

## Old Times Recalled

(The Daily Mail has during the past year, from time to time published a series of papers on historical matters of local interest. These papers were written by the members of the York and Sunbury Historical Society and others, and most of them were read at the Society's monthly meetings. The first paper read at the Society's meeting this season was by Fred H. Phillips, of the New Brunswick Bureau of Public Information. This paper, which is on the History of Steamboating on the Saint John River will be continued from day to day until completed).

### STEAMBOAT A-COMIN'

(By Fred H. Phillips)

(Continued)

#### An Exciting Race

Exactly four weeks later the "Reindeer" entered a three-cornered race that was to be the doom of one of her rivals. Along with the "James D. Pierce" and the "Ben Beveridge" she was then plying the Fredericton-Woodstock route and Sunday, June 2nd, found all three lying over at Fredericton. When the "Ben Beveridge" had tied up on Saturday evening her captain had noticed that his engine was pretty well away, and, knowing his habits, had him arrested and locked up to ensure his being sober the following Monday morning. This grated on the engineer and over Sunday he plotted revenge. He would jam the safety valve and blow up the boat, captain and all. This was easy. The valves in those days were not of the modern spring type, but were of the old beam and plunger variety. The farther out on the beam the weight was placed, the more steam was required to raise the plunger; and if the weight had been jumped out a couple of notches beyond the capacity of the boiler, no one would notice the difference. It just happened that a large number of log drivers were at Springhill that morning awaiting passage back up-river and this prospect of a large passenger list bid fair for a lively boat race. The three vessels slipped their lines at the same moment and lit out pell-mell for Springhill and the log drivers, the water foaming white astern and the

pitch pine a-crackling beneath the boilers. The "Reindeer" was just breasting the "Ben Beveridge" off Old Government House Point when a cannon shot rent the air and a picture of the "Ben Beveridge" just then would have made a dandy jig-saw puzzle. The spiteful engineer succeeded only in killing the unsuspecting fireman who had stoked the boiler while the steam gauge crept ominously upward.

#### A Parachute Ride

But like most disasters, this one had also its humorous side. Rosie Cole, the head waitress, came home from that boat ride in a parachute. In the explosion she had been cast high in the air but her hoop-skirt, turning inside out, formed a parachute easing her gently to the surface of the water unhurt. And so the inclusion of roller skates in ladies' motoring kits these days is hardly such an ultimate piece of wit as the wisecrack patentees would have us believe.

#### Boiler Explosion

Six years later a second boiler explosion claimed a second participant in that ill-fated race. In 1856 Hatheway & Small were running the "James D. Pierce" and the "Richmond" day and day about on the Fredericton-Woodstock route. On Thursday, May 30th, the "James D. Pierce," Captain Wood, had just left Morehouse Landing, about thirty miles above Fredericton, when the boiler blew up and shot out aft through the ladies' cabin. Two men were killed outright—the pilot, Robert Miller and a raftsmen named Wark of Tobique. Among the injured was Mrs. T. M. Johnson, daughter of Hon. Charles P. Wetmore. She was taken aboard the "Richmond" and carried to Fredericton where she died during the night. At the government inquiry the blame for the disaster was settled upon the engineer.

Meanwhile the "Reindeer" continued in service until 1862 when her hull was rebuilt and her name changed to the "Antelope." After the renovation the vessel was even swifter than before. Shortly after her reappearance she tried speed conclusions with the "Tobique" on a round trip from Fredericton to Woodstock. On

## THE PREMIER'S SATURDAY NIGHT

The press is doing its utmost, not always its best, to inform or steer the voter as he approaches the ballot box. But perhaps even more people are listening in to the voices of the leaders as they state their several attitudes toward, and solutions for the nation's problems.

In the main, each of the leaders is concerned for the welfare of Canada as a whole. And their points of view diverging, acutely here or there, it is natural that each should wish to save the people from falling into the hands of any of the other fellows, any one of whom would make an awful mess of things. That was very specially Mr. Bennett's line of argument in his hour-long broadcast, Saturday night from Toronto. And, by the way, that broadcast reminded us of Scotch haggis: "there was almost everything in it." Mr. Bennett was going to do everything good that any of the other leaders dreamed about doing. But he, for one, was not going to be carried away by dreams, or should we say nightmares, into such excesses as they were sure to foist upon the people. He must have been closely studying and greatly impressed with some of their proposals, for his address glittered, somewhat piously, with their phrases of social economies and general welfare. But one could not help feeling that they were sprinkled in as condiments to a program that was essentially directed to the interests of the privileged, hoping to make it palatable to the popular taste. Is such a judgment unjust? Or is the explanation, as we had hoped at the New Year, that Mr. Bennett has really developed a social conscience that is too big for the platform of his party?

If Mr. Bennett will forgive us, we at times through his address, pictured him as wearing part of the dress of one and part of another of his honorable and right honorable friends and—well, the picture was at times a bit too harlequinlike to be convincing. We say this, not to be unkind, but for the opportunity of remarking that if each leader would honestly emphasize his own program—and especially the points where it most differed from others, he would be surer of gaining the votes of those who wanted that specific program. Generalities are not good enough for so serious a crisis.

**St. James Street in the Background**  
Visits to St. James Street the day before—including one to the newspaper that has most loudly clamored for a union government to handle the railway mess that, without blame to any party the National road may be virtually handed over to the private corporation, and a visit to the bank that mothers that scheme—were not referred to in his address. Neither was the alternate suggestion that the national should absorb the private corporation on an equitable basis. While he declared that no government would dare merge the railways without an obvious mandate from the people, he knows better than most, that money talks, through the press and radio, and that massed misrepresentation, such as forced Sir Henry Thornton out of the presidency, may again sweep unthinking masses off their feet. This, for the man who pledged himself to "Co-operation ever, amalgamation never."

Mr. Bennett, tell us plainly, have you changed your mind, as declared five years ago at the Conservative Convention at Winnipeg, since your Friday visit to St. James Street, and if so, for what reason? The nation would like to know what you would do—if you could.

Explicitly, we do not object to amalgamation of the railways. It is bound to come. But we do not want it engineered by St. James Street, and very plainly see through the sort of "union government" that it is so loudly calling for.

We have done with toll pike roads. Is it not an anachronism that the great arteries of the nation should continue to be controlled and tolled for private gain?—Montreal Witness.

the single trip the "Antelope" landed a full hour and a half ahead of her rival and she finished the round trip of one hundred and thirty miles in less than twelve hours thus maintaining an average speed of better than eleven miles an hour for a dozen hours on end. The "Antelope" continued in supremacy for a number of years and when finally dismantled the original "Reindeer" engines were installed in the tug "Admiral" where they remained active until 1913.

(To be Continued)

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## I.O.D.E. AWARD 17 BURSARIES

Bursaries in Canadian Universities to young Canadians whose fathers were killed or seriously disabled in the Great War, were announced by the National Educational Secretary at the September meeting of the National Executive Committee of the Daughters of the Empire, held in Toronto. This year it was found possible to present seventeen bursaries (of the value of \$1,200 each) instead of the usual fifteen. These were awarded as follows: Alberta—Eric D. Wilson of Calgary; James M. Mann, Peace River; British Columbia, Thomas Pepper, Silas Price, Lois Still and Robert Clark; Manitoba, Norman Paulson, Winnipeg, Armand Bourque, St. Bonice, Frances Mary Palmer, Winnipeg; New Brunswick, Donald L. MacKinnon, Fredericton, Jean W. Anderson, Moncton; Nova Scotia, James D. Holland, Aylesford, Arthur F. McKay, Truro; Ontario, Dorothy J. Buchanan, Wingham, Thomas B. Black, Woston, Margaret L. Long, Toronto; Saskatchewan, Helen M. Jones, Regina.

A distinguished visitor at the meeting of the Committee was Mrs. Russell-Brown, the I. O. D. E. representative of London, England. Mrs. Russell-Brown addressed the meeting and brought news of the Order's Overseas scholars whom she reported as eager to avail themselves of the many opportunities overseas to fit themselves for service in Canada upon their return to this country. She told of the boundless hospitality of the Victoria League to those scholars and of their practical aid to them. She also vividly described the placing of the I. O. D. E. wreath on the Cenotaph in London on Armistice Day which wreath—as a tribute to Canadian women—was deposited next following the placing of the wreaths of the Royal Family and the Cabinet Ministers, etc.

The I. O. D. E. magazine "Echoes" is offering a prize of \$50.00 for the Short Story Competition for 1935-36.

A gift was received from the Provincial Chapter of Nova Scotia of a framed copy of the Coat of Arms of that Province to be hung in the National Headquarters of the Order in Toronto.

A list of Exchange Teachers in Canada was received from the Victoria League of London. Courtesies will be extended to these teachers from Chapters of the Order throughout Canada.

Mrs. Forsey Page of Toronto was elected National Film Convener of the Order and Mrs. L. A. Genge of Victoria, B. C., as a National Councillor.

The meeting was presided over by Mrs. W. G. Lumbers, National President, and out-of-town members attending included Mrs. W. H. Harris, Port Perry; Miss A. B. Dwyer, St. Catharines, Mrs. Oscar Main, Hamilton, Mrs. Ryland New, Oakville, and Mrs. J. A. Stewart, Perth.

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### SHERIFF'S SALE

By virtue of a writ of Fieri Facias to me directed and issued out of the Supreme Court whereby I am commanded to seize the lands and tenements of ALFRED O'REE, I will sell in front of the COUNTY COURT HOUSE, FREDERICTON, N. B. at 12.30 o'clock, on MONDAY the 30th day of SEPTEMBER, A.D. 1935, the within described lands and tenements:—

"All that certain lot, piece or parcel of land situate in the City of Fredericton aforesaid, fronting on the north westerly side of the lane or alley running from Queen Street to King Street called Chancery Lane having a frontage of thirty-five feet on the said lane or alley, and described as follows:—Beginning at a point on the easterly boundary line of lot of land conveyed to Hugh Shannon by deed recorded in the York County Records in Book T-4, pages 376, intersects the said land, thence in a northwesterly direction along said line sixty-six feet or until it meets the lot of land known as the Queen Hotel lot, thence at right angles in a northeasterly direction sixty-five feet, thence at right angles in a southeasterly direction sixteen feet, thence at right angles in a south westerly direction thirty feet, thence at right angles in a southeasterly direction parallel to said Shannon line fifty feet to the lane above mentioned, and thence along the said lane thirty-five feet to place of beginning."

ROY W. SMITH,  
High Sheriff of York Co.

## LADY BYNG TO SEE VIMY RIDGE RITES FRONTIER TRIBES SUBMIT TO BRITISH

OTTAWA, Ont. Sept. 24 — Lady Byng of Vimy, widow of the former commander of the Canadian Corps, Lord Byng, who died last June, has informed Dominion headquarters of the Canadian Legion that she will take part in the Vimy pilgrimage next year. In a communication received here today, Lady Byng announced her intention of being present at the unveiling of Canada's National Memorial on Vimy Ridge, next July.

### HE KNEW HIS GENERAL

When the American Army was encamped in Cambridge, Mass., General Washington heard a rumor that the Negro soldiers could not be relied upon as sentinels. He determined to see for himself if such were the case. Accordingly, one night when the password was "Cambridge," he put on a long, enveloping cape, and approached the Negro sentinel.

"Who goes dar?" cried the sentinel, lifting his gun.  
"A friend," replied Washington, carefully disguising his voice.

NATHIAGALI, India, Sept. 24 — Chiefs of the Northwest Frontier tribes of the Kamalai, Halimzai, Pindlala and Danishkhal gave complete submission yesterday to a strong British Indian force.

The tribal leaders arrived at Ghalanai to enter negotiations for the purpose of ensuring the security of the frontier and the future good conduct of the tribes.

"Friend, advance, and give de counsign," said the sentinel.  
Washington came up, and said, "Roxbury."  
"No, sah," said the sentinel promptly.  
"Medford," said Washington.  
"No, sah," said the sentinel, with a vigorous shake of the head.  
"Charlestown," said Washington.  
The sentinel lowered his gun. "I tell you, Massa Washington, no man go by ere 'out he say 'Cambridge'."

It pays to advertise in The Daily Mail.

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