

shows what manner of men were these early settlers.

What important part these men and their descendants have played in the development and progress of this their adopted country, and in its military history!

It is well in looking backwards in this Province, a distance of time of even thirty years, to contrast the means of transport then and now. The voyage of a Cunard steamer from Liverpool to Halifax then occupied seventeen or eighteen days. Now the "Lucania" or "Campania" crosses the Atlantic in five or six days. Even when landed at Halifax there was the journey from Truro to Moncton in sleigh or waggon over the Cobequid mountains that required some physical endurance.

Steamboats, it is true, coasted along the seaboard, the North Shore, or from St. John to Eastport, or crossed from St. John to Windsor, or by river from St. John to Fredericton. But these steamers could not be compared with those of to-day, and railways, save from St. John to Shediac, and from Richmond to St. Andrews, were conspicuous by their absence.

Nor could even the ordinary stage wagon or sleigh be always considered a *regular* means of transport. The writer well remembers the night of the Saxby Gale, having, in company with the good Bishop Medley, slept the night under the hospitable roof of the Rector of Petitcodiac, the Rev'd Cuthbert Willis—Late Lieut. Colonel—while the rector spent a sleepless night in his efforts to keep the roof over our heads. On the following day we proceeded by stage from Shediac to Chatham and found that the bridges had been for the most part destroyed by the effects of the storm, and the journey was both *irregular* and tedious.

He who has spent twenty-four hours in a stage in a snow-storm, in accomplishing the journey from St. John to Fredericton, will not forget the experience.