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EDITORIAL: Another Yule Tide Season has rolled around. How we looked forward to it when we were youngsters! I am sure the young folk still do. As we grow older the time seems shorter from Christmas to Christmas. Many of us no longer skate and we would not enjoy a snowball fight. However, let us keep youthful in spirit! We can show an interest in the activities of our young people and they might enjoy a tale from years past from us older folk.

Speaking of tales from the Past, may our Newsletter Committee once again beg you to send us material from your area. It is certain that your area is more interested in what took place in their community. If our Committee members live elsewhere in Queens County, they have not the resources available in your area. Those who have so kindly supplied us with articles thus far are about to "reach the bottom of the barrel".

If you missed our November meeting in Gagetown, you missed an interesting program. Professor James Chapman gave us many insights into Gagetown's history. His mention of "Barry" Hector prompted us to publish the article found in this month's Newsletter.

We wish each of you a Joyous Christmas Season and a Happy New Year!

NOTE: The following article appeared in the Telegraph Journal after the death of "Barry" Hector. His daughter Phyllis gives the date of his death as Dec. 11, 1957, in his 85th year. The article was written by the late Marianne Grey Otty.

WAS KNOWN ALONG RIVER SINCE TURN OF CENTURY

One of the few remaining links with the early days of Gagetown was broken with the passing of LeBaron Hector. St. John's Church filled with people from all the surrounding communities and from a distance, gave evidence of the regard and respect of the many who had known him through the years.

He passed away after a month's illness in the home he had built on land which had belonged to his forebears who came to Gagetown when Loyalist families settled here in 1784. Born March 20, 1873, he was brought up from early childhood by his grandfather, Andrew Hector, and an aunt Miss Ada Hector. From the time he was a small boy until his last illness, he set a tradition of hard work seldom equalled; and yet kept to the last the appearance of a much younger man.

After a boyhood of home chores, he went to work before he was 13 years old for Dr. H. B. Hay of Chipman at \$5 a month. Grown older, he worked on the farm of George and Caleb Fox, Lower Gagetown. In those days, before the advent of freight trains and motor trucks, beef cattle were driven to Saint John on foot, with drovers to keep them moving on the road, by land or ice. "Barry" Hector, agile and fleet-footed, was one of the most skillful drovers along the river, and was sometimes pilot of a herd of as many as 100 cattle collected in this area for the Saint John "slaughter house". In winter, the cattle were driven across the frozen ice of the St. John River, and by road overland to Milkish, and from thence along what is now Rothesay Avenue to Saint John. Returning home, he would take breakfast in Saint John, and then, skating or on foot, would be back in Gagetown by supper time.

His first responsible job was to carry the mail from Gagetown to White's Cove, a duty carried out summer and winter for several years, on foot, by boat, or on horseback.

Gagetown has for years had a traditional fondness for fast horses, and Barry understood horses. It was his proud boast that he "could put a horse through a knothole" - and to see him at the ice races here in years gone by was to believe it. He was something of an amateur veterinarian, and in the days before such officials were known in country places, his skill was often called on.

He looked after several notable horses; and for several years drove the late Dr. J. A. Casswell on his rounds, shovelling snowbanks and clearing a track ahead of them across the river, so that some sufferer might get help in time. Trained nurses were few then; and on one occasion, he assisted Dr. Casswell in amputating the leg of a man weakened by gangrene. While Barry held the patient and administered the ether, Dr. Casswell removed the limb.

Included in his lifetime of work, he lit the first street lights in Gagetown, - oilburning lanterns at the street corners, which were one of the initial projects of the Gagetown Women's Institute. Before the days of electrical refrigeration, he cut ice for half the people of Gagetown, hauling the big blocks by sled to their icehouses, to be bedded down in sawdust for summer use. From the time the Gagetown Fire Brigade was established back in 1912, he was one of its most active members, no ladder being too high, or tricky spot too difficult. He worked as deck hand on the river steamers, the "May Queen", "David Weston" and others, in the days when these craft were the main means of transportation. When the J. F. Bridges Tug Boat Company was acquired by H. B. Bridges, Barry's knowledge of the river and Grand Lake made him the right hand man. In the late summer and fall the tugs and huge hay barges moved day and night up and down river transporting pressed hay from the Sunbury and Queens County intervales to Saint John and thence to wider markets.

When spring freshets brought the shad up river, Barry was there to "drift for shad" by night, harvesting quantities of the fish for home use and for sale. No home

then was without its barrel of salt shad. He thought nothing of rowing up river as far as Grimross Island and back again in a night to gather shad while they were running. His rowboat was left to him by his elderly friend, Albert Vail, well known for several years for his skill in putting Gagetown passengers on the river steamers at the mouth of Gagetown Creek.

For ten years, until 1935, he was the first man in charge of the Cable Ferry, placed at the Lighthouse below Gagetown. For several years after that he was employed in Saint John as a gardener. Returning to Gagetown, he became sexton of St. John's Church, faithfully performing the many duties connected with the care of the building and churchyard.

But life was not all hard work for Barry. He always made the most of what he had. He won for himself a comfortable, well-furnished home, and built up one of the best producing apple orchards in the community. Horse races were his favorite diversion, and he never missed a meeting of the local driving club. For years he was known as one of the best skaters on the river. Equipped with his "long reachers" he thought nothing of a trip to Saint John and back.

He married pretty Jessie Haines of Elm Hill in 1898. Fifty years later, their Golden Wedding anniversary was celebrated at a memorable reception in the Soldiers' Memorial Hall. The death of his wife at Easter, 1956, was a grief from which he never recovered. They had five children: George Hector, radio and television entertainer with the Maritime Farmers' Orchestra; Miss Eva Hector, Norwalk, Conn.; Mrs. Elma Bernard, Bangor, Me.; Mrs. Rhoda Gordon, Mashpee, Mass.; and Miss Phyllis Hector, at home. There are also 19 grandchildren and 16 great-grandchildren.

(Contributed by Dorothy Wilson)

#### POETRY CORNER

We quote here a poem by Archdeacon H. A. Cody. Note the quotation as a preface to the poem.

#### ROSES IN DECEMBER

"God gave us memory that we might have roses in December"

Roses in December when the days are cold!  
Roses I remember of a summer old;  
Gipsies of the uplands, fragrant, frail and fair;  
Roses in the garden - and one rose in your hair.

Roses in December when the days are wild!  
Roses I remember when the days were mild;  
Sunshine all around us, skies so clear and blue,  
Roses fresh I gathered - red roses all for you.

Roses in December when the skies are grey!  
Roses I remember of a far-off day;  
Air athrill with music, sunshine through the weeks,  
Roses all ablooming - and roses in your cheeks.

#### CHRISTMAS RECIPE

This recipe called RAINBOW TAFFY is from an old clipping saved during World War I.

2 tbs. butter, 2 cups granulated sugar,  $\frac{1}{2}$  cup vinegar

Melt butter in heavy pan, add sugar and vinegar. Stir until sugar dissolves.

Wash down sides of pan with pastry brush dipped in cold water. Boil to 256 degrees F. or until mixture is brittle when tried in cold water. Turn into buttered dripping pan, and as mixture cools, fold sides to centre. When cool enough to handle, pull until porous, using tips of fingers and thumbs. Cut in small pieces with shears or sharp knife.

For Rainbow Taffy: Peppermint; Add few drops oil of peppermint and a little green vegetable coloring before pulling. Wintergreen; add few drops oil of wintergreen and red vegetable coloring. Clove; add oil of clove and yellow coloring. Cinnamon; add oil of cinnamon and orange coloring.

Wrap individual pieces in vari-colored waxed paper or plain white paper and outer wrapping of colored papers.

A fairly similar recipe comes from an old Boston Cook Book and is called

#### ICE CREAM CANDY

3 cups sugar

$\frac{1}{2}$  cup boiling water

$\frac{1}{4}$  teaspoon cream of tartar

$\frac{1}{2}$  tablespoon vinegar

Boil ingredients together without stirring, until, when tried in cold water, mixture will become brittle. Turn on a well-buttered platter to cool. As edges cool, fold towards centre. As soon as it can be handled, pull until white and glossy. While pulling, flavor as desired, using vanilla, orange extract, coffee extract, oil of sassafras, or melted chocolate. Cut in sticks or small pieces.

(I remember helping my mother pull candy made in a way similar to the last recipe. I think she put vanilla in before cooling on platter.)

(Note: The following article is from The Daily Gleaner, Nov. 20, 1924)

Majestic, With Steel Hull, Arrives as Ice Breaker to Release Purdy

New Oil Burner's Bow Damaged by Ice 2 Inches Thick

The motionless hulls of the steamers D. J. Purdy I. and the Majestic secure in the ice in mid-channel opposite the mouth of Shore Street this morning gave every appearance that the season's navigation of the St. John River had closed.

The Purdy arrived here last evening unescorted from St. John although it was expected that the services of the Majestic would be required as an ice-breaker from Gagetown to this city for the heavily laden river steamer. Breaking her way through at least a mile and a half of ice the Purdy was halted opposite Shore St. unable to proceed to her berth at the Crystal Stream Steamship Company's wharf near the Highway Bridge. As a result of the last leg of the voyage the Purdy sustained damage to her bows which necessitated repairs before an attempt could be made to complete the last three-quarters of a mile in order to discharge her cargo.

In order to attack the last short stretch of ice which had formed to a thickness of two inches, as measured at the Regent street wharf this morning, it was deemed advisable to procure the services of the Majestic which is equipped with a steel hull and has served as an ice-breaker during the latter portions of the navigation periods. The Purdy is handicapped for late season work on account of its wooden hull. Only the quantity of freight, which exceeded the Majestic's capacity for the run yesterday, caused the larger boat to be used in the attempt to reach Fredericton last evening. Following a telephone message to St. John last evening the Majestic sailed from Indiantown about 8 o'clock last evening to the rescue of the stalled Purdy. The Majestic completed her run at about 8 o'clock this morning and hove to in the ice on the far side of the Purdy.

This morning the repairs to the Purdy's bows were undertaken by the crew who were enabled to debark from the boat onto the ice and to go directly to work without the assistance of staging. The cargo was shifted last evening so as to allow the bow of the boat to rise higher from the water and to facilitate the work of repairs. The ice between the boat and the shore permitted the crew to travel back and forth and a life-boat was hauled out from the shore and placed on the ice near the Purdy in case of emergency or for use in connection with the repairs. New planking is being added below the water-line where the wooden hull has sustained damage from the ice.

The proceedings attracted a large number of spectators who observed the two boats with interest from the river-bank along Waterloo Row during the day although few attempted to reach a closer observation point on the surface of the ice. As soon as the repairs were completed the Majestic preceded the Purdy to her berth after breaking out the ice which had formed about the motionless hull. The Majestic will also act as an ice-breaker on the return journey to St. John, unless a change in the weather should carry out the ice in the meantime.

Both the Purdy and the Majestic succeeded in reaching their wharf early this afternoon. Immediately following the discharge of cargo they will leave for St. John.  
(Contributed by Dorothy Wilson)

N.B. Museum:

The N.B. Museum Schedule of Events from Dec., 1985, to Feb., 1986, gives us the following that should be of interest;

CELEBRATE SAINT JOHN: The N.B. Museum's salute to Saint John's Bicentennial

The GREAT 19th CENTURY SHOW: A sampling of items present the 19th century in grand style

RIVER TRAVEL: Back to the era of steamboat travel up and down the St. John and Kennebecasis river systems

COLONIAL GRACE: A gallery of N.B. fine furniture

A note from Dawn Bremner to your Editor tells us that she especially liked the toys, the needlework, the porcelain, and the costumes of the 19th Century Exhibition. Dawn tells us that the River Travel Exhibit contains several (at least 12) drawings or paintings by A. M. Colwell (born at Jemseg 1889) and an undated poster advertising an excursion and picnic sponsored by the Gagetown Fire Department. This was on the steamer May Queen leaving Hampstead and travelling to Oromocto, returning at 5 p.m. with a brass band in attendance. There were games and races. Names of the organizing committee were recorded and included Gagetown names such as Dunn, Peters, Wetmore and Bridges.

BOOK REVIEW, River Boy at War

James Chapman, retired U.N.B. history professor, published his book "River Boy" in 1980 and "River Boy Returns" in 1983. Now he has given us "River Boy at War". James Chapman enlisted in the fall of 1940 and became a navigator and then a Pilot Officer in the Air Force. The book gives his experiences of five and a half years. He has spoken with feeling of the friends he made and it shows his understanding of human nature. He speaks of tragedies, but treats many situations with wit and humour.

The book contains maps which make the story easy to follow. There are also black-and-white photos.

Our Queens County Historical Society suffered a great loss in the death of a valuable member, Miss M. Patricia Jenkins. She passed away at her home on Friday November 22nd. She will be greatly missed by her friends and community. Our sympathy is extended to the family.

On February 11th, 1984, she addressed the Queens County Historical Society at a meeting in Gagetown on the topic of "Weaving". After briefly tracing the beginning of the weaving of cloth, she gave us a most interesting history of weaving in Queens County.

Patricia Jenkins had a fund of historical knowledge of New Brunswick and of Queens County in particular. She possessed a retentive memory and one always learned a great deal in conversing with her. It was always a pleasure to visit with her in her home.

The following item is copied from The Telegraph Journal, Nov. 24, 1985:

## Funeral Service Today For Education, Crafts Pioneer

GAGETOWN — Funeral service will be held today at St. John's Anglican Church here for education and crafts pioneer Patricia Jenkins who died unexpectedly at her home Friday.

Born in Hampstead, Queens County in 1912, she was the daughter of the late Dr. and Mrs. Willard Miles Jenkins. She attended public schools in Gagetown, then continued her education at Acadia University where she received a bachelor of arts and master of arts with English and psychology majors in 1933 and 1934.

She taught mathematics and physics at Horton Academy for two years during her undergraduate degree program.

In the late 1930s, she was a participant and later an instructor in the Federal-Provincial Youth Training Program. She taught weaving in rural areas, and later founded the Loomcrofters Studio in the oldest building on the St. John River.

She designed individual tartans for such organizations as the Royal Canadian Air Force, New Brunswick, City of Fredericton, Fredericton Kinsmen, Saskatchewan Shriners, Highlands of Hali-burton, International Lions, Town of Oromocto and Victoria, B.C.

She also designed the Beaverbrook tartan.

She was commissioned through Loomcrofters to weave Province



PATRICIA JENKINS

of New Brunswick presentations for three generations of the Royal Family, four presidents of the United States, the chancellor of Columbia University and several U.S. entertainers.

During the Second World War, she was a crafts instructor in occupational therapy at the military hospital in Fredericton. She developed a program in crafts instruction used in Red Cross hospitals across Canada.

She is credited with designing the provincial English high school correspondence courses, still in use within the community college program.

From 1952 to 1983 she was a school trustee. She was the first non-military chairman of the

Board of District 25 which encompasses Canadian Forces Base Gagetown.

She was elected to the Gagetown Village Council in 1972 and reelected in 1974 and 1976 and was deputy mayor of the village from 1974 to 1983.

She was a member of the New Brunswick School Trustees Association and president of the organization from 1974 to 1976. She was the first woman to be honored as past president of the association, and she served on many committees.

She was executive-secretary of the Queens County Centennial Committee and supervised the restoration of Tilley House in Gagetown, earning a certificate of commendation from the American Association for State and Local History.

She also was awarded a Queen's Silver Jubilee Medal for devoted service.

She is survived by one brother, Donald and his wife, Marie, of Fredericton, one nephew, Willard, and wife, Nancy, of Saint John, one grand-nephew and one grand-niece of Saint John, and companions Irene Smith and Enid Inch.

Visiting took place at her home over the weekend and prayers will be held there at 2 p.m. today before the church service. Interment will be at St. John's Anglican Church Cemetery. Arrangements were made by Bishop's Funeral Home.