

# The History of Newcastle

Three Hundred Years Ago Trading Posts were  
Established Along That Coast and there  
Has Been Something Doing  
Ever Since

Newcastle, the rapidly growing shiretown of Northumberland county, superbly situated at the head of deep water navigation on the noble Miramichi river and at an important divisional point of the Canadian Government railways, has now about 3,500 people, a very substantial increase on the figures of the last census. In the thriving suburbs of Nelson, Douglastown, Lower Derby and Millerton, there are nearly as many more.

The history of the town and district goes back nearly three hundred years. Though the French inhabitants are now very few, and these have moved in very recently, the first settlers were of that nationality and for years no European language but that of La Belle France was heard on these waters. In 1632, Isaac de Razilly, governor of Acadia, assigned the islands of Cape Breton and St. Jean (Prince Edward) and all the coast from Canso to Gaspe to Nicholas Denys.

Soon afterwards Denys opened up trade with the Indians of the Miramichi, establishing posts on different parts of the river. Denys was, in 1645, dispossessed by D'Aulnay, who had just taken Fort La Tour, at St. John, but Denys regained his dominions on the death of D'Aulnay in 1650. Settlement increased, until by the end of the seventeenth century Miramichi river and bay were dotted with little hamlets.

By the year 1725, a strong fort, with a church, stores and over two hundred houses, was established on Beaubair's Island between the northwest and southwest branches of the Miramichi. Another battery of sixteen guns guarded the lower end of Newcastle, the cove where it stood being still called French Fort Cove.

The French settlers, who were always on good terms with the Indians, remained in possession till 1758. In that year the British conquest, sweeping up the coast from Louisbourg, swept away the settlements on the Strait of Northumberland. In 1759, it is said, a British vessel bearing the body of General Wolfe, was driven by stress of weather over thirty miles up the Miramichi. A party sent to land at Henderson's Cove, opposite Chatham, to get a supply of water was set upon by the Micmacs and massacred. In revenge the British destroyed all the settlements along the river, whether of Indians or of French. The name of "Burnt Church" perpetuates the memory of this unfortunate occurrence. The settlers who escaped, all fled from the district, and, according to Cooney's history of northern New Brunswick, in the year 1764 there was not a single white person left in the whole of what is now Northumberland county, and not a house standing. The abandoned buildings of the French had been destroyed by the Indians.

In the summer of 1764 a new immigration took place. A Mr. William Davidson of Scotland settled in what is now the town of Newcastle, having obtained from the British government a grant of 100,000 acres in the Newcastle district and up both sides of the southwest branch, the grant being known as the Elm Tree Tract. He was accompanied by settlers from northern Scotland, more of whom came out each year. Settlers also came up from the peninsula of Nova Scotia, and a large trade sprang up in fish and furs.

In 1786 the erection of two saw mills laid the foundation of the great lumber industry of the Miramichi. Thenceforth lumber was regularly shipped to Britain, and population grew rapidly. In that year the town of Newcastle was laid off and several public buildings erected. In the same year Northumberland county sent two members to the newly constituted legislature of New Brunswick, and some

measure of municipal government was established. The first Circuit Court was held here in 1797.

From the small schooner "Monneguash," built in St. John by Jonathan Leavitt before 1770, and the large schooner "Miramichi," built by William Davidson here in 1773; dates the shipbuilding industry of New Brunswick. The long war with France (1793-1814) partially— at times wholly— cut off Baltic timber from British ports. This, with the unfriendly attitude of the United States of America, made Britain dependent upon Canada for much of her lumber and greatly increased both the export of lumber and the building of ships here. Soon the exports from this river were nearly \$1,000,000 with the imports slightly greater.

At the time of the great Miramichi fire, 1825, Newcastle had about two hundred and sixty buildings and some thousand people. The fire left but twelve houses standing, and many people lost their lives. But so swiftly did the energetic people overcome their calamity that by 1832 there were some one hundred and seventy houses in the town, twelve mercantile establishments, two schools, two churches, County Court and record office, etc., etc., with eight hundred people. Gradual growth followed, until in 1877 the Intercolonial railway passed through the town.

In 1899, when the population had grown to nearly 2,500, the town was incorporated. Self-government brought many improvements, among them an up-to-date water and light plant and a partial system of sewerage, at a cost of nearly \$100,000. The fire protection is of the best.

The total assessable property of the town is given at very nearly a million, of which the real value is probably between \$1,500,000 and \$2,000,000. Several properties, among them the Radio Syndicate's wireless plant, worth about a quarter of a million, are largely exempt from taxation, as are all church buildings, etc.

Newcastle is the distributing centre for the county, both by water and rail. Before the war, several vessels could be seen every day loading lumber at the mills in the town and in the enterprising suburbs of Nelson (joined with the town by the Morrissey Bridge) and Douglastown, and of late years a thriving trade in the shipment of lumber by rail to western Canada has sprung up. A large amount of fish and furniture is also shipped, while from Millerton goes tanning extract, and pulp from Lower Derby and Millbank. Newcastle is also the centre of an important agricultural district, and with its enterprising Board of Trade, agricultural Society, Town Council, Women's Institute, Town Improvement League and other societies the business of the town is steadily increasing, the value of property steadily rising, new and up-to-date dwellings replacing old structures, granite sidewalks taking the place of plank walks, and many changes for the better being continually made.

Newcastle is an important railway centre. While the main I. R. C. runs through the town, branches run from here to Fredericton and from here to Loggieville. Two fast express trains daily between Newcastle and Fredericton, with close connections for each with Loggieville and Chatham, and three express trains each way daily on the main line give this town an ideal train service. Railway facilities here have recently been much extended, and greater development is promised by the railway authorities. There is first class steamship connections with all points down the river and up the northwest branch as far as Redbank, the latter fourteen miles distant. Adjoining Hickson's mill is the deep water terminus of the I. R. C., now largely undeveloped, but capable of being made into a first class shipping centre. Along our wharves the water is from twenty-two to forty feet deep, and by dredging at the mouth of the river, where the channel is about twenty-five feet, the largest vessels could come up the river. As it is, quite large ships come up and load and pass out safely.

Every available house in town is occupied, and a large number of new dwellings are in process of building.

As the town contains about five square miles, there is lots of land available for house sites. Streets have been already run through some of these lands. There is water and sewerage on part of them and further extensions are projected.

Newcastle's days of struggle for existence are over and she has entered upon a period of development that shows every sign of being permanent.

## LYRIC

A FEW OF THE MANY FEATURES  
IN STORE FOR YOU!

As Dainty a Story as Either Old  
or Young Could Desire

Pathe Gold Rooster Plays

Offers The Tiniest Screen Star

Baby Marie Osborne

In The Film of Delight Special

"Told at Twilight"

Mon., Tues. and Wed. of Next Week

Coming Mon., Aug. 9, 10, 11

MARY MILES MINTER

In Her Greatest Success

"PERIWINKLE"

Debut Mary as a Fisher Girl

Growing Stronger Every Week!

"THE MYSTERY OF  
THE DOUBLE CROSS"

Are You Following This—The BEST of  
Any Serial Yet! GET IN LINE.

USUAL VAUDEVILLE

In Addition to Pictorial Features

## UNIQUE

GOOD THINGS ON THE WAY!

COMING ATTRACTIONS OF INTEREST

Commencing MON., TUES., and WED.,

next, we take great pleasure in announcing

a new series of superlative plays

under the general title of

"The American Girl"

A SERIES - NOT A SERIAL

We promise you the best in photography,

a superabundance of snappy action, good

direction and the services of

MISS MARIN SAIS

in the stellar role, supported by a strong

cast of Etonian favorites.

SEE THE FIRST ONE—Entitled

"The Black Rider of Tasajara"

AND REMEMBER—One of the series

shows the first three days of every week

—Starting Next Mon., Tues., Wed.

WED., THURS., - - - NEXT WEEK

CHARLIE Chaplin in his

UNAPPROVED comedy of reform

"EASY STREET"

THURS., FRI., SAT., - - - NEXT WEEK

Last of our Black & White "The Finish"

Cast Feature

COMING - AUG. 2, 3, 4

Lonesome Luke, in

"Lonesome Luke's Honeymoon"

Also—The First of

"The Perils of the Secret Service"

## LEADING FIRE INSURANCE COMPANIES IN ST. JOHN

London Guarantee &  
Accident Comp'y, Ltd.

ASSETS - \$6,897,890

FIRE INSURANCE

Guarantee and Contractor's Bonds Accident and Sickness

CHAS. A. MACDONALD & SON

49 CANTEBURY ST. GENERAL AGENTS SAINT JOHN, N. B.

Knowlton & Gilchrist

GENERAL INSURANCE AGENTS

Fire, Automobile, Plate Glass, Employer's Liability,  
Accident and Sickness, Sprinkler, Leakage Insurance.

Office: 55 Canterbury Street, Cor. Princess, St. John, N. B.

AGENTS WANTED FOR UNREPRESENTED DISTRICTS

TELEPHONE MAIN 335

Wm. Thomson & Co., Ltd.,  
St. John, N. B.

REPRESENTING

WESTCHESTER FIRE INSURANCE CO.

FIREMAN'S FUND INSURANCE CO.

GLENS FALLS INSURANCE CO.

Hugh H. McLellan

FIRE INSURANCE

47 Canterbury St., St. John, N. B.

Mercantile Fire Insurance Co.

Globe and Rutgers Fire Insurance Co.

London and Lancashire Guarantee and Accident Co.

Edward Bates

Carpenter, Contractor, Appraiser, Etc.

Special Attention Given to Alterations and  
Repairs to Houses and Stores.

80 Duke Street, 'Phone M 786  
ST. JOHN, N. B.

## DON'T'S

FROM THE "FIREMAN'S STANDARD."

DON'T place gas or other light where a blown curtain

can reach it.

DON'T go to bed and leave a kerosene lamp burning.

DON'T use a light when looking for escaping gas in the

cellar.

DON'T leave matches about, except in metal or earthen

boxes.

DON'T use snap matches.

DON'T keep matches where rats or mice can get at them.

DON'T place ashes in wooden receptacles.

DON'T neglect to watch gas and oil stoves when in use.

DON'T leave a room where fat is boiling.

DON'T use an open grate without a screen.

DON'T use kerosene to kindle fires.

DON'T allow flues to become defective.

DON'T leave oily rags—animal, or vegetable—about.

DON'T use a receptacle filled with sawdust for a cuspidor.

DON'T neglect to ascertain immediately the cause of

unusual smoke or smell of smoke.

DON'T forget the location of the nearest fire alarm box.

DON'T delay sending in an alarm when you discover a

fire.

DON'T hesitate to send in an alarm or telephone to a

fire station if you cannot find the cause of unusual

smoke.

DON'T invite fires by neglecting to guard against and to

be prepared for them.

DON'T be without means for extinguishing small fires at

any time.

T. B. & H. B. ROBINSON

(H. B. ROBINSON)

INSURANCE OF ALL

KINDS

FIRE, ACCIDENT AND SICKNESS

LIABILITY H. B. PLATE GLASS AND

AUTOMOBILE INSURANCE.

GOOD AGENTS WANTED.

WE REPRESENT FIRST CLASS TARIFF

COMPANIES ONLY.

129 PRINCE WILLIAM ST., ST. JOHN, N. B.

## PROTECT YOUR PROPERTY!

8% of all fires are extinguished by chemicals. We handle approved

Hand Chemicals and Chemical Engines on Wheels.

Write us for catalogue, prices and particulars as regards to

The Reduction of Your Insurance Rates

Frank R. Fairweather & Co.  
12 Canterbury Street, - - - ST. JOHN, N. B.

Lantic  
Sugar



Today is boneblack, a cleanly material  
ed. Sugar was formerly filtered with ox  
and vacuum pans where boiled until  
of ordinary sugar. When the process of  
to the granulating machines which  
and fines of commerce, or the rolling  
the several grades of powdered and

of sugar is packing the product ready  
measures out the sugar with the regu-  
r and with perfect accuracy. Tons of it  
th the Lantic red ball. Fairy fingers of  
the effect of magic a thousand packages  
on of an ounce and swiftly sealed without

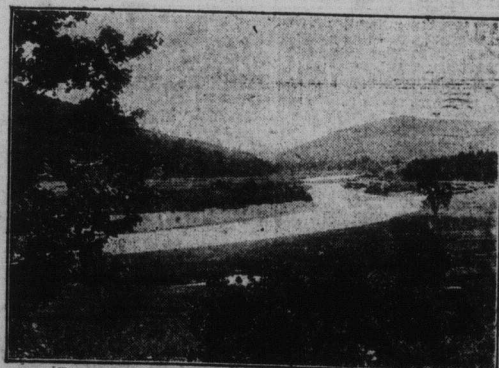
g with the work of the swiftest clerk  
ngle package could be wrapped and tied  
and sealed, making a strong convenient  
e store or in the home pantry. Packing  
cleanly and economical than packing  
sugar will shortly be sold in the package

y is one of the latest of a long series  
y sugar. The first white sugar cost the  
r about twenty cents a pound. Refineries  
ounds of white sugar from one hundred  
s in refining now enable them to get  
sugar from one hundred pounds of raw,  
st, purest and most delicious of all the

CAPE BRETON



MULGRAVE.



THE FORKS OF THE MARGAREE.

WAYS

CHURCH WWINNIPEG