

NEW EDITION ISSUED OF HISTORICAL GUIDE TO N. B.

A new edition of the Historical Guide to Fredericton, a de luxe production when compared with the original edition, has been issued by the New Brunswick Government Bureau of Information and Tourist Travel, and is one of the most attractive and interesting publications in use to make known the tourist attractions of the province.

The author is J. Clarence Webster M.D., D.Sc., LL.D., F.R.C.S., of Shediac, member of the Historic Sites and Monuments Board of Canada, and with its improved appearance this "revised edition," as it is officially designated, is the most comprehensive record of New Brunswick's historic sites, personages and events that has ever been issued in popular form. The many additions and attractive new features contained in the new edition emphasize the forward steps that have been made during the last two years in the preservation of historic places and things in the province, and the efforts made to have appropriate markings that would engage the attention of New Brunswick's own people, as well as the growing number of visitors who show increasing interest in matters of an historical nature. Enclosed in a skilfully designed four colored cover, a scheme which was accepted in open competition as the best of a large array of proposals submitted by various artists, the new Historical Guide is an attractive example of excellent typographical work done in this province, having been printed and produced by the Maritime Publishing Company of Sussex. The initial distribution was made to members of the New Brunswick Women's Institutes at their recent annual convention here.

Record of Deeds

The book is dedicated "to the memory of the pioneer explorers, traders and adventurers who made this province known to the Loyalist settlers who developed it." The book is a record of their deeds, and comprises 100 pages. It is indexed according to locations so that a visitor who finds himself in a certain section of New Brunswick may turn to the pages describing the historical points and events which pertain to that particular district. The introduction points out that although the province as an autonomous organization is barely 150 years old, its traditions go back far more than three hundred years, to when it was the French colony of Acadia. The history of New Brunswick, the introduction points out, is no less interesting and fascinating than that of any European country, and it is explained that "this Guide tries to present short and succinct accounts of the main features of these various periods" in the history of the province, so that "it may be helpful not only to the natives of the province, but to those who come each year as visitors in search of relaxation and fresh interests." The publication, therefore, deals with the Indian period, the French period and the English period, the latter being divided into three sub-divisions, including, while the province was still part of Nova Scotia, the coming of the Loyalists and the establishment of New Brunswick as a separate province and its developments in 1784.

In keeping with the attractive brilliancy of a new cover design, there are a much larger number of illustrations

the new edition of the Historical Guide. Improved pictures were secured and new cuts have been made of other pictures which had been used in the original edition, while new maps and sketches have been prepared by Dr. W. F. Ganong, to whom the author expresses thanks "for his advice and assistance in the preparation of this edition. Half-ton pictures of the Champlain monument at Saint John and the old Government House at Fredericton adorn the cover, with a frieze depicting the landing of the Loyalist in bright and attractive colors, while typical antiques, such as those much sought after by tourists, are in decorative drawing made from original articles which show them in authentic form. Among the new pictures of interest is a full page illustration showing Fort Beauséjour—now a national park—and other is the new form of memorial erected at the site of Fort Jemseg by the Historic Sites and Monuments Board of Canada last year. Another new illustration shows the old willow tree at Nicholas Deny's habitation and grave at Ferguson's Point, Bathurst harbor. There is also a picture of the University of New Brunswick, Fredericton, as it appeared when known as King's College, in 1829.

Another new illustration which will be of special interest to U. S. tourists shows the royal coat-of-arms of the British Hanoverian dynasty, which before Revolutionary days occupied a place in the City Council chamber of the Colony of Massachusetts Bay. It is thought to date back to early in the reign of King George I, who came king in 1714. Many visitors to Saint John make a point of visiting Trinity Church to see this historic coat-of-arms.

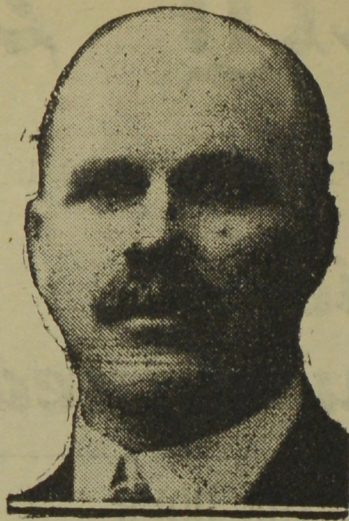
Fort Monckton

Another new picture shows the old graveyard at Fort Monckton, while one of the many new plans and maps included in the new edition shows the Eagle's Nest on the St. John river, a short distance above Bellefleur Bay. A picture of Fort Howe, St. John, in 1781, from a sketch by Benjamin Marston, is another attractive feature while the coat of arms of New Brunswick, which appears in this edition, is correct in every detail.

Other illustrations depict Champlain's plan of the settlement on the Isle de Sainte Croix, historical maps of the vicinity of Fredericton and of Restigouche, a sketch showing the site of Fort Jemseg, other sketches showing the site of Fort LaTour and the location of the old Hazel House at Saint John, old Fort Meductic, the site of Gyles Spring, mapped to the old French Seigniories, Champlain's map of the St. John river and numerous other plans and photographs of historic sites, buildings and personages. Copies may be had upon application to the New Brunswick Government Bureau of Information and Tourist Travel Fredericton.

English Magistrate—You are charged with being drunk. What have you to say?

Prisoner—Never been drunk in my life, you worship, and I never intend to be—it makes me feel so rotten in the morning.



HON. D. A. STEWART
Minister of Public Works who won in Restigouche

PRATT'S UNIQUE AMONG THE LONDON CLUBS

London, June 18—With Mr. Winston Churchill, Chancellor of the Exchequer in the late Conservative government, demonstrating his ability as a griller of chops, Pratt's Club, St. James' has been brought into unaccustomed prominence.

It was after a late sitting in the House of Commons, according to reports, that Mr. Churchill arrived at the club to find that the chef had departed for the night.

Undaunted, the noted statesman, journalist and soldier called for chops and the necessary impediment where-with to grill them, and much to the admiration of his friends, produced a most creditable and savory repast.

This incident though it may draw some undesirable publicity to Pratt's Club, is, none the less, quite in keeping with the tradition of the place. Pratt's is unique among clubs, inasmuch as it combines austere exclusiveness of membership with a most delightful bachelor atmosphere. It is almost unchanged since its establishment in 1841.

Its doors are forever closed to women. The Prince of Wales is one of its most frequent users, while the Duke of York and the Duke of Gloucester are also members, but the princes take their places alphabetically among the five or six hundred distinguished names which comprise the membership roll.

The tiny, combined grill and smoke-rooms holds only twenty or thirty. Old-fashioned seats are scattered in odd corners, and under the low, black raftered ceiling it seems natural to find statesmen and famous soldiers smoking long, clay church-warden pipes in preference to cigars.

Beyond this grillroom is a minute bar, and the cocktails that are shaken there are almost the only indication that the nineteenth century has passed.

Sporting trophies cluster the walls, while famous aristocrats look down from the past side by side with the pugilists whom they patronized. It is here that dwells the original of a famous Punch joke. It is a bull trout in a glass case, and while studying it an intoxicated member said that the man who caught it was a liar.



HON. A. J. LEGER
Provincial Secretary Treasurer, Re-elected in Westmorland

"May I have a day off to get married, sir?"

"But you have just had a fortnight's holiday. Why didn't you get married, then?"

"I don't want to spoil my holiday."

TO CREMATE THE REMAINS OF BRITISH SPEED KING

Winderemere, England, June 16—The muffled bells of Winderemere's churches tolled on Sunday as the body of Major Sir Henry Segrave, placed in a hearse, was started on its journey to the home of the British speed champion at Kingston-on-Thames. Burial probably will be on Tuesday. The body will be cremated.

Searchers today found the body of E. Halliwell, mechanic, who also lost his life when the speedboat Miss England II, hurling over the surface of Lake Winderemere on Friday at world record speed, suddenly swerved and dived beneath the water.

Halliwell's body was found about 20 yards from the spot where the accident occurred. The body still wore white overalls, white helmet and goggles, and praped in the hands, were a piece of paper and a pencil. He apparently had been noting the engines' revolutions and the boat's speed when plunged to his death.

The body was taken to the boat house at Belle Grange, on the side of

Lake Winderemere. Boatmen were busy all Sunday long taking morbid sightseers to the spot where Miss England sank. It had been marked by a buoy on which a white cross had been painted.

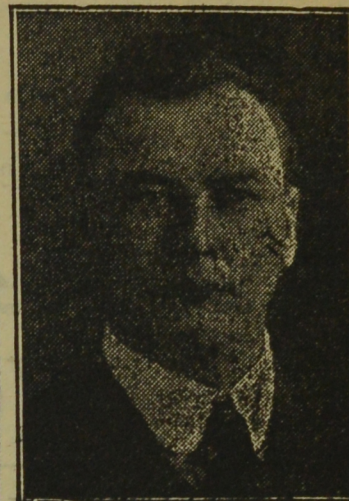
Mystery May be Solved

Winderemere, Eng., June 16—The mystery of the wreck of the speedboat Miss England II may be solved by the salvaging of the craft, which was proceeding today. It lay in 180 feet of water.

The only authoritative opinion expressed so far was that the boat possibly struck a floating branch.

An inquest was held at a small garage near the lake for Percival Victor Conrad Halliwell, 31-year-old mechanic who died with major Sir Henry Segrave in the wreck. His body was recovered yesterday.

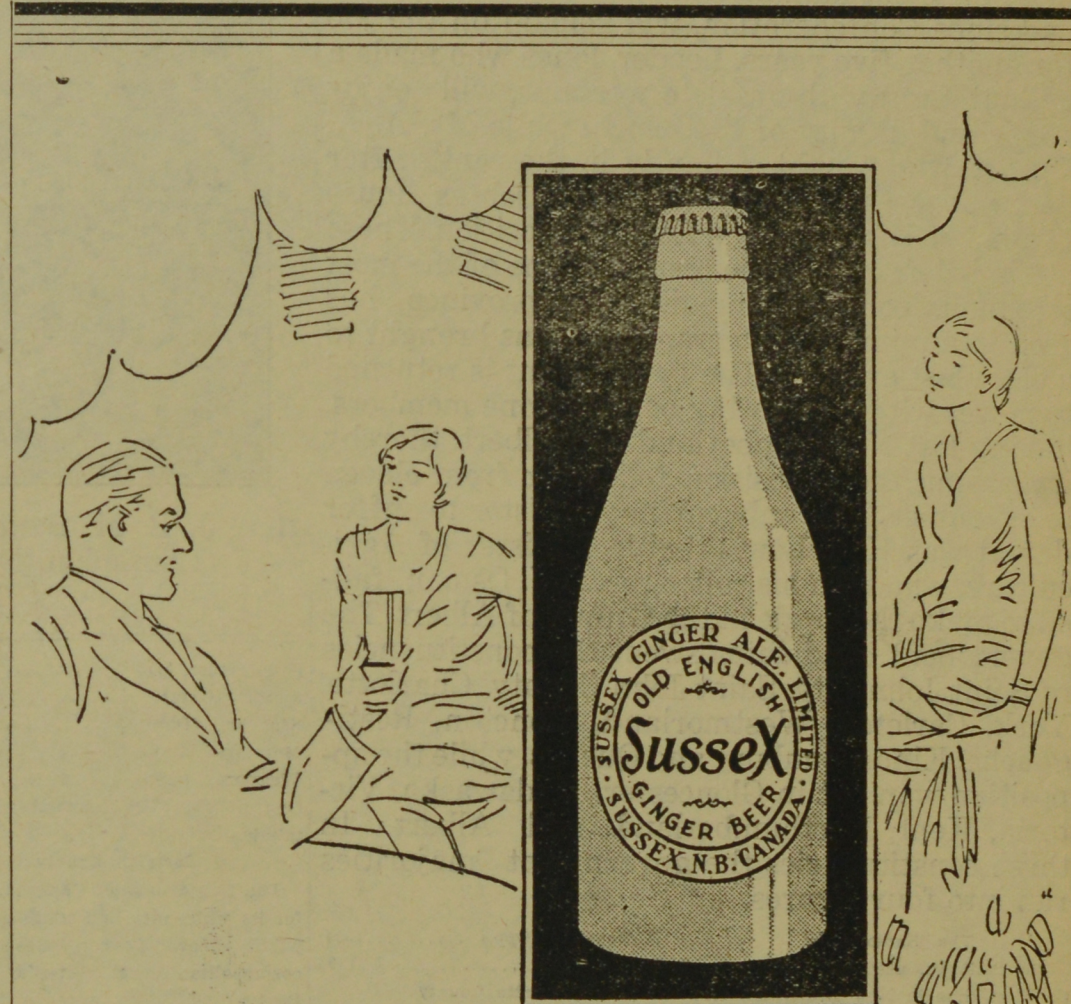
Halliwell's work with Miss England was completed when the craft was launched but he accompanied Segrave on the speed tests by the noted driver's request.



HON. LEWIS SMITH
Minister of Agriculture who was defeated in Albert

London, June 16—It was revealed on Saturday that Sir Henry Segrave attained a speed of 119.8 miles an hour before the crash of his new speedboat, Miss England II.

The timing, considerable unofficial was made from the measured mile post at the first end of the run to the point where the boat capsized.



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RED ROSE TEA

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