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OUR WINTER NAVIGATION.



T that season of the year when Jack Frost reigns serene, Prince Edward Island's case is one of severe or moderate hardship, according to whether the Winter King plays the scale from above or below zero. When he takes the low notes, and marks ten degrees or more below, then is the case a parlous one indeed, my friends, for it compels the adoption of a method of navigation, colloquially known as "crossing at the capes." For several year past our Winters have been much less cold than they used to be a score or more of years ago. The "old inhabitants" tell us—well, they go below zero.

Certainly the winters of our fathers and grandfathers were much colder than those of recent years—excepting last year, which nearly approached, in temperature, those that prevailed in the old days before us.

Lulled into security by the mildness of late Winters, the rigour of the last one found us lacking in facilities for maintaining traffic with the mainland, by the routes decided upon by those in authority, at the beginning of the season.

It resulted, from the fact of the Dominion Government placing the steamer *Stanley* upon an impracticable route for a boat of her power that our other winter steamer the *Minto* had eventually to be taken off the Georgetown-Pictou route to go to the Stanley's assistance. The outcome of this was that the *Minto* broke her propeller blades in trying to extricate the *Stanley*, and was then put out of active service.

In these circumstances the carrying trade of the Island to and from the mainland developed upon the so called ice boats which are maintained by the Government at Cape Traverse, the point nearest the mainland. A