

Of Interest to Women

SHAKE OFF THAT TIRED FEELING

Spring Fever No Longer to Be Dreaded If You've Been Taking the Proper Tonic

That spring tired feeling is no longer a chronic ailment. The first warm days, perhaps, because they make us long for the country, fill us with lassitude, which, however, is of short duration if we have been taking our spring tonics throughout the year. Plenty of milk, eggs, fruit and vegetables, obtainable now throughout the year, are preventives of spring fever which once upon a time was dosed automatically with sulphur and molasses or camomile tea.

Sassafras tea was also considered a remedy. The tender roots were dug in the woods, boiled to a confection and then added to milk. Another remedy was furnished by the garden which provided invariably "pie plant," which we know better now as rhubarb. Rhubarb, however, comes into market from hot houses long before spring. We use it as a fruit to vary the citrus fruits, apples and bananas which we count upon throughout the winter for part of our supply of vitamins and minerals.

Dandelion greens, another specific for old-time spring fever, are found in market today and in the spring supplement the spinach, lettuce and other greens which are available throughout the year. During this

month you may choose among the many greens which are now at their best. Each one will do its part.

Dandelion Greens with German Dressing

- 2 strips bacon.
- 1 tablespoon flour.
- 2 egg yolks.
- 1-4 cup water.
- 1-4 cup vinegar.
- Pepper, salt, paprika.
- Dandelion greens.

Cut bacon in small pieces, fry lightly and remove from fire. Add flour and blend well with bacon fat. Stir in beaten egg yolks, add water and vinegar and stir over a low fire a few minutes until smooth. Season to taste. Pour hot dressing over dandelion greens, which have been washed and picked over.

Rhubarb With Fresh Pineapple

- 1 bunch rhubarb, cut in half-inch pieces.
- 1 cup sugar.
- 1-2 pineapple.

Put the rhubarb and sugar into a heavy saucepan or into the top of a double boiler. Cover and cook slowly until tender. Cool and add the pineapple, which has been shredded. Add more sugar if necessary. Serve in a glass dish and sprinkle with grated orange rind.

OLD TIMES RECALLED

THE FIRST STEAMBOATS ON THE ST. JOHN RIVER

"The year 1816 saw the first steamboat on the river—the General Smith. My brother, my sister and myself saw her first trip. It was daylight when she got to Fredericton, but she made the run afterwards in 10 and 12 hours. Fredericton was a pretty small place in those old days and Saint John had not attained the present large proportions. The original grants of the site of the town of Fredericton were held by two brothers named Wade, who had the lower part, and by a man by the name of Thibideau, who held the upper section. The dividing line was Earl's Creek, so named after Parson Earle, who lived on the spot where the Gregory homestead was subsequently erected. The Indians owned the land where Government House was afterwards built, and Sacham Gabe now claims, it is said, that Attorney-General Blair having closed up Government House in violation of the terms on which the site was ceded to the Crown, the place with all the improvements thereon reverts to the original owners, and that an Indian governor will therefore now occupy the historic old pile. The Indians sold the Savage Island above Fredericton to Colonel Allen for \$999 and a blanket, apiece, having first refused a larger offer in round figures, but being eventually caught by the nine hundred ninety-nine, which to their ears conveyed the idea of fabulous wealth. There is an old Indian graveyard not far from Government House and a French graveyard at the lower part of the town, on the Ketchum property.

"The Nashwaak has seen some great changes," remarked the Senator. "Alexander McGlavin and Nathaniel Blake built the mills there, but they got into trouble and sold out to the Rankins. After they had sunk a great deal of money there the property was purchased by Alexander Gibson for \$28,000. Long ago Duff's tavern, on the Nashwaak, was a great resort for people from Fredericton and the regions round about. It was kept by the father of the late Judge Duff.

Returning to early days of steamboating Senator Glasier said: "The General Ward came on the river about 1821 and the St. George about 1825. In 1829 I had a remarkable trip up river along with the late Peter Fisher and a sturdy negro named Jacques. We took a sailing vessel from Saint John up the reach, and make the balance of the journey on foot, across the Devil's Back and on through to Oromocto, which place we reached that night. We only had a loaf of bread and a quart of milk in the way of food for three of us, and we walked from 8 o'clock in the morning till 10 at night. I was pretty footsore when we arrived at Oromocto, but Mr. Fisher was fresh and wanted to push on to Fredericton after supper. And Mr. Fisher was a man then nearly 60 years of age. He obtained a pint of rum, part of which he shared with us, but the liquor did not agree with me. Mr. Fisher used the balance of the rum to bathe his legs and feet. I awoke in the morning and inquired for Mr. Fisher. They told me the old man was well on his way to Fredericton. I was then in my 20th year. We had to cross the Oromocto in a canoe, as that was before a bridge had been built across the stream. I remember that an old man by the name of Kehoe kept the tavern at Oromocto at that time. I had gone down to Saint John on a raft, and as the steamboat only made two trips a week and I was in a hurry to return, I walked back.

"While the General Ward was running Wilmot and Peters put on a boat operated by horse power like a bark mill. Colonel Hayward, the "engineer," sat on a box cracking a long whip and driving the horses, eight of which were used in shifts, four on and four off, the horses being attached to long bars radiating from the driver's box. The boat proved a failure, and after being used the next winter at Salmon River as a bar room and boardinghouse, was taken to Saint John, her machinery cast out and the vessel converted into a wood boat. After these vessels came to Fredericton, New Brunswick, Meteor Novelty, Water Witch Saint John, Reindeer, etc. In 1848 the Hatheway built the Forest Queen at Springhill, and in 1849 or '50 Hatheway and Small built the Anna Augusta at Fredericton. They were vessels of from 300 to 350 tons. Later they built the steamer Union at Carleton. The Richmond built by them was a failure. The New Brunswick was fitted with a heavy sea going engine. The St. George had a large copper boiler, of English make, that was afterwards put into the Fredericton, and was finally cut up and sold for old copper. It was a valuable piece of construction and was the only copper boiler ever used on St. John river. The Fredericton had a large metal bell placed on her bow, instead of where bells are put nowadays, but it was

knocked overboard one night in collision with the John Ward, near Belmont, and was never recovered.

"A great deal of talk has been indulged in about the speed of the Novelty, a vessel put on the river by James Whitney of Saint John. I came up in her on her first trip. She left Saint John at 8 o'clock and landed here at half past one, but on her way back to Saint John, she burst her steam chest when about Burton, and had to lie there till a new piece of machinery to make good the damage was obtained from New York. The Novelty was the best boat ever on the river, fast, handy and comfortable, and it was a mistake to send her away. In a little time she could have monopolized the best part of the traffic."

"The Reindeer? Yes, I know that boat well. Her engines were built by B. F. Tibbits, and she was the first steamer with combines high and low pressure engines in this part of the country. Mr. Tibbits had previously fitted out a steamer in the same style in Upper Canada, and Charles Eagles went on, bought the vessel and brought her down here as a tugboat. Mr. Tibbits was born at Grand Lake and at his death his remains were interred there. The vessel which Mr. Eagles bought took fire in the wheelhouse one day while towing a raft on the lake, and the flames soon drove the man from the wheel. A boat was launched, but as the steamer was turning around and around of her own free will, they were afraid to cast the boat off for fear she would be drawn into the paddle wheels. Finally she grounded and burned to the water's edge, depositing her bones on the shore within sight of the very spot where her gifted constructor was having his last sleep. The captain of this tugboat was a Mr. Carruthers, or Crothers, who now has a sawmill at Upper Gagetown. When Mr. Tibbits came home from old Canada he was employed by Thomas Pickard, of Fredericton, to build the Reindeer. Her engines are used to this day in the tug Admiral, and the condensing principle, which was then first applied to engines, is now followed by all the great steamship engine makers of the world. Like many of the greatest inventors, Mr. Tibbits profited little or nothing from the fruits of his genius."

There was nothing to indicate from what paper the scrap book clipping had been taken or when it was written, but it was probably thirty or forty years ago.

NOAH'S ARK RACE

Miners who have trained whippets to chase mechanical hares engaged in a novel match near Coalville, Leicestershire, England. A pigeon and a whippet raced over a grass course of 200 yards. The dog was given a start, but the pigeon flew only 18 in above the ground, and after passing the winning post returned to its master.

Though here is no doubt about the homing pigeon's capacity for racing, it can lose. A fancier, told that bees could beat his pigeons, regarded the matter as a joke. The beekeeper thereupon offered a wager two to one on his bees. Both were hard-headed Yorkshiremen, and iron-bound conditions were laid down, so that there could be no room for error. The rules were these: The bees, 12 in number, were to be released three miles from their hive, and the same number of pigeons an equal distance from their cote. The first six to arrive home to be winners. The first bee was home half a minute before the first bird, and three more bees reached their hive before the second pigeon.

Some time ago a race was run in Australia between an ostrich and a horse. In the sprints the horse just managed to win, but over a long distance the bird won easily.

An annual event in Calcutta is known as the Noah's Ark Race, the competitors on the last occasion being a goat, a horse, and an elephant. Whether there was a handicap we do not know, but the goat won easily and the horse was a bad third.

It is on record that Horace Walpole's brother, Lord Oxford, once backed a drove of geese to race an equal number of turkeys from Norwich to London. He won the bet, for the geese kept to the road all the time. The turkeys, when darkness came on, flew to roost in the trees from which their drivers had a hard task to dislodge them. The turkeys were two days behind the geese!

KISS COSTS \$50

SUDBURY, Ont., April 17—It cost Christopher Rowles \$35 and costs of \$15, or one month, to kiss Miss Alice Simard, Miss Simard told the court. Rowles stopped her, spoke a few words, then kissed her. She said she had never seen him before.

BILL TO AMEND BATHURST ASSESS. ACT RECOMMENDED

Proposed That Incomes of Non-Resident Wage Earners in That Town Be Taxed to Solve the Town's Problems.

At a night setting of the Municipalities Committee under the chairmanship of C. H. Blakeny, M.P.P., Moncton, H. C. Ramsay, Bathurst town solicitor, referred to a bill to amend the Bathurst Assessment Act, 1929. He said it was proposed that female wage earners be taxed on their income in excess of \$700. The exemption now is only \$300; also that the income of clergymen be exempted.

Mayor J. E. Connolly pointed out that if it were possible to tax the income of non-resident wage earners earning their income in the town, the town's problems would be near solution.

The proposed exemptions included that income of a married male person in receipt of an income not exceeding \$2,000, and the income of a single male person or widower who is a householder or who supports one or more dependents and is in receipt of an income not exceeding \$2,000, to the extent of \$700.

The first bill was an Act to amend Chapter 178, the Revised Statutes, 1927, "The Municipalities Act."

This was an amendment to the Municipalities Act to increase from two to three the number of councillors in the county council for the municipality of Westmorland from that portion of the parish of Moncton not included in the city of Moncton. C. H. Blakeny considered that the additional representation would be vastly disproportionate to the other districts in the county.

S. Melanson thought the bill should not be pressed, but in view of the statement of Hon. A. C. Taylor, minister of agriculture, pointing out that a resolution requesting the change had been adopted unanimously by the county council, he moved that it be sent back for another year to give the people of the county a chance to consider it more fully.

E. R. MacDonald, Westmorland, said the parish of Moncton would have a total of ten representatives in a council of 24.

The bill was stood over for further consideration at next meeting of committee.

A bill to amend an act to establish a police magistracy, with civil jurisdiction in the parishes of Andover and Perth, in the county of Victoria, next was considered and was recommended.

An act to amend the Schools Act as applied to the city of Moncton was considered.

With the permission of the committee the chairman withdrew the bill when it was suggested by Hon. J. B. McNair that the whole field might be gone into by the proposed department of education, municipal and federal affairs.

The committee went into private session to consider two bills.

WHY NOT JUST ANOTHER?

Out in Seattle, motorists are being asked to take certain pledges which, for lack of space, I give in brief, as follows:

- I will—Drive more carefully.
- Not pass a car unless I have 300 yards clear vision ahead.
- Not pass a car until I am sure of what is behind me.
- Not jump traffic lights nor drive ahead while signal is changing.
- Be watchful of pedestrians stepping from behind parked cars.
- Give proper hand signals before turning to right or left or stopping.
- Not leave the curb till I have given hand signal and looked to see if the way is clear.
- Strictly observe the lines marking the centre of highways.
- Always remember that I must watch out for four cars—my own, the one in front, the one behind, and the one around the curve or corner.
- I think Seattle is doing well to promote such pledge-taking on the part of all drivers of motor cars. I note there are just nine pledges called for. I would make it ten, just as we have the Ten Commandments and I think the tenth pledge would make it a much more likely thing that all the other nine would be kept. In fact, without the tenth pledge I do not see how any motorist is going to be able to keep the other nine. The tenth pledge I would ask is this:

"I will be a total abstainer from alcoholic liquors in any form, both on and off duty."—Ex.

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Livingstone's Brother

In all that has been written during the last few months about David Livingstone, we have seen very few references to his brother Charles, who was for a time a Congregationalist minister in the United States.

In early life Charles Livingstone was so much touched by David's decision to go to Africa that he resolved to devote his life also to missionary service. Lacking the means to get an education at home, he was advised by David to go to America, where it was said students could help themselves by manual labour. David gave him his quarter's allowance from the London Missionary Society, namely, five pounds, with which he took passage to New York. He worked his way through a college course and held a pastorate in Massachusetts for a few years, finally returning to England and joining his brother in the Zambesi expedition. He died in 1873, only a few months after the great explorer had fallen asleep in Chikambo's village.

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