

TRAVELLERS GUIDE.

glance. Mills, foundries, machine shops and factories are scattered all over the city and suburbs. Everything—from a carpet tack to a local motive; from a packing case to a ship; a wheelbarrow to a railway carriage; cotton cloth, woollen cloth or merino goods; neckties, shirts, or halters; boots—lasts to make them on and brushes to clean them with; a bucksaw or a circular; a tea kettle or steam boiler; cradles or coffins; an organ or a fog horn; washboards or pianos, are made here. Most of the factories are small, and in keeping with the capital, but not with the desires and aspirations of the citizens. The bonfire of the 20th June, 1877, cost so much that the citizens of St. John have been compelled to act cautiously ever since. A good evidence of their business tact, energy, and conservativeness is shown by the fact that notwithstanding the losses caused by the fire, the city has been rebuilt in a first-class manner, many new industries have been started, and there has been but one failure here of over \$1,000 in the last year! St. John merchants do not believe in over trading, and can therefore meet their bills when they come due. St. John is the leading shipping port of the Dominion, (the fourth largest in the world) and all that she needs to become the leading importing and manufacturing city of the Dominion is additional capital and a fixed determination on the part of her citizens to utilize to the utmost the immense advantages which her position affords; to make the best of a bad bargain, and insist upon a proper recognition of her rights. The business prospects of St. John for this year are very encouraging. Over \$600,000 will be expended for the new Intercolonial Railway Station, Suspension Bridge, Marine Hospital, Breakwater, Exhibition Building, Canada Rolling Stock Company's workshops, Carleton Post Office, and on the St. John and Northeastern Railway. Add to this the Exhibition expenditure, private building operations and amounts received from tourists, visitors to the Exhibition, etc., and the *extra income* of St. John for 1883 will amount to over \$1,500,000.

ON the 18th May, 1783, twenty vessels with three or four thousand people arrived in the Harbor of St. John. Although settlements had been often founded here, they were as frequently broken up. St. John was the objective point of many of the marauding parties which visited the Bay of Fundy between 1630 and 1680; French Catholics, Huguenots, colonists, English, pirates and Indians succeeded each other in rapid succession as masters of St. John. But little regard was paid to the lives or property of settlers along the river by its temporary rulers, and the weary band of self-exiled Loyalists landing in an almost unbroken wilderness, founded the City of St. John.

Born and reared under the Cross of St. George, they preferred poverty and hardship under British rule to ease and plenty under the Stars and Stripes, and forsaking homes, lands, friends and early associations, they sought new homes for themselves amid the wilds of Acadia. Actuated originally by loyalty to the British Government they gradually became imbued with the bitterness incident to a civil war, and found themselves at its close liable to reprisal for their conduct. But, no matter what their course during the war, the "United Empire Loyalists" are worthy of honor for their patriotism. Their descendants purpose honoring their memory in a becoming manner during this centennial year. The 18th inst., or Loyalists' Day, will be specially observed, and a grand Exhibition will be held here in October.

St. Stephen, N. B., the terminus of the New Brunswick and Grand Southern Railways, and at the head of navigation on the St. Croix river—the boundary between Maine and New Brunswick—is the liveliest town in western N. B. Owing to the intimate business and social relations which exist between it and Calais, on the opposite side of the river, it resembles a Yankee town very much. A toll bridge connects the two places. It is lighted with gas imported from Calais; whether it pays any duty on it or not is uncertain, but that the people of Maine do not pay duty on the immense quantities of rum in which they invest and spirit across in bottles, etc., is well known. Lumber, manufacturing and shipping is the principal business, but a large general trade is done also. *Miltown*, two miles up the river, contains 18 saw mills, edge tool and saw factories, and a large cotton mill, employing about 400 hands. Steamers run daily between Calais, St. Andrews, N. B., and Eastport, Me. Lb, Jd, 120 m, f \$3; or (2) Eb, 82 m, f \$2.50; or (3) Si, 90 m, f \$1.75.