

The Carleton Sentinel

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THURSDAY, JUNE 18, 1942

ARMY WEEK

In the week from June 29 to July 5 the people of Canada are doing honor to their army—the Gentlemen in Khaki who have offered their lives, if need be, in the defence of their country, the men whose presence in United Kingdom for the past two years, like a fist constantly shaken in the face of Hitler, have helped discourage any attempt to invade those islands.

The decision to hold Army Week was the result of a demand by the people themselves, a spontaneous urge to do tribute to the service "second to none."

The program has been so designed that each day emphasizes some phase of army life. Monday, June 29, will be Soldiers' Day. Special entertainments are planned for the soldiers. Gifts, parcels and letters will be sent to men in the service.

Understanding between the army and the civilian population will be fostered on Tuesday, Civilian Day. Attention will be focussed on the question: "What am I doing as a civilian to support the soldier in this war?" Restaurants will be asked to prepare meals according to army diet sheets.

Cooperation between the army and the other armed services will be emphasized on Wednesday, United Services Day. Thursday will be devoted to local events. On Friday the important part played in the defence of Canada by the Reserve Army will be spotlighted.

Tribute to our allies will be paid on Saturday, United Nations Day. Detachments of the forces of the United States will be invited to visit Canada and units of the United Nations training in Canada will take part in special programs.

Sunday will be a Day of Prayer.

A BETTER SHOWING

The announcement made at the June meeting of the Carleton County Council by P. O. Creighton, chairman of finance committee regarding the monetary situation in Carleton County is encouraging. We might even call the showing gratifying. A real improvement has been made. Doubtless another year will see us well on the way to having a clean slate and it may reasonably be supposed that the report at the January session of the council will be even better than the present one.

It is also probable that the people of the County awakened to the fact that they had a personal responsibility in the matter, that the county's debt was the business of every individual and that the municipality could only square its liabilities as it collected its taxes.

An overdraft although reduced still remains to be paid and we still are in debt to the hospitals. It is only by continued efforts of the Councilors and Collectors with the co-operation of the public that we can pull ourselves out of the "Slough of despond" into which we have drifted. However a move in the right direction has been made and a real improvement shown. The hope is general that this improvement will gather impetus as the weeks go by and Carleton County will soon be entirely free of debt.

OBITUARY

JOHN S. BROWNRIGG

The death of John S. Brownrigg, a well known and highly esteemed resident of Charlotte County, occurred at his home at Bocabec, Charlotte County, on June 18, after a long period of failing health, at the age of 71 years.

Mr. Brownrigg was engaged in the fishing business, being the owner of a number of weirs. He was a member of the United Church of Canada and of the Independent Order of Foresters. He is survived by his widow, formerly Miss Susan Harrison Young, of Oak Bay, and by seven children, four sons and three daughters, Dr. L. W. Brownrigg, St. Stephen; Wilbert, of Woodstock; Hill of St. Andrews and Chester at home; Misses Thelma and Helen, St. Stephen; Hazel at home; also a number of grandchildren.

JOHN BROWN

John Brown, the well known painter, and a member of the fire department for many years and owing to ill health had resigned over a year ago passed away on Sunday morning at the Fisher Memorial Hospital, after a short illness. He was 56 years of age. The members of the Fire Company attended the funeral which took place on Monday morning with burial in the Catholic cemetery.

The pall-bearers were Ansley Rogers, Perry Potter, Michael Corbett

HOME AND SCHOOL

By Mrs. Laura Glass Simms

As the school year is drawing to a close this will be the last article for Home and School Column. I shall designate it:—

Home and School Partnership

In the days of our grandfathers the home and the school had little to do with each other. Each seemed to have its own distinct sphere. The school's job was to teach "the 3 R's" and some facts in history, geography and literature. The home's job was to feed the child, clothe him and send him to school on time. The teacher's task was to know the content of the subjects taught and a little about the methods of teaching this content.

The methods of teaching in those days consisted merely of question and answer.

To-day education has changed. Children now study in schools a wide range of subjects including music, art, dramatics, household science, and shop work. Our schools have an increasing number of activities like athletics, debates, school newspapers, etc. The old method of "telling" pupils is slowly giving way to activity programs where the children are active in investigating problems and achieving goals which they themselves consider worthwhile. One of the most significant changes in the modern school is the increasing co-operation of parents and teachers. One result of this has been the forming of Home and School associations whenever teachers and parents are alert to the newer ideas of education.

These changes have come about for many reasons. I'll mention two, first, the wider conception of democracy as a way of life rather than a political system, and secondly, psychology's emphasis that the whole child comes to school—not just his brain.

Our grandfathers thought of democracy in terms of the ballot for all and the chance for all to learn reading, writing and arithmetic. They hadn't had time to see all the implications of democracy as a way of life which affects all aspects of man's living with his fellows in home, school, shop, community, the nation and the family of nations. Today we know being able to read and write and even being highly trained in the skills and knowledge of science is not enough. We've learned a nation can hope for democracy in action only when its boys and girls grow up with a sense of social responsibility in all their relations with their fellows.

Psychologists, too, have been telling us that the whole child comes to school and is profoundly affected by everything that goes on there. Not only does he learn the skills of reading, writing and arithmetic and some facts in history, geography, Algebra and Latin, but he also develops good or bad health attitudes, good or bad ways of living with others, good or bad habits of study, and good or bad emotional patterns in the face of life's difficulties.

The home is the partner of the school in this great task of growth. Every aspect of the child's development is greatly affected by the child's home and environment. Parents and teachers are therefore co-workers. There is considerable evidence that many teachers and parents do not realize or like this fact, but the fact itself is inescapable.

With regard to the meaning and purpose of education many parents and teachers work at cross purposes since they have different conceptions as to what education is. To one, getting an education may mean high marks and grade diplomas; to the other education may be a matter of growth along wholesome physical, social and emotional, as well as along intellectual lines. Parents and teachers need to think through together just what kind of boys and girls they hope to graduate from school. Having the ability to be a good loser or a good winner, to cooperate with others, to be able to make friends and to have attitudes of helpful service to others, may be more important than high marks in Algebra and Latin. In fact freedom from crippling personality traits may be more important than any knowledge of Latin or Algebra.

Have we a modern school? Do we consider the whole child? These questions are not difficult to answer. Generally speaking the teacher, as a new grade comes along, makes a list of the six or seven who have made the highest marks, and proceeds, throughout the year, to cram facts of history, Latin, geometry, etc. day in, day out so that high marks may be obtained in a Departmental Examination and thus the "Standard" of the School may be kept up.

LOST

A black, brown and white Collie dog. Name Rover. Phone 4900-13.

More Steamboating On The St. John River

Editor of the Carleton Sentinel,

Dear Mr. Editor:

I have been much interested in the articles regarding the Steamer Aberdeen which appeared in the last two issues of the Sentinel and I am quoting some extracts from Lt. Col. Baird's book entitled Seventy Years of New Brunswick Life and published in 1890 which may be of interest to your readers.

Before the introductory of steam as a propelling power on the river, a boat ran between Saint John and Fredericton, driven by horse power. The first steamer was the "General Smith" in 1816. Following her was the "St. George" in 1825, commanded by Captain Wylie. The transport of freight and passengers was also done by "sloops". Among the commanders of these boats were Captains Currier, Parsons, Vail and Bradshaw.

The "John Ward" and "St. John" substantial steam vessels, were followed by Whiney's fleet of high pressure steamers "Water Witch", "Novelty" etc. The latter reached the highest rate of speed attained by any vessel plying on the Saint John. She made the passage from Saint John to Fredericton and returned in less than a day. In the year 1838 she visited Woodstock, and left her mark on Becaguicac island, 10 miles higher up, where she was for a short time stranded.

The "Novelty" was a long narrow vessel, very difficult to steer. I have seen her aground opposite Fredericton, with hundreds of red coats trying to lift her off the bar.

BENJAMIN TIBBITTS' STEAMER "REINDEER"

Among the young men of Fredericton with whom I was intimate and whose life and conduct proved them benefactors to their country, was Benjamin Tibbitts. He was taciturn in manner, but possessed a rare genius. He showed me in figures on a slate in Morgan's foundry his first conception of that beautiful craft, his calculations of form, size and bearing, and they proved remarkably correct. She illustrated a discovery or invention entirely his own: the application of steam power under a high pressure and low pressure principle combined. The model of the "Reindeer" was beautiful. She walked the waters like a thing of life, was of light draft, and did excellent work on the river for many years.

I enjoyed, with a large number of excursionists, a trip to Grand Falls on her. The Woodstock band was with the party and contributed much to a night's amusement at the Falls. Horatio Nelson Drake commanded the steamer and as we returned received from the hand of Benjamin Beveridge, Esq., at the Tobique, a pair of fine antlers. These decked the prow of our gallant "Reindeer".

The following story is told; Several years had passed away, and the "Reindeer" changed hands; she was plying then on the Grand Lake. In a house on the shore of the lake poor Tibbitts was dying. It was his early home. A burning steamer deserted by her crew, is seen drifting in the direction of that house, and simultaneously, the man and his work, things of life and beauty, become but dust and ashes. Mr. Tibbitts also built the "Mada-waska" which operated above the Grand Falls.

A stern wheel steamer, "The Carleton" was built by the Craig's of Saint John for George Connell of Woodstock to ply between Fredericton and Woodstock. She was well adapted for that service on account of her light draught (only fourteen inches). The arrival at Woodstock of the steamer, the first owned in that place—caused much satisfaction to the people there, who needed their joy by firing a regular salute from one of the artillery guns as she rounded the island. In 1849 and 1850 she proved herself a great accommodation to the community along the river. Mr. Connell also built the "John Warren" a side-wheel steamer of greater draught and requiring more power to drive than the "Carleton".

The "Florenceville" chiefly owned by Woodstock men, now (1899) plies regularly between Woodstock and Fredericton when the water serves.

The "Andover", "Richmond" and "Bonny Doon" all stern wheel boats, did good service on the upper Saint John before the introduction of railways.

Yours faithfully,

Harry G. Noble.

Editor's Note:—We are extremely grateful to Mr. Noble for his interesting tales of the early history of this vicinity and trust we shall hear from him soon again. We are glad so many of our readers enjoyed the article on the river boats and the picture of the Aberdeen. Mr. Clarke McBride, our Correspondent at Centreville told us of a ride he had on the Aberdeen in 1896.

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