

This is the only known photo taken at the 1864 Charlottetown Conference, by G. P. Roberts, and is now in the Public Archives of Canada. As identified by numbers in the accompanying chart these men who became Canada's founders are: 1—Premier J. H. Gray, P.E.I.; 2—Att.-Gen. John A. Macdonald, Canada West; 3—Att.-Gen. Georges E. Cartier, Canada East; 4—Agric. Min. T. D'Arcy McGee, Canada; 5—Att.-Gen. W. A. Henry, N. S.; 6—Hon. W. H. Steeves, N.B.; 7—Att.-Gen. J.

M. Johnson, N.B.; 8—Prov. Sec. S. Leonard Tilley, N.B.; 9—Hon. R. B. Dickey, N.S.; 10—Hon. J. H. Gray, N.B.; 11—Att.-Gen. Edward Palmer, P.E.I.; 12—Hon. E. B. Chandler, N.B.; 13—Sol.-Gen. H. L. Langevin, Canada East; 14—Prov. Sec. Charles Tupper, N.S.; 15—Fin. Min. Alexander T. Galt, Canada; 16—Hon. A. G. Archibald, N.S.; 17—Hon. A. A. Macdonald, P.E.I.; 18—Hon. Alexander Campbell, Canada; 19—Prov. Sec. William McDougall, Canada; 20—Colonial Sec. W. R. Pope,

P.E.I.; 21—Opp. Leader Jonathan McCully, N.S.; 22—Opp. Leader G. H. Coles, P.E.I.; 23—Pres. Exec. Coun. George Brown, Canada; 24—Mal. Hewitt Bernard, Sec. of Conference; 25—Charles Drinkwater, Sec. to John A. Macdonald. These men (1 to 23), along with 13 more named to subsequent Quebec or London Conference, or both, form the whole group now known to history as the Fathers of Confederation.

OLD COMPLAINT

The following complaint was obviously registered long before the automotive era, but it is interesting to note even in that long-ago day people objected to the appearance of Queen's Square. The 'beef' noted here concerned the old Round Market House. It noted the City Council concentrating on streets and said: They have done a great deal towards making the crooked paths straight and bringing the lousy hills low, but have left them to make the desert places on Queen Square to 'blossom as the rose', and where a good top-dressing of manure is the only thing necessary for the purpose, their labours are fully anticipated by the quantity that is every day spread around that ancient and disagreeable apology for the name of Market House. Let the streets remain for a while longer, and appropriate all the available funds of the City towards a new Market House.



THE PASSING YEARS are reflected in the changing face of Grafton Street. Above is how it looked earlier this century; to the right as it was in the 1800's.



RAILROADER

CONTINUED FROM PAGE 2A happened on the trains then. On one occasion the train to Souris was compelled to take a siding while another passed on the main line. A brakeman forgot to turn the switch for the main line after his train left the siding, but quickly remembered and pulled the cord to stop the train while he went back to rectify his mistake.

the steam locomotive. It was something that to engineers, firemen and other railroaders seemed alive with an independent life, and even human habits. To me the diesel engine seems to have no more personality than a caboose. My experience on locomotives was relatively short as I was moved to another post and spent most of my 44 years railroading as foreman in the mechanical end and as the boiler inspector.

The conductor (an important man in those days) reprimanded him for his neglect, saying "you have been railroading for 20 years and still didn't know there was a switch to turn." "Maybe so," replied the brakeman, "but you have been railroading 40 years and last week didn't know there was a station called Douglas."

RETIREMENT Now after 20 pleasant years of retirement, with its joys and sorrows, my railroad career is just a fading memory. I believe that over our entire system there are only two other men living who were with the road when I started. They are Ernest Doyle, former engineer now living in Georgetown, and Ernest McTague, former station agent at Tignish. Both of them were real gentlemen whom it was a pleasure to know and work with.

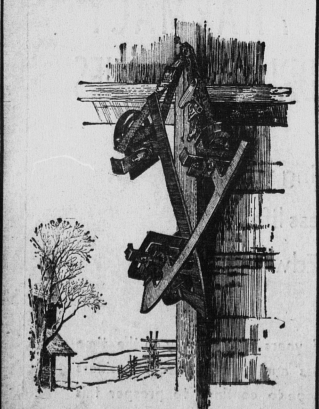
It seems that a week before the conductor had forgotten there was a passenger getting off at Douglas and went right past the station. As a result he had to have the train backed up for quite a distance. Sometimes when a silver thaw coats the rail with ice it is difficult for the engineer of a heavy train to run on schedule. One engineer had a conductor filled with self-importance on a trip where running conditions were bad. Arriving at a station the engineer went to get his running orders and was met by the conductor who started to censure him for losing time.

There are many other beloved friends of the older days but space does not permit mentioning them all. They have since changed worlds and I sincerely hope have escaped from the hardships we knew while railroading together.

ENGINEER I was made an engineer they gave me a million dollar piece of machinery. From now on you take care of your punch and allow me to look after the locomotive." Undoubtedly there was a certain amount of glamor about

HOME ORGAN LEIGHTON, England (CP) — Gaylord Acherman, 16, of the Heath and Reach parish church here in Bedfordshire is building a manually operated organ in his home. He has bought harmoniums from local churches and is piecing them together to make the organ.

BUS CONTROL LEEDS, England (CP) — Twelve buses here in Yorkshire are to be fitted with radio telephones so that the drivers can keep in touch with a central control unit.



If You Can Remember A Scene Like This . . .

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THE BIKE SHOP and SPORT LODGE 185 St. George St. Charlottetown

Best wishes to Charlottetown on the 100th Anniversary of the First Confederation Conference

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