

LUMBERING ON THE ST. JOHN RIVER, PAST AND PRESENT

By J. Fraser Gregory, President of Murray and Gregory Ltd.

Let us see how the lumberman operated a little later than the close of the Crimean war, and take our observations from Grand River. There were no railways in the province; all supplies had to be taken up river by water from St. John this summer and by teams in winter. The start would be made from Fredericton in late September or early October, just as the autumn freshets began, in one or more tow boats—long flat-bottomed boats with a cabin at the stern, on top of which the steersman with the end of his long sweep in his hand guided the boat and kept a long look-out for rocks ahead. The horses travelled the shore towing the boat on a long line made fast to the foot of the single mast set well forward. A guy line ran through the middle of the tow line through a at the masthead to bits at the foot of the mast. By pulling at this line it was possible to raise the tow line to clear rocks or bushes along the shore. By proper manipulation of the sweep the boat ran in the water parallel with the shore and could be steered to right or left of the rocks.

The cargo of the boat consisted of pork, codfish, cornmeal, flour, beans, dried apples, molasses and tea as provisions for the men; very seldom any potatoes, no sugar or butter and no fresh meat. For the horses hay and oats. Hay was worth \$13 per ton; oats 50 cents per bushel; pork \$32 a barrel flour \$11 per barrel and molasses 50 cents per gallon. There was invariably a big chest called the "Wangan", which contained first of all tobacco, then warm jumpers, underclothing, mitts, socks, moccasins, writing paper cards, jews-harps, patent medicine, etc. In fact a little of everything that the boss thought might be useful during the long winter. These were sold to the men as wanted and charged up to them. It is a common report that the prices charged were fabulous and woe to the man who was careless about his wangan bill during the winter. Perhaps when spring came nothing was coming to him. To come out of the woods with money, he needed to be well clothed when he went in. From the wangan socks 60 cents a pair, tobacco \$1 a pound.

They were hired in Fredericton sometimes by the month, but just as often for the route, which meant for a lump sum they agreed to work the winter in the woods, and also continue till the drive got down to the booms below Fredericton the next spring. If they deserted before the end of their contract they lost any pay coming to them. The best men (choppers) got from \$12 to \$16 a month. Regent street was the headquarters for the men flocking in the winter country to hire for the woods. There was plenty of rum going. Each man hired, demanded, an advance on account of wages to rig himself out and leave with his family, but often the whole advance was squandered before the start, and it was usually a pretty drunken party which boarded the boats.

Sometimes when the party was large some of the horses were driven on the highways with loaded wagons. They usually made better time than the towboats. The boats took nearly a week to get to Grand Falls, being towed from dawn of the day until night. With low water there was many a struggle to get over the bars. In the hard spots the tow line was shortened until the horse were in the bed of the river close to the bow of the boat, one or two teams, a rider being on the back of one horse of each team, the men in the water, each side of the boat, with poles and pikes, the boss, from his vantage point on the top of the cabin, directing.

To make horses and men pull together for a mighty effort required engineering ability and lung power. Sometimes skids or rollers had to be put under the boat and as a last resort it might have to be partly unloaded. A rider on a tow boat must be a man of skill and nerve; the horses are restive under the conditions, and a rider could be easily thrown, or his leg crushed, between the animals. At Grand Falls the boats and their cargoes had to be hauled from the lower to the upper basin. There would probably be several parties there at one time and the sight was inspiring. The engineering ability displayed by the foreman and the rivalry displayed by the different crews to make the portage in quickest time, lent a savor to the whole proceeding. Two more days travel bring us to the scene of our operations, say 25 miles up Green River and in the wilderness perhaps

DESERTION NOTICE

Whereas my wife, Mary Ellis, has without my leave or provocation left my bed and board, this is to notify all parties concerned that I will not be responsible for any bills of any nature whatever contracted by her.

JAMES ELLIS
Carlisle, N. B.

Railway News

St. John, N.B.—During the winter season just closed the Canadian Pacific Railway shipped 11,500,000 bushels of grain from the elevator here. Last season's shipments accounted for slightly over 9,000,000 bushels.

Quebec, P.Q.—The largest number of first-class passengers that ever came into a Canadian Atlantic port at one time arrived here on board the Canadian Pacific steamer "Empress of Scotland." The increasing popularity of the Canadian route for American travellers, which includes a three-day trip on the majestic St. Lawrence river, is evidenced by the fact that it was necessary to have a special train to accommodate the passengers from the "Empress of Scotland" going to New York and other American points.

Vancouver.—Last year the Canadian Pacific Railway moved 5,000 cars of fruit and vegetables out of the Okanagan Valley. This year an increase is expected.

Mr. F. W. Peters, general superintendent of the C. P. R., returned recently from a week's visit to the valley, during which he met agents of the company and discussed improvements for handling this year's crop.

New York.—The despatch with which passengers arriving at Quebec by the Canadian Pacific Express ships are handled is instanced thus: Soon after the arrival of the "Empress of Scotland" at Quebec on April 30th the 168 passengers destined for New York, got on the C.P.R. train alongside the ship. This was at 9 o'clock a.m. Passengers reached New York Grand Central Station next day at 2:30 p.m., with a transfer from the carriage in which they set out.

The "Empress of France" arrived in Quebec on May 11th, bearing amongst others, 135 passengers for New York. These passengers left Quebec alongside the ship at 9 a.m., arrived in Montreal at 2:15 p.m. They had the opportunity of remaining in Montreal until 7:15 p.m., when they left for New York, and arrived there at Grand Central Station at 6:45 on the morning of May 12th.

Tokyo, April 18.—By Mail.—"Here's Canada! Look at this! I've been to all these places. Where's my ranch?"

In this characteristic, rapid-fire fashion did His Royal Highness, the Prince of Wales greet Canada as he came to a halt before the 20 foot illuminated map of this country that hangs in the Canadian Pacific Railway exhibit at the Tokyo Peace Exhibition recently opened. It was on the occasion of the Prince's much rushed visit to the Exhibition that he was sandwiched in among the numerous events of his official visit to Japan, and the fact that he spent no less than fifteen minutes at this particular exhibit may be taken as very much of a compliment to Canada.

The "E. P. ranch" in Alberta which the Prince bought during his trip, was duly pointed out together with Banff, Lake Louise and Timmins, all associated in the royal mind with excellencies of one kind or another. And then His Highness had to see the railroad lines, steamship routes (Atlantic and Pacific) and all the "resources" of Canada picked out on the map at command of an electrician by means of the 8,500 switchboard lamps installed.

Kingston.—It is expected that the name of the contractor who will build the overhead bridge for the Canadian Pacific Railway, which will do away with the diamond at a point west of the Grand Trunk outer station, where the C.P.R. and G.T.R. tracks cross, will be announced soon. The estimated cost of the work will be about \$50,000 and it is expected that the work will be under way in the very near future.

At the present time, the track of the Canadian Pacific Railway comes from the north and runs parallel with the Grand Trunk double track from a point near where the Perth road crosses the Grand Trunk track to a short distance from the dia-

mond. The C. P. R. after crossing the diamond, comes into Kingston after crossing Montreal street. The C.P.R. engineers who drew up the plans have arranged that when the C.P.R. tracks reach the Perth road the new track will bear north for a short distance and then take a slight incline to the south and then cross the Grand Trunk track at a point where there is a rock cut for a depth of twenty feet. It is the intention of the C.P.R. to build a permanent bridge across this rock cut. The new C.P.R. track after crossing this rock cut will join the old track at a point near Montreal street.

Better Roads Without Expense.

In districts where traffic has increased or has grown more serious by the changes from horses to motors, road engineers are apt to be pessimistic about the heavy cost of bringing the road up to the higher standard necessary. In one British city, however, the road engineer has cleverly contrived to make the change without demanding any increase in the rates for road making and maintenance. The secret of his success lies in the skilful use of materials having a long life. He claims that a good water-bound road, eight yards wide, painted or sprayed with tar, can stand 400 to 600 tons of mixed traffic per day. For roads carrying 80 to 100 buses, tar macadam on a sound foundation is economically satisfactory; and on roads with 3,000 to 4,000 tons per day of clinker asphalt or a similar surface is sufficient. In one case a road was laid with clinker-asphalt four years ago and shows no signs of deterioration although the traffic amounts to 6,000 tons per day.

First Sewing Machine.

The first sewing machine was invented by Thomas Saint, an Englishman, in 1790. It could sew plain out and was designed chiefly for sewing on leather.

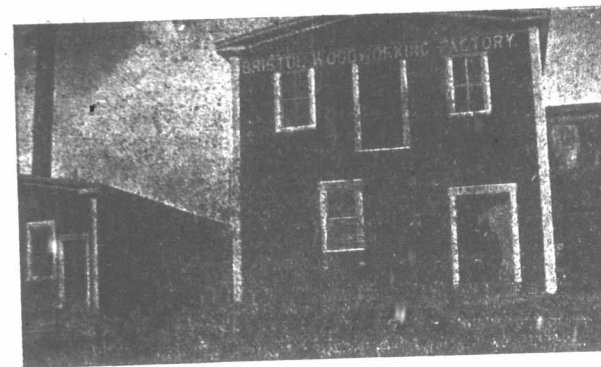
Some years later a French tailor named Thimamion brought out an improved machine for sewing on cloth. He started a factory, but a party of tailors, fearing that the machines would ruin their business broke in and destroyed them.

In 1833, William Hunt, an American, introduced the first "lock-stitch" machine, but neglected to take out a patent, and the invention was a failure. A little later, Elias Howe invented a somewhat similar machine. Being unable to overcome the prejudice of American tailors, the inventor took his machine to England.

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