

# East Riverside - Kingshurst An Historical Sketch



The Council of the Village of East Riverside - Kingshurst wishes to express it's thanks to the Province of New Brunswick and the Federal Government through the New Brunswick Bicentennial Commission for their financial assistance in making the compilation and printing of this document possible.

# Foreward

I wish to express my gratitude to all those who gave so willingly and generously of their time, their memories and their photographs in aiding me in my search of the past. A great portion of this historical sketch of our village was put together from the information provided by residents and former residents (some first hand, some told by parents and grandparents) and is believed to be accurate. Without them this publication would be very short indeed, as so little of East Riverside-Kingshurst's past has been documented.

I hope this accounting will bring back fond memories to those who remember, and give an insight and appreciation of life in earlier times to those too young to remember.

I also want to thank Geoffery Crowe of the Telegraph Journal and Times Globe, the staff of the New Brunswick museum and the Saint John Regional Library, Canterbury Photographic Services, Livingston Photo, Carolyn Kern and Mary Macbeth. Your assistance is greatly appreciated.

*Nancy A. Glennie*

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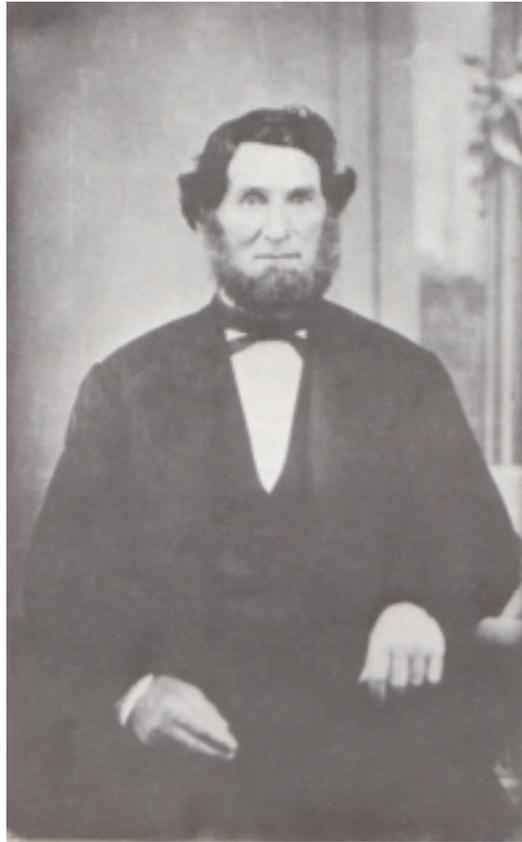
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Benjamin Appelby in 1870



Riverside Train Station

# *The Name - Its Beginnings*

What we consider to be a picturesque stretch of land set against the Kennebecasis waterway, which in part encompasses our village, was long ago described by P. Campbell in "Travels in the Interior Inhabited Parts of New Brunswick 1791, 1792" as follows:

"...The first 16 miles [from St. John] to French Village is timbered with pine and spruce, the land uneven, knolly, barren and interspersed with many small lakes, in which, however, are an abundance of trout. Yet there are several new settlers stretched along the sides of the road, who have a year or two ago begun to clear this poor and forbidding soil, which had nothing to recommend it but its vicinity to the City of Saint John."

It is true that our history is closely knit to the development of Saint John as an early harbour, and later, rail and commerce centre. We have been fortunate to benefit from our geographical proximity to the city, and to lie along the path connecting it with other communities such as Renforth, Rothesay, Fairvale, Hampton, Sussex and further on to the Nova Scotia border.

During the Acadian period of the history of New Brunswick, this whole area to French Village was one land grant, a seigneury.

In 1774, while the area was still part of Nova Scotia, King George III rewarded his loyal British subjects here with thirty-eight grants of land extending along the Kennebecasis from today's Renforth to Gondola Point. Abijah Waters and others received 200 acre lots each, in total comprising 7600 acres. This grant was registered in the new Province of New Brunswick, Parish of Hampton in February 1785.

King George IV reapportioned sections of the original grants in our area in 1824 and 1828, presumably because the original grantees failed to meet some of the requirements demanded in the original documents and therefore had to forfeit their lands. The resulting

land division may be seen on the Crown Grants maps.

It was the Kennebecasis, being the predominant means of transportation, which brought our first settlers. The river's name probably originated during the Indian period of our province's history. Although the area was believed to have been travelled by the Micmacs and Maliseets, they preferred, as did the very early settlers, the easy waterways and fertile lands around the Washademoak, Belleisle and Hammond River areas. The name "Kennebecasis" is thought to have been derived from the Micmac "Kenepkachiachk" meaning "little long bay place." Other derivations such as "long or deep river" or "little snake" are said to allude to the Kennebec River in Maine. Various old maps fix the spelling as "Canabeki," "Kainebekaisis" and "Kanibecaciche," while one Acadian map names it "Riviere du Bruhl". In "The Geographical Names of New Brunswick" Alan Rayburn tells us:

"The folk tale that the name was derived from an incident when one man remarked to another on sighting a light on a stormy night, 'Can it be Case's?' is widely known in New Brunswick."

Whatever the case, Benjamin Appleby travelled the river and in 1828 purchased 200 acres from Michael Henniger, the owner of the Edward Major lot number five original Crown grant. He chose this area of the Kennebecasis to establish a shipyard in the year 1835, as the banks abounded in dense prime timber, and the river and bay were excellent for launching vessels. Benjamin's father was two years of age when his father, James, landed with the Loyalists and settled on the Washademoak.

At one time, Kings County led New Brunswick in shipbuilding. Between 1836 and 1859 the Appleby shipyard, employing and housing some one hundred craftsmen, built ninety ships. The area came to be known as APPLEBY'S WHARF. His ships were often sold in Liverpool England. One, built to order, was completed in the incredibly short period of three weeks. A "packet" of some fame, "The Hastings", was an enormous

and strong ship which proudly served the important and gruelling mail run from England to Australia.

The last Appleby ship was launched in 1859 in a time when the age of sail was waning and the age of iron and steam was approaching. Today, the site of the wharf lies at the foot of Appleby Drive.

Although it was the river that gave the area life, it was the railway which ultimately nurtured it along to become the community we know as East Riverside-Kingshurst. Both names, RIVERSIDE and KINGSHURST, were the direct results of the development of the European and North American Railway Company. In 1852 New Brunswick entered into a contract to build a rail line from Saint John to the Nova Scotia border, and in 1858 the first nine mile stretch of line from Saint John to Rothesay was completed, running right through the Appleby shipyard. In 1860 one hundred and eight miles were completed to Shediac. The Intercolonial Railway was granted a charter ten years later and in 1872 took over the run. In 1923 it became part of the Canadian National Railway system.

The widow of Benjamin Appleby apparently did not wish the train station to carry the name APPLEBY'S WHARF, so the railway chose to name the stop appropriately for the community growing up by the side of the river - RIVERSIDE. It was not until sometime later, when our mail was constantly ending up in Riverside, Albert County, that the prefix EAST was added by the government, although we actually live WEST of that other community.

As we are all aware, there is another name involved - KINGSHURST - which itself has a rather interesting story to tell.

At approximately the turn of the century, the Kingshurst School for Girls stood on the site of Kingshurst Farm in adjacent Rothesay. Kingshurst means "the King's woods". The property was subsequently purchased by Joseph Allison who, like many other residents of the immediate area, had to trek up to the Rothesay station (at some considerable inconvenience) to catch the Sussex commuter trains to Saint John. The

railroad was persuaded to build a small stop at the foot of the Kingshurst Road. At first it consisted of a roof and sides, but was later closed in and a stove added, despite fears that so doing would attract tramps. The lettering on the structure was incorrectly spelled omitting the "S" and read KINGHURST for some time before it was corrected. Kingshurst was considered to run from the Troop Property (Low Wood) to and including the two or three winter homes up to the Renshaw property.

The separate names of EAST RIVERSIDE and KINGSHURST stood until the year 1950. On October 23rd, under the provisions of the Local Improvements Districts Act of 1945, EAST RIVERSIDE- KINGSHURST was declared a Local Improvement District for the purpose of town planning. The application was submitted by the first commissioners, W. Ronald Nase, George J. Smith and F. R. Toole. In February of the following year zoning, sewerage, subdivision and planning commission by-laws were adopted. Added services of fire protection, street lighting and water and sewerage were incorporated in 1959 and 1960. The boundaries were established as follows:

"All that certain part or portion of the Parish of Rothesay in the County of Kings. in the Province of New Brunswick bounded and described as follows, to wit: commencing at a point defined by the intersection of the east bank of the Kennebecasis River and the southerly side of Lot No. 9 as granted to Mr. Abijah Waters, proceeding along said southerly boundary line of Lot 9 on a true bearing of approximately 1470 east of North to a point where such line meets Taylors Brook, then along Taylors Brook in a southerly direction to the Saint John-Kings County line, then along such county line in a southwesterly direction to a point on the county line defined by the extension of the property line between the properties of Mrs. G. Harvey Tapley and St.

James the Less Church, then along such property line and such line extended to the shore of the Kennebecasis River, thence along the shore in a northerly direction to the point of commencement."

Under the 1966 new Municipalities Act, the district became the VILLAGE of EAST RIVERSIDE-KINGSHURST. At the final meeting of the Board of Commissioners of the District, on December 30, 1966, the Chairman, W. J. B. Gentleman, became Mayor of the Village and the remaining Commissioners became the Village Counsellors, to remain in office until the elections scheduled for June 12, 1967. Our first election saw the only contested mayoralty race in the villages and towns of the Greater Saint John area. Voting was held at the Rothesay Elementary School House with 64.5% of the eligible 463 voters casting their ballots. W. J. B. Gentleman defeated Stanley Carnaghan and became our first elected Mayor. Deputy Mayor was H. Saaltink, and Counsellors were B. W. Cosman and A. J. Travis.

The final chapter in the history of the name of the village takes us into recent times. In 1974 it was proposed by the councilor the day that the name be shortened to EAST RIVERSIDE, because it was a cumbersome hyphenated mailing address. Their intention to petition the provincial government to have the name KINGSHURST dropped was advertised in the newspaper and called for any objections to be put forth. Seven letters opposing this move were received. The "Save Kingshurst Committee" felt that, owing to the number of names similar to "Riverside" throughout the province, and because of the local history, that the name EAST RIVERSIDE should be dropped and the distinctive name KINGSHURST retained. The end result was that the petition to change the name was never presented to the government, and the name stands in its present hyphenated form.

# Modes of Travel

Basically, until the 1940's, RIVERSIDE and KINGSHURST continued primarily as a summer community for the residents of Saint John, with only a handful of original year round or "winter houses".

As mentioned previously, the railroad played an important role in our development. After the Great Race in neighbouring Renforth in 1871, the area became most popular as a summer haven. Some 9000 people were coached by train to Renforth on the day of the Race. In all, approximately 15,000 witnessed the race, and many, realizing the great beauty of the area as well as its easy accessibility to the City by train, concluded it to be an ideal locality for summer cottages. A very efficient commuter suburban train service operated from Sussex to Saint John, making it very convenient to travel to and from the. City to work, to shop and to attend school, throughout the years until after World War II.

Other than the early canoes, woodboats and later paddlewheels and steamers which plied the Kennebecasis, the only other means of transportation to and from here was the dirt road. This first inland connection with other points was called the Post Road (our Rothesay Road), used by the stage coaches' overland route from Saint John to the Nova Scotia border. An ad in the July 2nd, 1836 edition of the "New Brunswick Courier" announced the commencement of the St. John Stage Coach Company run from the City to Amherst, Nova Scotia, "...having furnished themselves with capital horses and most comfortable stage, sparing no expense". The stage was to leave Saint John at 7 a.m. Monday morning, arriving in Amherst at 7 p.m. Tuesday, and returning to Saint John on Thursday. The run would cost 3c per mile amounting to 37\$ 6c to Amherst. The roads throughout most of New Brunswick continued to be dirt until 1919, when one of the very first to be paved (or more accurately described, 'tarred') was the stretch between Saint John and Rothesay. Travel on these roadways followed British tradition until the early 1920's, i.e. horses, wagons and the first cars rode on the left hand side. However, the close-by American influence finally prevailed, and signs were erected along the roadside informing all that the switch to driving on the right

hand side was to be implemented.

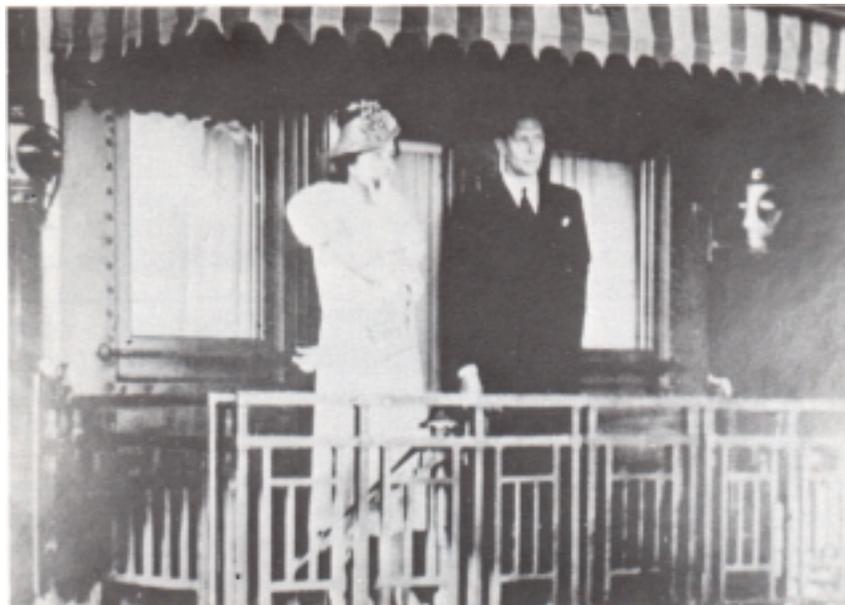
The winter road linked Saint John and Fredericton over the ice from New Portage cove (now Renforth) to Moss Glen via the carriage road through the centre of Long Island, then overland across the Peninsula and continuing to Fredericton on the ice of the St. John River. The roadway was marked on the ice by rows of six to eight foot evergreens planted in the ice. There was a similar road travelled from Appleby's Wharf to Long Island by woodcutters. This practise continued into modern times.



The dirt road (the future Rothesay Road) in 1905



The Royal Train proceeding through  
Renforth - East Riverside.



Her Majesty Queen Elizabeth and King George VI  
on the back platform of the Royal Train.

# *Our Royal Visitors*

It would seem that we owe our thanks to our Royal visitors, as well as our geographic location, for being among the first to fall beneficiary to a railway line and improved roadways. In 1860 the Saint John to Sussex rail line was completed in time for the visit of Edward, Prince of Wales and Earl of Rothesay, later to become King Edward VII. He arrived in Saint John from Nova Scotia aboard the "H.M.S. Styx" on August 4th, and travelled by train through Riverside to Kennebecasis Bay, en route to Fredericton on the "Forest Queen" by river. Ten years later, it was in honour of his visit that the name "Rothesay" was suggested for the Kennebecasis Bay station, and the Parish which at that time separated from the Parish of Hampton.

A year later, Edward's brother Prince Alfred also went by train to Rothesay to catch a steamer to Fredericton. Again in 1869, Prince Arthur, seventh son of Queen Victoria arrived at Shediac from Pictou, Nova Scotia and journeyed by train to Saint John. In 1878, Victoria's fourth daughter, whose husband, the Marquis of Lorne, was sworn in as Governor of Canada at Halifax that year came from Ottawa on a tour of the Maritimes. Accounts recall receptions held in Sussex and Hampton on the route from Moncton via train to Saint John. While none of these visitors actually stopped here, they no doubt enjoyed the scenic beauty along the Kennebecasis. In 1918, just a year before the road was paved, Prince Albert, Duke of Connaught motored through to Rothesay.

On August 15th, 1919 the Prince of Wales, later to become Edward VIII, drove over the newly paved road through Renforth, East Riverside and Kingshurst en route to Government House in Rothesay. He is said to have been taken to a concrete platform in front of the McArthur mansion to view the spectacular scenery over the river at East Riverside. Her Majesty Queen Elizabeth and George VI stood on the back platform of the Royal train as it proceeded to Rothesay in 1939. In the summer of 1983, Princess Diana and Prince Charles delighted thousands of school children and adults alike on the grounds of Rothesay Collegiate School in Rothesay. They returned to Saint John via East Riverside-Kingshurst by motorcade.

# *Special Points of Interest*

A fine railroad station was erected at the foot of present day Country Club Heights. Many remember various stationmasters, such as Kirpatrick, Doherty and Hodgins who lived on the second floor. Mrs. Hodgins maintained beautiful gardens around the station house, and for years it was a show place. The station was a bustle of activity each morning and again in the evening as the commuters went to and from work in the City. This service ran until after World War II, and the structure was finally torn down, as were most stations along the line, in the 1950's.

Before the turn of the century a tiny school house stood directly across from the, Golf Club property. It served an area all the way to Fairvale. Later, school children walked to the old school in Rothesay (on the site of the Petro Canada service station) and then to the Rothesay Consolidated School which is presently Rothesay Park Elementary School. The horsedrawn school van operated in the summer, the sleigh in the winter, collecting students from Mercer's Farm (the Loop at Renforth) along the way until it was filled. The red and black van carried about twenty children. One stepped up at the back through an open doorway and sat on long benches on either side. Canvas type curtains were rolled up in summer and down in winter to keep out the cold, and straw on the modest floor kept feet warm. The driver, Mr. Howard Carpenter, sat outside. The two horse teams together with similar teams and vans from Gondola Point and Meahan's Cove, were housed beside the school in a shed at the corner where Sobey's store once operated, while school was in session. In the twenties, a Mr. Thomas Enwright started a bus service, part of which was the school route to Rothesay, on his regular schedule as far as Gondola Point. Until quite recently, bus service to and from the City provided convenient schedules. The children were given transportation slips by the school district. A number of students travelled the train each day into private schools as well as to high school in Saint John. Today our children are transported by school bus to the two elementary schools in Rothesay and one in Kennebecasis Park, as well as the two junior high schools and one high school for the region.

store across from the Golf Club, just beyond the old school building. Mr. Holder became famous for the ice cream he made in the basement, and one portion of the store contained tables and chairs in ice cream parlour style. It has been told that doctors in Saint John recommended the ice cream as a health food because of its pure ingredients. A favourite seems to have been the "Riverside Special" which sold for a whopping 35c. The holders moved to Renforth in 1923 and continued in the grocery business and selling their famous ice cream. The Riverside store was run by various families, some of the names remembered being the McBays, the Steeles and the O'Briens. The adjacent two story house burned in the early 1930's but the store and ice cream parlour, then containing living quarters in the long flatroofed green building, continued to be operated by the O'Briens until late into the 1940's when it burned.

Kent's Kingshurst Variety Store has been serving the community and surrounding areas for over ten years now. The store itself was added to the original old "Hastings" house in 1937 by Benson Mahony who purchased the property in 1933. It was then thought to have been one hundred years old, and during renovations to raise the less than six foot high ceilings on the upper floor, square-headed nails, which hadn't been used in decades, were discovered. There is not complete agreement on this next point, but "The Nest" as the house was called, is believed by some to have been the Seven Mile House stage coach stop, the only structure at one time between Renforth and the Eleven Mile House at Stoneycroft. Others place the coach stop at the roadside inn.

Mahoney was a pharmacist who operated a drugstore business on the corner of Union and Dock Street in the City, and he opened a sundries store and depot out here. In 1949 a pharmacist, Robert McLean, opened a dispensary in the store, and continued selling and delivering until 1970.

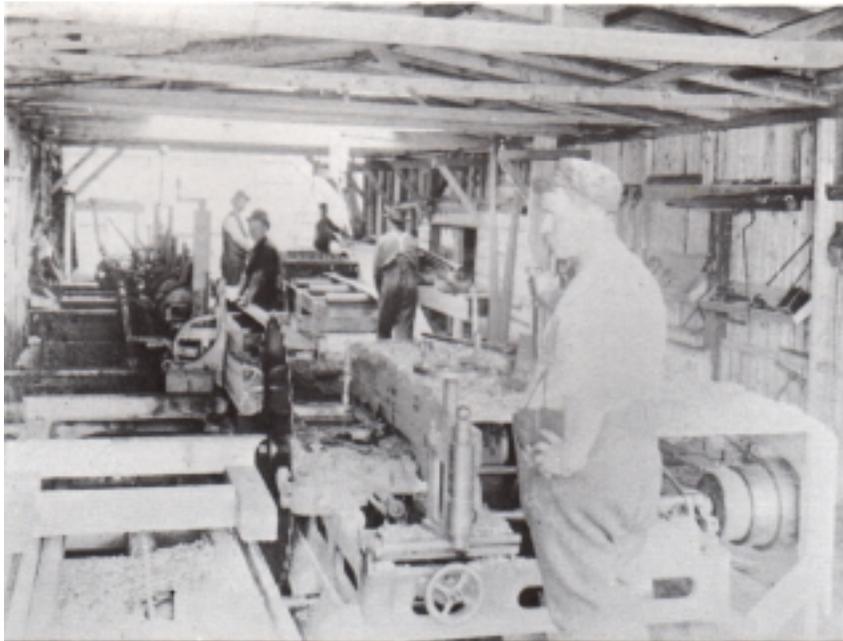
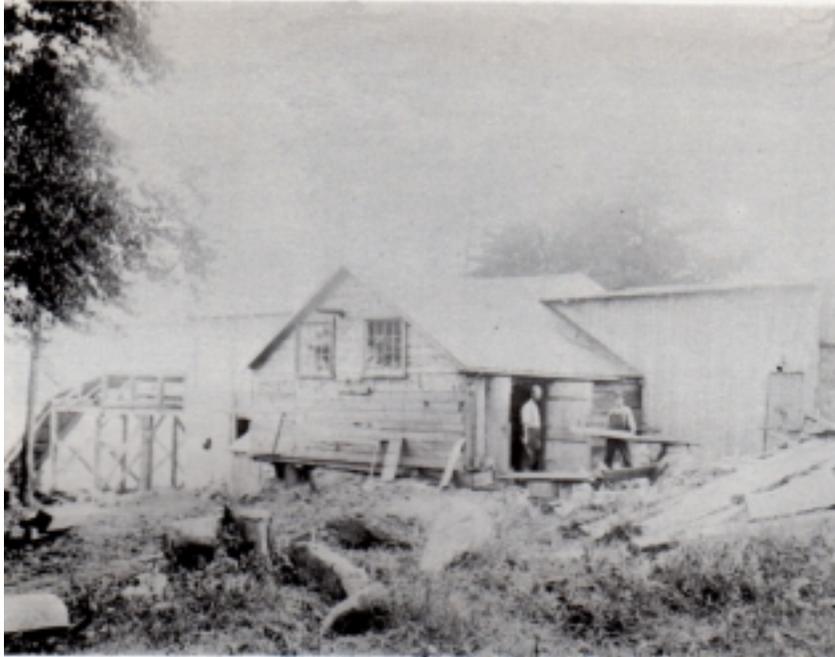
Postal service was housed in the Renshaw home and following that, in 1929 or 1930, Mrs. Randles across the road became the post mistress. Mrs. Randles' daughter, Evelyn MacPhee, continued running the post office until 1969 when the village councils'

1967 request to the Federal Government for letter carrier service was implemented. In 1962 the veranda of the home was closed in to accommodate approximately 200 lock boxes as well as general delivery. Before mail trucks delivered the mail to the post office, the bags were thrown off the train and collected, and, outgoing mail reloaded each day.

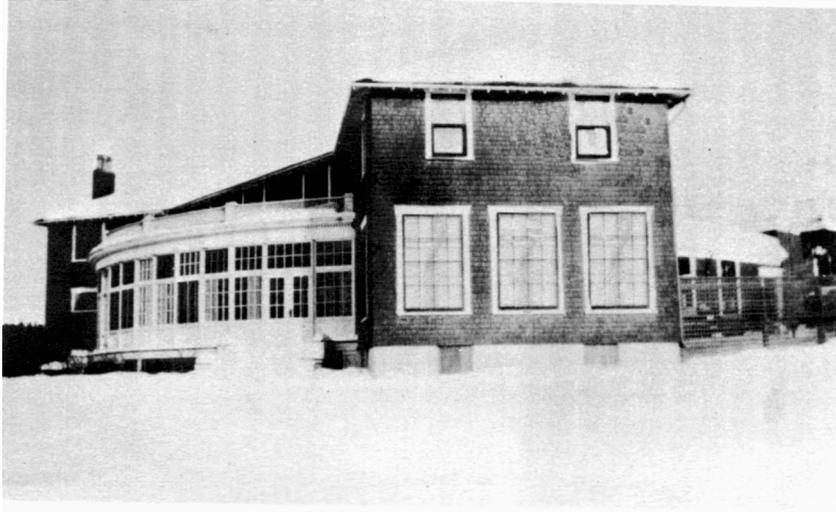
Beside the Randles' Post office was Mr. William Randles' garage. He was a mechanic and electrician and worked there from 1925 until his death in 1943. Mr. George Wilson carried on the garage until 1950 when he moved to his service station at Torryburn.

At the turn of the century Andrew Green operated a sawmill on the shore at Kingshurst. Log booms and pulp drives down the Kennebecasis River were a familiar sight, and the business continued into the 1920's. His father, Patrick, had come across the Atlantic during the Irish famine in 1847 and purchased three sections of land from Ferguson, Renshaw and Flemming.

The Church of St. James the Less in Renforth was first known as the Riverside Church, having been built as a chapel for the summering community in 1902. The first rector was Canon A. Daniel of St. Paul's Anglican Church in Rothesay. It was consecrated as a Church in 1913 and it was not until 1935 that seats were added. After a fire in 1941, the Church was rebuilt and continues to serve the East Riverside-Renforth congregation.



The Greens at work at the sawmill.



The old Riverside Clubhouse.



The Riverside Country Club today.

# *The Riverside Country Club*

The game of golf travelled to New Brunswick with one John White, who arrived in Saint John from Scotland in 1863. Not to be deterred by the lack of playing facilities, he started to play on the sand flats at Courtney Bay at low tide. He was joined by a few other enthusiasts who then established the first four hole golf course in the province in 1897. The Saint John Golf Club was located in the area "back of Mount Pleasant and Fort Howe" which we know today as the Cranston Avenue district. The property was leased from Farmer Millidge who had to be reassured that the playing of the game would not cause harm to his grazing COWS. The annual dues were \$10.00. The greens were surrounded by wire fences to keep off the cows, and one man and one horse comprised the maintenance crew.

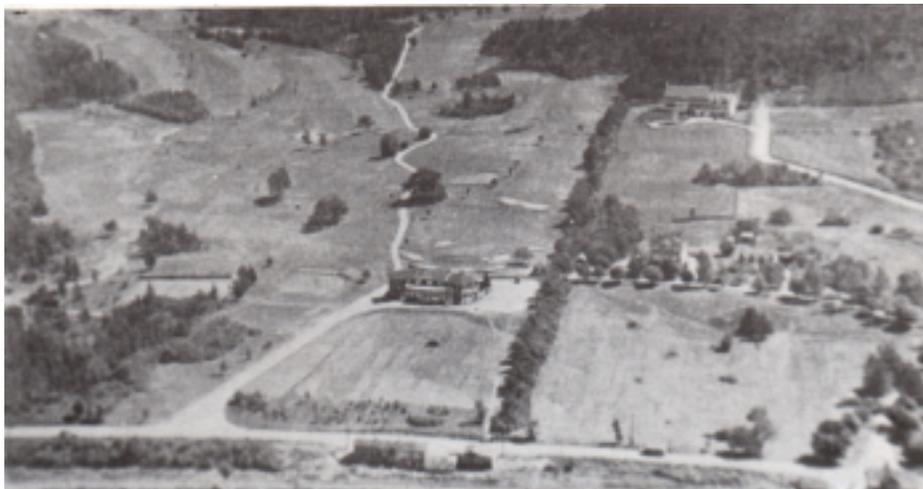
In 1913 it was decided to move to Riverside, mainly due to its location near the Post highway and on the Intercolonial Railway line. Three men, J. G. Harrison, Andrew Jack and H. M. Stetson borrowed \$7000.00 and purchased "250 acres of unkept land" from the Douglas milk farm, and the club was incorporated on March 20, 1913. It took two years of cutting, shovelling and real pioneer spirit to complete the nine holes. By 1920, the game's popularity demanded a new layout comprising another nine holes and a beautiful clubhouse was erected.

Miss Mabel G. Thomson had learned to play golf at the Saint John Club, and was to distinguish herself as a five-time Canadian Ladies' Champion in 1902 and 1904-1908, despite the fact that the club had no professional or instructor during that time. The remainder of the club's development is in large part due to the efforts and money of her brother Percy, who was described as a true "golf nut". He joined in the members' efforts in the 1930's to raise the standard of the course to championship level, and supervised its reconditioning, pouring great sums of his own money into the project. Thousands of trees were planted, and water systems, fairways and bunkers were improved. Today, the course remains one of the most scenic, interesting and challenging courses in the country. Percy Thomson's dream was to host a Canadian Open Championship. That was realized in 1939, which marks the only time the Open has been played east of

Montreal. That year Harold (Jug) McSpaden, a Massachusetts pro, shot a two over par 282 to capture the title over most of the leading professionals from Canada and the United States.

In May of 1966, the official opening was held upon the completion of the new golf and curling facilities. They included five curling sheets, expanded dining services and provided the largest club facilities in the Atlantic Provinces. Just before the final move was completed, the majestic old clubhouse was enveloped in flames.

The first professional at the Club was Sidney Lingard, hired in 1919 at a salary of \$60.00 per month for six months. He was instructed by the Board of Directors to charge fifty cents per hour for lessons. Don Sinclair was pro for thirty-three years until 1977, and was honoured for his dedication and contribution to the sports community. The current pro, Jim Connolly, served ten years as assistant to Mr. Sinclair and assumed his duties as pro after Mr. Sinclair's death. The Club has enjoyed the prestige of hosting the Canadian PGA, the Canadian Junior, two Canadian Ladies and three Canadian Amateur Golf Championships, as well as the Canadian Mixed, the Canadian Seniors and the Canadian Juniors Curling Championships.



The golf course and adjacent Thomson mansion.

The golf course and old clubhouse.



The old clubhouse burns in 1966.



Clearing the land for the golf links in 1914

# *Did You Know ... ?*

In pre-Loyalist times, settlers did not build on the river shore, but travelled a mile or so inland to protect themselves from attacks by New England privateers. About two hundred yards beyond the Mackay Highway, is believed to be the dug-out foundation of such a dwelling. It is believed these crude structures were set into the hillside so as to take advantage of the landscape in insulating against the harsh winters, by building below the frost line.

In the 1784 Crown grants, each tract of land excepted out a ten percent allowance for "such roads as were deemed necessary", and "all white pine trees, and mines of gold, silver, copper, lead and coal" were exempted. The grantees were required to pay two shillings per one hundred acres at the Feast of Saint Michael each year for ten years; to clear at least three acres for every fifty acres of plantable land; to place upon every fifty acres at least three "neat cattle"; to erect "one good dwelling house to be at least twenty feet by sixteen feet; and to swear an oath to "maintain and defend the Authority of the King in his Parliament as the Supreme Legislature of this province" before a magistrate, and a certificate of having done so be recorded in the Secretary's office.

George IV, in his Crown Grants, required a proportionate portion of the land be sown with "flax or hemp seed", if the land were fit for such cultivation. It was only in 1983 that a Bill of the N. B. Legislature released and voided these and various other restrictions contained in Crown granted lands.(Crown Grants Restrictions Act Chapter C-37.1).

One ship built by Benjamin Appleby, "The Mary Appleby", was personally used by him and his family to journey to England and return with furnishings for their home. Some of this furniture is being used to this day by the shipbuilder's grandchildren, who live in our village and in Saint John. Two fire screens from that voyage are on display at Loyalist House in Saint John.

The carvings on the Appleby ships were worked by the skilled Robert Graham, carver of the coat of arms of Saint John found in the St. John County Court House. The original mantle which he carved at the

shipyard for the Appleby home is still intact and may be found in the home on the site of the original home at the foot of Appleby Drive.

The Troop fleet of ships was founded by Jacob Troop, who came to Saint John from Nova Scotia in 1840 and carried on a trading business at Market Wharf in the City. Together with his son, Howard, he began acquiring vessels, and then building his own in Saint John, Rothesay and St. Martins by the 1870's. Later, steamers were added to the Fleet. In 1864 Jacob built a magnificent summer home on the present site of Low Wood in Rothesay for his son. It was a familiar chuckle that the town line went through the middle of their home and that the family ate dinner in Rothesay and had tea in Kingshurst. Their annual summer garden party was a social highlight. In 1893, daughter Nellie married Dr. Walter White, head of St. Joseph's Hospital, and the property next door (on the Kingshurst Road) was constructed as their summer home in 1893. The two homes were the only ones in the area which boasted Roman arch fireplaces.

During the laying of the railway line, a granite quarry was operated on the hillside behind the Humbert property, and workmen, building the line, lived in huts about four hundred yards beyond the road. Old remnants may still be found there.

In 1879, the first long distance telephone line was strung for the Western Union Telegraph Company connecting its office in Saint John with the home of Superintendent, R. A. Clinch, (now the Netherwood Property). The lines followed the railroad line. In 1880 the Bell Telephone Company of Canada took over Western Union and eight years later constructed its own lines along the Post Road. It was not until after the turn of the century that telephones were actually installed. In the early 1920's cable lines were run from Saint John to Moncton to provide electricity.

The Saint John Globe in 1905 recounted expeditions under way at Red Head, Mispic, and various other locales, including along the Kennebecasis, searching for Captain Kid's treasure. A Spanish chest filled with gold and jewels was believed to have been

buried by him somewhere along the eastern seaboard but never recovered. Seventy years previous, Spanish dollars had been found on the beach at Red Head. The explanation was furnished that they had been, in fact, left by patrol cruiser crews from Halifax during the War of 1812. Sea weary sailors while searching out American privateers, went ashore and for some diversion played 'pitch and toss' with the Spanish coins. Nonetheless, the wave of treasure hunting along these beaches and ours was carried on with great fervour.

John White, who introduced golf to New Brunswick in Saint John and Riverside, was later the oldest active golfer in the British Empire. He died in 1932 in his 91st year.

William Pugsley, who served as an MLA, Premier and Lieutenant-Governor of New Brunswick, is credited with being the chief influence in having the first stretch of road to be paved in the Province to be that between Saint John and Rothesay; "so, his opponents said, he could commute more quickly to his summer cottage," Arthur Doyle tells us in "The Premiers of New Brunswick".

An author of some renown, Louis Arthur Cunningham 1900-1954, lived for a time on the Gibbon Road. He wrote history and romance novels and short stories. Three of his books are available in our Regional Library - "Tides of the Tantramar" 1935, "The Sign of the Burning Ship" 1940, and "Yvon Tremblay: an Acadian Idyll" 1927.

Today, residents such as prolific author Dan Ross and artist Catherine McAvity have distinguished themselves in cultural circles.

Millionaire Percy Thomson built a 60 room, 9 bathroom, 6 car garage mansion on nine lots purchased from the Allison family, adjacent to the 10th and 18th holes of the Golf Club in 1934. Percy's grandfather, William, became a ship broker and commission merchant in Saint John in 1848 we are told by Esther Clark Wright in "Saint John Ships and Their Builders". Percy's father, Robert, and his uncle John were managing owners of many ships including nine steel ocean steamers known as the Battle Fleet. Percy became one of the

wealthiest men in Eastern Canada when these were sold to the government during World War I. In 1945 he was embroiled in a famous taxation case which went to the Supreme Court of Canada. He was declared resident here and therefore liable for Canadian income taxes; consequently he left and took up residence in Bermuda. Eventually, the house was torn down save one corner, the servants quarters, being used for a complete house, which is still standing at the top of Country Club Heights.

In the early 1940's, there were twenty official station stops between Saint John and Hampton, but only about a half dozen or so actually housed proper stations. The remainder were merely marked by a post with the name painted on it. A fifty trip ticket on the train to Saint John (to last a month) cost \$3.75 around 1930. In 1910, the fare on the eight mile ride from Saint John to East Riverside was twenty-five cents.

During World War II, air raid wardens patrolled the Rothesay Road to make sure all lights were out and blinds pulled down when the air raid siren (at foot of Hazen St. in Renforth) sounded a drill.

In 1960 at the annual meeting of the Local Improvement District, approximately 61 property owners heard N.B. Water Authority representative Dr. John S. Bates recommend installation of a sewerage system because of the "serious water pollution problem in the Kennebecasis", and a motion to conduct a feasibility study was passed. In 1961 it was reported by the district's consulting engineer that the pollution was such a serious problem that the Canadian Housing and Mortgage Association (now CMHC) was refusing to advance mortgage monies in the district until a sewerage system was installed and operating. It was not until 1965 by a margin of 62-3 that a treatment plant was approved. It was completed in June 1967 on land purchased from the Golf Club and other adjacent properties.

John B. M. Baxter, Q. C. has represented the Kings West riding in the provincial conservative government since 1962 when he won a by-election. He held the portfolio of Minister of Justice from 1970-1974, and since 1982 has been serving as Minister

of Finance.

There are a number of very old homes along the Rothesay Road each carrying its own interesting history. Some have had few structural changes other than alterations to modernize them. The names of some of these homes have been perpetuated by naming our streets after them - the Renshaws', Gibbons', Greens' and Scovils'. Other houses unfortunately were destroyed by fire. A journey down Rothesay Road in earlier times proves interesting. The homes will be referred to by their owners' names in the early 1900's.

The first property in East Riverside, next to the Church in Renforth, was a beautiful two and one half story gingerbread style summer home built by J. W. Hornbrook at the turn of the century. This home was unfortunately one of those lost in flames, but his descendents are today living on the site.

Another familiar name at that time was Lordly, well known in the furniture business. Albert Lordly moved his furniture factory to Rothesay in 1864 after being burned out in the City. He purchased property in East Riverside in 1873 and built a summer home, which stood until 1924. The carriage house is still being used as a home. He had relocated in Saint John again by 1877 when he built the Bustin's Furniture building on Germain Street. One of his sons, Sterling, shared a double summer home, built in 1910, with A. P. Patterson who was elected to the Legislative Assembly in 1935 and served as Minister of Education under Premier A. A. Dysart until his defeat in 1940. The top level of that summer home was removed, but the structure remains and is now a single family dwelling. Patterson built a walk-in doll house for the children, which, along with the original stable today stand behind the house. Lordly descendents are living in our village to this day.

Further along the road, the large white Humbert or Hoyt home is believed to be over one hundred years old. It was similar in style to the Lordly summer home, and was named "Summer Lodge".

The McArthur summer mansion, previously mentioned in the 1919 Royal Visit, was a massive three story white colonial style with huge pillars. George McArthur built the McArthur Apartments on Germain Street, in Saint John, and he designed and constructed

the Celtic Cross on Partridge Island in memory of the immigrants who perished in the fever scourge of the 1847 voyage from Ireland. The property was triple terraced and boasted a most spectacular view. Unfortunately it burned; however the home presently on the site, later built by Arthur Fielding, who was a local movie agent in Saint John, actually stands on the original foundation.

Perhaps the oldest home in this area is the large yellow Ketchum home, built in the mid 1800's by a man named Secord from Sussex, who was related by marriage to Benjamin Appleby. It is believed, for two reasons, that the veranda railing was made at the Appleby shipyard. Firstly, it is made of cedar, which apparently was not then used in home building and secondly, it is all one piece of wood bent into shape. The only place capable of so handling such a large section of wood was the shipyard. It is interesting to note that while this home was recently being renovated, it was discovered that the outside walls were found to contain tin sheets between the boarded wall layers; and the inside walls were plastered, with a layer of wainscoting under that. Such seems to have been the early method of insulating against the cold and the chilling winds off the water in winter.

The next property, the Appleby's, was burned in 1884, and invaluable shipping logs, records and photos were lost. Other homes were built on the site by him but were either burned or torn down.

The only property between Appleby's and the golf course was the summer home of riverboat Captain Maynes. The home was rented around the time of World War I, as a clubhouse for the Golf Club. It had previously been utilized as a roadside summer inn, where Saint Johners could enjoy dinner after a pleasant carriage ride out from the City, and then return home. This was a popular outing. The mansard roof was later replaced by a pitched roof by owner Captain Fleetwood, and other alterations have been carried out over the years.

Other homes still intact include the Randles'; the De Milles' and the present day Burnetts' (built as summer homes by Appleby's son-in-law, Alfred Burnett, about the year 1910) ; the Huestis Barnes' (printing company) and the Hastings', ("The Nest") and Whites'.

Another doll house, a replica of Dr. White's home, was built in 1904 in the City and transported to Kingshurst, with some difficulty, in two sections by horse drawn van. It was later moved to the Brown property on the corner of the Gibbon Road where it stood until quite recently.

The first Clerk-Treasurer of the Village was Jack Rector who served until 1975. Mrs. Genevieve Lutes then served in that post, succeeded by Jim Connolly. He was followed by our present Clerk, Joan Fitzgerald, who has held the position for fourteen years.



The Whites' summer home adjacent to the Troop home.



"The Nest" today.



The Renshaw home as it looks today



The Hornbrook "Gingerbread" summer home.



The Green farm.



The "Ketchum" home today.



The "Hoyt" home today.

# *Down Memory Lane...*

Many residents remember a few Indians (two families lived on the beach beyond Kingshurst until the 30's) coming door to door selling axe handles, baskets, chairs and various other wares they had made.

Fruits and vegetables from Clifton Royal, fish, and dairy goods were also sold door to door. Once a week, the ice man brought a cake of ice costing 25c. In the winter, the men went onto the ice with sleighs and horse teams, and used saws to cut out the ice blocks. They were stored in sawdust to preserve them.

Candy-pulls on the beach were an all-day pleasant pastime. Wood was gathered, a huge bonfire lit, and pots of molasses were cooked for hours until the taffy stage was reached. After the mixture cooled, friends gathered in the evening pulling the candy with buttered hands, singing songs around a bonfire.

Residents on the Kingshurst side bought grocery needs from O'Brien's and a store in Rothesay, and those on the Renforth side patronized nearby Fitzgerald's and Colwell's in Renforth.

The majority of our old crank telephones were party lines, and it was a toll call to Saint John.

About 1923, as the children were waiting for the school van, the mail plane from Saint John to Moncton crashed on the ice on the river, the pilot miraculously escaping with only a broken nose.

Skiing down hillside wood roads on strapped-on skis, and skating around Long Island were favourite winter sports. A good wind on the ice propelled you without personal effort, but the wind in your face returning made it hard going indeed.

Milk from the Jersey cows at Kingshurst Farm was far richer than the milk from Holstein herds delivered by the other dairies. Instead of the one inch layer of cream at the top of the milk bottle, their milk carried about a three inch layer.

Young golf caddies in the 1930's were classed

and paid accordingly to their experience. Third class caddies earned 25c an 18 hole round; after about a year at that level, one passed on to 35c a round second class; and only the junior players who knew the course well were paid first class wages of 50c a round. Coloured ribbons worn by the boys indicated the different classes.

Hardly a home from Norton to Renforth did not have a fireplace constructed by one of the five Bovaird brothers. Ron Bovaird at one time lived on the Green farm while the others were scattered around Hampton.

Prior to 1966 it was the practice that the Chairman would read out at the annual meetings of the ratepayers, the names of all those who were in arrears in their tax payments. By-laws prohibited any rate payer in arrears from voting at the annual or any special meeting. This problem was finally resolved when the district became a Village in 1966 and the Province assumed the collection of municipal property taxes and business assessments.

# *To The Present...*

Train service until the end of World War II was both convenient and efficient, and allowed many the luxury of country living while working in the City. Today, that same luxury draws ever-increasing numbers to our village. The Mackay Highway, built in 1953, provides commuters quick ten to fifteen minute access to the City core. Our population has grown from a handful of year-round dwellers, to the present approximately 1000 residents.

Since our incorporation, we have been fortunate in having our quality of life upgraded by the introduction of various services. Our village services have expanded with the growth in population. In 1958, the total budget for the year was \$295.00. 1985's projected budget is \$320,130.00 to maintain all of the services afforded us today. Fire protection, street lighting and the sewerage treatment plant have already been mentioned. Police protection was virtually nonexistent years ago. A plebiscite during the 1967 election on whether to seek joint police protection with Renforth and Rothesay resulted in 140 yes and 94 no votes, and the service began in 1969 with the signing of the Police Protection Agreement at a cost of \$9,000.00 for our village. Interim service came from the R.C.M.P.

We, along with Gondola Point, Fairvale, Rothesay and Renforth joined forces for the purpose of constructing a recreation centre, and today our residents enjoy many hockey and skating programs at the Kennebecasis Valley Arena. More recently, a much larger co-operative endeavour was undertaken with Renforth, Rothesay, Fairvale, Gondola Point and Quispamsis resulting in the Kennebecasis Valley Library and The Rothesay Regional Police Commission. The council also allocated funds for the purchase of the Ryan property for the development of a park on the river side of the Rothesay Road - a beautification project. We now celebrate Canada Day together at the flagpoles on that green belt.

We have seen our village grow from a sparsely populated settlement to an active and vital community. Although from time to time there have been suggestions of our amalgamating with surrounding municipalities or

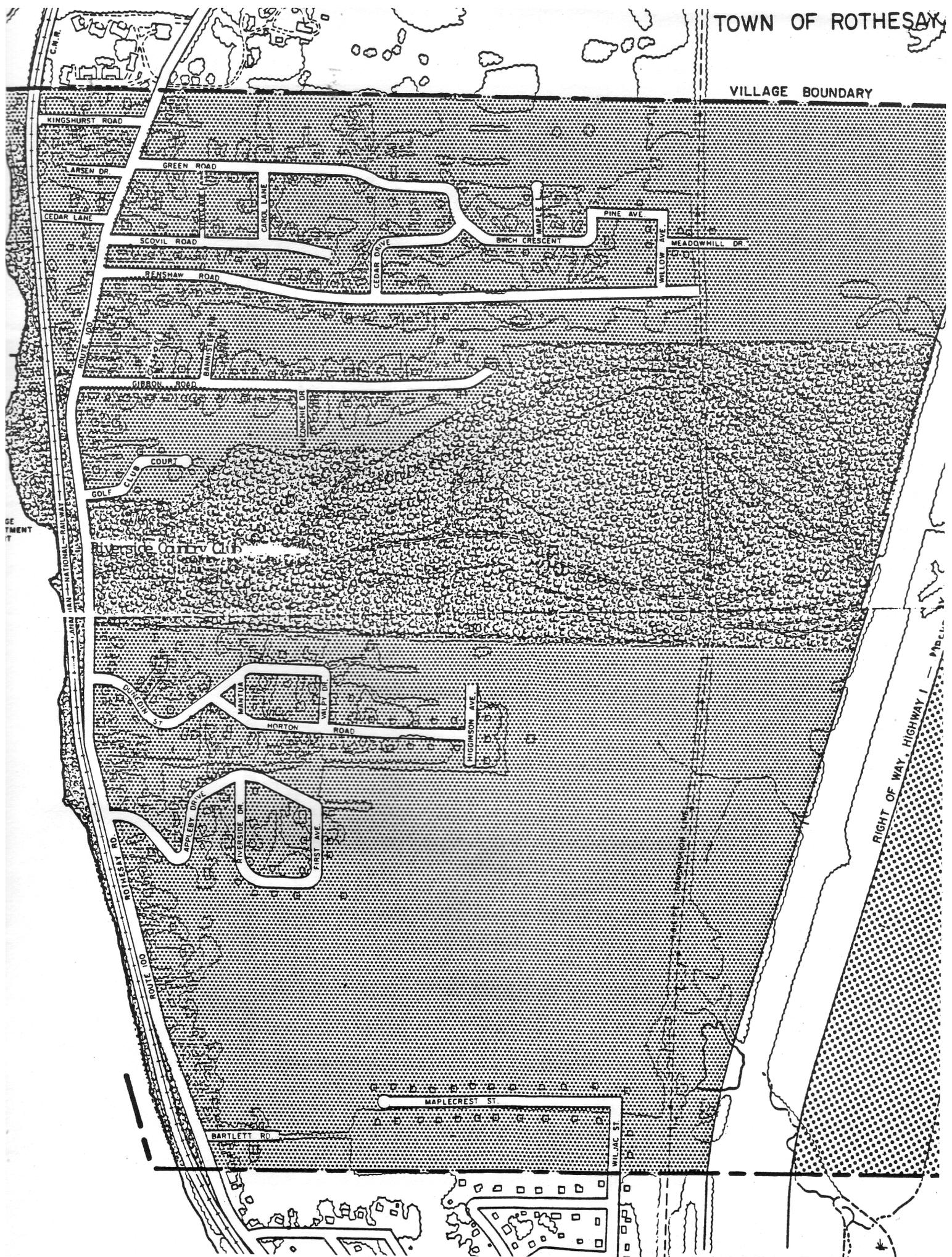
with Saint John City itself, our councils have fortunately resisted such proposals. We are well respected among our counterparts throughout the province and are proud to have been chosen as the site of the upcoming 1985 meeting of the Villages Association of New Brunswick.

Our present mayor and council have been in office for five years. Mayor John Brittain and Counsellors William Bishop, William Carson, Frank Ervin and Peter Glennie take pride in the fact that ours is a beautiful residential community which offers its people an excellent environment in which to live and to raise and educate our children. It is fitting, then, to end this brief history with Mayor Brittain's feelings about East Riverside-Kingshurst:

"It is a village we can all be proud of, and we can be thankful for the efforts of those in the past, and hopeful for the efforts of those in the future."

TOWN OF ROTHESAY

VILLAGE BOUNDARY



CEMETERY

Riverdale Golf Club

RIGHT OF WAY, HIGHWAY 1

MAPLECREST ST

BARTLETT RD

WILJACK ST

ROTHESAY RD

ROUTE 100

ROUTE 100

ROUTE 100

ROUTE 100

ROUTE 100

DOUGLON ST

WILBY DR

# Village of East Riverside-Kingshurst

## For Mayor

(VOTE FOR 1 ONLY)

**Stanley Morrell Carnaghan**  
Insurance Broker

**W. J. B. Gentleman**  
Chartered Accountant

## For Councillor

(VOTE FOR 4 ONLY)

**Mrs. Ruth A. Armstrong**  
Housewife

**B. W. Cosman**  
Engineer

**J. Patrick McAvity**  
Self Employed

**H. J. Saaltink**  
Engineer

**Arthur J. Travis**  
Surveyor

## Plebiscite

Are you in favor of an assessment for Joint Police Protection with the Town of Rothesay and the Village of Renforth? Yes ( )  
No ( )

## Mayors and Counsellors

1967	W.J.B. Gentleman	- mayor	
	H.J. Saaltink	- deputy mayor	
	B.W. Cosman		
	J. Patrick McAvity		
	Arthur J. Travis		
1968	by-election	Arthur Abell replaces	J.P. McAvity
1969	J.M. Hayman	- mayor	
	Ralph Fudge	- deputy mayor	
	Arthur Abell		
	B.W. Cosman		
	A.J. Travis		
1970	by-election	John Brittain replaces	A.J. Travis
1971	B.W. Cosman	- mayor	
	Arthur Abell	- deputy mayor	
	John Brittain		
	William Carson		
	William Moore		
1974	B.W. Cosman	- mayor	
	Arthur Abell	- deputy mayor	
	William Bishop		
	William Carson		
	Dr. Charles MacMillan		
1977	John Brittain	- mayor	
	William Carson	- deputy mayor	
	William Bishop		
	Frank Ervin		
	Dr. Charles MacMillan		
1979	by-election	- Peter S. Glennie replaces	Dr. Charles MacMillan
1980	John Brittain	- mayor	
	William Carson	- deputy mayor	
	William Bishop		
	Frank Ervin		
	Peter Glennie		
1983	John Brittain	- mayor	
	William Carson	- deputy mayor	
	William Bishop		
	Frank Ervin		
	Peter Glennie		



