

The Guardian, Charlottetown, Thurs., May 4, 1967

ACROSS THE ISLAND

1915 Ferry Rates: Boer War Veteran

By NEIL A. MATHESON

This item concerns the rates which were charged, apparently, on the old ferry plying between Georgetown and Lower Montague. The date was 1915.

I received this material some time ago and memory tells me it was in an unsigned letter. If someone did send it, and signed his name, my apologies for having forgotten you.

Really the document was a tender "to place a good and sufficient steam ferry boat on the Georgetown – Lower Montague ferry run."

The application was for a period of five years from the opening of navigation in 1915.

The subsidy requested annually was \$3,000 and the ferrying costs would be as I am going to report below. But the people making the tender offered to provide a free ferry service if the government subsidy was increased to \$3,600 a year.

FOR FOOT passengers the fee was four cents, for those under 10 years it was two cents. It was 14 cents for "wagon, cart, sleigh or dray with horses and driver"

The charge was 25 cents for wagon and driver, return; it was 17 cents for a double team, or 28 cents return.

For a "wagon, cart, dray or sled" the charge was eight cents; the fee was eight cents each for horses and horned cattle. For sheep, swine or calves it was four cents.

The fee was 10 cents for hogsheads or tierces. For one hundred feet of lumber, or a thousand of shingles the charge was an unbelievably low two cents.

Funerals Free, Including Corpse

AND NOW about this one:

"Funerals free, including corpse, corpse bearer and mourners only."

Passengers attending places of worship in Georgetown on Sundays free (Church trips).

Clergymen travelling to perform any religious service, free.

The tender said "Captain Hugh MacPhee and Benjamin Rogers of Charlottetown are willing to become bound for the faithful performance of this contract."

Thirteen crossings would be made each day, commencing from Georgetown at 7:00 a.m.; and leaving Lower Montague on the final trip of the day at 8 o'clock in the evening. On Sunday the trips were reduced to eight, starting at nine in the morning and ending at 6:30 in the evening.

The tender was on behalf of the Georgetown Ferry Company and was signed by Joseph F. W. MacDonald as secretary-treasurer.

The tender also offered to sell their steamer "Montague" for "a very nominal sum", presumably in the event the tender was not accepted.

P.E.I. Boer War Veteran

SOMETIME AGO I suggested that the last of the Boer War veterans from this province had died. A short time later I had a visit from a former Pownal man, Daniel P. MacRae, who lives now in Vancouver.

Mr. MacRae had served in the Boer War and I carried his story at the time. Now I have a letter from the Glenbow Foundation in Calgary, Alberta informing me that one Hon. Lt.-Col. Ernest W. Bowness, B.SC., MBE is a Boer War veteran who was born in Margate, and moved later to Kensington.

The interesting letter is from G. H. Gooderham, assistant to the president of the Glenbow Foundation in Calgary. Here it is:

"The Glenbow Foundation has been receiving The Guardian since the founder, Hon. Col. Eric I. Harvie, C.D., Q.C., LL.D., played a prominent part in the establishment of the Confederation Center in your city.

"Our clipping bureau cut out your columns of January 12 and February 9 in which mention is made of Boer War veterans, and that the annual dinner held on February 27 was the anniversary of the battle of Paardeberg, adding that all the veterans are dead.

"This was brought to the attention of Mr. Bowness, an engineer who has played an important part in power development in western Canada, and whose autobiography the Foundation is now assisting him to complete.

"Mr. Bowness was born on August 12, 1878, in Margate, P.E.I., and later moved to Kensington. He volunteered with thirty others in the P.E.I. contingent in the Royal Canadian Regiment for service in the Boer War in 1900. Colonel Otter of Riel Rebellion fame was the C.O., and practically all the N.C.O.'s in his regiment were from the Royal Canadian Regiment. The P.E.I. contingent was in the 19<sup>th</sup> Brigade commanded by General Smith Dorian.

#### Bowness Met Colonel Cronje

"BOWNESS PLAYED an unusual part when the Boers surrendered at Paardeberg on the Modder River. He met Colonel Cronje and his aide-de-camp riding in to surrender and directed them where to find General Smith-Dorian. Cronje's aide, as a token of goodwill, gave him the Boer General's field glasses, which glasses he lost at the battle of Tabanchu on the Basutoland border.

"He was chosen in 1902 to represent the P.E.I. 82<sup>nd</sup> Militia Battalion at the coronation of Edward VII.

#### Went West In 1907

"BOWNESS CAME to Western Canada in 1907 and throughout the years has been one of the outstanding authorities on water power. He and Gen. McNaughton corresponded almost to the day of General McNaughton's death as they both held the same opinion on the development and use of water resources in Canada, particularly in British Columbia.

"It is to be added that Mr. Bowness is a very public spirited gentleman, and over the years, many articles about him have appeared in Western newspapers. He did trojan work in World War II for which he was given the rank of Honorary Lieutenant Colonel of

the Engineers and the order of the M.B.E. on the recommendation of General George Pearkes, V.C.