

See p 15 at pcc.

Chapter One

A PLACE OF FIRSTS

Everything seems to have happened first in Shediac, a community which has been home to an extraordinary number of New Brunswick leaders, both English and French. It is unique in that the place was settled simultaneously by both of Canada's founding peoples, and they have lived comfortably together ever since.

Neither has questioned the other's right to develop its own culture, speak its own language and practise its preferred religious faith. No community in Canada is more truly bilingual and bicultural, and its social, commercial and cultural history is almost a New Brunswick in miniature. All of the characteristics which created the province's civil, governmental, religious and educational development were present in Shediac's make-up.

Nor is this community only a town called Shediac but rather the more inclusive settlement around the harbor, the bay and the rivers which flow into Northumberland Strait.

Its history is a proliferation of "firsts" and its complexity of geography and geographical names probably unique on this continent.

Three provincial premiers have lived in Shediac, two born there, and the mother of another, Sir Samuel Leonard Tilley, a "Father of Confederation", was related by marriage to the Shediac Cape Haningtons. The only school in the province named for still another premier, Hon. Louis J.

Robichaud, is the main educational institution in Shediac. The father of the only English prime minister born outside the British Isles preached in one of the community's churches.

For one small rural community to produce a single man or woman of national stature is an achievement. To have been the cradle and schoolhouse of no less than five of that rank, and that does not even include two of the three provincial premiers to whom Shediac was home, must establish some sort of Canadian record. It is even more remarkable that the same small seaside place should have produced outstanding personalities, and leaders, in the two distinctive Canadian cultures.

One of these was of Loyalist English descent, a Smith, and he made New Brunswick the key factor in Confederation. Another a Poirier, was of Acadian French descent and the first to represent his people on the national scene. Each was the grandson of an original settler in the community on the shores of the bay which gave Shediac its name, a name which has been spelled more ways on maps than any other in North America.

In the first of its multiple forms, that name appeared originally on an explorer's map nearly 300 years ago. The community which, in the fourth quarter of the 20th century, is moving into a new era of expansion had for its founders mainly people who had been previously in other parts of North America. These were the two oldest establishments of European peoples north of the Spanish colonies. The French founders were Acadians whose forebears had settled Nova Scotia as early as 1632, and the New England Loyalists who came had immediate ancestors who landed on Plymouth Rock in Massachusetts between 1630 and 1636.

However, the very first English settler on the bay came directly from London.

The Acadians may claim local precedence because they were on the bay as settlers before 1770, having scouted the area

for that purpose in 1714. The first English settler arrived in 1785.

The first shipbuilding on New Brunswick's east coast began here and the first steam sawmill went into operation here.

The first public road in New Brunswick was built at Shediac Cape, the first stagecoach on the east coast of the province started here. The first operating passenger railroad in the Maritimes and railway shops were established at Shediac. Before that, the first commercial and passenger traffic via water went from Shediac to the St. Lawrence.

The first ferry service to Prince Edward Island started from a Shediac wharf and the first steamer service to P.E.I. originated here. The first overseas shipments of potatoes were made from Shediac Bay.

The first French-language newspaper in the Maritimes was established and printed at Shediac.

Many years later, the first Atlantic overseas airmail went from this port as did the first commercial air flights from North America to Europe. The first mass flight over the Atlantic landed on Shediac Bay and the first major lobster export business began from its wharves.

The first English settler between Nova Scotia and the Miramichi founded the English-speaking community on Shediac Bay.

In Shediac was born the first Acadian French senator, and from the same community came its first Acadian medical doctor, and the first ever Acadian dentist. The first and greatest Acadian genealogist lived here and is buried in Shediac.

Within the bay area, the first Acadian college was started, though it soon foundered.

The most controversial figure in Canadian Confederation was born here and he was also the first native New Brunswicker knighted by a monarch, Sir Albert Smith.

Memo

Mr. Starer:

One of your clients m novelists, might one day find a story in this man eaten by cannibals.

Capt. Friar was master of a sailing ship built at Moncton, New Brunswick which was taking lumber and (local residents of the time averred a slaver) was taking lumber to the Orient when she put into Hoopiron Bay at Moresby Island in New Guinea for fresh water. While there, the shore party led by Friar was captured and boiled alive. Older residents of Pt. du Chene believed F riar was actually looking for slaves to bring back to America. The crew left on board was able to flee and brought the vessel, the "Lalla Rookh" back to Shediac (Pointe du Chene). The last they saw of F riar's party was when it was spied beside a cauldron being prepared for their boiling. This was on July 2, 1885 and I myself passed the island in 1973 while on a P and O cruise across the Pacific.

If anyone is interested, I can supply more details...at a price. There is a monument to Friar locally.

J. E. Belliveau

Box 388, Shediac, N.B. EOA 3G0

J. E. B.

The first man ever to cross the Sahara desert in a motor vehicle was born and died in Shediac, Dr. William Webster.

The first woman to be Speaker of the Canadian Senate was born in Shediac, the Hon. Muriel McQueen Ferguson.

Shediac was the birthplace and later home of the first man in North America known to write a textbook on gynecology, Dr. J. Clarence Webster, C.M.C., F.R.S.C.

As if that were not enough "firsts" for one small Canadian community, it may be added that the first man hanged in Westmorland County was from the Shediac Bay settlement. And, the first and only Maritime sea captain known to have been eaten by cannibals was a Shediac man, Capt. John Friar.

It will be seen that in its long history nearly everything indigenous to New Brunswick was started or landed in this place which calls itself "The Lobster Capital of the World".

In the 1970's the town of Shediac, as distinguished from the whole bay community of Shediac which takes in much more territory, entered a new historical period. This development, created largely by the impetus of provincial reforms in municipal structure, taxation and education which became law in 1967, made it per capita the fastest-growing detached home-building-municipality in New Brunswick by 1975. (Nashwaaksis led the province but it is in fact a suburban extension of the City of Fredericton whereas Shediac is an independent community 15 miles from Moncton.)

Having undergone two long periods of relative stagnation, while retaining much of its original character, the town and bay community together burst into a wholly fresh round of commercial and residential activity nearly 200 years after its first settler built his first log cabin home. But the place had been known to visitors a century before that again.

History turns in strange ways and in the middle 1970's many of Shediac's residents were employed in the rapidly

growing distribution city of Moncton. Once, when Shediac was a new and thriving railroad centre, workers came from "The Bend" (Moncton) which was a tiny place no more than the end of a portage from Shediac on Northumberland Strait to the Petitcodiac. Then Moncton became the railroad and commercial centre and Shediac men began commuting to work there by train. Now commuting is entirely by highway.



Main street residential from tracks looking eastward, about 1875. Behind fence on right was splendid home of Edward J. Smith, later Dr. E. A. Smith's, which burned, was replaced, then demolished. Farther on right was Fidele Poirier home, later part of House of Providence. O.M. Melanson house was opposite.



Main street, Jan., 1977, looking eastward.

Webster, a native of Shediac, became famous as a gynecologist in Chicago turn of century... First in N. America to write book on gynecology; first to wear gloves for surgery. He was in retirement and doing historical work in his Shediac home and was on welcoming committee for Pan Am's first



Senator Pascal Poirier



Dr. J. Clarence Webster

Poirier, first
Acadian in Can.
senate long dea



Placide Gaudet, genealogist, historian, noted Acadian scholar.

Shediac 1897
1897



Queen Victoria's Diamond Jubilee in 1897. Some parade floats may be seen inside circle. Narrow building on left now barn was post office in 1897.



W.A. Russell, lawyer and judge, lived here, Main St., Shediac. Now commercial. Picture taken 1892. Judge Russell in sleigh foreground; boy in sleigh behind is "Sandy" Tait, father of Alex Tait of Moncton. To left of picture was then open field.



Two young women, probably Sadie Harper and sister, sketching on beach at Brule near Shediac. Postcard about 1900.

Chapter Two

THE ANOMALOUS COMMUNITY

Shediac is a geographical and nomenclatural anomaly. The river which enters the bay at Shediac is not the Shediac river but the Scoudouc. The Shediac river is three miles north at Shediac Bridge. Nor is Shediac Cape, where the general community called Shediac began, in Shediac town but two miles north including Gilbert's Corner (named for William J. Gilbert, a direct descendant of the English explorer Sir Humphrey Gilbert, who settled there in 1860).

The bridge leading into Shediac town is not the Shediac bridge, but the Scoudouc river bridge. Shediac bridge spans the Shediac river four miles away at Shediac Bridge, N.B. To confuse geographers further, modern maps show the point of Shediac not there at all but northward at Grande Digue on the opposite side of Shediac bay.*

Finally, the port of Shediac is not at Shediac but in fact at Pointe du Chene, two miles eastward. Shediac Island is between Grande Digue and Pointe du Chene* though it is in Shediac Bay, which the navigational charts call Shediac Harbor. And, usually, Shediac is said to be on Northumberland Strait which, in the larger sense, it is.

To add even more confusion, the famed Shediac

*Cited by Rev. Clement Cormier in an unpublished chronology of Shediac history.

* "A Place Called Pointe du Chene", by J.E. Belliveau, 1974.

beaches are not at Shediac but east of the town limits at Pointe du Chene, Belliveau Beach, (The Bluff) Parlee Beach, Gould Beach, and Brule.

As Dr. J. Clarence Webster has recorded, a seigniory (seigneurie) was established at Shediac in 1697, on March 29, and granted to Sieur Mathieu-Martin de Lino, a native of St. Nizier parish, Lyon, France, who became a merchant at Quebec. It was given as a reward for his services as an interpreter in English negotiations. The grant extended five leagues (a league is two or three miles, depending on the source; in this instance it is apparently three miles) by a similar depth "along the coast of Acadia, opposite the island of St. John (Prince Edward Island)." It ran between the concession north of the Cocagne river given to Sieur du Plessis, the French naval treasurer, and the grant given Sieur de la Valliere in the vicinity of Barachois. This concession to de Lino was called "Linoville" and included Shediac Island and Little Shediac Island (known as Indian Island or Skull Island).

The next mention of Shediac in historical documents was in 1686 when the successor to Bishop Laval of Quebec, Monseigneur de Saint-Vallier, made a pastoral tour of Acadia by canoe. There is a brief reference to his passing Shediac, which he spelled "Chedic". The French explorer, Nicolas Denys, previously had explored the coast and published a description in 1672 which describes it from Cocagne (which he named from the old French word for land of abundance or cornucopia) to Cape Tormentine.

While the Town of Shediac is now its centre and essence, the community known in early history as Shediac runs around the bay and includes Grande Digue, Shediac Bridge, Shediac Cape, Shediac town and Pointe du Chene and Barachois. Grande Digue was the first settled part of the area. The first particular place called Shediac was originally the district since known as Shediac Cape. This runs between the Scoudouc river and the Shediac river, its northern perimeter

Sixteen Different Ways

The name Shediac comes from the Micmac Indian word "Es-ed-ci-ik" which means "running far in" and which the French spelled "Gedaique". There are 16 variations on early maps.

Pierre Arsenault of Beaubassin, near today's Nova Scotia — New Brunswick border, came to the area in 1714 seeking out settlement locations for Acadians. After the 1713 Treaty of Utrecht, when French and English divided old Acadia, the peninsular portion (Nova Scotia) went into British hands leaving what is now New Brunswick in French hands. Permission was given peninsular French to travel out into French territories for a year to seek new homes. A brief description of "Judayque" by Arsenault* put it as 20 leagues from Cap Tourmentin (Cape Tormentine) and he reported that he stayed there four days. He came across Indians in Shediac and found them a settled tribe of Micmacs cultivating corn in the fields.

The oldest map on which the name is found is that of Jumeau, the French cartographer, in 1685. Since then Dr. Webster noted these spellings: Chediac, Chediak, (Jumeau's map), Chedik, Chedaique, Chedaick, Gedaique, Judayque, Epegediac, Shediack, Shediac, Ejetcaik, Jediach, Esedeiik, Jediack, Shediak and Chediac. It may also be remembered that Sam Slick (Thomas Haliburton) scurrilously referred to "Shittyack", saying you could spit across the Chignecto canal (if there were one) to Shittyack.

*A Pierre Arsenault, perhaps a son of the Beaubassin explorer, was first to settle on what is now Shediac Cape and on the property now owned by the author.

Pictures within

Chapter Twenty-One

BRIEF AND GLORIOUS AIR AGE

For "one brief glorious hour" in the 1930's Shediac had its moment of glory in aviation history. Its highest point was the arrival of General Italo Balbo's air fleet in July of 1933, and its culmination was the establishment of the Pan-American overseas air base.

The first aircraft ever to land on Shediac Bay was a single-engined ski-plane which dropped onto the ice in 1927. However, the bay's quality as an airbase was reported even earlier than that by Squadron Leader James Ashton, R.C.A.F., who was on a projected flight from Halifax to Montreal. He had been dogged by fog all the way from Halifax until he was over Shediac Bay and it disappeared. As a result, the air force studied the bay and determined that it was ideal for seaplanes. Two R.C.A.F. craft came down on the bay in 1929, and a pilot named Dean arrived the same year, putting his plane upon the waters to establish an airmail service.

He was cheered by a large crowd, and several local men were daring enough to brave a flight. Up went George Leger, Dr. Emery Robidoux, Paxton Fairweather and unnamed others — presumably one at a time. Afterward, from 1931, Shediac served as a central seaplane base for the Canadian Government Airways and as a refuelling base for private aircraft.

When Italy and Premier Mussolini decided to mark the tenth anniversary of Fascism with the first massed flight of

aircraft across the Atlantic which would land in Shediac, the townsfolk and other New Brunswickers were convinced that the old transportation centre was at last coming into its own. It had been frustrated when the lumber-ships, the sailing vessels and the P.E.I. ferry had vanished, and frustrated again when the railroad terminus was transferred to Moncton. There was further discouragement when potato shipping collapsed and the transportation era seemed gone forever.

Now, in 1933, a great resurgence appeared imminent. Jubilantly, The Moncton Transcript crowed: "Shediac is destined to become the chief North American terminal for trans-Atlantic air traffic".

The rushing technology of the air age brought that prediction to quick evanescence, but, before the faster landcraft replaced the slow and cumbersome flying boats, Shediac did indeed come for a brief and wonderful time into its own. It was a heady moment when Balbo, the Minister of Aviation for Italy, announced that "the most efficient air force in the world" (and just then it may have been) with many notable flying exploits behind it, would send by way of Shediac 25 Isotta-Marchetti-powered flying boats from Ortobello, near Rome, to the 1933 Century of Progress Exposition in Chicago.

It would be the world's first massed flight over an ocean, and when the fleet was ready to take to the air at Ortobello, General Aldo Pelligrini, Balbo's second in command, boasted "Our crews are 100 persons of flesh with 100 hearts of steel". With that, 25 flying boats took off in threes after that piloted by Balbo himself roared alone into the blue. Over the Alps they went, and over Belfast in Northern Ireland, thence to Amsterdam where the only mishap of the flight occurred. One of the flying boats crashed, with one crew member drowned and two other injured. But the other "hearts of steel" were undeterred.

From there they went to Reykjavik, Iceland, and from

there set out on the non-stop journey to Cartwright, Newfoundland, on the southwest coast of Labrador.

As they flew out from Holland clouds were low and visibility so poor that the pilots had to "skim the water" almost literally for two hours. Then, for another two hours, they flew in dense fog at only 300 feet above the ocean. After that, they managed to rise to 2,400 feet and for another two hours they lumbered onward in clear skies.

When they reached Cartwright newspapers in Rome rushed special editions onto the streets as word of the illustrious feat was flashed.

The fleet had been expected in Shediac on July 14 and arrival plans had been in the making for months. A base was set up for fuel and equipment, telephone and telegraph lines installed, with 25 stone anchors put down. These had been cut and fixed with ring bolts at the Smith quarries in Shediac, with cables attached to the rings and buoys carrying the cables to the surface where they would be attached to the flying boats. The moorings were permanent and intended to serve the ocean-crossing traffic of the future. Each of the anchors weighed 2200 pounds.

Captain Campanelli of the Italian air force had been in Shediac for weeks arranging the arrival when, at 10 o'clock on the morning of July 13, all was thrown into confusion. From Cartwright, Balbo had radioed him that the fleet was leaving by noon that day and would be in Shediac before 5 p.m. a day earlier than planned. There was a panicky hustle to get gasoline and other stores from the sheds to the dock. The local reception committee members rushed home from wherever they were to change clothes, spruce up and be ready for the big event.

Thirty-five to 40 Royal Canadian Mounted Policemen were rushed in and some went on duty to keep any craft from sailing on the bay until all the flying boats had been moored, and then to keep their distance.

The Canadian National Railways had advertised special fares from all over the Maritimes but, with such short notice, decided to cancel the special train from Moncton. Outsiders not already in Shediac were left to make their way by automobile, private planes (a few did), by horse-and-buggy or by fishing boat.

A native New Brunswicker, Mildred Herridge, the sister of Prime Minister R.B. Bennett, and wife of the Canadian ambassador to Washington, raced from her summer home at St. Andrews, "a fast 200 miles", The Daily Times reported. She made it to the reception in Weldon Square. The reception committee of Dr. H. Murray McLaren (fortunately he'd come the night before) federal minister of Pensions and National Health, and Premier L.P.D. Tilley from Saint John, Dr. J. Clarence Webster, Mayor Alphonse Sormany and various others including M.P.'s, senators and local notables were hurriedly advised and managed to be on hand and all dressed up for the reception.

Beginning at exactly 4.27 p.m., the flying boats touched down on the bay between the two wharves, and by 5 o'clock all were bobbing at anchor. They made a thrilling sight and, in spite of the short notice, the area was thronged with excited sightseers.* A pinnacle shot out from the Canadian naval vessel, the Saguenay, to pick up Balbo and Pellegrini, and when Balbo stepped onto the jetty to walk between a naval guard of honor he was given the general salute. In Weldon Square, the reception was "rendered for the intrepid flyers" and General Balbo and his men gave the Fascist cheer, "peculiar to Canadian ears".

After the formalities, General Balbo said he was impressed with Canada's beauty, "what I have seen of it. I have not had time to inspect Shediac Bay but it proved to be a splendid landing place". The Italian consul-general to

*The writer of this book was among them, reporting the event for his newspaper and it was indeed a thrilling assignment for a young reporter.

Canada, Signor Petrucci, translated that less than earth-shaking pronouncement and Balbo raised his arm in Il Duce's famous salute and went off to telephone Mussolini. He was so excited that he himself gave the upraised arm salute even though television had not been available in 1933 .

The 800-mile flight from Cartwright to Shediac had been made in five-and-a-half hours, which was considered great speed. The leg from Amsterdam to Iceland had taken 12 hours and 28 minutes. David Pottinger, 90 years old and once the chief of the Intercolonial Railway (he had a summer cottage at Shediac Cape) was in Shediac for the arrival. Seventy-nine years earlier, he told reporters, he had watched the last spike driven in the railhead of the European & North American Railway at Shediac. Now, he had watched another historic occasion. "In the old days", he said, "it took the train an hour to come the 18 miles from Moncton, and now planes have come 800 miles in six hours. Pretty smart, I'd say".

Next day, the flotilla left for Montreal and Chicago. When it returned on July 26, there was ample notice and an even larger throng turned out. The special train ran and in Moncton many stores and plants were closed to allow their employees to see the landings. Some of the area's French-speaking people chatted with the air crews who had remained overnight in Shediac and Moncton. They spoke French as well as Italian but none knew English.

The return flight across the Atlantic was by way of Harbour Grace, Nfld., across Spain and back to Italy but one flying boat had engine trouble and came down on the water at Victoria Harbour, P.E.I. Since no one there could be found to understand either Italian or French, the crew had to await the arrival of a Father McIntyre, summoned from Charlottetown, to explain their problem in French. Engine parts were flown from Shediac and the aircraft made its way home safely.

On this return flight, the Balbo fleet carried the first bag of mail to be conveyed from Canada to Europe by air.

As if to confirm the coming of the transatlantic air age, the very day after Balbo's armada first reached Shediac, Col. Charles Lindbergh and his wife, Anne Morrow Lindbergh, landed at Botwood, Newfoundland in "a big red and black monoplane" after a flight from Bay Bulls Big Pond near St. John's. Lindbergh, the first man to fly the ocean alone (from New York to Paris in 1927), was a technical advisor to Pan-American Airways and he was on a mapping expedition for overseas routes. His airline was studying the possibility of flying mail and passengers over the ocean.

In June of 1937 an Imperial Airways Caledonia flying boat made a transatlantic run from Foynes, Eire, to Botwood in 15 hours with Capt. A.S. Wilcoxon and Captain Gray in a test run for commercial flights. They did not come into Shediac but, the next month, Pan American's Clipper III came in after a 900-mile non-stop jump from West to East and concluded surveys which showed that across-the-water flying was now feasible. It was in the same year that Amelia Earhart, the intrepid woman flyer from the United States, was lost over the Pacific with her navigator, Frederick Noonan. During that summer also, Russian flyers made a non-stop trans-polar flight and landed in a California pasture with their gasoline tank leaking. They had flown 6,700 miles.

Shediac knew it was on the world air map when Capt. Harold Gray, commanding Pan-Am's clipper and crew came into the bay on July 19, 1937. A promotional luncheon was held at the Shediac Inn with Mayor A.W. McQueen as host. The clipper had made a flight from Long Island, N.Y., to Eire and stopped at Shediac on its return. "Shediac", Gray said, "is strategically situated on the main flying course from Europe to America".

The occasion was so auspicious that Premier Allison A. Dysart attended along with many other notables. Commander Edwards, chief of Canada's federal aviation branch, represented the Rt. Hon. C.D. Howe, minister of

transport, and said: "Today we are making history". Others who spoke were Ald. F.J. Robidoux, Hon. F.C. Squires, leader of the New Brunswick Opposition, and Hon. H.R. Emmerson, M.P. for Westmorland who commented that "this was not a stunt flight and it will put Shediac on the map". However, Dr. J. Clarence Webster proved to be prophetic. He referred to a rumor that the Shediac airbase's days would be numbered as soon as land planes replaced seaplanes on ocean routes. Still, he said, Shediac could be proud of the place it had played in the development of aviation.

W.B. King, an engineer for Pan American, was stationed at Shediac to set up a base and this was done on the Pointe du Chene wharf where the airline established facilities. Flying boats came to Shediac from Port Washington, Long Island, and the first regular clipper was piloted by First Officer DeLima. During two year of operation, many celebrities stepped onto the wharf and into the waiting room during stopovers. Among them were Queen Wilhelmina of The Netherlands, Bob Hope, Edward G. Robinson, Rear Admiral Leahy of U.S. Navy and many others including Juan Terry Trippe, the first president and founder of Pan American.

The first transatlantic airmail from Canada went out of Shediac via Foynes, near Shannon, in Eire. The first letter was stamped at Shediac and addressed to Mrs. Alfred Scott of North Gainsboro, Lincolnshire, England. It left at 11 a.m., on June 24, 1939; postage cost 30 cents but the sender is unknown (at least to this writer).

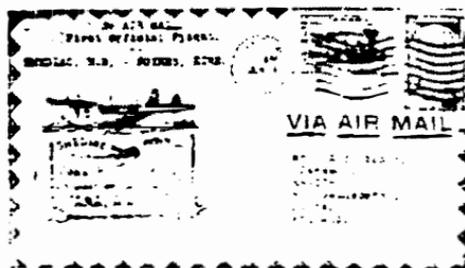
Trans-Canada Airlines, the predecessor to Air Canada, had planned a passenger service to Europe and Great Britain from Shediac in these heady day of commercial aerial development. The idea was to have land flights reach the Moncton airport from central Canada and the United States, to connect with the flying boats in Shediac. Meteorological and radio equipment was installed on the fog-free bay but nothing ever came of the scheme. In 1939, the Nazis marched



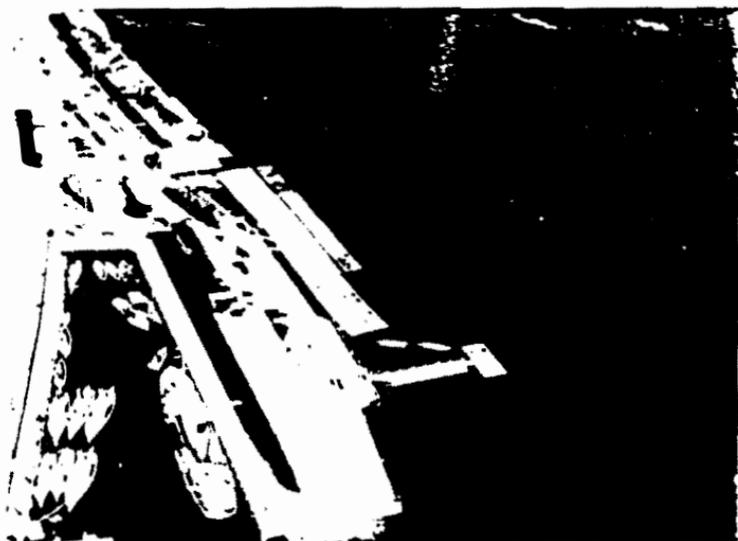
Pan American Clipper being pulled in close after landing at wharf, Shediac, (Pointe du Chene)



Front view Clipper at wharf 1938.



First Transatlantic airmail, stamped at Shediac post office, sent to North Gainsboro, Lancashire, England, June 24, 1939. Flight went from Shediac to Foynes, Eire.



Aerial shot Pan-American Airways seaplane base at Pointe du Chene (Shediac Bay) 1938.



Balbo armada at anchor in Shediac Bay. Small aircraft at wharf are private planes. Pointe du Chene wharf and air base seen in distance. Top left is sand spit of Shediac Island. (Photo R.T. McCully, Moncton, N.B.)



General Italo Balbo chatting with unidentified young woman in Shediac.

General Balbo seen chatting with unidentified gentleman, believed to be Italian consul Petrucci from Montreal. On their right, bowler hat, is Mayor Alphonse Sormany of Shediac, and at left in straw hat is J.W.Y. Smith, local millionaire who was host to fleet's second-in-command, Pellegrini. Balbo stayed with Dr. J.C. Webster on Riverside Drive, Shediac.

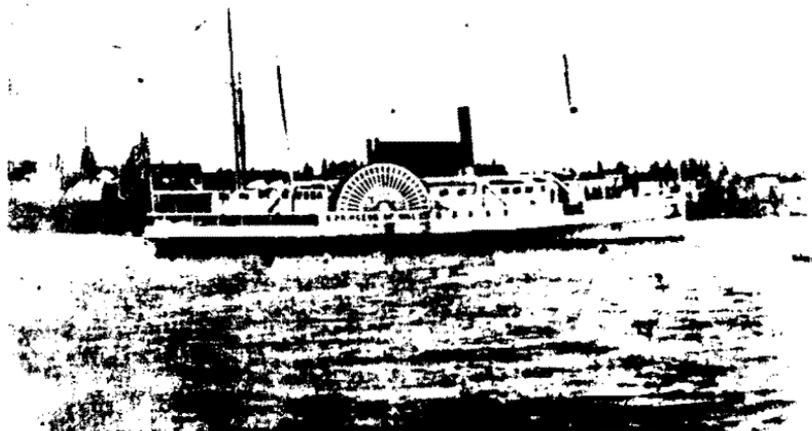
into Poland and World War II was on. Pan American ceased its operations from the base and, long before the war was over, flying boats were a thing of the past.

Long-range land-based aircraft were developed quickly and soon made what seemed at first to be perilous ocean crossings with wheeled undercarriages and no water landing gear. Gander, Newfoundland, became the great air centre which Shediac dreamed of being but its life was not much longer in terms of heavy traffic. When the jets came, they made the ocean hop directly from British or European airports to those in New York and Montreal without stops for fuel.

It had been a promising seven years for Shediac which, at best, would have been only a summer base had the cumbersome and slow flying boats remained in service. The winter route to Europe was from New York to Lisbon, via the Azores. Canadian Pacific Airlines soon began its famous world service out of Montreal and Vancouver, with the flight from Montreal to Lisbon a fast lynch-pin. Passengers left Montreal in the evening and landed at Lisbon early in the next morning. No flying boat could ever compete.

Robert White, a son of Dr. J.E. White, was the first local boy to complete a course in aviation and Dr. Webster's son became famous as a civilian flyer, but the old town on the shores of Shediac Bay fell back into somnolence. Shediac Bay went back to what it had been from the very first, a beautiful haven for vessels under sail. This time, however, they were pleasure craft and many considered it a blessing that the sea-air age had never come to fruition.

Tied to the moorings put down more than 40 years ago for General Balbo's heroic fleet, some of the trimmest hulls in North America bob in summer on the gentle waves of Shediac Bay. It is a peaceful, lovely sight on those sun-sparkled blue waters which the explorers, and the Micmacs before them, had called Es-ed-iak.... waters running far in.



The side-wheeler "Princess of Wales" plied the summer waters between Shediac and Charlottetown between 1860's and 1890's. Here seen in Charlottetown harbor.



The Shediac Inn in 1977 formerly Weldon House. Built 1853.



Chapman's Corner, now within Shediac town, taken before 1905. House is McFadzen home (foreground).



Thomas Edward Smith, merchant, father of Sir Albert, built present Bay Vista lodge, Shediac Cape; first postmaster.



Old picture of Smith stone quarry, Shediac.



Peaceful scene Pointe du Chene (Shediac) wharf in days of sailing ships after 1853 when railway line went to end of wharf.