THE STEAMER S FREE.

There was joy in Charlottetown yesterday morning on the anniversary of St. Patrick, not altogether on account of that good Saint, but in the business world more largely because the winter steamers have been set free from their ice prison. The general feeling was one of hearty jubilation. Again we shall have steam communication with the outside world, was the happy thought of many minds. So was the long winter of our discontent suddenly softened and brightened by the genial sunshine of good tidings. During months past the Island has been like a beleaguered fortress closely besieged by the grim forces of winter. On the opening of the New Year all the gates but two had been closed, one east, one west,—Georgetown and Summerside. And then, so mightily the ice and cold prevailed that the last party which had sallied forth from the west were on 12th January sleazed and held prisoners, and borne away on homeless waters at the mercy of wind and tide and frost.

But the Georgetown sally port was still open, although seriously menaced. There from time to time until St. Valentine's day there was some communication with the friendly mainland. But two weeks later at the end of the month, the last sally of a company from the garrison was made, and they too fell a prey to the winter forces. And the enemy had now established an ice-wall of circumvallation which embraced the entire Island. Thereafter, as the Parisians when their city was compassed with the German armies had recourse to balloons, the people of this Island had for their sole means of communication with the outside world, the small amphibious iceboats which made their perilous way across the straits at the Capes. We did not starve, as did the Parisians for this is a land of plenty, but only those who have been thus stratily shut up and besieged can know or feel with what sense of joy and relief our people welcomed the tidings that the winter steamers were released.

It has passed into history how the Stanley drifted for more than two months in the Straits and Gulf fast in her floating prison of ice; how the Minto more than a month ago went to her rescue and failed, made a second effort two weeks later, broke her propeller, and now more help less than the Stanley, anchored herself to the same ice-pan and drifted up and down the wintry waters; how rescue parties were sent, carrying provisions and coal and dynamite; and how by aid of explosives and many weeks of hard work the Stanley was yesterday set free, and brought to port the consort that had gone to her rescue more than a month before. All these things are deeply graven upon the memories of the business men, the travelling public and the people in general of this beleaguered Island.

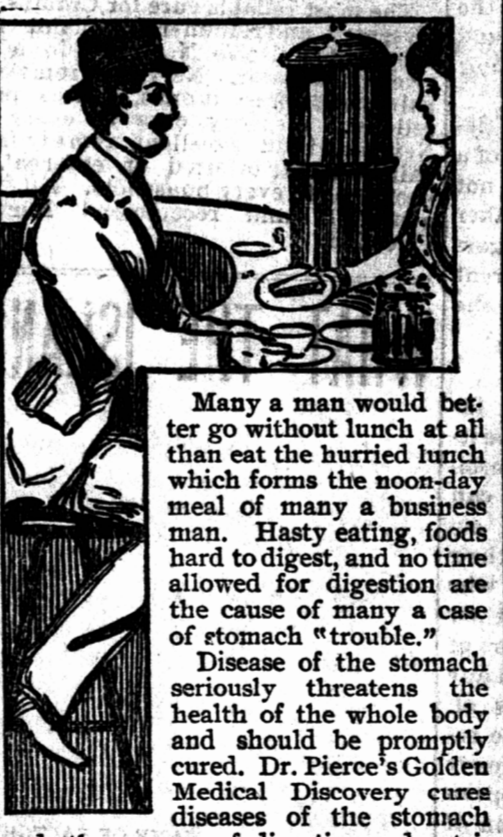
We have learned some things by this long break in our steam communications. One of them is the imperative necessity of a much more powerful ice-breaking steamer than any we have yet had. Until that want is supplied we have no security against a like siege of isolation to that from which we are emerging. Another lesson is that neither the Pictou route nor the Summerside route can be depended upon in certain conditions of ice and wind. The importance of properly equipping the Capes route and placing a steamer there has also been strongly accentuated by the events of the past few weeks. And furthermore

We have not advanced the price of our tobaccos. Amber smoking tobacco, Bobs, chewing tobaccos are the same size and price to the consumer as formerly. We have also extended the time for the redemption of Snowshoe Tags to January 1st, 1904.

the utter impracticability of controlling the movements of the winter steamers successfully from Ottawa or of taking adequate measures for their safety when in peril, or of effecting their rescue when imprisoned from Ottawa, has been painfully demonstrated. Some sort of local control is clearly necessary.

It is easy now to see where mistakes were made, for we are all wiser after the event. It would have been better had the Minto remained on her route, but at the time she was sent to the rescue of her sister ship that seemed to be clearly the right thing to do. The futile effort of the steamer Newfoundland is now seen to have been a mistake. But at the time when she was sent the general feeling was that something must be done, and what else was there to do? It now seems that the Stanley might have been earlier relieved by the plentiful employment of men and dynamite, but it must be remembered that what was possible in the recent mild weather was not so easy in the rigorous cold of January and February. The effort to replace the broken propeller blades of the Minto while in the ice by means of diving apparatus seemed from the first unlikely to succeed, but at the time the plan was proposed it seemed to be about as promising as any.

The greatest share of credit for the work of rescue seems to be due to the President and officers of the Board of Trade, who have been most alert, earnest, resourceful and indefatigable in their efforts, first to move the authorities at Ottawa to action and afterward to act on their own account. Premier Peters also heartily cooperated with them and assumed financial responsibilities in praiseworthy fashion. The federal representatives also took an interest in the rescue, as in duty bound to do. All must feel a sense of relief now that the steamers have escaped the great peril of destruction to which they were sometimes exposed, and are safe in port. It is gratifying also that no lives were lost. Captains Finlayson and Brown, and their crews have had a most trying season, and we doubt not they did all that could be done in the emergent circumstances in which they were placed. We congratulate them on their present freedom from the ice-prison, and hope soon to have them at work carrying the delayed products of the Island, with the waiting passengers and mails to their destination.



Many a man would better go without lunch at all than eat the hurried lunch which forms the noon-day meal of many a business man. Hasty eating, foods hard to digest, and no time allowed for digestion are the cause of many a case of stomach trouble. Disease of the stomach seriously threatens the health of the whole body and should be promptly cured. Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition. It enables the perfect assimilation of food and the proper nutrition of the body on which physical strength depends.

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