

MORNING DAILY FOUNDED 1891 WEEKLY, NOW DAILY (1898)

CHARLOTTETOWN, PRINCE EDWARD ISLAND, CANADA, SATURDAY, SEPTEMBER 26, 1908.

ONE MONTH BY MAIL IN ADVANCE 12 PER YEAR BY MAIL IN ADVANCE



Philippine Mail Cart drawn by Water Buffalo

TO the average reader the delivery of a letter through the United States mails pictures only the regular and neatly uniformed letter-carrier in shining brass buttons who trips politely up the front steps and hands in letters from all over the face of the earth. Yet the letter-carrier, if the most familiar method of receiving one's mail from the care of Uncle Sam, is only one of many schemes employed by the government for disposing of the millions of letters annually turned over to the post office department throughout the world.

For instance, Uncle Sam, aside from the city delivery of letters and the rural free delivery carriers, has regular contracts by which letters are delivered by steam launches, by sail boats and by teams of half-wild Alaskan dogs. In Porto Rico Uncle Sam has native letter-carriers who carry the United States mail on donkeys; in Samoa the relay runners carry the sacks on their brawny shoulders as they race for hundreds of miles through the islands.

NATIVE FILIPINO RELAY RUNNERS

In the Philippines native runners thread the jungle, carrying letters from home to soldiers in far-away posts on the very outskirts of utter savagery. On the superb military and mail roads constructed by the United States War Department crude native carts creak their way for hundreds of miles, while in the primeval wilderness of the Philippine jungle strange native carts, with solid wheels sawn in a single piece from the round trunk of some gigantic Filipino tree, keep the mails moving toward the address, often penned in some refined drawing-room in a big American city.

Camels, aside from donkeys and eight-horse teams are used to draw United States mail. In the Philippine archipelago the strangest of all the animals which pull the United States mail bags are found. They are the native Filipino water buffaloes. Strange animals are these, with uncanny bumps on their backs, and long thick horns. They alone can be used so far in the islands as beasts of burden, as the rinderpest still continues to kill all oxen and similar ani-

mals imported from other countries. The government has been for years trying to find some one method of making American cattle immune to the rinderpest, but so far without success. Therefore the water buffaloes continue to be all Uncle Sam can depend on to haul his mail sacks in the wilder sections of the land of the Filipino.

The handling of all mails in the Philippine Islands, curiously enough, has nothing to do with the post office department. It comes under the jurisdiction of the war department and incidentally the practical part of the managing is done by the bureau of insular affairs, at the head of which is Brigadier General Clarence Ransom Edwards, who, by the way, did some fine, soldierly fighting in the Philippines and knows personally the conditions in the islands and the needs of the population, both native and acquired.

The view shown of the Benguet mail and military road shows that great steps as it is wending north from Manila on its way into the recesses of the island and so to Luzon, where it strikes off into small native trails. Only native bearers can venture to endure the final journey to deliver mail to jungle points of the interior.

In such cases the mail carriers not only convey mail, but also provisions and other commodities. In many cases these carriers are the sole method of communicating with the outside world of civilization.

Despite the curious looking animals and quaint carts, the United States mail is just as sacred in character in the jungles of the Philippines as on Broadway, New York. At first the natives continually attacked and robbed the mails, but the war department merely detached a few hard-riding, rapid-shooting American soldiers, and since then there has been no molesting the United States mail, in even the wildest sections of the islands.

QUEER CARRIERS IN HAWAII

Over in the Hawaii Islands Uncle Sam has a letter carrier who uses a small gasoline launch just once a week so that the business men of Kawaihae, Lalamilo and Kiholo Bay and Kailua can receive their mail and hear how things are progressing in the remainder of these United States

Uncle Sam's Strange Mail Carriers

By GEORGE W. NORRIS



Mail Boat Hegg after a Rough Trip in Alaskan Waters

Delivering Mail with Dog Teams, Interior of Alaska



Mail Sled Running North from Manik

Launch used on Yukon, Interior of Alaska

and the rest of the world in general. These folk will be a week in learning whether a national election has gone one way or the other.

They were a week late in learning that President McKinley was shot and that Theodore Roosevelt had become president of the United States. This letter-carrier has only forty miles to cover, but the overland trails are so bad that it takes him over nine hours to make the forty miles. The carrier draws a salary of \$1,100, but must pay all his own expenses, so the job is no sinecure.

Another Hawaiian letter-carrier has the job of getting the letters from Pualala to Honolulu to San Francisco, a distance of over 5,000 miles. It is details of this sort which cast an educational light on the queer places, and the vast distances covered by Uncle Sam's letter-carriers throughout the world.

IN ICY ALASKA AND THE YUKON REGION

The River Yukon is not much known to the casual traveler or to the ordinary citizen. Yet it is one of the great rivers of this continent, a river that vies with the Mississippi and Missouri in volume and width, and is of vast length. On this mighty river for certain periods of the year the Northern Commercial Company

delivers all the United States mail from the swift little launch, the "Messenger," with a speed of 15 knots. It is a metal shell and yet day after day it drives its way around the shifting ice blocks and through the thin skin of ice on the Yukon River on a 1,200-mile journey, and has never failed in the end to "deliver the letter" as per agreement.

But the photograph of the mail boat, Hegg, which takes the mail to the isolated point of Fort Seward, at Haines, Alaska, shows the most venturesome of all the water mail-carriers of Uncle Sam. The craft in the photo is shown loaded down with ice, which has accumulated aboard the vessel on one of her daring trips through the Arctic waters. The little vessel carries practically nothing but the invaluable mail packages. She is swift and light, and her daring crew drive her through ice films and around huge blocks of ice that would deter any but the most hardy of Arctic mariners. Fort Seward lies just back of the Hegg, in the photograph, and this is probably the most northerly post office with regular deliveries in the whole world.

Finally, at Kotzebue Sound, he lost his way in a tremendous snowstorm and his hands and feet became frozbiten. When he staggered into Council, George Blain, United States letter-carrier, was violently insane, but he still guarded the precious sacks of letters. He had been four days

Filipino, the donkeys of the Porto Rican and the ice-clad mail boat Hegg are picturesque, it is to the dog sledge teams that dare the icy trails of Alaska, laden with sacks marked U. S. M., that the palm for daring must be awarded. One of these trails—that from the post office at Barrow to Kotzebue by way of Point Hope—is so dangerous that only two trips a year by land are arranged for by the post office authorities, and only 150 pounds of mail matter of all classes can be delivered by the post office authorities.

It was only last January that George Blain, a half-breed, used to the icy trail and, wise in native tricks to maintain life and follow the right road during the Arctic winter nights, lost his way between Kotzebue and Council, two little Alaskan snow-bound villages. For three days he wandered blindly with his half-maddened dogs dragging the little sledge on which the mail sacks were piled. Finally, at Kotzebue Sound, he lost his way in a tremendous snowstorm and his hands and feet became frozbiten. When he staggered into Council, George Blain, United States letter-carrier, was violently insane, but he still guarded the precious sacks of letters. He had been four days

making 12 miles, and he was so badly frozbiten that he lost both hands and nearly lost both feet.

His mind he lost entirely and there is no hope for the recovery of his reason, according to the physician at this outpost of civilization. Such are the meager details of this adventure of one of Uncle Sam's letter-carriers in the frozen North.

The dog sledges in an important section of the Yukon and Alaskan district form the only means of delivering mail from November until May. But Uncle Sam has arranged regular post office, and once a month, or once a week, and in a few instances at least once a day, the barking dogs, half wolf in many instances, strong, powerful and wholly savage, pull on the little sledges piled high with mail sacks and the work of keeping Americans in touch with the world at large goes on despite death and suffering.

The dogs are usually harnessed tandem to the number of half a dozen. The

sledges carry only the mail and the carrier must foot the whole distance.

On the sledge will be a few rations of dried meat and the snowshoes of the letter-carrier. At stations placed at varying distances along the nearly obliterated trail in the deep snow, are log houses, where food and firewood are stored, and the letter-carrier usually stops here to eat, and if his schedule permits, he sleeps in these snow-bound huts.

But if the task of carrying mails to these out-of-the-way places of the earth is hazardous and expensive, the joy of the joggers at distant points in seeing the familiar mail sacks, with the brand United States Mail on them, is pitiable to behold.

The bills for this work are very high, running up sometimes to \$3 and \$4 per mail package. But the citizens of these United States pay no bill so gladly as that of furnishing mail communication between the big centers of human life and the most isolated points, no matter what the cost or the hazard of maintaining the efficiency of the mail service.

KING EDWARD'S SISTER AN AUTHOR

In the British royal family the King's youngest sister, Princess Henry of Battenberg, is the only real literary genius, and she is also quite a talented composer. Her Royal Highness has recently completed a history of the Isle of Wight, which she is captain and governor, and is to be published and sold for the benefit of the island. Princess Henry's first published book was a translation of a German fairy tale, and her first musical composition was a song written to a lyric by Lord Beaconsfield, which was published in a girl's paper. Her most ambitious effort, however, was her book on the reigns of the King and Queen of Spain, which she was married to the King of Spain.

\$100.00 IN PRIZES OFFERED BY JAMES PATON AND CO.

After studying the situation what Guardian reader can estimate correctly? Who can guess the winners in the Dominion election, to be held 26th Oct. for P. E. Island, and give the correct total majority of the four winning members? There are going to be four members elected. What will the total majority be? To the person sending into The Guardian Office before 26th October

the first correct answer, or the nearest correct answer of the returns, accompanied with The Guardian's election coupon, and sale slip, dated between Sept. 21st and Oct. 26th, from Jas. Paton & Co., amount not to be less than fifty cents upwards, will be presented by the firm of Jas. Paton & Co., with an elegant Rosewood, silk Upholstered, spring seat, Parlor Suite, value \$57.50. To the second, twenty dollar gold piece, and the pon-

chard, a lady's or gent's Morris Chair value \$15.00. The next five nearest, as consolation prizes, five pictures, value \$1.50 each. Every fifty cents worth from Jas. Paton & Co., from now to Oct. 26th, entitles the person to one vote. Thus \$2.50 entitles them to five votes and so on. Every five votes or less from each contestant must be accompanied by a Guardian election estimated cou-

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Names of Candidates	No. 1	No. 2	No. 3	No. 4	No. 5
Hughes (Lib)					
Fraser (Con)					
McLean (Con)					
Martin (Con)					
Prowse (Lib)					
Warburton (Lib)					
LeFurgey (Con)					
Richards (Lib)					
Total Majority					

Four of the above candidates will be elected from Prince Edw Isla on October 26th to Dominion Parliament.