

SAINT MARTINS.

The Eventful Story of a Hundred Years.

Its Ancestral Glory Passed With the Decline of Wooden Ships.

But it is today an interesting village and a delightful summer resort.

(From Daily Sun, October 29th.)

The first day of November next will be the centennial of Saint Martins. One hundred years have passed since Thomas Carleton, then lieutenant-governor of the province of New Brunswick, signed the grant which now constitutes the beautiful village of Saint Martins (then called by the Indian name of Quaco). A copy of the original grant is before me, which was registered at Fredericton on the 10th day of November, A. D. 1796, and O'Brien, the name of the grantee are as follows: George Rogers, Allan MacLean, Gaspar Mayhew, Isaac Springstead, John William Carnell, Catherine Jacob, George Price, Michael Ambrose, George West, George Hunt, Daniel O'Brien, Matthew Rank, Jacob Berry, Isaac Springstead, sen., William Moran. Of the fifteen names on the original grant of Quaco only three remain. They are Vaughan, Moran and MacLean. The descendants of the rest have died or removed from the place.

It must be remembered that very large tracts of land were granted to the above parties, and very early they sold or divided their land with others who should be first mentioned in this story. Among these are the names of Howard, Brown, Bradshaw, Carson, McCumber, Floyd and others. These early settlers were naturally keen, intelligent business men, with little or no education. Their main object was that shipbuilding was the one important industry. Daniel Vaughan, grandfather of Benjamin Vaughan, who now resides here (and to whom your correspondent is indebted for much of the information here given), was the first to move in this direction.

Captain David Vaughan, son of Daniel Vaughan, went to Gasquetown and bought a schooner called the Rose, about 30 tons register, and took command of her, being called for by Dastport, Maine. That was during the American war of 1812. The vessel was captured by an American privateer, the crew made prisoners, and the vessel placed in charge of a prize crew. She was shortly afterwards recaptured by the English cruiser Plumper, the prize crew taken off and the captain allowed to proceed home with his vessel.

The first keel laid in Saint Martins was that of the schooner Rachel, about 30 or 35 tons register. She was built by Captain David Vaughan and named after his wife Rachel. The foreman or master builder was a Frenchman named Michel. When the Rachel was built, the people said it would be the last vessel ever built at Quaco, as they could not get timber enough to build another. It might be interesting to modern men to know that in getting timber for the woods for the Rachel they would have to find a stick of wood enough to make the required shape from keel to gunwale. At that time they had not the idea of building the frames in sections as they did in later years. The keel was first laid and then raised the stem and sternpost, and fit in between with timbers, raising them with handspikes. The keel of the Rachel was cut from a brook tree that stood on what is now known as Kennedy's Corner, in the centre of the village. This ancient specimen of naval architecture could be resurrected and placed alongside one of the first-class steel ships now built on the Clyde. The people of the nineteenth century would see a wonderful contrast.

After the Rachel was launched, then followed the Rainbow and Ambassador, and from that time to the year 1850 one or more vessels were launched every year, varying in size from 15 to 150 tons register. In the year 1853 there were eighteen vessels building here at the same time.

The names of the men actively engaged in shipbuilding during its early history are: R. name St. Vaughan, James H. Moran, John Berry, John Berry, all over one thousand tons register; Samuel and Thomas Carson, Jacob Bradshaw, Joseph Brown, James MacLean, Captain John Marr, William Vall, and John W. Parks and Son, and W. H. J. Bourne. This industry has now passed into history, the shipyards have been cleared up, and grass grows where the carpenter's axes were in former years so busily at work. No industry yet has taken the place of shipbuilding at Saint Martins. Many of our men are now working in different parts of the United States, while their families reside here. Others have turned their attention to improving their farms, and despite the hardness of the times are making a comfortable living.

The early settlers were not without superstitions, and many a weird tale can be told of midnight digging for gold and the outbreak of fire always tinged with romance. I have yet to learn that any of their efforts proved successful. The Isles of Haute and along the shores of the Bay of Fundy were the favorite spots to use the unearthly rod of the famous Captain Kidd's treasure. A few of the parties who were engaged in these midnight searches are still living and are always ready and willing to relate their experiences.

The Baptist church was organized June 27th, 1813, with Rev. Peter Cranford pastor, Jacob Berry and William Bradshaw deacons, and David Vaughan, clerk, with fifty members. At the present time the membership is four hundred, with a fine church building, constructed in 1878 at a cost of \$9,000. The new church was built largely through the efforts of the late Rev. Dr. Bill, who was pastor for twelve years. The bell in the tower and the clock, which can be seen from all parts of the village, were the gift of the late Captain George Whitfield Mas-

ters and are greatly appreciated by the citizens.

The Saint Martins Baptist Seminary, a magnificent building of stone and brick, was erected here about ten years ago at considerable cost. The school was opened and run for a few years, but being burdened with a heavy debt, was unable to pay the running expenses and at the same time pay off the debt. The school was therefore closed about two years ago, and unless some effort is made to pay off the debt the building will stand here as a monument of the lack of enterprise of the Baptists of the maritime provinces.

The Methodists and Episcopalians have also fine churches. The Presbyterians are about building a new church.

We have also a Roman Catholic chapel situated in West Quaco. The first Roman Catholic church was built at West Quaco on Thomas Nugent's land in front of W. A. Campbell's residence. The parish priest was Father Barnes. Some time afterwards there arose some difficulty in regard to the title of the land, when Father Barnes told Mr. Nugent he wasn't fit even to be a Baptist. The difficulty resulted in a new chapel being built in the year 1837 on the hill opposite William Murray's house. The first school master who taught in Saint Martins was Thomas Evans, who taught in a little schoolhouse that stood near the residence of Joseph Carson, on the east side of the Baptist church. The building was taken down many years ago. Mr. Evans was brought here from Newfoundland by Captain Daniel Vaughan. Afterwards the school was taught by Mr. Connor, Thomas Black and others. We have now four large public school buildings in this district, thoroughly equipped, which under the management of the present trustees are doing excellent work. The teachers in the various departments being well qualified to fill their positions.

Today, one hundred years since Saint Martins was first settled, we find it an enterprising village of about one thousand inhabitants, the whole parish having a population of two thousand five hundred.

The principal and I might say the only industry carried on at the present time is the manufacture of lumber. The men engaged in this business are: Captain S. C. Carson, J. P. Mosher, Captain G. R. McDonough, P. H. Nugent and White, Foyne & White, all of whom own and manage small vessels engaged in carrying lumber to the westward. William Vaughan owned and operated a steam factory and planing mill. There are about twenty merchants at Saint Martins, who do a general business in dry goods, groceries, etc. A few years ago a company was formed called the Trading and Manufacturing Company, with Jacob S. Titus president and William Wilson treasurer. This company has purchased land on the level plain north of the village and have a very fine race course. They have erected a large commodious building for the purpose of holding agricultural exhibitions, etc. The track is considered by some of the visiting judges to be one of the best in the province.

A board of trade was organized last year with James Rourke as president. We are looking forward to the efforts of this board for the improvement and advancement of our village.

We have also a debating society, formed some two years ago, which meets every Thursday evening, when the subject for discussion is handled in an able manner by its members.

What is most needed for Saint Martins at the present time is a substantial direct railway service between the place and St. John and Saint Martins. The branch line which we now have connecting with the I. C. R. at Hampton gives but little satisfaction. The fact that when the road is required during the winter months it is shut down, and also on account of the rates of freight being so high, the company having to pay the I. C. R. one-half cent per ton for each mile of this road being operated. If the government has subsidized this road I cannot see why any company should undertake to run it to suit themselves. The matter ought to be looked into, and if the government has paid for a continuous service we should have it.

Our climate is healthy. We have never been visited with any serious epidemic. We have in our midst to-day a dozen persons hearty and well whose combined ages are nine hundred and eighty years.

As a summer resort Saint Martins cannot be surpassed for natural scenery, pleasant climate, sea bathing, and a good hotel accommodation. The sportsman will find many a fine spot for plenty of enjoyment within short distances from his hotel. If Saint Martins was more generally known it would become the favorite summer resort of the maritime provinces.

The old Saint Martins mill was organized about 1832 with officers as follows: Captain James Moran (afterwards major), Edward Brown, adjutant; William Moran, drill sergeant; Thomas H. Black, secretary. The company had their drill on the plain back of William Rourke's residence. The arms used were muskets taken from a Dutch man-of-war.

The first justice of the peace was Philip Mosher, who was also surveyor, minister and doctor. The other justices were James Moran, Captain Howard of the royal militia, George Brown, Alexander Lockhart, Edward Brown, John Moran. The present justices are W. H. Rourke, W. H. Skillen, W. H. Moran, P. H. Nugent, M. R. Daley, S. J. Shanahan.

The first lighthouse was built on the rock of Quaco Head about 1833. Captain Lantz was the first keeper, afterwards William Love. When the building was destroyed by fire the new one was built on the Head, where it now stands. Charles Brown is the present keeper. There have been comparatively very few wrecks on the reef, the most disastrous one being that of the American schooner Arca, about ten years ago, when all but one man lost their lives by freezing to death on the reef.

Mr. Seymour ran the first stage coach once a week between Saint Martins and St. John; afterwards Barry, agent, Philip Black, Alexander Lockhart and others. At that time there was only one road, that which is now known as the Upper Loch Leod road. This road was run out and surveyed by Philip Mosher in the year 1817. At the present time the stage coach is run by James Allan Taber, who gives the public good satisfaction.

The first settler had to go to Hampton and down the Westmorland road to reach St. John. The first postmaster in the village of Saint Martins was Alexander Lockhart, afterwards John Foster, Thomas Black, James Moran. The present postmistress is Mrs. James R. Cochran.

One of the early industries which has ceased to be operated in Saint Martins is a lime kiln and brick yard, which were formerly operated by John Brown and Sanford Brown. The kiln and brick yard was situated in West Quaco, nearly opposite the residence of Captain John Marr.

David Vaughan and Philip Mosher owned and operated the first saw mill, which stood near where J. P. Mosher's mill now stands. They also owned and operated the grist mill, which stood near the saw mill. Mr. Snow and William Grant owned a grist mill, which was situated near the grist mill.

George W. Masters owned and worked the first and only tannery operated at Saint Martins. The building stood on the east side of the Baptist church. The tannery was taken down many years ago. Mr. Evans was brought here from Newfoundland by Captain Daniel Vaughan. Afterwards the school was taught by Mr. Connor, Thomas Black and others. We have now four large public school buildings in this district, thoroughly equipped, which under the management of the present trustees are doing excellent work.

SPORTING MATTERS.

Kid Lavigne Defeats Everhardt in the Twenty-fourth Round.

Everhardt was Almost Out When the Referee Stopped the Fight and Gave the Decision to Lavigne.

Joe Patchen Still King of Half Mile Track—John R. Gentry's Exhibition at Philadelphia.

New York, Oct. 27.—A fight to decide the light weight championship of the world was the magnet which attracted one of the most representative gatherings of sporting men from all over the United States to the arena of the Bohemian Sporting club tonight.

The fact that George ("Kid") Lavigne, Saginaw, Mich., and Jack Everhardt of New Orleans were to contest for the championship of the world brought out a good crowd of light edge sports, who were willing to pay any price to see the mill. The contest was scheduled for twenty-five rounds.

There were two preliminary bouts on the card, the first being a six round go at 118 pounds between Jack Delaney of this city and Jack Burke of Mount Vernon, which the former won.

The second bout brought on Dave Wall and Jerry Kelly, both of this city, in a six round go at catch weight. Wall did by far the better work and the referee decided in his favor.

There was a fairly strong betting contingent among the spectators and Lavigne was the favorite, several being registered at odds of 100 to 70 on the Saginaw lad. There were also a good many bets made at even odds that the bout would not last ten rounds, and that Lavigne would knock his opponent out inside of ten rounds. Lavigne's seconds were Sam Fitzpatrick, Buddy Gorman, Dan Creighton, Benny Murphy and Ted Alexander. Everhardt's handlers were Charley White, Harry Black, Harry Tullihill, "Mysterious Billy" Smith, and Tim McGrath.

Lavigne entered the ring at 10.30. He looked trained to the hour and his party were very confident of his being returned the winner. Just as soon as Lavigne made his appearance it became known that his friends had not only a bag of \$5,000 to \$2,500 that the "Kid" would win the fight. Everhardt climbed through the ropes at 10.30. He looked to be in excellent condition. "Honest John" Kelly was announced as referee. The men shook hands at 10.40 o'clock.

The story of the fight is one of hard hitting and constant exchange of blows, in the early part by both men, but later by Lavigne, who in the fourth was manifestly the superior. The rounds:

Round 1.—Both landed right and left. Lavigne swung his right on the jaw and left on the forehead. Everhardt landed a right on the jaw and a left on the forehead. Lavigne landed a right on the jaw and a left on the forehead. Everhardt landed a right on the jaw and a left on the forehead.

Round 2.—Both landed right and left. Lavigne swung his right on the jaw and left on the forehead. Everhardt landed a right on the jaw and a left on the forehead. Lavigne landed a right on the jaw and a left on the forehead. Everhardt landed a right on the jaw and a left on the forehead.

THE CANADIAN WEST.

Tarte Entertained at Lunch by Hugh John Macdonald.

Greenway Still Out of Town and Nothing Known About School Question.

The Northwest Legislature Urges the Construction of the Crow's Nest Railway.

Winnipeg, Oct. 28.—Hon. Mr. Tarte received a large number of callers to-day and transacted considerable business during the morning. At noon he was driven to the Manitoba Club, where he was the guest at luncheon of Hon. Hugh John Macdonald, M. P.

Mr. Macdonald had invited a number of prominent people, including many conservatives, to meet the new minister, and a very pleasant time was spent. This evening Mr. Tarte was the guest at dinner of Hon. Colonel McMillan, provincial treasurer, at his residence.

On Friday afternoon Hon. Mr. Tarte expects to leave for the west, making his first stop at Waseley, where he has a pressing invitation from Rev. J. M. Douglas, M. P., and the citizens. He will visit the Montmartre French colony, about fifteen miles from Waseley, and will go on to Regina by the next day's train, arriving there Sunday morning.

On Monday the citizens of Regina have arranged a banquet and several days will be spent in the town and neighborhood. The subsequent movements of the party will be arranged from Regina, and it is possible a visit will be made to Prince Albert, but has not yet been decided.

Nothing has developed in regard to the school question settlement. Premier Greenway is still out of town at his country home, and while the usual number of rumors in regard to the settlement are about, absolutely nothing of an official or reliable nature can be learned.

The Tribune tonight says editorially: "The visit of young men like Mr. Bourassa to the west has a good effect in two ways. On the first place, it removes from the mind of the people in the west erroneous ideas as to the abilities and aims of the younger men of the liberal party in the east, and particularly in Quebec; and on the other hand, it impresses the men who control our affairs at Ottawa with the importance of this part of Canada as the real field for growth and progress in the dominion. The spirit of Mr. Bourassa's speech on Monday evening was one in which this dominion must be built up."

The Northwest Legislature has adopted the following resolution: "That the house takes the liberty to draw the attention of the federal government to the imperative necessity for immediate construction of the Crow's Nest railway; that unless this supply the trade of the Kootenay district may be permanently deflected into American channels; that the Crow's Nest Pass contains large areas of bluntnose and coal of a high quality; that with these valuable coals the erection of smelters and refineries may be expected to follow; that the existence of this railway will at least permit our affairs at Ottawa to compete with eastern territories in the supply of the necessarily large amount of food products required in the mining regions of southeastern British Columbia."

TRADE IN HALIFAX. (Chronicle, Oct. 27.) Although the weather has been very backward a good volume of trade has been doing and most of the leading lines may be said to show an improvement over October of last year. Sugar, however, is a line in which there is nothing whatever doing and prices are very low. As a comparison: The refinery quotes granulated today at \$7-8c, whereas at all vessels the price is 41-c. They quote circle C at 27-8c, and extra circle C at 3c, whereas last October the quotations were 31-8c and \$3-8c respectively.

The provision market is fairly quiet. Carrots are today at 10 in E. Island is worth from 4 to 41-c, while P. E. Island mess, in anything like fair sized lots, can be had in Halifax at less than 12.

Eggs are steady at 16c. Cheese is stiffened and butter is in the market in a good volume. The butter market is active and strong. Tub creamery is quoted at 20c, and prints at 21c, with prospects good for an early advance. Dairy is worth from 16 to 18c.

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