

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)

Why is it that mention of steamboating invariably brings to mind pictures of the old Mississippi, of sugar cane and cotton wharves, of leather-necked boatswains and negro stevedores? It is purely a matter of long established association. We are prone to ascribe any mentioned activity to some particular locale. Which may also explain why people usually think of the St John River in New Brunswick in terms of the Loyalist period of its history, follow that up by endeavoring to trace their own ancestry to that hardy band of patriots, and then politely ease away from the subject and leave a wealth of river lore still undiscovered. The truth of the matter is that although the St. John has long been associated with the Rhine for scenic beauty, the river holds much in common with the Mississippi through having been, during another day, a main artery of transportation for the folk who settled along her banks.

The first steam propelled craft that plied the river were crude affairs, but one day there came a tight little vessel whose appearance was shortly to revolutionize steam navigation the world over. For, be it known, the first vessel to utilize the compound marine engine was not built in the shipyards of Europe; she was built and launched in the St. John River opposite Fredericton. Her name was the "Reindeer" and it was Benjamin Tibbitts, a Queens county boy, who built her. But that was not until 1842.

Early Steamers

Steam navigation of the river began with the launching of the "General Smith" at Portland Point, Saint John, in April, 1816. Story has it that her arrival created a panic. It was a big day for her crew and, wishing to herald her entrance to the harbor, they sounded a triumphal blast on her siren. Not being used to such noises, the townfolk got a bit uneasy. The most prevalent rumor was that the Judgment Day had come and that Gabriel's Trumpet was sounded. Throngs of the devout made for the churches, but one young man, more material-minded than most people of his day, advanced the idea that a fab-

ulous sea monster had become caught in the mouth of the city sewer and even insisted that a party be sent to investigate. Before the party could be organized, however, more blasts had been sounded on the siren and the folks on shore became enlightened as to the sound which was soon to play such an important part in their daily lives.

With an eye to the possibility of navigation on the river, the Provincial Administration in 1826 engaged Robert Foulis, famous as the inventor of the steam fog horn, to survey the channel from Fredericton to Grand Falls. In exactly two months he had submitted his report which was very detailed, giving by levels the drop in the river for the entire distance covered. The report being favorable, Foulis was immediately engaged afterwards by Messrs. Ward of Saint John to superintend the building of the "John Ward."

A String of Boats

In short order there followed a string of boats—the "St. Geroge," the "Fredericton," the "Saint John," the "Meteor," the "New Brunswick," and the "Water Witch." These old boats were slow in speed and jerky in movement. Cylinders were then of the oscillating type. In those days the jointed piston rod had not been invented and the cylinder was set on a pivot so that it could turn a bit each way, or oscillate, in order to affect the rotary motion of the stroke. The oscillation opened and closed the valve and steam expanded only in one end of the cylinder and, since the strokes were timed so far apart, the old bulks would creak from stem to stern with the vibration of each fitful puff. To complete the picture, the old engines could not be thrown into reverse because the cylinder was in a position to receive steam only when the piston was set for the forward stroke. That was "floating power" a century before the expression was coined.

Although the 85-mile run between Saint John and Fredericton proved too long for their successful operation, there was one attempt made to put a horse-boat on the route. She ran for one season concurrently with the steamers mentioned, but her owners were glad to give up the undertaking. For a number of years, however, horse boats were used to carry wood for short distances from the sawmills along the river banks, and also as ferries. These horse boats should not be confused with tow boats. In the former case the horses were actually aboard the boats and power was produced by harnessing the animals to long bars which radiated from a driving box. The driver was dignified by the title of engineer which, to the old river men, came to be a standing joke. The chief qualifications, as they put it, were an ability "to shovel manure and holler whoa."

(To be continued)

CONSERVATIVES ROAST BENNETT-ABERHART DEAL

Leading Tory Paper In Canada Says Premier's Price Seems High—This is Worth Studying.

The Montreal Gazette (Conservative) in its issue of September 12th, has the following editorial which should be carefully, if not prayerfully, read by every Canadian voter:

"Mr. William Aberhart, leader of the social credit party in Alberta, Premier of the province, and founder of the Prophetic Bible Institute, was not long in office before revealing himself as quite as much a practical politician as he is an evangelist. It is possible that the new Premier does not always permit his right hand to know what his left hand doeth; at any rate, he is not allowing his proclivities as an uplifter to cramp his style in spoiling the Egyptians. He wants money, a great deal of money, and since his social credit victory has not supplied the province with the necessary credit of its own, he goes to the Federal Government. The platform upon which he was elected involves a radical departure from any established system of finance and credit, is embarrassing and disturbing from the federal point of view, and exemplifies a repudiation by the people of Alberta of the whole national monetary system. Mr. Aberhart has no use whatever for the Ottawa Government, or for any of its works, except its ability and apparent willingness to extend the financial help which he so sorely requires. His first official act was an appeal to Ottawa for a loan of \$12,000,000 and upon receiving a favorable reply he very promptly raised the figure. It will be recalled that immediately after the social credit victory there was evidence of a disposition on the part of the social creditors to link up with the Stevens Reconstruction group and that Mr. Stevens assumed a listening attitude. It will be recalled, also, that he listened in vain. The social creditors assembled in caucus and desired, formally and finally, that they would have no alliances with any other political groups. Had they taken Mr. Stevens to their bosom they might have had very much less chance of receiving a favorable reception at Ottawa when seeking funds wherewith to replenish an empty treasury. They were wise in their generation. They had a lively appreciation of the Government's desire to conciliate the electors of Alberta; and they could not get a loan out of Mr. Stevens. They acted with the utmost discretion.

Mr. Aberhart and his Attorney General, Hon. John Hugill, arrived in Ot-

tawa on Tuesday and were in conference with members of the Federal Government yesterday. They carried with them a bag capable of holding \$18,300,000 and the Cabinet received them with those evidences of affectionate regard which political exigencies so often inspire. But the Premier of Alberta is not the man to ask something for nothing. There is the Prime Minister's seat in West Calgary to be considered. West Calgary is presenting difficulties and these difficulties would be aggravated and increased were Mr. Bennett to be opposed by a nominee of the Social Credit Party. Eighteen millions, however, is a fairly respectable sum of money, and although it is not the Prime Minister's money it is for the time being in his custody. The same applies to any lesser amount involved, and Mr. Aberhart believes in the quid pro quo. He announces therefore, that there will be no Social Credit candidate in the constituency of West Calgary. It is a gentlemanly gesture, though the price seems high. For the last three or four years, Alberta has been consistently spending a sum in excess of \$17,000,000, and it has a population of less than 800,000. Borrowings from Ottawa have been mounting steadily and now Mr. Aberhart wants a sum in excess of the total of these obligations now outstanding. If he were to get all this money Alberta would owe the Dominion more than \$35,000,000, secured by the notes of a province which has no money and which is embarking upon a social credit programme which holds no promise of anything but financial disaster. But political conditions, the fact that a general election campaign is in progress and that the Government is in need of all the support it can attract, give Mr. Aberhart a winning hand, and he will not go back to Edmonton without having achieved some measure of success."

REMEMBERS \$10 POTATO YEAR

Aroostook County, Maine, has only one crop. The presence of absence of prosperity there is governed by the annual price for potatoes, and other crops are in effect merely to fill in at fence corners and make salads. That's what made a conversation between a former resident summering at Fort Fairfield, in Aroostook County, and George Solomon, local potato buyer and grower. The point was when a certain memorable picnic had taken place, and Solly clinched the argument thus: "It was in 1919, and do you know how I remember it? That was a \$10 potato year"—New York Sun.



Sealed tenders addressed to the undersigned and endorsed "Tender for Public Building, Perth, N.B.", will be received until 12 o'clock noon, Tuesday, October 1, 1935, for the erection and completion of a Public Building at Perth, N.B.

Plans and specification can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa, the Resident Architect, Old Post Office Building, Saint John, N.B., the Caretaker, Post Office Building, Fredericton, N.B., and at the Post Office, Perth, N.B.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein. Each tender must be accompanied by a certified cheque on a chartered bank in Canada, payable to the order of the Honourable the Minister of Public Works, equal to 10 per cent of the amount of the tender, or Bearer Bonds of the Dominion of Canada or of the Canadian National Railway Company and its constituent companies, unconditionally guaranteed by the Dominion of Canada, or the aforementioned bonds and a certified cheque if required to make up an odd amount.

Note.—The Department, through the Chief Architect's Office, will supply the prints and specifications of the work on deposit of a sum of \$10.00, in the form of a certified bank cheque payable to the order of the Minister of Public Works. The deposit will be released on return of the blue prints and specification within a month from the date of reception of tenders. If not returned within that period the deposit will be forfeited.

By order,
N. DESJARDINS,
Secretary,
Department of Public Works,
Ottawa, September 16, 1935.

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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