

THE EVENING TIMES-STAR, SAINT JOHN, N. B., SATURDAY, SEPTEMBER 4, 1926

100 SQUARE RIGGERS HERE IN OLDEN DAYS

Archives Tell of Saint John in Period About 1820

FIRST DEALS SENT OVERSEAS IN 1822

Water Sold in Streets—Bank of New Brunswick Founding

An interesting document in the local office of the Dominion Archives, Prince street, tells of conditions in Saint John 100 years ago and a little before and after that time. It follows:

With the close of the year 1820 trade had increased so fast that as many as 100 square rigged vessels could be counted in the Saint John Harbor. This was partly due, no doubt, to the establishment of the Bank of New Brunswick on March 20 of the same year. Many honored and well-known men were stockholders of the company, and at the first meeting in 1821 the following gentlemen were present: Henry Gilbert, Hon. John Robinson, Nehemiah Merritt, William Black, Ezekiel Barlow, Thomas Millidge, Ward Chipman, Jr., Zalmon Wheeler, Hugh Johnston, Jr., Robert W. Crookshank, Robert Parker, Jr., Stephen Wiggins and Hugh Johnston, Sr.

In those early days Saint John had a very curious custom with regard to fishing in certain localities. The coast within the city limits was marked out into lots and numbered, beginning with No. 1 and declining in value as they went upwards. In January of every year a lottery was formed of these numbers, which the freemen of the city drew. No. 1 had first choice, and, of course, picked out the best fishing berth. Many who drew were not fishermen and sold their privileges for from fifty pounds to one pound.

In 1822 the Port of Saint John exported its first cargo of deals to Great Britain.

Between 1818 and 1820 the leading packet sailing between Saint John and New York was a one-masted sloop called the Wellington, and owned by

Noah Disbrow. The cabin accommodations were poor, too large for one but not enough for two. About 1825 or 1826 a very fine packet arrived here, commanded by Captain Reuben Crowell and continued on the route for a number of years.

The next two years, 1823 and 1824 saw two very serious fires. The fire in the former year consumed more than 40 houses and the property loss was estimated at 40,000 pounds, which in those days were considered enormous.

The fire of 1824 destroyed numbers of large stores and dwellings and other valuable property. It extended from both sides of Water street to Prince William, burning everything in its way till it reached to the corner of Duke street, where it was finally stayed.

WATER SOLD IN STREETS.

In those days it was the custom to sell water from tall casks about the streets for a penny a bucketful. The chief wells were in King Square; at Block-House Hill; in Princess street near Charlotte; Queen Square; the foot of Poor House Hill, and in Portland. It was not until 1825 that a better water supply was obtained, when a water company with a capital of 10,000 pounds was formed. New wells were then sunk and efforts were made to secure a fuller supply.

DISASTERS 100 YEARS AGO.

The year 1820 was long remembered for its disasters. A serious and destructive fire took place in Indiantown early in the year. Many people were ruined financially after the speculative years of 1824 and 1825 in England, when colonial timber was sold for much less than it cost to convey it across the Atlantic.

The present steam navigation between Saint John and Digby had its beginning in the next year, 1827.

The fine Court House on King Square was completed and ready for use in 1828. It was used for Supreme Court purposes by Judge Botsford in 1830. It was unfortunately destroyed by fire that the city would never extend beyond King Square and built about one-third of the Court House on King street.

Thus the twenties drew to a close, having seen a good amount of prosperity for the young city.

Conference On Cancer Deemed Important

NEW YORK, Sept. 4.—The international conference on cancer treatment to be held in Mohonk, N. Y., September 20 to 24 will be the most important ever held according to Dr. George A. Soper, director of the American Society for the Control of Cancer.

"The conference," Dr. Soper said, "will formulate all present knowledge of cancer treatment and make it available to the medical profession as a whole and to the public as well."

"There are already known many important facts about the inception of cancer and its treatment. But this knowledge has been in the possession of specialists. The Mohonk conference will gather all this information, formulate it and make it available to every one."

SAILORS RELATE TWELVE DAYS' BATTLE AT SEA

Members of Commonwealth Liner Reach Plymouth After Being Rescued

LONDON, Sept. 4.—How for twelve days they were battered about by an Atlantic hurricane with the keel of their leaking ship rammed fast in a treacherous reef of rocks, was told by the crew of the Commonwealth liner Port Kembla, members of which have arrived safely at Plymouth.

The Port Kembla, which is a vessel of 8,438 tons register, was plunging her way through the waters of the Western Atlantic at full speed when she suddenly struck a reef of rocks by Watling Island, one of the Bahamas group.

The engines were immediately reversed, but the vessel was heavily laden with a mixed cargo which she was carrying from London to Lyttelton, New Zealand, and despite every effort the engines were not powerful enough to retrieve her from her perilous position.

A leak was then located in one of the holds, and orders were given to lighten her cargo in the hope that this would enable her to reach the water again.

CARGO JETTISONED.

For days the work of pitching fuel and cargo into the sea in wholesale fashion was continued until the Port Kembla had been relieved of 2,000 tons of coal, many motor cars, and large quantities of silken goods.

It was all labor and material lost, however, for at the end of the twelfth day she remained as hard and fast as ever.

The weather now became rough and boisterous, causing her to bump and strain herself severely. The sea broke over her, and as the engine room became flooded pumping operations had to be abandoned. Later a tremendous hurricane arose, in which the wrecked vessel was badly battered.

The bridge was swept away, as well as some of the lifeboats, and soon afterwards it became apparent that there was no prospect of saving either the ship or her cargo. The crew was then sent home. The first batch of them, numbering 64, have landed at Plymouth from New York.

WILL GIVE RETREAT.

The annual retreat for the graduates and student nurses of the Saint John Infirmary will open on Sunday evening at the Infirmary and close on Wednesday, Sept. 8. The retreat will be conducted by Rev. Father Mullin, C.S.S.R.

HOW many young men will run after duty as they will after beauty?

English Actress Wins Over Word

LONDON, Sept. 4.—May Moore Duprez, an English actress, has won the right to refrain from uttering the word Hell, in a new review here. Her victory was at the expense of a scene which has been entirely changed to omit the word. For the original text the substitute sentence "you may go wherever you like," has been interpolated.

"I have given in to Miss Duprez on account of the public," says the producer of the review, who previously insisted on the word being spoken.

EVERY NESBIT NOW TO PUBLISH BOOK

Says Harry Thaw Left Important Matters Out of One He Wrote

ATLANTIC CITY, Sept. 3.—Harry K. Thaw told the truth in his book, "The Traitor," but he left out a great deal of important matter, says Evelyn Nesbit, once his wife.

"Harry didn't name the traitor, but of course I know who he is. He was a New York lawyer employed by Harry at the time of the White shooting. They were trying to hush up the scandal by throwing it on me and railroad Harry to an insane asylum so that White would be white-washed. This man was taking \$10,000 checks from Harry and double-crossing him by working for the White side. You can't blame Harry for being sore."

"As to the new book, I do not know why Harry left out such an important thing as that dealing with a chorus girl who was with the 'Floradora' Company, who played a leading part in the drama. She had an awful lot to do with the killing. Harry staged many parties for her and took her on an automobile trip through Ireland and France. She was the real foundation of the Thaw-White case, and the fact will become public some day. The facts will be in my book, which will be published in a few months. White was very fond of her and became jealous over Harry."

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