

DEVON SHOPPING PAGE

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)

(Conclusion)

Further Expansion

In the early sixties a lesser operator, Enoch Lunt, launched several vessels, among them the steamers "Lawrence" and "Heather Bell." These were followed in 1865 by the "Olive" and in 1867 by the "Rothsay."

Meanwhile the firm of Hatheway & Small had also continued its expansion. From time to time they had acquired control of such steamers as the "Richmond" and the "St. John;" and during the War of the States they sold the "Union" and the "St. John" to the American Government for service as blockade runners.

In 1866 Hatheway built and launched the famous "David Weston." Within a short while after her launching the senior partner of the firm was claimed by death. The company was reorganized, however, with Captain Charles Hatheway, a brother, as the moving factor and the name of the firm was changed to "The Union Line." The new company further augmented its fleet by building the steamer "Fawn" in 1867 and the side-wheeler "May Queen" in 1869.

In 1873 the "Star" was built for the Washademoak run and in 1897 the "Victoria", perhaps the most beautiful vessel that ever plied the River St. John, was built by George F. Baird and his associates. Following the "Victoria" there also appeared the "Elaine" and the "Champlain," and the twin-screw steamer "Majestic" which is still in operation.

Early in the present century the late D. J. Purdy became interested in the passenger-freight traffic of the river and soon operated the steamers "Sincennes," the "Crystal Stream" and the "D. J. Purdy." Along about 1924 he replaced the first vessel to bear his name with a second one, this time a modern motor ship. Today this second "D. J. Purdy" is the only vessel regularly plying the Saint John-Fredericton route.

The motor ship had been in service only a part of a season when death claimed her owner. The business was continued by a son, J. C. Purdy until the winter of 1927 and at that time a large interest was purchased by the Taylor-Gault interests. With the coming of the spring of 1929 a concern known as the Eastern Canada Coastal Steamship Company, Limited, brought practically all craft plying the St. John River and its tributaries under one management.

Exeunt

But even back in the days before such palatial steamers as the "David Weston," the "May Queen," or the "Victoria" had been built or even thought of, the steamboats had made their bow of submission to another wonder which was ere long to supplant them. A footnote from a time table dated as early as 1879 will suffice. It read:

N. B.—Connections will be made with the New Brunswick Railway for and from Millville, Woodstock, Hartland, Grand Falls, etc., etc.

The transition of travel from the

TWO PROBLEMS — THEIR CURE

"Are our Canadian cities too large for a population of about ten and a half millions of people? Is the manufacture of most articles overdone?"

These are two questions the Chesley Enterprise is prompted to ask by the realization that "the greatest centres of distress and unemployment in Canada are in the Cities of Toronto, Montreal, Windsor, and the other industrial centres and their suburbs."

Certainly there is logic in the Enterprise's contention that, with the exodus from the farms and villages to the manufacturing areas, the "smaller urban municipalities have all suffered because the rural trading population has been decreased". In support of this it offers the fact that where the average farm once occupied 100 acres the vast majority are today double that size.

Relief for these two countries—the over-populated city, the diminished market of the smaller communities—must come, it believes from a "back-to-the-land movement", which could also be relied upon to improve "conditions from the agrarian, social and Church standpoint". But there are limitations on securing such relief, the Enterprise points out, until Canada finds a Government with a policy "that encourages more world trade on mutual low-tariff terms and discourages making the cities, with all their slum problems, larger by high tariffs".

LONDON, Sept. 26—Cardiff defeated Pontypool 3-0 and Redruth won from Coventry 14-7 in English Rugby Union games played.

river to the railroad was not immediate but it was steady and inevitable. The "Aberdeen" and the "Florenceville" continued to serve the up-river community until the turn of the century; but the Golden Age of Steamboating had already come and gone with the grand old hulks that made it. (THE END)

SPINSTERS ARE CALMER THAN WIVES

ANN ARBOR, Mich., Sept. 25—In the lottery of emotions between the sexes, wives get the worst of it compared with spinsters, and bachelors are more maladjusted than husbands.

This was brought out before the American Psychological Association in a report on "Emotionality in Married and Unmarried Groups" made by Raymond R. Willoughby of Clark University. The studies were made on 500 unmarried women, 325 unmarried men and 275 married couples, with ages selected to give a range from 15 to 75.

"Cumulative curves," he reported, "show that wives are consistently more maladjusted than spinsters and that there are relatively more maladjusted bachelors than husbands."

"Middle age seems to be a period of change, slightly favorable, youth one of constancy, and old age one of maladjustment."

"We must conclude, I think, that the matter is not thoroughly consistent, the husbands are probably benefited and the wives disturbed by marriage."

"We may, perhaps, conclude that while the effects of children on ad-

justment are small they are confined to the mothers and consist in a slight upsetting tendency.

"An unexpectedly large proportion of both sexes report themselves as very well satisfied with their marriages, and the factor which seems most importantly related to this satisfaction is companionship. Sex is second and the reproductive aspects least important."

"Both spouses are tolerably good judges of their partner's maladjustments; the husbands being somewhat the better."

"Both men and women tend to judge their partners as closer to the mean than they are, and for some curious reason overestimators and underestimators appear to be married to each other."

In the economic aspects of marriage he reported, middle age appears to be

ANTICIPATION IS REALIZED

BRAMPTON, Sept. 25 — Into Peel County Police Court today marched Citizen Stewart Robertson of Hornby, a roll of bedding over his shoulder. Magistrate L. J. C. Bull blinked in surprise, waited. Citizen Robertson dropped his blankets, also waited.

The Clerk read the charge: "Drunk while driving." Decried Magistrate Bull: "Ten days in jail." Citizen Robertson sighed, picked up his bed-roll, and started off for the jail. He wanted to be comfortable.

an age of relative satisfaction, and in sex it is a period of relative dissatisfaction.

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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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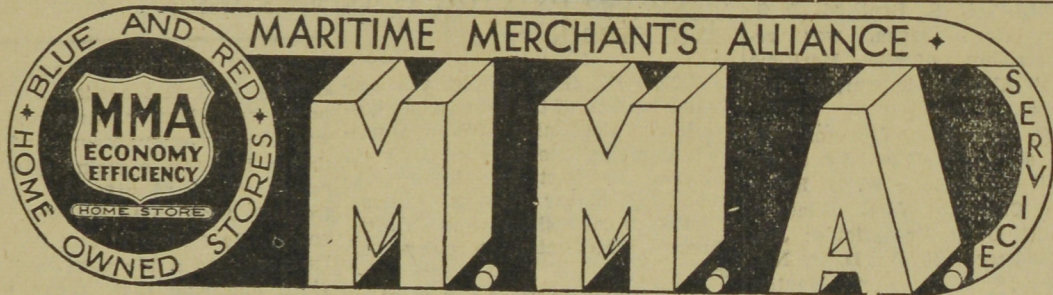
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1's Per lb.
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1's Per lb.
"FRESH FROM THE GARDENS"

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SCHWARTZ
JAFFA DATES 18c
2's Per package

— Special —
MOIRS ROYAL MIXED 31c
Per lb.

— Special —
SNOWDRIFT
COCOANUT 19c
Per lb.

— Special —
CANADIAN BEANS 15c
White or Yellow Eye 3 lbs.

— Special —
OXYDOL 21c
Large. Per package

MAGIC
BAKING POWDER 30c
1's Per tin

CREAM OF WHEAT 25c
28 oz. Per package

SPLIT PEAS 19c
3 lbs.

CHICKEN HADDIE 13c
"SEA STAR"
1's Per tin

NATURE'S BEST
TOMATO JUICE 25c
1's Per lb.

RANGOON RICE 5c
Per lb.

LIFEBUOY SOAP 19c
2 cakes

CHRISTIES
GRAHAM WAFERS 25c
1's Per package

KETA SALMON 11c
1's Per tin
"RED ROSE BRAND"

LANTIC
ICING SUGAR 19c
1's 2 packages

BAKER'S COCOA 17c
1/2's Per tin

KELLOGG'S ALL BRAN 25c
Large Per package

BON AMI 15c
Cake or Powder Each

CATELLI'S READY CUT
MACARONI 10c
10 oz. Per pkg.

BAKER'S CHOCOLATE 25c
1/2's Per cake

NATIONAL BRAND
PEANUT BUTTER 10c
6 1/2 oz. Per jar

BAYERS
ASPIRIN TABLETS 22c
Per tin

HAWES LEMON OIL 25c
12 oz. Each

POT BARLEY 19c
3 lbs.

JELL-O 15c
2 packages