



VIEW OF ST. JOHN, LOOKING TOWARD CARLETON.—FROM PHOTOGRAPHS BY NOTMAN.

THE CITY OF ST. JOHN.

Des Monts discovered the river St. John on St. John's Day, 1604, whence the river derived its name. He explored it for some distance from its mouth before he spent his disastrous winter at the mouth of the St. Croix. For thirty years nothing was heard of St. John, and then in its neighborhood some most remarkable and interesting events took place. Among the rival French colonists are Charnizay and De LaTour, and one LaBourge. These quarrels lasted from 1637 to 1667.

For one hundred years after this time the neighborhood of the present St. John was a scene of many battles, and it was held by French, English and freebooters respectively, time after time, until 1755, the small French garrison that then held possession of it on the advance of the English fleet set fire to Fort La Tour, fled up the river and founded the present capital of New Brunswick, Fredericton, which they then named St. Anne's Point. Three years later the English were in undisputed possession of Acadia and Fort LaTour was strengthened and well garrisoned.

In 1766, nearly six hundred emigrants from

the "old colonies" settled on the St. John river about seventy miles from its mouth, but the present St. John at that time was merely a loading and fishing station. It was favored ten years later, however, by the notice of Stephen Smith, of Machias, a delegate to the Massachusetts Congress, who with a number of followers, made a raid on it in that year. They destroyed the fort and captured a brig laden with provisions, intended for the British troops at Boston. This little attention was the cause of the erection of the present Fort Howe at Portland.

In 1783 it had a more favorable work of attention bestowed upon it by the "old colonists," as in that year about five thousand United Empire Loyalists landed at St. John, and the present city may be said from that date to have had a well-defined existence. It was first called Partown, after the Governor of that name. Among its first residents were some of the best educated and ablest men in America, whose influence has been marked during the whole history of the city. The town and district of Parr were incorporated in 1785, under the name of the city of St. John, and was the first—and for many years the only—in-

ported town in British North America. Two years later the seat of Government was removed to St. Anne's Point, now Fredericton. From this time St. John grew uninterruptedly, until the 14th of January, 1837, when it was visited by a calamity scarcely less severe than that under which it now is suffering. On that day one hundred and fifteen stores and houses were burnt, consisting of about one-third of the commercial portion of the city, a loss estimated at a million and a quarter dollars. Since that time the city has progressed steadily. In 1840 its population was 19,281 people, in 1851 it had advanced to 21,745, in 1861 it numbered 27,317, and at the last census in 1871 it was put down at 28,805. But these figures hardly give a just estimate of the prosperity of the neighborhood, for Portland, adjoining St. John, had in 1871 a population of 15,520; while Carleton on the opposite side of the harbor, is a town of some considerable importance.

St. John is built on the sloping sides of a rocky promontory, and has on its east side Courtenay Bay, on the west the St. John harbor, beyond which stands the picturesque town of Carleton, which is said to have been the site of old Fort LaTour; and on the north

there is a valley which is said by some to have formed the course of the St. John River many thousand years ago, and which is now utilized by the Intercolonial Railway. Beyond this valley is Portland Heights, on which some of the most magnificent residences in Canada are standing, while between them and Carleton is Portland town. The shape of the peninsula on which St. John is built makes the city, of necessity, present a picturesque appearance. From the water's edge to the crown of the hill, says a correspondent of the *Witness*, from whom we gather these particulars, the eye used to catch tier after tier of houses, built closely together so as to completely cover it, except here and there where the verdure of a "square" showed that a few breathing places had been left for the people.

The principal business streets were Prince William, King, Dock, Water, and Charlotte streets, which have all been completely destroyed, except the north side of King Street. All of these streets were constructed, as a rule, of large brick buildings, while here and there were some of freestone and others of wood. At the foot of King street was the market slip, where the smaller class of vessels used to bring

their produce. There now lie the blackened remains of the hulls of twelve of these vessels. Just north is the Market Square, which is memorable as the place where the Loyalist founders of the city landed ninety-four years ago. On the corner of King and Prince Edward Streets, and fronting on the Market Square, was the Western Union Telegraph office, which was one of the first buildings to burn. Joining the Telegraph office was the Maritime Bank, Bank of Montreal, and Bank of Nova Scotia, all under the same roof. The beautiful front of this building is still standing, and the remains show that it is a credit to the architect who built it. The front is being taken down, stone by stone, and will be reconstructed. Farther up King Street, and on the front of King's Square, the principal bell tower of the city once stood. The bell, which is visible amongst the ruins, performed its duty to the very last, tolling, as it fell, its regret at the city's destruction. The cause of this strange proceeding is said to have been that, as the signal boxes in all parts of the city fell, the alarm was communicated to the central bell, and it did its duty to the last.