

HISTORY OF DALHOUSIE FROM ITS FOUNDATION TO THE PRESENT TIME.

Essay Written by Alban Bate and Which Took First Prize in Dalhousie Public School Contest.---Very Complete History in Every Respect.

PRIZE DONATED BY HON. C. H. LaBILLOIS.

The essay that took the first prize at the Dalhousie school, written by Alban Bate, son of Rev. Mr. Bate, rector of St. Mary's Episcopal Church, Dalhousie, N. B.

Early History

At the extreme North Point of New Brunswick, situated near the mouth of the Restigouche or Big River, is to be found the town of Dalhousie, called after Lord Dalhousie who was out here prior to the year 1836. He tried to found a small town at Mission Point, which afforded every advantage for such a purpose, and offered the Indians £500, and twice as much land elsewhere, if they would resign their title, but they did not accept his offer. (See Cooney's History of Northern Part of New Brunswick, page 217). From this it is very probable that he might have founded the town of Dalhousie, which was surveyed or laid out in 1836 or '38, the surveyor being a Mr. Ulnest.

The earliest event of any historic occurrence which happened near Dalhousie, was in July, 1760, when a French fleet coming to slip Quebec was attacked by a British fleet in the Bay of Chaleur. The French vessels, driven up the Restigouche near where Campbellton now stands, were captured or destroyed. This was the last battle of the Seven Years War. (See N. B. Hist. Canadian History, Chapter IV, pag. 270).

The first white resident of Dalhousie, of which we have any record, was a Peter Harwood, a settler by trade, the grandfather of the present James Harwood the settler, who came from Jersey (one of the Channel Islands) in the year 1812. He built a house where Mr. Alexander LeBlanc's house at present stands. He sometimes after exchanged farms with a Mr. Sigurd of the Head.

The next resident was a Dan Roberts, who fought in the Battle of Waterloo, coming a few years later and building his house where Mr. McLeod's store now stands. The next

was a Mr. Mitchell, who came in 1817, and built a house where Mr. LeBlanc's house at present stands. He sometimes after exchanged farms with a Mr. Sigurd of the Head.

The next mill, built by Peter Macdonald, was a shingle mill. He sold the lease of it to George Montgomery (the Mayor's brother) who pulled it down and built the mill which at present stands. When George Montgomery died, William Montgomery (the present mayor) acquired it. He worked it for two years, then sold it to Charles and Beringer, who at present own it.

The third mill, built by George Moffat in 1861, was another of the Restigouche Woodworking Co., which built a fine large factory here, but failure overtook it in the form of a fire, which burned it to the ground in the spring of 1891.

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In early days communication was kept up with the outside world chiefly by means of water. The inhabitants had to lay in a supply of provisions capable of lasting the winter, but sometimes the vessels could not get here on account of the ice, then provisions had to be brought on sledges from Quebec.

This naturally would make the price of things very high. For instance flour was known to sell at \$20 per barrel, corn meal at \$15, brown sugar at 12 1/2 cts. per lb., white sugar from 30-35 cts. per lb. As there was not a great deal of money in circulation, the people generally bought their provisions with timber or farm produce.

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Before the existence of railway,

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to the place where Morrissey's store is now. Mr. LaBillois, father of the present C. H. LaBillois, M. P., being postmaster at this time, a position which he held for 20 years. Soon after this, owing to a disastrous fire, it was moved to where Mr. W. S. Smith's house now stands.

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VIEW OF DALHOUSIE, N. B.

of the vessels being sawed by hand, whip saws being used.

These were the principal shipyard, the one about a mile west of the town, the other where Wallace's building ship stands. The lumber from the River was shipped at the Port of Dal-

housie.

When these men came here they found a large number of Miramichi and Maliseet or Mellicet Indians encamped along the water front, and along the railway station now is, and along the water front.

Early Industries and Business
The place evidently grew quickly for in 1832, Cooney in his history, 29 pages 218, has this to say about Dalhousie: "On the south side of the Restigouche, two miles above the entrance, is the town of Dalhousie, consisting of a few houses, and two or three mercantile establishments, of which the most extensive is that of Messrs. Hugh & John Montgomery. The site of this town is a level one mile, and between it and two small but elevated islands in front, a good broad channel of six or seven fathoms in depth, flowing towards the town, forms a fine safe harbor, where vessels may load within a quarter of a mile of the shore."

Besides the firms above mentioned the other principal business houses were the Hamiltons, P. & J. Stewart, H. & A. Ramsey and W. S. Smith. The prominent monument overlooking the mouth of the river was erected in the memory of Captain John Hamilton, one of the early residents of Dalhousie.

The principal business of these firms was the exporting of square lumber and in those days the harbor presented a very lively appearance, for dozens of sailing vessels of all sizes were em-

ployed in the course of the season to ship it away. Besides this business, another of the first industries of the town was that of shipbuilding. The first vessel was the Hamiltons, a brig of 200 tons, built by William Hamilton. All the lumber for the building

was brought here twice a week from the Miramichi on horseback and by stage coach. The first post office was kept where the public school now is. The first postmaster being Mr. Wanda. From thence it was moved to the lower end of the town, then

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INCH ARRAN HOUSE DALHOUSIE, N.B.

Douglas Stewart (the father of Jas. and Chas. Stewart as Custom House Officer. In 1859 it was removed to its present place above the Post Office with Mr. William Montgomery (the father of the mayor) as Custom House Officer, a position which he held until 1902, when Mr. George Haddock took his place.

Telegraph Office
About 40 years ago Telegraphy was put in the town, the first telegraph office being where the sample room now is, behind Mr. Chisholm's store, a Mr. Hart being first telegraph operator. A number of years afterwards it was moved to the post office. About three or four years ago it was moved to its present place with Miss Eliza Trasson as operator.

In 1903 the telegraph office was put in with the telegraph office, as the central for the town.

Schools and Principals
In early days as the town continued to grow it felt the want of a school, on same site as present school house then owned by Dupaid Stewart now the home of Mr. Mitchell and family, with F. G. Good as first teacher. One of the first principals was Mr. Adams for nine years who was succeeded by Mr. Lloyd, who taught in same building as did his successor Mr. Barrett.

The number of pupils continuing to grow the school was moved to a large building, owned by Dupaid Stewart on same site as present school house with a Mr. McKenzie as master. Again the school house getting too small the school was moved to a house where Mr. W. S. Smith's office now is. (The house is not now here.)

A few years after, a grammar school was built near where Mr. George Morrissey's house now is. A Mr. Bennett being first Grammar School Principal. He was succeeded by Mr. Hutchinson, who in turn was succeeded by Mr. Miller, who was succeeded by Mr. Ross. While Mr. Ross was here a new Grammar School was built on same

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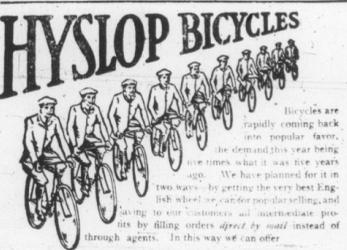


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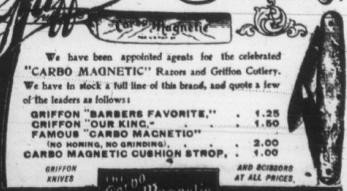
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On and after Sunday, June 27, 1907, trains will run as follows:
Trains leave Campbellton, east and southbound, "Atlantic Standard" time 30.
34 Express for ST. JOHN, (daily except Sunday) . . . 2.05
38 Mixed for MONCTON . . . 5.45
36 Express for MONCTON . . . 6.50
40 Mixed for MONCTON . . . 15.10
200 Ocean Limited . . . 10.00

Trains leave Campbellton westbound, "Eastern Standard" time:
33 Express for QUEBEC & MONTREAL, (daily except Sunday) . . . 2.10
41 Mixed for ST. FLAVIE, (daily, except Sunday) . . . 6.50
39 Express for CAUSAPSCAL, (daily, except Sunday) . . . 20.15
199 Ocean Limited . . . 18.10

Trains arrive at Campbellton, east and southbound, "Eastern Standard" time:
34 Express from QUEBEC & MONTREAL, (daily, except Sunday) . . . 24.55
42 Mixed from STE. FLAVIE, (daily, except Sunday) . . . 16.30
200 Ocean Limited . . . 8.55
33 Express from ST. JOHN, HALIFAX & the SYDNEYS (daily, except Monday) . . . 2.00
39 Mixed from MONCTON, (daily) . . . 12.60
35 Express from MONCTON, (daily, except Sunday) . . . 18.20
37 Mixed from MONCTON, (daily, except Sunday) . . . 20.10
199 Ocean Limited . . . 18.05

All trains run by Eastern Standard Time, between Montreal and Campbellton, and by Atlantic Standard time east and south of Campbellton. Atlantic Standard time is one hour faster than Eastern Standard time. 24 hour notation, 3.00 o'clock is midnight.