

Steamship Services Between P.E.I. and Mainland Provinces

By J. F. L.

In this article I will endeavour to deal with the various steamship services from the early beginning of the 18th century up to the present time. It may be possible there are some inaccuracies in the various dates and names of steamers but they are as near correct as possible to gain information.

The first steamer of which any record can be found was the Prince William, built in Quebec in 1831 for service between Quebec and Halifax; and records show she made several calls at Charlottetown in 1831-1832. The service was not a success and in 1833 she sailed from Pictou for Liverpool, England, thus being the first steamer to cross the Atlantic entirely under steam.

In 1842 a small steamer, the St. George, was in service between

over by the C. N. Railways in May 1918.

When transfer was made, the Northumberland was placed on the Summerside-P. E. Du Chene route and the new car ferry on the Pictou-Charlottetown route. The Empress was sold to the C. P. R. and was, until destroyed by fire in the big west-side dock fire at Saint John on June 22nd, 1931. Later in 1934 the damaged hulk was refitted and converted into a coal barge by the Dominion Coal Co.

The Northumberland and car ferry continued the service until close of navigation in 1917 when the car ferry service was commenced at Borden.

In 1918 the Northumberland was transferred to Toronto where until up to a year or so ago she was operated in a passenger and auto service between Toronto and Port Dalhousie, Ont.

During the period from around 1860 to 1915, various steamship companies operated their steamers from Quebec and Nova Scotia ports, also from American ports to Charlottetown and Summerside.

The first record of any company operating a service on schedule was in 1897 when the Quebec Steamship Co. commenced service from Montreal, Quebec, Jaspé, Summerside and Charlottetown with the steamer Georgia, replaced in 1870 by the Secret, which in turn was replaced by the Miramichi in 1878. In the early '90's the twin screw passenger steamer Campana was placed in the service and continued the service until wrecked near Quebec about 1908. The Caspida, a larger ship with larger passenger and freight capacity then took up the service and continued until 1916 when, owing to the war the service was discontinued.

In 1872 the Prince Edward, a steamer of 1300 tons was built in Scotland for the Ocean Steamship Company and for 10 or 12 years operated a service between Charlottetown and Liverpool, Eng.

In 1882 the Black Diamond Steamship Co. commenced a service between Montreal, Charlottetown, Sydney and St. John's, Nfld. with the steamers Boravista and City of Sydney. This service was later operated to include Summerside as a port of call. This company, subsidiary of the Dominion Coal Company, would also in the spring and fall place other steamers, such as the Coban, Curcun, Louisburg and Cape Breton, which were in the coal service from Sydney to Montreal, using them to move freight from Montreal to Charlottetown, Summerside and St. John's.

In 1904 the City of Sydney was lost and she was replaced by the Morwenia in the passenger service. The service was discontinued in 1915, owing to the outbreak of the First World War. In 1916 the Morwenia was torpedoed while enroute to England with a cargo of steel.

In the late 70's, the Colonial Steamship Co. commenced a service from Boston to Charlottetown with the steamers Worcester and Carrol and one other steamer. This service was continued until about 1890 when the service was taken over by the Plant Steamship Co. who operated the service with the steamers Olive and Halifax. Some years later the large passenger steamer, the Evangelist, was operated also during the summer months. This service was discontinued in 1914.

A service between Halifax and Island points was inaugurated in 1889 when they placed the steamer Beatrice on this route giving a weekly service. She was replaced later by the Farnet until sold in 1898, when the City of Ghent took over and continued until 1915 when she was sold and the service discontinued.

In the early years of this century the Doble Line which operated a line of steamers carrying systems from Chatham, C. E., to Montreal, used these steamers to carry freight from Montreal to St. John's, calling at Summerside and Charlottetown enroute. This company continued the service for about 10 years.

In 1910 or 1911 the Farquhar Steamship Co. placed the Sable, followed later by the Sable I in service between Halifax, Charlottetown, Summerside, Sydney and St. John's. They discontinued in 1916. The only service started in this last century and still being operated is that to the Magdalene Islands.

In 1898 the steamer Olaf commenced this service between Pictou, Souris and Magdalene. This ship was lost the same year. The following year the S.S. Louisburg took up the service and was operated until lost in 1901. The owner, R. J. Leslie, and several of the crew were also lost in this disaster.

In 1902 the steamer Amelia took up the service followed in 1912 by the Lady Sybil, the S.S. Enterprise in 1918, Lady Evelyn in 1919, the Champlain in 1920, the R. W. Hendry in 1922 and the S.S. Lovat in 1925, which continued in the service until 1945 when the service was taken over by Clark Steamship Co. and name changed to Magdalene.

Souris was the Island port of call until 1949 when Charlottetown was made the second port and service is still being continued with weekly sailings.

Today the only scheduled sailings in addition to the Magdalene are steamers of the Canada-Newfoundland Steamship Co. who make regular calls at Charlottetown, operating to St. Pierre and St. John's, Nfld.

In 1949 the P. E. I. Government started operations with the M.V. Eskimo, sailing from Charlottetown and Summerside to St. Pierre and Newfoundland coastal ports.

During the period from 1880 to 1900 there were several companies

Borden And Vicinity

Mrs. Emmet MacDonald and three children of Borden are visiting relatives at Launching.

Mr. Freddie Toombs of Borden left on Monday for Charlottetown where he will attend Vocational School.

Miss Phyllis White of Moncton spent the week-end with her parents, Mr. and Mrs. William White at Borden.

Mr. and Mrs. Roland Ramsay have returned to their home in Borden after spending their two weeks holidays with Mr. and Mrs. Ralph Millen at Littleton, N.H.

Misses Marjorie Irving and Laura Ozon of Borden left on Monday for Charlottetown where they will attend Business College.

Mr. and Mrs. John Jay and children John and Judy of Moncton visited relatives at Borden and Charlottetown over the week-end.

Mr. James Dorey of Halifax spent the Labour Day holidays with his parents Mr. and Mrs. Frank Dorey at Borden.

Mrs. J. J. MacIsaac of Borden spent the week-end with her daughter, Mrs. Frank Butler at Charlottetown.

Mrs. George Barton and son George who have been spending the summer with her mother Mrs. (Capt.) J. L. Read left on Monday for their home at Yonkers, N.Y.

Cpl. and Mrs. Don F. Ede who have been spending their two weeks holidays with Mr. and Mrs. George Sharpe at Borden have returned to their home in Summerside.

Miss Carol Ann Hamill of Middleton spent Sunday in Borden, guest of Miss Doreen Dorsey.

Mr. and Mrs. Everett McKenna and daughter Nancy Ann, and Mrs. Edward Griffin of Burton visited Freetown recently, guests of Mrs. Patrick Hamill.

Mrs. C. H. Cameron and son John of Montreal have returned home after spending the summer months with her mother, Mrs. (Capt.) J. L. Read.

Mr. and Mrs. Everett McKenna and little daughter Nancy Ann of Borden spent Sunday at Burton, Lot 7, guests of Mr. and Mrs. Edward Griffin.

Mr. and Mrs. Reginald Rodgers of Borden, Mr. and Mrs. Arthur Rodgers and Mr. Reginald Rodgers, Jr. spent the week-end at Fundy Park, the National Park in Albert County, N.B.

Mrs. Wm. Trowsdale who has been patient in the Memorial Hospital at Sussex, N.B. since the car accident near there a few weeks ago, has returned to her home in Borden and her friends hope that she will soon enjoy her usual good health.

Following the summer holidays Borden School opened on Tuesday, September 5th, with the following slate of teachers: Principal, Mr. Joe Noonan; Vice-Principal, Miss Mary Muttart; Intermediate, Miss Alice Jay; Primary, Miss Margaret Lord, Mrs. Mary Farmer.

FATHER, SON ELECTROCUTED GREAT NECK, N.Y., Sept. 10—(AP)—Charles Rutter and his son were electrocuted Saturday while putting up a new television aerial in their back yard.

who operated one or more steamers between Boston and Charlottetown without any definite schedules and often for only one season and it seems impossible to get any definite dates as to their operations.

With the commencement of the car ferry operations when freight could be handled without breaking bulk, the operation of steamers between the Island and the other Provinces made it unprofitable to operate and steamers were withdrawn.

This article does not cover winter communication which will be dealt with in a later article giving particulars of this service from 1873 to 1917.

O'Leary and Vicinity

Friends of Mr. Horace MacDonald, postmaster at West Devon, will be sorry to learn that he is on the sick list and will be taken to Halifax for treatment. They all unite in wishing this young war veteran a speedy improvement in health and hope that his stay in the institution will not be too long.

Mrs. Arthur Nickle, (nee Miss Beulah Wood), and her two children, Jimmy and Gale, who were visiting her parents, Mr. and Mrs. James T. Wood of West Devon for the past three weeks, will be leaving on Wednesday of this week to return to her home in Toronto.

Mr. and Mrs. John Dymont of Quincy, Mass., who were visiting in Charlottetown, the guests of Mrs. Dymont's parents, Mr. and Mrs. Robert MacNaught, will be returning home this week. They will be accompanied as far as St. Stephen, N. B., by little Ruth Pearce, who is a grand-daughter of Mr. and Mrs. James T. Wood of West Devon.

Hillcrest Cemetery in Alberton, under the direction of a joint committee from the United and Presbyterian Churches, has been completely renovated. The plot has been plowed, levelled and seeded and a new fence erected. Friends in various parts of Canada and the United States helped with their contributions to meet the heavy expenditure.

The O'Leary troop of Boy Scouts with their leader, Mr. Douglas Hardy and assistants, John Matthews and Provincial Scout Commissioner, Gordon Kerr of Alberton have recently returned from an enjoyable camp at Maxwell's Shore on the Mill River. It was not a large camp, numerically, but the boys and their enthusiastic leaders all had a grand time. They attended Divine Worship on Sunday at the Cas-cumpeck Church and listened to a fine address by the minister, Rev. F. A. Fitzpatrick on the topic, "Bless the Lads".

—On Labor Day, Rev. W. G. Dickson baptized the infant son of Mr. and Mrs. Edgar MacQuarrie of Boston, Mass. at the home of the baby's grandparents, Mr. and Mrs. Walter MacKie of Alaska school section, four miles from West Devon. Mrs. MacQuarrie was formerly Miss Edith MacKie. This is Mr. MacQuarrie's first visit to Prince Edward Island, and they have enjoyed their vacation very much. They were accompanied by Mr. MacQuarrie's aunt, Mrs. MacDowell, who has been visiting Mr. and Mrs. Roy MacDowell and Mr. and Mrs. Chapman Jelly and other relatives. The party are planning to leave for their homes on Thursday. The baby was christened Brett Howard MacQuarrie. It was born in Boston, Mass., on Feb. 5, 1950. Witnesses at the service

True Success Story

By E. H. MacArthur,

Personally I am most fond of writings of Robert Louis Balfour Stevenson that scottish poet, essayist and writer of fiction, who was born in 1850 and died in 1894.

As a young man Stevenson studied law and was called to the scottish bar, but his true calling lay along literary paths.

A journey through France and Belgium by canoe supplied material for that interesting tale "An Inland Voyage" 1878, and a walking trek in south of France was delightfully set down the following year in "Travels with a Donkey". Besides these his pen was busy turning out stories and essays for various periodicals. These were later collected and put into book form and are among his best works.

Learning of the serious illness of a Mrs. Osburn whom Stevenson had met in earlier years, he decided to pay her a visit at her Californian home. Not being too flush with shekels he made the voyage across the Atlantic in the steerage of an emigrant ship, and finished the journey across the continent in an immigrant train. These experiences he set down in "The Amateur Emigrant" and "Across the Plains". One year after arriving in America the author married Mrs. Osburn.

About this time his health began to fail and for the next ten years his quest for health took him here and there. In 1890 he settled permanently in Samosa, where he soon became a commanding and beloved figure among the natives. Meanwhile, he had published "Treasure Island", a story of high adventure which met with great success. This was followed by "Prince Ota", "Doctor Jekyll and Mr. Hyde".

Then came a period of illness when his pen had to be laid aside. One out of the dark shadows that plagued his life for so many years Robert Louis Stevenson gave the world another yarn par excellence in "Kidnapped", and "A Child's Garden of Verse".

During his stay in Samosa he wrote "David Balfour" a sequel to "Kidnapped and Saint Tues". Considered by some as his greatest masterpiece—"Weir of Hermintown"—was never finished on account of its author's death.

Stevenson's uncompromising spirit, his happy out-look on life and toll in the face of disadvantages so great that to a less courageous man they might have seemed overwhelming, made him one of

the most attractive of literary personalities. As a story-teller he had few equals, while the beauty of his style places him among the best writers of his generation.

Though not the author of much printed verse Robert Louis Stevenson has written more than one challenging stanza;

"Bright is the ring of words
When the right man rings them,
Fair is the fall of songs
When the finger sings them.
Still they are carolled and said—
On wings that are carried—
After the singer is dead—
And the maker buried."

WAR THIS MONTH

SYRACUSE, N. Y., Sept. 10 — (AP)—Governor Thomas E. Dewey says he has been told by well-informed persons that war with Russia will break out this month but he adds that he does not believe it. The Governor, in a speech here Friday, did not name his informants.

TORONTO, Sept. 10 — (CP) — Harold Netherfield, 45, well known in Canadian speed-skating circles, died here Friday. He was secretary of the Canadian and Ontario Speed-Skating Associations. At various times he had represented Canada at the meetings of the United States Speedskating Association.

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The Neighbors

By George Clark



"I like to visit school before the teachers get tired and overworked."

IN MEMORIAM

In loving memory of our dear little daughter Beadie Kathryn Acorn, who passed away September 10th, 1946.

Lovingly Remembered by Grandma and Grandpa Farquharson.

IN MEMORIAM

In memory of
MRS. J. M. MacLURE
who passed away
September 11th, 1948.

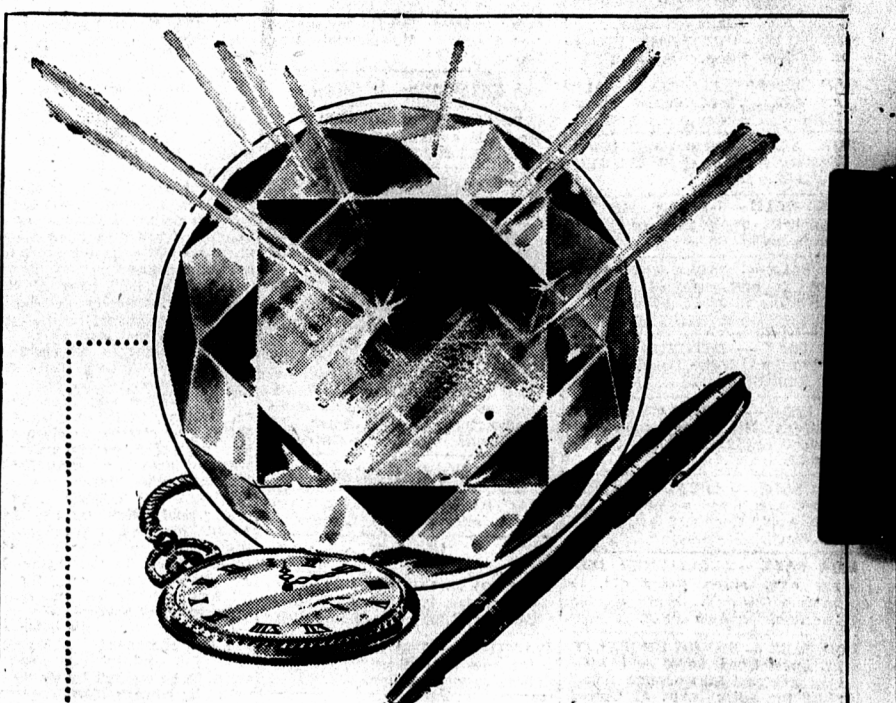
Lovingly Remembered by Husband and Family.

IN MEMORIAM

In loving memory of our dear Mother, Mrs. John D. Dolron, who died September 10th, 1948.

Today recalls sad memories
Of a dear Mother gone to rest
And the ones who think of her to-day,
Are the ones who love her best.

Lovingly Remembered by Daughters Zita and Bertha.



200 Million Dollar Diamond?

If a diamond as large as a baseball were ever found, it would probably be worth about 200 million dollars. But it would benefit only the person who owned it.

The amount of money which the life insurance companies in Canada invest each year on behalf of their policyholders is large enough to buy such a diamond! But this money is invested in ways which benefit every Canadian. It is put to work to help build new schools, new power plants, highways,

industrial plants, homes and many other vitally important constructions. In all these ways it promotes progress and helps create jobs in communities throughout the nation.

Thus life insurance works for everyone two ways. It helps raise living standards. And it provides security by building income for old age and protection for families. Today nearly 5 million Canadians are creating this security for themselves and their families the life insurance way!

The LIFE INSURANCE COMPANIES in Canada
and their Representatives



WORKING FOR NATIONAL PROGRESS... BUILDING PERSONAL SECURITY