

## 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)

Now it was one thing to perfect plans on paper but it was quite another to materialize them in wood and iron. For in order to prove his theory Tibbitts found it necessary not only to cast an engine but also to build a boat in which to install it. It was then that the young inventor learned why the sage of old had remarked that virtue is its own reward. As a ship-builder the investing public rated him a fair watchmaker. But just when things looked darkest Tibbitts found an able supporter in Thomas Pickard, father of a former principal of Sackville Academy, and at that time a wealthy citizen of Fredericton. Through the winter of 1842 Tibbitts labored at the construction of the "Reindeer" on the river shore opposite the town and then with spring came launching day. On a sunny afternoon the townsfolk came forth, the more friendly to doubt the majority to scorn this ridiculous creation of a watchmaker's day dreaming. But at the appointed time the grey puffs began to belch from her stack and her paddle wheels began to spin as the little white vessel held her course into the channel. The compound marine engine had been given to the world.

### The First Voyage

The "Reindeer's" first voyage was an excursion to Grand Falls under the command of Captain Horatio Nelson Drake. On the up-river run the Woodstock Band was aboard and the merry-making seems to have done full justice to the occasion. Returning, a stop was made at the village of Tobique where Benjamin Beveridge, father of the community, donated a fine pair of antlers to deck the gallant "Reindeer." A ready speech of acceptance was made by the engineer Thomas Pickard, Jr., son of the owner, and the antlers were set on the front of the pilot house, where they remained for years.

In 1846 Tibbitts and a brother, Harry M., built the "Benjamin Franklin" for service between the City of St. John and Grand Lake points. Some years later poor Tibbitts, still in early

manhood, lay upon his deathbed in his old home on the shore of the Lake. That night the "Benjamin Franklin" ablaze to the water's edge and deserted by her crew was seen drifting in the direction of the old homestead and in the same hour the man and his work, once things of life and beauty, became but as dust and ashes.

### The Steamboat Races

In the halcyon days, steamboating was more than just a means of shipping Carleton County potatoes down to the port of Saint John with perhaps a return cargo of flour and ploughshares for the farmers upriver. Steamboating was also a big thing in a sporting way. Time was when men took their boat racing seriously. Years ago it was no uncommon occurrence to see two or more boats ploughing the water for all that was in them, decks lined with bewhiskered gentlemen resplendent in frock coats and ruffled shirts, and often a good number of hoop-skirted ladies, as well, who had come along to see the race to a finish. And since the steamboats were at once contestants and grandstands, a real good sport it must have been at that—so long as your boat did not blow up.

### Pride of the Fleet

For upward of a decade after 1850 the name of Hatheway & Small was one of first importance in the carrying trade on the St. John River. They built the steamer "Union" at Carleton and the "Anna Augusta" at Fredericton in 1850, while the steamers "James D. Pierce" and "Richmond" also flew the pennant of the H. & S. Line. But the pride of the fleet had already been launched before the two men entered partnership. Fred N. Hatheway had built her at Springhill, a few miles above Fredericton, in 1848 and christened her the "Forest Queen." She ran a good number of years and when, in 1860, King Edward VII visited this country as Prince of Wales, the "Forest Queen" bore the Royal Party from St. John to Fredericton. At last she was overtaken by a fate common to many of the old river steamers. On a dull autumn morning she was burned to her water line off Waterloo Row, Fredericton.

After her launching the "Forest Queen" had not been long in making a name for herself and, since no river was big enough to hold two good boats, the rival claims of the "Forest Queen" and the "Reindeer" were soon put to the test. On Monday, May 6, 1850, the two ran a course from Fredericton to Woodstock. The "Reindeer" made the sixty-odd miles upstream in exactly eight hours, beating her rival by some forty minutes. Of even greater merit than her running time was the fact that the compound engines of the "Reindeer" enabled her to make the trip on but four cords of wood against nine consumed by the "Forest Queen."

(To be Continued)

## FRENCH ISLE SIGHS FOR DAYS WHEN A SHIP SAILING FOR CHINA WAS BACK IN SIX DAYS

ST. PIERRE, French Colony of St. Pierre and Miquelon, Sept. 19—Old Jean, who does something in the harbor master's office, sat looking across the rock-walled inlet toward a light that blinked uselessly in the fog. Behind him the granitic uplift of St. Pierre made a black ominous patch against a dripping sky. The lights of the town lay scattered like a pearl rosary dropped carelessly on dark velvet—a rosary whose missing beads betokened many a vacant home in which the lamps and the fires would never be lighted again Old Jean sighted and became properly sentimental.

"I knew a man who sailed out of here for China once", he said. "He made the round trip in six days".

There was silence, broken by the clatter of sabots on a cobbled street. There was no comment on the great round trip to China—it seemed too obvious.

"The light on the heads is just a matter of form, monsieur", he commented as the beam swung about to illumine the cross on the cathedral spire. "One might say it is like the fires that many cities have lighted as memorials to the war—a reminder of things that were."

### Beacons Not Needed

"Few boats come in here any more and those that do have no need for beacons—they know their way in". A foghorn croaked in dismal cadence. Old Jean deferred to it.

"I am getting old, monsieur", he went on. "And I have come to notice that, while great ships leave no tracks on the sea, their passing may leave deep scars on the souls of a people. We are sad—almost despairing and save for the dole, which is a pittance, Mother France seems to have forgotten us. We are so far away and the fish are so few."

"It was a sight to see when the ships were coming in—tall ships with their yardarms so close together that they made lace against the sky, launches so closely packed that they looked like a school of great fish, big steamships at the public quays. And now there are no ships. There never will be again and the people are moving away—those of them that can. It is all very sad to think that such things could have happened just because the people of the United States chose to abandon the ways of virtue and put an end to prohibition."

"In the old days I should not have talked with you like this. You would have been asking questions about our liquor business and you would have been considered a spy."

### Even Hope Abandoned

"Even a short time back you would have met only silence because then there was hope. We had heard that run row was starting once more off the coast of New York and that there might be a market for Scotch and rum at a reasonable price. But Mother France seems to have no thought of our plight. The laws governing liquor export have been changed and new officials have come here to make trouble for cargo carriers."

"If a skipper sails for China now-a-days he has to bring back a certificate signed and stamped by somebody in China. And that cuts down speed and it cuts down profit."

"In the old days when it was different we handled all of Canada's liquor export. In November, 1932, alone we took 235,235 gallons of whisky from Canadian ports. That was nearly 1,000,000 quarts, but we actually exported during the same period nearly 2,000,000 quarts because we had a surplus in storage here. If some of that whiskey found its way into the United States despite the vigilance of your able coast guards and prohibition officers we naturally did not have time to find out. We were not smugglers because we were bound only by the laws of France, which had nothing to do with the United States."

### Too Many Improvements

"We imposed a tax of 40 cents on a case of liquor that might be passed through our warehouses at a cost of \$5—a small enough percentage considering the service that we were doing to a great industry. We derived large revenues, yes. And there are those in Paris today who say that we should have been more thrifty, that we should have built up some sort of reserve to tide us over against the day when the liquor business would move elsewhere along with the fish that once furnished us with a livelihood."

"But, monsieur, we did only what you yourselves have been doing. We spent large sums for civic improvement and public works. We dredged out the harbor until today it is one of the finest in North America. We fixed

not being treated fairly. This was one of the prime benefits of the whole scheme to let children learn early in their lives that honest work must be done if a wage is paid and the ability to get on with other workers is necessary. And no one, however biased, could call this child labor, for doing things in groups and in competition made the duties they performed seem more of a game than a labor."

it up so that big steamships could come in here and dock. They came. We began to see that we were going to get a return for our money. All would have gone well if there had been no outside interference."

"Our merchants erected new buildings. You can see for yourself, even in its present dead state, what a town St. Pierre once was. Stocks of merchandise were brought here by special steamships from France. Our ship chandlers, perfumers, clothiers, and dealers in women's gowns had great prosperity."

### Taxes Were Resented

"In 1933 we began to suffer from a loss in trade in our principal commodity. There were not such important revenues from the stamp tax, and the governor imposed other taxes to meet a budget that had been fitted to the peak of our income. There were tax riots and Mother sent armed marines in here to quell disturbances. The end was in sight then."

"The boys with the fast launches who would take out papers for China and be back in the amazing time of a week or ten days began to murmur, as well they might. One by one your states began to vote for repeal. And it seems that the fish heard about it. They moved away. Now-a-days we are doing what you see, working on roads over which no one will ever pass, tending beacon lights that nobody needs, opening shops to empty streets, stepping on each other's feet in government offices."

"Boondoggling", murmured his audience. "Words mean nothing in a time of great sorrow", sighed Old Jean.

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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.

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## BUSY DAYS MAKE HAPPY CHILDREN

Were you to walk down Elm street in a certain midwestern town in the United States, you would find no children asking plaintively, "What can I do now, Mother?" No, every child is busy, happy, up on his toes and interested in the doings in his neighborhood. Why? Because there happened to be a child follower of Little Orphan Annie who, instead of sitting down and doing nothing, said: "Learnin' Lizards, we gotta do something."

It was when the children gathered on a porch because the vacant lot where they usually met was under water that the idea gained headway. One child said that he wanted a ball but did not have enough left from his small allowance to buy it. Another longed for a tennis racket; a small girl said she wanted a doll buggy—doll buggies run into money. Then it was that a thoughtful child suggested that they all get busy and do something to make their wishes come true.

### A Service Bureau

Out of this idea grew the Children's Neighborhood Employment Bureau. The bureau was located in an unused garage in the neighborhood, to which every child had donated either work or old furnishings or some other needed article. Their parents even let them have an extension telephone put in the building and they were ready for work calls. They had taken the precautions to draw up a set of rules, with the aid of their parents, so that little ones whose abilities were limited, fared according to the others who were more skilful and deserved more pay. They had certain prices for certain kinds of work and they had an older person for inspector and guide.

When the houseowners in the neighborhood found they could have a lawn cut and trimmed in an amazingly short time at a very moderate cost, they began to hire the children from the bureau for many things. When an order came in for lawn cutting, the bureau head would send, say, Jimmy, who owned the sharpest mower, to cut the grass; Ted and John, who had

clippers, and even though they were small boys, could be trusted to edge up all sidewalks and flower beds in a splendid way; perhaps it would be Sam and Billy who would volunteer to use the dandelion cutters and before the owner was aware of it he had a beautifully groomed lawn at a reasonable price.

Or maybe it was the mothers of small children who were anxious to run down to market or to go out for an afternoon, or to have their children taken for an outing. Here the girls came in on a paying job. Always an older girl was ready to come to the younger one's assistance if they needed help. This backing gave the mothers assurance that if an emergency arose while they were absent it could speedily be met in the right way. Girl dishwashers were employed for a half hour or an hour many times by a busy mother, or plain mending often provided jobs for the girls.

### Learning Valuable Lessons

Two boys with bicycles and two more with large express carts were ready to do errands quickly or haul small articles that could be carted in their wagons. Many trips they made to the cash and carry stores for an order of groceries because housewives soon learned that the small sum they paid for this service was much less than the cost of taking their own car from the garage. Library books in the neighborhood were collected three times a week or on special calls at any time if asked for, and the libraries sent back such books as had been asked for over the phone.

The neighbors in this locality knew that the employment of these children made for a better community spirit; helped each parent in their everyday problems of keeping children out of mischief and trained these smaller folk in the ways of industry and happy employment of their time.

Of course discussions arose and bickerings were frequent but any boy or girl was privileged to drop off the roll of workers if they felt they were