

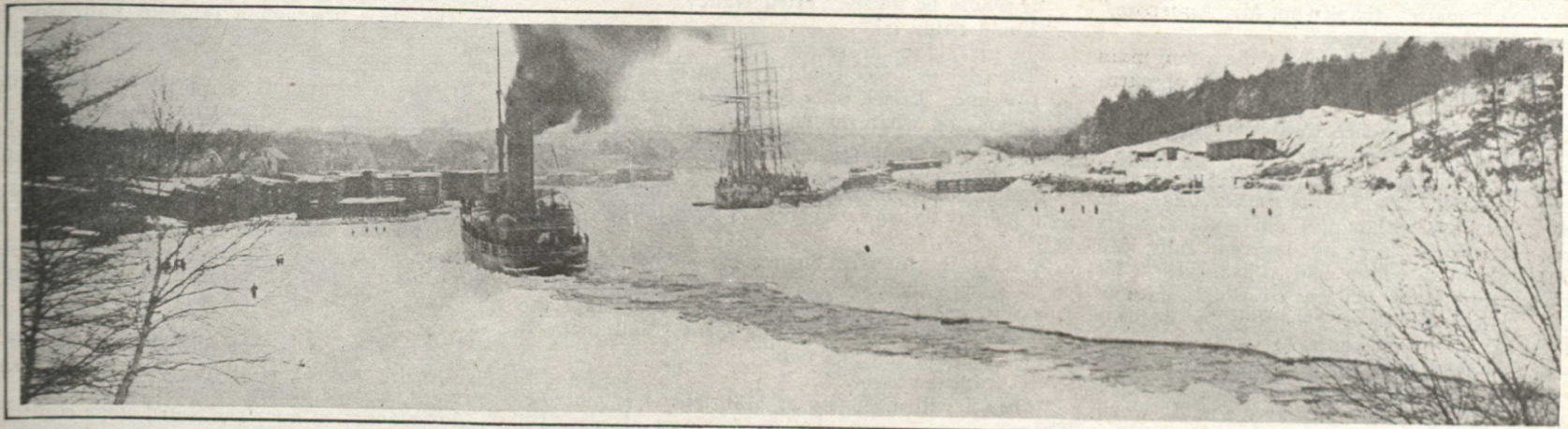
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Winter Uses for Canadian Government Vessels—Steamer Stanley Cutting Channel to Ice-bound Vessels at Bridgewater, N.S.

Fighting the

THE plunging of a railway snow-plough through huge snow-drifts has an interesting parallel in the crashing of sturdy specially-built steamers through ice that would defy the ordinary boat.

When winter comes in real earnest it freezes up Canada's harbours and rivers. Naturally it would seem that winter would have full say as to when navigation closes and when it opens. But ice-breaking vessels say "No!" They start the navigation season earlier and keep it open later than would be possible without their aid.

Ice-breaking work is done on the Great Lakes, notably at the harbours of Fort William and Port Arthur, and at Tiffin and Victoria harbours. The work at those harbours is done under contract for the Dominion Government, but Canada's own steamers face the tremendous task of ice-breaking in the St. Lawrence River and Gulf. The *Montcalm* devotes her attention to maintaining com-



Ice-boats That Carry Passengers and Mail Between Prince Edward Island and New Brunswick. On the Ice, the Men Pull the Boats; When Open Water is Reached They Row. In Both Cases the Sails Help.

Ice King

munication with Seven Islands and Anticosti. The *Champlain* is employed the year round in a ferry service across the St. Lawrence River. The *Stanley* was built specially for winter navigation in the Strait of Northumberland, and the *Earl Grey* and *Minto* for carrying passengers and freight between Prince Edward Island and the mainland.

Sometimes the ice-breaker has to admit herself beaten—the ice being too heavy. Often she breaks a path through which imprisoned vessels of the ordinary type escape. And sometimes an ice-breaker herself becomes imprisoned and has to be cut out by a sister ice-fighter.

The service given last winter by the ice-boats shown in the accompanying illustration, opened on February 15th, and closed on March 25th. The boats made 59 single trips and carried 65 passengers. The earnings were \$152, and the cost of the service was \$7,132.



Commerce Fights the Ice King—Steamer Stanley Towing Vessels for Which She Has Broken a Channel.