

Stage Coach Days On St. John - St. Andrews Road By R. P. Gorham

Mr. Gorham Quotes Editor Ward of Fredericton's Account Of a Trip To The Saint Croix

In this installment of his interesting series of articles from the pen of an early Fredericton Editor, Edmund Ward, R. P. Gorham describes the stage coach trip from St. John to the St. Croix. Mention is also made of the road between Fredericton and St. Andrews.

In the last installment Mr. Ward described the journey by stage coach from St. John along the coast road towards St. Andrews. An early start was made from St. John on a late December morning and after sixteen miles of brisk driving the coach stopped at the inn kept by Mrs. Tilton, at Musquash, for breakfast. Proceeding on the way a change of horses was made at Pendleton's. (There was a Pendleton's mill at Little River, so Pendleton's Inn was probably there also) and St. George was reached in time for dinner. The inn at St. George was kept by a Mr. Henderson who had recently entered upon his duties as host to travellers and was therefore 'very assiduous in his attentions' to guests. This comment was perhaps a left handed compliment to other inns visited. Concerning St. George as a village Mr. Ward wrote:

"There is something unique in the appearance of this place, which is compactly built and does not resemble in the least any other village we have met with in these colonies. Through a deep and continuous cleft in the rock, the waters of the Magaguadavic, which has its rise near Woodstock, find their way to the sea. In this chasm there are several mills, the scenery is highly picturesque and beautiful; and the village itself, being built as before described, agreeably surprises the traveller, who expects to meet with nothing more than a few scattered houses.

"The drive from this place to St. Andrews is most delightful, tho' rather hilly, presenting a fine view of the Bay of St. Andrews and crossing the Didsaguash and Bocabec Rivers. We arrived at St. Andrews about half past six in the evening, having left St. John at seven, Carleton at eight o'clock in the morning; thus accomplishing a ride of sixty-five miles over a very rough road in ten hours and a half, including stoppages.

"After remaining part of New Year's Day in St. Andrews we crossed over to Robinstown on the American side and proceeded to St. Stephen. Since we wish to say something of the improved trade of St. Andrews and the thriving and enterprising settlements at St. Stephen we shall defer making any further observations until next week, in the hope that what we have stated will not prove uninteresting to those of our readers 'whose fancy, like a clock with us has travelled and been still at home.'

Mr. Ward was travelling on one of the Great Roads of Communication which were established in 1816 by direction of the Legislature on the urgent request of Lieut. Governor Smythe, who as Commander in Chief

of the Forces in New Brunswick during the war of 1812-1814 had seen the need for routes of communication by land. Formerly all communication between St. John and St. Andrews had been by water but the activities of privateers along the coast had made it evident that a land road was needed. No copy of the act of legislation passed in 1816 is at hand but the amended act of 1822 defined the road from St. John to St. Andrews as follows:

"The road leading from St. John to St. Andrews shall be by the following line or route, that is to say: From Carleton to Carman's Farm Lot, at Musquash, from thence to Little's Tavern, from thence to the Farm lot now occupied by John D. Woodbury, from thence to the Magaguadavic Bridge at Stuart Steele's, from thence to the Wellington Bridge across the Didsaguash River, from thence to Chamcook, by way of John Haycocks, from thence to St. Andrews by way of Joseph Waltons."

By the same act the Lieut. Governor and Commander in Chief of the Forces was given power to appoint one "fit and discreet person to be supervisor of this road."

Mention was made of a Great Road from Fredericton to St. Andrews but its route was not defined so it was in all probability just being surveyed at that period. There was no mention of any route to St. Stephen at that time. Mr. Ward mentions crossing the St. Croix to Robinstown and travelling by Stage on the American side of the river to Calais and thence to St. Stephen so that would appear to have been the ordinary route a century ago.

Mr. Ward continued his story in the Sentinel of January 25, 1840, as follows:

"We finished our account last week with the arrival of the stage coach at St. Andrews. This place, like New-castle in the north eastern part of the province has not for some time presented to the eye of the traveller, its former busy aspect; and in a great degree both places have suffered from a similar cause. Other establishments have been formed in its vicinity at Magaguadavic, Didsaguash St. Stephen and Milltown, by which the lumbering trade, that was formerly carried on to a considerable extent, has been diverted into other channels, and the country around not having been improved by agriculture there has been nothing to sustain the business to anything like the amount which was formerly carried on in this neat and healthful little place.

There has been a decided improvement however within twelve months—there are a number of shops well filled with British dry goods, and ship building and the shipment of timber are now carried on to a considerable extent.

"During the past year there have been built by merchants of St. Andrews, nine ships registering 2,802 tons; there have also been added to

the trade by purchase four brigs which are employed in the West India trade. At the time of our arrival there were in port four thousand tons of shipping, loaded and loading for the United Kingdom and the West Indies.

"We understood that there was also on the wharves, sufficient deals and West India timber to load such vessels as may visit the port during the winter months, probably from 25 to 30 sail of vessels of the size which usually frequent the harbour of St. Andrews, which may at all times be considered as free from ice sufficient to interfere with the lading of vessels at the wharves.

"St. Andrews is a neat little town, the streets being laid out at right angles and much resembling Fredericton, the house very generally having gardens attached to them. It does not occupy so dead a level however, there being a slight ascent towards the rear of the town. There are an Episcopal Church, Presbyterian meeting house and a Wesleyan Chapel in the place and a new Court House is at present being erected; that now in use being in an extreme state of dilapidation and decay.

"St. Andrews stands on an isthmus and is about thirteen miles from the entrance of the Bay which extends past the western side of the town, receiving the Bocabec, Didsaguash, and Magaguadavic Rivers, while on the western side it extends as far as Oak Bay, or rather up to salt water at St. Stephens where the tide mingles with the waters of the Scoudie River, decided by the British commissioners to be that intended for the St. Croix by the framers of the treaty of 1783.

"The distance from St. Andrews to St. Stephen on the British side is twenty-four miles, but by crossing a ferry of three miles at a point about a mile from the town, the ride is reduced to twelve, and as there is a stage coach running from Eastport to Calais, opposite St. Stephen every alternate day that is perhaps the preferable mode of travelling; although at this season the passage is rather uncertain, the distance from St. Andrews to Robinstown on the American side being three miles.

"We reached Calais about seven o'clock in the evening and regretted to find that a very respectable hotel at which travellers were formerly accommodated had been closed. We put up there last winter and met with every kindness and attention. In each of the rooms of the house there was a Bible placed there by the original proprietors, an attention to the spiritual wants of the traveller that was highly commendable and which in the hour of retirement for repose, or when returning day awoke their inmates to life and activity, may have frequently have arrested the inconsiderate mind."

Was this the beginning of the Order of Gideons? The practice of placing copies of the Bible in hotel rooms was a few years ago almost universal in Canada and the United States and the Gideon Bible was an expected feature of every room. It seems too bad that it is being to some extent discontinued in the larger hotels. Where and when did the Order of Gideons originate?

"Calais is the principal part of an extended village that lies opposite St. Stephens and Milltown, and which is connected with the British side by three bridges; the passenger in crossing pays a small toll—except on Sunday when they are free, and the inhabitants pass from each side to the other side for the purpose of public worship."

We wonder just how the toll was arranged on an international bridge. Were the bridges built by an international company? Perhaps some reader in St. Stephen will explain this interesting feature of years past.

"As in other towns and villages of the United States, mental culture is here attended to; and while here we were at a meeting of the Literary Society at the Lyceum. The audience were disappointed in not having the lecture prepared for the evening, owing to the absence of the gentlemen who had undertaken that task, and another subject for debate was chosen. The question proposed was whether a man who acted as agent in the introduction of ardent spirits—who let his building for the purpose of its sale—or another who permitted it to be imported in his vessel, were not instrumental in promoting the intemperance of mankind.

"The discussion had commenced before we entered the room but we heard four out of six gentlemen who were appointed to argue—three on each side. Every justice was done to the subject both by the opponents and advocates of the negative of the proposition, and it was ultimately decided, twenty to one in the affirmative.

"There are in Calais a Congregational and a Universalist meeting house, in the latter of which we understand there is a splendid and fine-toned organ. During the last war between the United States and Great Britain, the best of feelings existed amongst the inhabitants on both sides of the river.

The sound of war had lost its terrors ere it reached them. Grieved but alarmed they not.

They mourned the pride and av-ice

Which makes man a wolf to man, Heard the faint echo of those brazen throats

By which he speaks the language of his heart,

And sighed but never troubled at the sound.

What 1938 Car has the most Revolutionary Features?

IT'S A CLEAN SWEEP FOR NASH!



SERVICE
ACROSS
CANADA

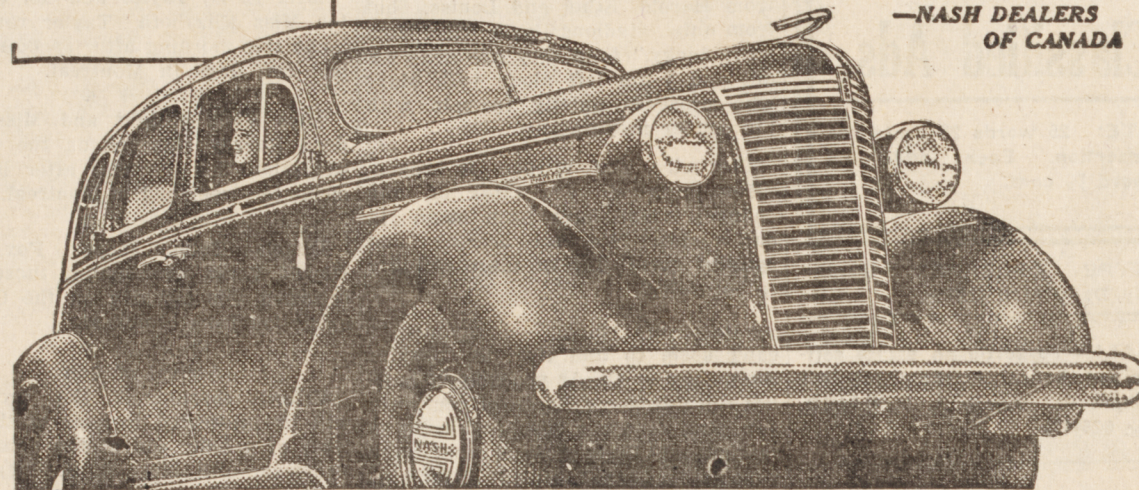
First car with **CONDITIONED-AIR** for winter driving.
The First **SUPER-THRIFT** Engine
The First **FATIGUE-PROOF** Ride
The First Car With **"SEA LEGS"**
AUTOMATIC VACUUM GEAR-SHIFT

—83 New Improvements You Will Want To See And Try For Yourself!

"The wallop in this story is . . . you get **SIX** basic, im-

portant improvements no other car can offer . . . plus seventy-seven more that pile up the extra value **NASH** gives for your money. To top it all, precision workmanship and brilliant engineering that save you money and trouble. 1938 Nash prices make it doubly short-sighted to put up any longer with a **SMALL CAR**. Come in and see the tremendous lead **NASH** has for 1938!"

—NASH DEALERS OF CANADA



You Can't Beat A **NASH** THE GREAT INDEPENDENT

COME IN—SEE THE THREE GREAT SERIES OF 1938 NASH CARS!

Yet the American inroad of last winter and the patriotic and resolute manner in which it was met in this province, and nowhere with more ardour than in Charlotte County, crossed a feeling which notwithstanding the excellent advice of the Lieutenant Governor here has not yet been entirely allayed. The memorandum alluded to has recently been

published, we hope it will be copied into the newspapers of Calais, and that a question which the two general governments are alone competent to decide, should no longer be permitted to estrange kind and friendly hearts, or to destroy the more congenial emotions of a generous nature."

The reference here is to the Aroostook War or the dispute over the international boundary precipitated by the seizure of some of the territory in dispute. New Brunswick militia guarded the banks of the St. Croix for some time. There is but little printed history of this available in our general texts.

HERE COMES PACKARD FOR 1938

-the only cars that can make you all these promises!

MIRACULOUS RIDE—The new Packard Six and new Packard Eight (formerly called Packard 120) bring you the gentlest ride ever offered to motorists—a ride that literally re-makes roads!

UNEQUALLED SAFETY—These new Packards are outstanding in safety. Side-sway is eliminated and the danger of skidding is tremendously reduced.

REVOLUTIONARY REAR END—The foregoing things have been accomplished by a trio of epochal improvements which now bring the effect of independent wheel suspension to the rear end.

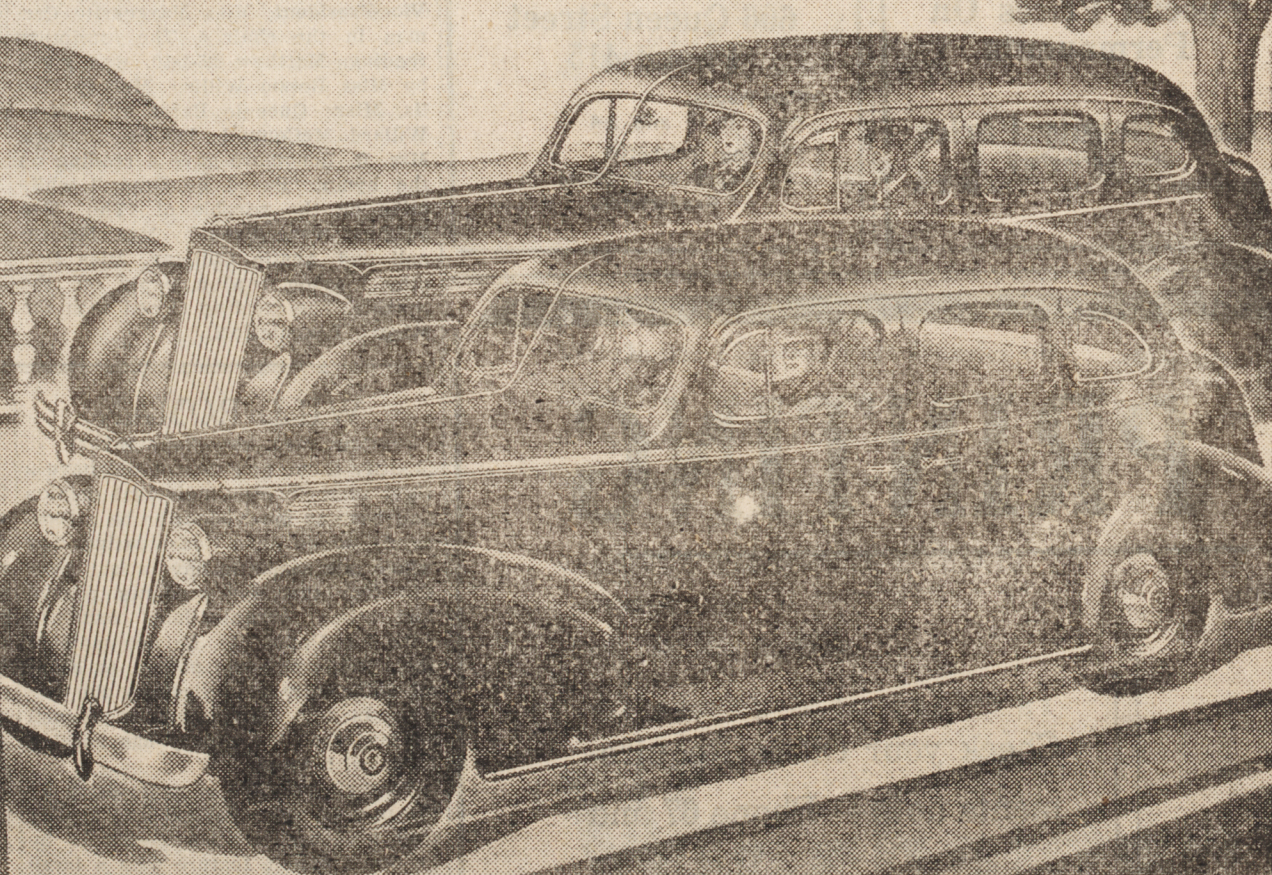
NEW QUIET BODY—As a result of years of research in cooperation with a great University, Packard brings you a really quiet all-steel body with an all-steel top.

MORE LUXURIOUS SIZE—Both the Packard Eight and Packard Six are seven full inches longer in wheelbase than last year. Bodies are far wider. Trunks challenge those of any cars for roominess.

SERVICE NEEDS CUT—The need for service is still further reduced. Example: Chassis lubrication is now needed only twice a year!

ENDURING BEAUTY—The famous Packard lines are now more beautifully streamlined than ever. But they still proclaim your car a Packard, still guard it from early style obsolescence. Only Packard gives you both long mechanical life and long style life!

EASY AVAILABILITY—YOU can afford one! See your Packard dealer. He will give you proof that, if you can afford to buy and operate any new car, you can afford to buy and operate a Packard!



YOU HAVE A DATE TUESDAY EVENINGS
Each Tuesday evening, at 9:30 P. M. over the N. B. C. Red Network, Packard brings you one of the most entertaining full-hour shows on the air! Lanny Ross, Charles Butterworth, and Florence George head a brilliant cast that entertains each week one of the topmost stars of radio, stage or screen!

NEW 1938 PACKARD SIX & EIGHT {FORMERLY CALLED THE PACKARD 120}

The Dominion
Department of Agriculture
has issued a report describing

WHAT EVERY CANADIAN SHOULD KNOW

about
The British Market
for Canadian Farm Products

It deals with Beef and Store Cattle, Dairy Cattle, Dressed Beef, Horses, Bacon and Ham, Cheese, Butter, Condensed Milk, Dressed Poultry, Eggs, Canned Fruits and Vegetables, Fresh Fruit, Honey, Maple Products, Tobacco, Hay, Alfalfa Meal, Grass and Clover Seeds, Furs.

You may have a copy free

Write to
Director, Marketing Service
Department of Agriculture, Ottawa

Issued under direction of Hon. James G. Gardiner, Minister