

OUR first CUSTOMER



Ordered Fuel In 1900!

There were few telephones in Charlottetown in 1900. Householders and business firms needing coal or wood brought their orders to the fuel yards. Most people walked. A few drove up in carriages or came by horse-drawn buggy, which stopped close to the fuel yard of A. Pickard & Co. Ltd. down near the waterfront.

A fuel dealer in those days supplied almost as much firewood as coal; and customers were just as particular then . . . about quality and value . . . as they are today. When A. Pickard started business in 1900, it was resolved to supply only the best grades . . . and consequently the best values . . . in fuel.

Charlottetown expanded as the years passed. The demand for more fuel . . . and different kinds of fuel . . . kept pace with the city's growth. Pickard's facilities were enlarged many times; but the same policy of supplying only the finest quality of fuel prevailed. This dependable service soon made A. Pickard & Co. Limited Charlottetown's leading fuel suppliers.

1900 - - 1955
55
YEARS SERVICE

SUPPLIERS OF
THE FINEST IN
DOMESTIC, COMMERCIAL AND INDUSTRIAL
FUEL OIL - COAL

WE SELL IN ANY QUANTITY:

- * GENUINE WELSH & AMERICAN HARD COAL
- * DOMINION HOUSEHOLD COKE
- * INVERNESS
- * OLD SYDNEY
- * ACADIA
- * SPRINGHILL
- * AMERICAN SMITHING & FUEL OIL

AGAIN WE WISH TO EXPRESS OUR APPRECIATION AND THANKS TO OUR MANY LOYAL CUSTOMERS FOR THEIR PATRONAGE DURING THE YEARS. WE ARE PROUD TO SAY THAT MANY FAMILIES HAVE FAVORED US WITH THEIR BUSINESS OVER THE ENTIRE 55 YEARS.

We Congratulate Charlottetown On Celebrating Its Centennial This Year

A. Pickard & Co. Ltd.

PHONE 5541
Charlottetown, P. E. I.

Misplaced Bust Adorns Old Postoffice Building

Adorning the front pediment of the Postoffice Building on Queen Square is a bust, in freestone, of John Cabot, described in accounts of the opening of the building in 1887 as "the supposed discoverer of Prince Edward Island." It is said, landed here and kidnapped three Indians twelve months before Columbus embarked on his second voyage in 1497. The authority for this remarkable statement is not given. It is now pretty generally agreed that Cabot never saw Prince Edward Island. Credit to the real discoverer was given many years later by the Historic Sites and Monuments Board in the erection of the cairn to Jacques Cartier which stands on the Square within a stone-throw of the Postoffice doorway. This building once housed all the Dominion Government offices in Charlottetown, and was erected to replace the old Postoffice and Customs building destroyed in the big fire of 1884. The contractor was T. C. Connors, of Moncton, N. B. Built of brick and Nova Scotia freestone, it cost about \$80,000, divided as follows: building, \$58,000; steam heating \$6,000; furniture, etc., \$1,600. The subcontractors for the work were MacKinnon and MacLean, for steam heating apparatus; Clarke and Schurman, Sanitary, for fittings; Robert Currie, plasterer; John Newson and Clarke and Schurman, furniture; Hermans and Son, gas fitting and plumbing; and John Meikle, painting.

FIRST OFFICIALS

The first officials to occupy the building are listed as follows: Post Office Department: Postmaster and Assistant Inspector, Frederick St. Croix Breckon; First Clerk, William Harris; Money Order Office, John Auld Lawson; Railway Clerks, Otto E. Crabbe, F. W. Hazard; Registration clerks, Nicholas White, Bernard Trainor; Clerks, John Munroe Campbell, Joseph McCarey, Daniel Joseph MacDonald, John George W. Brown, Matthew William Murphy, John Neil Robertson; Stamp Vendor, Bernard McMillan.

Customs Department: Collector, James Currie; Assistant Collector, George Bremner; Chief Clerk, Henry McKenna; Clerks, Alex. Duncan MacLeod, Edwin White, Duncan McNeill, Michael J. Moran; Chief Landing Waiter, James Curtis.

Savings Bank: Assistant Receiver General and Auditor, Percy Pope; Accountant Thomas Foley; Teller, Wallace Leitch; Clerk, Francis Loughran.

Excise and Inland Revenue: Collector, Samuel C. Nash; Exciseman, Theophilus More.

Marine and Fisheries Department: Agent, Artemas Lord; Shipping Master and Assistant, Henry W. Mutch; Inspector of Weights and Measures, James Reddin; Gas Inspector, Joseph Knight.

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Silsby Men Belated

Charlottetown fire fighters always prided themselves on being quick on the scene of action; but some were quicker than others. The Examiner of June 4, 1889, records the following incident in this connection: "The truckman who hauls the Rollo engine had his horse at pasture when the alarm of fire in Mr. John Newson's brick warehouse was given on Sunday last. The members of the Company did not wait the arrival of the horse, but hauled the hose themselves, and this proved their energy to be far superior to the members of the Silsby Company, who waited until the arrival of their horse. As a result they were detained from work several minutes. The engine and hook and ladder companies worked with good effect, and although the building was very hot and densely filled with smoke, they did not fail to enter it and remain until the last spark was extinguished."

Old Gun Memento

Still where it was placed in 1860 at what is now Hughes' Corner is an old cast-iron gun barrel, relic of the past. On the removal of the ordnance from the old Blockhouse in 1856, this 18-pounder gun was allowed to slip from its sling and roll over the bank of the fortress to the water's edge, where it remained for several years. But during July, 1860, when all were preparing for the reception of the Prince of Wales (later King Edward VII) Theophilus DesBrisay had it brought to Charlottetown and placed in the ground, in an upright position, with the muzzle upwards, at the north angle of Queen and Grafton Streets. A stout flagstaff of considerable length was placed in the bore of the gun, from the summit of which the Union Jack was displayed during the three days' sojourn of His Highness. Though the staff has been removed for many years, the gun barrel remains erect, as a memento of the harbor's fortifications and a curious memorial of the Prince's visit to the Island capital.

First Steamer Here

Charlottetown citizens on the morning of the 3rd of August, 1830, were not a little surprised to see a vessel entering the harbour and approach the wharf "without any visible means whatever of being propelled through the briny waters, but was nevertheless heartily cheered by a gazing crowd who had assembled on the wharf." She proved to be a steamer—the first ever to enter Charlottetown harbour—named the "Richard Smith." The boat was on a pleasure trip from Pictou, having several gentlemen on board belonging to that place. Next morning the Lieutenant Governor and a large local party were invited on a trip up the Hillsboro, which was greatly enjoyed by all. The steamer "Royal William," which received much more publicity than the "Richard Smith," arrived here near a year later, on Sept. 6, 1831, on her way from Halifax to Quebec.

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Harness Horse

the Zaccinias Cannon Act appeared here.

OLD HOME WEEK INSTITUTED

Combined harness racing, vaudeville, midway and exhibitions continued until 1928. War broke out just a few weeks after the Exhibition on that year and the Military forces took over and continued in charge of the plant until the spring of 1940. As no Exhibition grants were available, it was decided to brighten the picture by having an Old Home Week, the vaudeville, harness racing and midway. In order to get public opinion behind it, a petition was drafted and the Hon. George D. DeBlois was the first to sign the signature of DeBlois Bros., Ltd. With that potent backing, over 1,500 signed and Old Home Week was on its way, with the slogan "Be It Ever So Humble, There's No Place Like Home."

It proved a wonderful success, drew enormous crowds, which every year became greater and greater. The following year, the Provincial Exhibition was joined up with Old Home Week and that too, helped to swell the attendance in the year 1944, 1945 and 1946 they broke all Maritime records for afternoon or evening outside entertainment. No expense or effort was spared to put on races and spectacles that would thrill, please and entertain. Early in 1947 the then management transferred their interests to the present directors who have so worthily maintained the Exhibition features, the standard of race and entertainment, and have also aided night racing, now so popular.

In the long history of the Exhibition Association, dating back to its first opening in 1800, the following have been presidents: C. C. Gardiner, Benjamin Rogers, R. E. Fitzgerald, George E. Hughes, F. L. Hazard, J. J. Davies, Frank R. Herzat, James Paton, Lt.-Col. D. A. MacKinnon, H. J. Kennedy, and Dr. J. P. Lantz the present office holder. The secretaries have been A. B. Warburton, Charles Smallwood, J. W. Boulter, and the present office holder, G. H. Buntain.

Busy Period Following

der the city worthy of self-government with which it has been endowed. They are determined to proceed cautiously, and with strict economy."

MAYOR'S ADVERTISEMENT

Evidently there was need for someone to look after the affairs of the city, judging from the following advertisement which appeared in the Press:

"The Mayor of the City of Charlottetown, in pursuance of resolution of the City Council to that effect, hereby cautions all persons from dealing or trafficking in the sale or purchase of any part of the Commons of Charlottetown, and from erecting or placing any kind of building upon the same, it being the intention of the Corporation to take all legal measures that may be necessary for putting the City in possession of its rights and privileges in respect to the said Commons."

"Robert Hutchinson, Mayor "City of Charlottetown, Sept. 13, 1855."

In the same year, according to the Police Court reports, several prominent merchants were fined ten shillings each for having in their possession unstamped yardsticks and unstamped pint measures.

VOLUNTEER CORPS

In the year following the incorporation of Charlottetown the first infantry corps was formed under the command of Neil Rankin, John Lea and J. J. Rice, and designated City Guards. They wore a uniform of blue with facings of scarlet. This was the first volunteer military organization in Prince Edward Island. At the opening of the Legislature they formed the guard of honour for His Excellency, Sir Dominick Daly, in front of the Colonial Building, this being the first military display since the departure of the regulars a few years previously.

Before the close of Sir Dominick Daly's term of office in 1859, he placed in the hands of the adjutant General, Lt.-Col. Swabey, two military commissions, one for J. B. Pollard and the other for Thomas Morris. On the strength of these documents a volunteer corps became organized with headquarters in Charlottetown, consisting of a Captain, a Subaltern and from 30 to 40 gunners. This organization known as the Artillery Corps, assembled for exercise drill three or four times weekly.

On the 7th of June, 1859, the new Governor George Dundas, Esq., arrived and landed at Pownall Wharf where he was welcomed by the inhabitants. At 3 o'clock in the afternoon His Excellency was sworn in at the Council Chamber and the Battery Corps was drawn up on Queen Square to fire a salute. Spun yarn wads were rammed into the guns for the occasion, and newspaper reports of the day say that the noise was terrific. Twenty-three panes of glass in the front windows of the Colonial Building were broken.

FIRE WARDENS

The fire Engineers — or Fire Wardens, as they were called — were a board of citizens appointed by the City Council, functioning in part as the Fire Committee of the Council as well as having some sort of control over the movement of spectators at fires. They had authority to order citizens who were not members of the Fire Brigade to form in line and pass water buckets from the Pump to the Engines.

The first Board of Fire Engineers, appointed in 1855 from different Wards of the City, comprised men prominent in the history of the Island. They were: George Coles; Chief, A. H. Yates, Charles Walsh, W. B. Dawson, Hon. Edward Whelan, William McGill, Frederick Nelson, Daniel Davies, Richard Wright, Thomas Green, John Binn, James Watts, George Beer, William Fethick, T. B.

Tremain and Thomas Heath Haviland, St. Each Warden or Engineer carried a red staff about five feet long, surmounted by a gilt ball, as emblem of authority. The chief's emblem was a baton of a different color, resembling that carried by a Marshal on parade. There were three Fire Engine Companies, No. 1, captained by James Watts, No. 2, by Thos. W. Dodd and No. 3, by Silas Barnard. It appears from the records that the City was well equipped with fire engines up to the time of the Great Fire in 1866, but all were hand engines. There were five of them, the most powerful being the Tremont, procured in 1872. It did good service for several years, but the above-mentioned fire, which destroyed the greater part of four blocks bounded by Queen, Dorchester, Pownall and Great George Streets, necessitated a more efficient fire fighter; so the first steam fire engine was brought from London in 1866, and was known as the Rollo. Another, called the Hillsborough, popularly known as the Silsby (the manufacturer's name) was imported in 1873 from Seneca Falls, N. Y.

FIRST REPORT

The first annual report of the Fire Department was submitted to the Council in 1877. Some excerpts follow:

"At the present time with the large and expensive Steam and Hand Fire Engines and apparatus, we are reasonably well prepared to quench fires, but it cannot be too forcibly pointed out to every housekeeper, the necessity for constant care and watchfulness. Great care should be taken with wood ashes, which when hot, should be placed in suitable iron vessels, and proper safes should be used for the preservation of lucifer matches."

"On the 26th October last a fire occurred in a trunk factory of George Full, situate in Ward 3, Block 3, which was entirely consumed, together with a machine shop owned by the late William Stiggins, a house owned by William Heard, Esq., and several other small buildings, one used as a dwelling. The damages may be estimated at about three thousand dollars. The building owned by the late Mr. Stiggins is stated to have been the first Methodist chapel, erected in Charlottetown about the year 1813."

"On the 30th of the same month, fire broke out in the grocery store of George D. Wright. The flames quickly reached the adjoining drug store of P. G. Fraser, at the corner of Queen and Richmond Streets. Both were entirely consumed."

"The premises occupied by Hon. William McGill and William Sinclair on the one side, and the house of Mrs. McCarron on the west were saved in a very damaged condition. The losses sustained may be about seven thousand dollars."

"In sounding the alarm of this fire, the new bell was found to be split upwards for a distance of nearly three feet from the lower edge, and it is consequently rendered of but little use for the purpose intended."

"In the month of August last the new building in King Street east, Ward 1, was completed and possession taken. In it is housed the Silsby Steam Engine and apparatus, and a pair of horses, ready for action on shortest notice."

"On Wednesday, the 11th April last, a general inspection took place of the whole force of the Fire Department, opposite the Provincial Building, before His Honour the Lieutenant Governor and members of both branches of the Legislature, then in session. The force presented a respectable appearance and afforded those present a full opportunity of seeing the present means of the Department for the protection and preservation of public and private property. Both the steam engines were put into active operation. The stream of water reached the top of the spire of St. Paul's Church, and the Hook and Ladder Company scaled the Provincial Building."