

Incidents of Summer Motor Tour Up River

(Continued from page 18) a lovely vista of evergreens close on either side, and a passing motor party stopped while a lady took a snap of it to recall its loveliness in time to come.

A CORDIAL WELCOME

The Fredericton lady extended hospitality to the pilgrims, and they spent the following morning in Fredericton. The capital city is very lovely in summer, and its lovely homes and lawns and gardens and beautiful trees delight the visitor, however familiar he or she may be with its historic places and institutions.

Programme of Exhibition

- (Atlantic Standard) 9.00 am—Gates open. 9.30—Judging of Live Stock, etc. 2.00—Music on Grounds. 2.30—Demonstration—Acadian Weaving—Women's Department. 2.30—Great Outdoor Show in front of Grandstand. 2.30-5.00—Demonstration—Canning and Preserving of Fruits and Vegetables by Miss E. A. Preston of the Frutis Branch, Federal Department of Agriculture—Women's Department. 2.30-3.30—Musical Hour in Phonograph Salon, Booth No. 53. 4.00—Demonstration "Home Beautiful" Women's Department. 4.00—Demonstration—Daily Department. 4.00—Demonstration—Acadian Weaving—Women's Department. 7.00—Music on Grounds. 7.00—Concert in Main Building by Saint John Exhibition Orchestra. 7.30—Great Outdoor Show in front of Grandstand. 8.00—Demonstration "Home Beautiful" Women's Department. 8.00—Demonstration—Daily Department. 8.00-9.00—Musical Hour in Phonograph Salon, Booth No. 53.



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An Exhibition Feature



THE FOUR MADCAPS European Novelties Dancers.

8.30 to closing time—Dancing in Dining Hall, Special Orchestra. 9.00—Fireworks—Weather permitting. 9.00—Demonstration—Acadian Weaving—Women's Department. 9.00—Concert in Main Building, Saint John Exhibition Orchestra. 10.30—Gates close.

The above is a skeleton programme applicable to every day of the week. On certain days there will be special attractions, such as a band concert on Monday morning and the parade of prize cattle on the evening following the judging of the live stock. No mention is made in this of the dog show, which is a part-time attraction, running for four days only.

CHILD BADLY HURT. SPRINGHILL, N. S., Aug. 29.—A bad accident occurred on the corner of Pioneer and Drummond streets today, when the year-and-a-half-old daughter of Angus Reynolds, while crossing the street, was knocked down by a car driven by Henry Moran. She had one of her legs broken and other injuries about the body. Mr. Moran, who was going at a slow rate of speed, tried to avoid the accident, but the little tot ran right in front of the car. She was rushed to All Saints' Hospital, where her injuries were attended to. She is progressing as well as can be expected.



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WHEN LUMBER WAS KING ON THE LOWER SAINT JOHN RIVER

Old Days of Industry Recalled—Memories and a Forecast

THERE is something pathetic about the decay of a great industry, which in a sense has been a part of the life-blood of a community. Not least of the troubles Saint John has had to face, and indeed is facing today, is the decline of the saw-mill industry. Ere long not a wheel will turn in a sawmill of the kind that once thrived here, and of which 90 years ago there were more than a dozen in and close to the city, giving employment to thousands of men in the woods, on the streams, in the mills and along the harbor front.

The day when sailing ships lay tier upon tier, side by side, and the later day when 10 or 12 tramp steamers might be seen in the stream, besides sailing vessels at the wharves, all taking lumber cargoes, are now forever a memory. Those for whom the industry meant work and wages, homes and comfort, have been forced to seek other avocations, or follow the mills and the traffic to other places.

AT INDIANTOWN

Nowhere is one more impressed by the changed conditions than at Indian town. Straight across the basin the great grass on the site of the old Jordan mill and its yards; and while the Moore mill still stands in good condition, there is not a stick of lumber in the yards, or a log in the boom. The wharves beside these mills, where schooners formerly lay taking cargo all through the season, are utterly bare.

Farther down the basin the old Miller and Woodman mill is gone, and the great Cushing mill. Just above the Indian town, wharves the huge Stevan & Cutler plant lies idle, and partially dismantled, and the very small stock of lumber left in its yards is being removed. Just up the Narrows the Miller mill is tenanted, with empty wharves. The old King mill is gone long since, and its wharves empty. On the shore of the same basin the Randolph & Baker plant lies idle. The Smith Bay and Ketepec mills are gone.

The Murray & Gregory mill, below Indian town, saved some logs early in the season, but today there is not a wheel turning in a sawmill from Saint John to Westfield, where a small mill is in operation cutting the logs of the Gregory mill, destroyed by Ketepec.

NO MORE RAFTS

Going up river on Saturday some scoops were met carrying down a small lot of lumber, presumably from Ketepec, and a small raft of logs was being towed up the river to the Westfield mill. Gone are the great raft-towing tugs that used to bring scores of millions of feet of logs to the busy mills. Gone are the great rafts and ratmen, that for so many years were a feature of the river. Almost gone are the lime-kilns that employed so many men and vessels and consumed so much wood. Gone is the great fleet of wood-boats of which one could see in bygone years as many as 20 at a time beating up and down Long Reach. A schooner loaded piling this summer at Victoria, what below the Devil's Back. Some of that piling was towed up from points down river, as well as from points above.

"I can remember," said an old rafterman, "when from Boar's Head to the Reversing Falls, with the mills and the lime-kilns all busy, that region was a veritable hive of industry, and Indian town was throbbing with activity." One finds it hard to visualize that activity while in Indian town today, or passing by steamer up through the Narrows. Idle mills, or mills partly dismantled or gone to ashes; idle kilns, no schooners at the wharves, no rafts, none of the old life left. Only the phantoms and the memories of the heyday of the lumber and saw industry of the days that were.

For it was not alone the logs for mills above the falls that passed

through the Narrows. On the Strait Shore, below the bridges, were the Warner, Hamilton and Hilliard mills, and on the opposite shore the Clark, Purvis and Dunn mills. Not a wheel is turning on those shores today. The old rafterman already quoted had something to say about the difference between the logs of the former days and those of today. He recalled a pine log that rose nearly to his chin when he stood at its base. In those days a million feet of logs was only a bite for the clamorous teeth of the saws, and the lumber turned out was worthy of the name.

THE TOLL OF THE YEARS

Of course the decline of the industry has seriously affected not only general business but the fortunes of the families to whom it meant a livelihood. This is particularly noticeable not only at Indian town, but at Milford, Kingsville and other places where those who worked in the mills or on the river had their homes. New industries have not yet come to replace the old. Its decline was inevitable, and, of course, has been gradual; but the effects are all too plain. To none is the contrast so painful as to one who visits the region after years of absence. But for the great pulp-mill, and the portion of Murray & Gregory's plant which is in operation, and the small mill at Westfield, there would be little to remind the visitor of what was once the most important of Saint John industries.

The critic of Saint John, especially if he be a citizen, must bear this fact in mind. It explains much. Along with it must be borne in mind the fact that the establishment of other industries has been made difficult by the mercenary competition of the Central Provinces, with their cheaper power and mass production.

But the conditions would now seem to be altered; and when the port has been provided with adequate facilities and better steamship services open wider markets, and the right kind of immigrants are brought to our shores, new energy will dawn.

For many years, however, there will be those who will mourn the passing of an industry which meant so much to so many people in all walks of life.

OTHER CHANGES

While on the subject of the river, which now flows almost empty of commerce, except for the few steamers which serve the local needs along its shores, one may recall other changes. Only a few years ago the voyager on a Saturday afternoon would see motor boats scattered all over its surface, conveying week-end parties to places along the Reach, or out for a few hours of pleasure on the water. On a Sunday afternoon, wearing toward evening, Long Reach would present a most animated picture, with these craft in scores, like huge water bugs, speeding toward the city. Now there are but few to be seen. The motor car speeds over the smooth highway, and the river is neglected. Before the days of motor boats the feet of the Royal Kennabecasis Yacht Club spread white wings along the river, and there were famous races—in Grand Bay. There are still yachts and motor boats, but there is an annual cruise, and both clubs have many members; but the old-time yachtmanship, too, has its memories of more joyous days in years long gone.

But the beauty of the river does not change. Seen on a lovely day in its quiet hours, or covered with white-caps when the winds are out; brilliant in sunshine or veiled in morning mists, it is the same unrivalled stream that charmed the French adventurers, who traded with the Indians up and down its shores 30 years ago. It is waiting.

wanting to be discovered by a world which will dot its shores with villas and hotels, cover its surface with pleasure craft of all kinds, and make old Indian town the entrepot of a new region of delight for the summer voyager and seeker after health and pleasure in a garden of the gods.

Be sure to visit the Maritime Farmer booth at the Saint John Exhibition. It is near the bandstand in the gallery.

MEMORIAL BELL Dedication of a bell in memory of the late Rev. Robert W. Colston, former rector of the Anglican church at Westford, took place Sunday at Westford with a large number attending. Following the reading of the dedicatory prayers by the present rector, Rev. J. R. Belyea, the bell was tolled. Rev. J. H. A. Holmes, rector of St. Jude's church, West Saint John, preached the sermon.

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