

# MONCTON—THE RAILWAY TOWN.

The Town Owe Its Progress Almost Wholly to the Fact That It Is a Railway Centre. The First Settlement Was In 1763 and Many Its Flourishing Institutions, First-Class Hotels, Beautiful Churches and Modern Schools.

Moncton is admittedly a railway town and its people well know that this has been the means of bringing many dollars to them, but how completely almost its very existence as anything more than a village, or a town at the utmost, has been dependent upon the happy fact of its situation at the geographical point whence trains may from the nature of things depart for the north, south, east and west, might well, in view of its aggregation of other industries, be overlooked by the casual observer or indeed by one intimately connected with its life, if at the same time he is ignorant of the history of its growth for the railways did not come at the demand of big industries at that time existing, but these latter grew up on the strength of the convenience already established for them by the building of the iron roads.

For nearly a hundred years from the date of its settlement in July, 1763, "The Bend," as Moncton was formerly called, proved an excellent location. In that year—one record places it at 1765—the sloop that landed Heinrich Stevez and his seven sons at Hillsboro proceeded up the Petitcodiac to the point where the river bends in a westerly direction and Tanasuda Creek, soon after named Hall's Creek, in honor of the captain of the vessel, landed the remaining men of the party, and their families, namely, Ludy or Lutes, Smith, Bickner, Summers, now Somers, Trites, Johns, or, as it is now spelled, Jones, Workman, and, it is said, Christian Coppel, Stieff, who may, however, have been the Heinrich Stevez really landed at Hillsboro, or possibly his son. Descendants of all except the last are living in Moncton at the present time. Eleven distinct families are claimed by some to have landed here, but there is no record of them. Christian, Jacob and Abram, in the Trites family, and in this way the two missing families supposed to be of other names, but of whom there is no record, can be accounted for. So far as is known, these were the first permanent settlers.

**PIONEER DAYS.**  
Trusting in the promise of Captain Hall to return next year with provisions and seed, the happy and fortunate pioneers with unflinching zeal and fortitude, set about to plant what little crop was possible in view of the lateness of the season and the unprepared condition of the ground to begin with. The failure of Captain Hall to fulfill his departing promise added to their hardships and privations, but no opinion of their early life is of necessity largely conjectural, but most interesting and not very trustworthy information can now be obtained respecting the daily life of these pioneers. We cannot judge by their degree of contentment by imagining ourselves placed under similar conditions.

In 1792, a grant of land, approximately the site of the present city of Moncton, was made to two of the immigrants, Christian Stevez and Christian Stevez. The former had already built his first house of logs near the present I. C. R. roundhouses. The latter person was evidently the son of the original Heinrich, as a building site at Hillsboro. The remaining families settled on nearby lands.

Evidence of previous settlers were found in 1839 near the present ruins of the sugar farm, but no more than sixteen crosses containing remains supposed to be of early French settlers.

**THE BEND, BEFORE THE RAILWAY.**  
For the next sixty-six years, until 1829, Moncton made little progress. Not long after the date ship began to be built at the Bend and in time, under the inspiration and as a result of the energy and business confidence of such men as Joseph Salter, Archibald McKay, Capt. Brent, Stanton, and Christian Stevez. The former had already built his first house of logs near the present I. C. R. roundhouses. The latter person was evidently the son of the original Heinrich, as a building site at Hillsboro. The remaining families settled on nearby lands.

**MODERN MONCTON.**  
The Moncton of today is a city with a population of 11,000 or more and within recent years increased attention has been given to the improvement of its streets and sidewalks, which are in a state of cleanliness far in advance of the usual railway town. Its thoroughfares are well lined with many beautiful shade trees. The people of the city, and this to a marked extent, take an increasing interest in laying out and maintaining lawns and flower gardens, which add greatly to its attractiveness. The city is at the present time rapidly growing, the suburbs are being further populated and extended, Main street, running through the business portion of the town, is being still more completely fitted up by year with splendid new blocks of brick and stone, and just now those who have faith in their city are most-

ing a scheme for a splendid \$300,000 structure opposite the Hotel Minto, which will contain a hotel, opera house and several offices.

**THE HOTEL BRUNSWICK.**  
Directly opposite the depot, on the finest hotel site in the city, both from a scenic and a commercial point of view, is the large and beautiful Hotel Brunswick, measuring 460 by 125 feet, the largest hotel in the province. It on one occasion having furnished accommodation for three hundred guests. It is the oldest established hotel in the city, and improvements and additions have been yearly made by the present proprietor and owner, George McSweeney, since entering into possession twenty years ago.

Both exterior and interior present the appearance of neatness and cleanliness, and it enjoys the distinction and advantage of having in connection the only lawn of any hotel in Moncton. Here one may find enjoyment among the rustic seats in the shade of the trees, in the cool summer house, or on the swings and hammocks. The paths are planted with flowers and vines which add greatly to the attractiveness of the spot. This is on the western side, while from the upper southern verandah the view takes in the river and the Albert coast side and extends across the bend towards Fox Creek.

**WATER SERVICE.**  
In 1895 Moncton became the owner of its own water, electric light and gas supply, at a cost to the city of \$410,400. The wisdom of this course has been fully demonstrated since that time, and the service has a long and enviable reputation. All are served by prompt and courteous attendants and the delicacies of each season are found on a well spread board. This is on the western side, while from the upper southern verandah the view takes in the river and the Albert coast side and extends across the bend towards Fox Creek.

**OTHER SERVICES.**  
The city is lighted by 62 street arc lamps of 1,200 and 1,000 candle power, with 39 1/2 miles of wire in its system. It is estimated there are 6,000 incandescent lights in the city. During the past year a day load for power has been added to the plant.

**THE NEIGHBORHOOD OF MONCTON.**  
In addition to the Brunswick there are numerous other hotels in the city, including the American, Minto, Windsor, Riverside, LeBlanc and Commercial. Those who stop off at Moncton should not fail to see the "bore," that celebrated initial wave of the tide occurring twice daily as the river begins to fill, the only thing of its kind to be seen in this part of the world. The wall of water varies from a few inches to three or four feet in height.

**MONCTON CORPORATION.**  
Moncton was first incorporated as a town, and with its present name, in 1855 with Joseph Salter, shipbuilder, as its first mayor, which office he held for three years. The succeeding mayors under that incorporation were James Johnston, afterwards dominion statistician at Ottawa, 1858; Jacob Wortman, hotel proprietor, 1859; Oliver Jones, 1860; James Steadman, barrister, 1860; M. S. Harris, 1860, for remainder of the term; Joseph Crandall, postmaster, 1861; and Judge Bliss, postmaster, 1862. After the decline of shipbuilding, the burden of civic taxation became too heavy for the taxpayers

this way and upon this condition is moreover not only allowed but is compulsory.

**PRIVATE EDIFICES.**  
It cannot be said that Moncton has a large number of handsome residences, for it is first of all a business city and money is invested rather to produce coin than to build unprofitable residences. The list would include the homes of L. Higgins, Judge W. W. Wells, D. Pottinger, Mrs. Oliver Jones, Mrs. Harris, Mrs. McKean, W. J. Humphrey, M. P. P., Richard King, D. I. Welch, F. W. Sumner, Dr. W. A. Ferguson, H. A. Whitney, Matthew Lodge, F. A. McCully, A. Peters, Jas. Card and Dr. Myers.

**FINANCIAL.**  
The city has the usual banking facilities and three such institutions now have branches here. The first ever located in this part of the country was the agency of the defunct Central Bank of Fredericton, which was located at Lewisville, a suburb of this city. After its withdrawal business was transacted through the Bank of New Brunswick in St. John, until the establishment of the old Western bank, March 23rd, 1884, being the date of the opening of the stock book. After suffering the depressing period of five years after 1880, which followed the collapse of the shipbuilding industry, failed March 18th, 1887, because of injudicious advances. Once more St. John became Moncton's banking centre, and so continued till with the removal of the railway headquarters to the city, the Bank of Montreal established a branch here, followed about 1880 by the Bank of Nova Scotia, and in 1887 the Maritime Bank of Halifax, now the Royal Bank of Canada. The present managers of the Moncton branches of the above banks are respectively Robert Clark, G. W. Daniel and F. McDowell. In addition to these there is a branch of the dominion government savings bank, established in 1872, and one broker, A. H. Jones.

**SOURCES OF PLEASURE.**  
The 74th military band furnishes the city's music, which is always of high order. Although Moncton lacks a park, and its many public spirited citizens surely do not require to be again assured that they are very negligent of their duty as citizens in this respect, yet it has the best race course in the lower provinces. Here on the 26th of June a new maritime record of 2:14 was made by Simasie. Baseball is also popular, this summer and the recently formed local league, in which there are four teams, has arranged a schedule of three games a week for the season, about half of which have been played.

**THE CHURCHES.**  
The Baptists appear to have been the first of the religious denominations to organize a church in Moncton, though missionaries of the Methodist body and of other denominations had also labored here since 1760. The Baptists on June 8, 1828, organized under the inspiration of Rev. Joseph Crandall, who became their first pastor. The present pastor is Rev. D. Hutchinson. Today there is a Baptist church at this way, till 1883, when the business passed into the hands of H. T. Stevens & Co. J. S. Boyd became editor and has remained in that position to the present time. The Daily Times has been published in conjunction with the Weekly since 1877. In 1901, in accordance with a similar change which was being made in the other leading weeklies of the province, the Times became a semi-weekly.

**SOME MONCTON WORKSHOPS.**  
The space that can be devoted to Moncton's varied and important industries is all too short. During the twelve months ending June 30th, 1904, the value of \$218,487 were dutiable and \$299,568 on the free list. The amount of duty collected was \$68,764.88.

**PUBLIC BUILDINGS.**  
The principal public buildings in the city are the Y. M. C. A. the general offices of the I. C. R., the Hospital, the Victoria and Aberdeen schools, the Post Office and Custom House, occupying a single building, and the City Building, with its open council chamber, city offices and market. Though the market is open every day, Tuesdays, Thursdays and Saturdays are popularly known as market days, for these have become adopted by custom for bringing in the country produce. Moncton is the centre of a rich agricultural district, containing everywhere beautiful farms well cultivated and the farmers are allowed the privilege of exhibiting and selling their goods in the market building, where a moderate toll is collected. Sale in

## THIS MESSAGE IS FOR WOMEN

**DAME BRADLETTE CURED OF ALL HER PAINS BY DODD'S KIDNEY PILLS.**  
Suffered for Years Before She Found Quick Relief in the Great Canadian Kidney Remedy.  
ST. ROSE DU DESEIL, Temiscouata Co., Que., July 22.—Special. Suffering women all over Canada will read with feelings of interest and relief the experience of Dame Amedee Bradette of this place. "It gives me pleasure to be able to tell," says Dame Bradette, "that I am cured of all the ills I suffered for a number of years. I found in Dodd's Kidney Pills quick relief from all my pains. I only had to take one box to bring back health, and in five months I have had no return of my trouble." Those troubles known only to women, arising from disordered Kidneys. The female organs are entirely dependent on the Kidneys. Dodd's Kidney Pills never fail to cure the kidneys. That is why they always bring health, strength and cheerfulness to weak, run-down, suffering women.

## MRS. MAYBRICK COMING TO AMERICA.

PARIS, July 23.—Reports were current last night that, accompanied by her mother, the Baronesse de Rouques, Mrs. Maybrick arrived in Paris yesterday to take the boat train for Havre and embark there on the French liner La Champagne for New York. Another report said, Mrs. Maybrick has left Rouen direct for Havre, where she would remain over night before embarking on La Champagne, which will sail today. Neither of these rumors has been confirmed.

## MONUMENT FOR QUEEN SQUARE.

A special meeting of the Historical Society was held Friday last. Among other matters was a proposal to erect a monument to Champlain on Queen Square, and a committee was appointed to communicate with the Dominion government. The idea is to have the monument in front of and to the west of the Thompson residence. It has been announced that the Ottawa government will grant \$50,000 toward the fund, and the committee to see if this may be included in Hon. Mr. Fielding's supplementary estimates. Rev. W. C. Gaynor, W. M. Jarvis and Clarence Ward comprise the committee.

**CASITORIA.**  
The Kind You Were Always Bought  
Bears the Signature of  
Wm. S. Porter