POOR DOCUMENT

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YEARS AND ITS PEOPLE ONE

A Graphic Word Picture of Early Days When Loyalist Founders Still suidance of ministers of the Church of Walked the Streets—Manners and Customs as Well as Physical Appear- and was finally abandoned. ance of City Have Changed Since Then—The Story Told by W. C. Milance of City Have Changed Since Then—The Story Told by W. C. MilFifteen years previously Fulton constructed the first steamboat to navigate the Hudson River. The world moved

ner, of Dominion Archives' Department, in Natural History Society.

A bundred years ago, the city of St. John was near its infancy and at the commencement of things that tell for growth. The province was still covered with an aimout unbroken in the commencement of things that tell for growth. The province was still covered with an aimout unbroken in the commencement of things that tell for growth. The province was still covered with an aimout unbroken in the commencement of things that tell for growth. The province was still covered with an aimout unbroken in the commencement of things that tell for growth. The province was still covered with an aimout unbroken in the commencement of things that tell for growth. The province was still covered with an aimout unbroken in the staple exports. Foundries, factories and workshops were swatting the advent of the staple exports. Foundries, factories and workshops were swatting the advent of the staple exports. Foundries, factories and workshops were swatting the advent of the staple exports. Foundries, factories and workshops were swatting the advent of the staple exports. Foundries, factories and workshops were swatting the advent of the staple exports. Foundries, factories and workshops were swatting the advent of the staple exports. Foundries, factories and workshops were swatting the advent of the staple in the staple exports. Foundries, factories and workshops were swatting the advent of the staple in the staple exports. Foundries, factories and workshops were swatting the advent of the staple in the staple exports. Foundries, factories and workshops were swatting the advent of the staple in the staple exports. Foundries, factories and workshops were swatting the advent of the staple in the staple exports. Foundries, factories and workshops were swatting the advent of the staple workshops were swatting the advent of the

sion and hard times that set in after the end of the Napoleonic wars being succeeded by a period of extreme prosperity, which four years later (1826) gave way to another period of hard times and failures. The reacation after a period of wild speculation, when bubble companies in England had paralyzed industry, reduced consumption and demoralized prices, much colonial timber was sold for less than the freights, and number of people were ruined.

bers of people were ruined.

In the year 1821, 262,000 tons of squared timber was exported, and 7,000 cords of lath wood; pine boards and plank, 25,000,000 feet; staves, 6,000; blacks 18,000 bundles; hand spikes, 5,one of the stable of the stabl St. Croix and St. John rivers. In 1820, Britain placed a duty of ten shillings a ton on timber from British North America, against two pounds, fifteen shillings for Baltic timber. This discrimination operated as a protection to ur lumber industry, but in 1828, the ritish government attempted to remove all duties. Sir Howard Douglas, then in

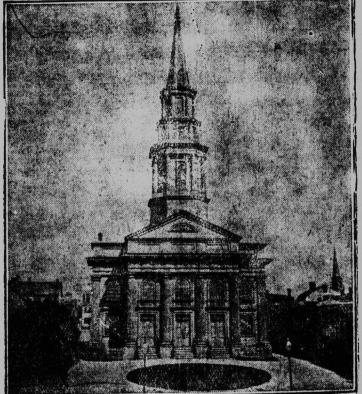
England, protested so vigorously in the

The control of the co

ness in the city was concentrated at the North and South wharf, Market square and Water street, down to the old fish market—the name given to the slip at

In the absence of steam or electric cars locomotion was by foot or on horse-back; women on pillions was a common sight. Saddle horses were almost universal for fifty years later. Two wheel chaises in the absence of any carriage factories were imported, and the half made roads and streets did not encourage their use. The first four wheel carriage ever used was imported by Edward Sands. It was an English pheaton. the was utilized for the mail stage between St. John and Kingston. In 1820, the manufacture of carriages was comnenced by a Mr. Peterson. He was followed by Samuel Skinner. In the early days before the trails permitted the use of wagons, panniers—similar to what were used by the Indians on the plains—permitted the transportation of uch freight as could not be packed on

OLD TRINITY CHURCH.





horse back. This was two long poles attached to a horse much like shafts, which dragged at the lower end, a cross piece. The old court house shown at the left of the picture escaped the fire but was burned a few years ago. Its walls still stand as a reminder days in St. John. The old court house shown at the left of the picture escaped the great

104th, left on the 11th Rebruary, 1813, on its famous winter march for Quebec to protect the frontiers from attack; two years later the war office ordered the disbanding of the New Brunswick Fencibles, which had been recruited by General Coffin. St. John still remained General Coffin. St. John still remained one of those military posts spoken of by Webster, whose morning drum beat following the sun and keeping company with the hours encircles the whole world with martial airs of England. Coffin's recruits were replaced by the 74th, the colonel of which was Lieut.-General James Montgomerie and the Lieut.-Colonel, Sir R. French, K. C. B., both of whom were absent on other duties. Major R. Mein was in command at St. John, and Captain Jones at St. Andrews. The governor was Sir George Stacey Smyth. The adjutant-general was the Hon. George Shore. Andrew Phair was barrack-master at Fredericton and John Chaloner his assistant at St. John. Dr. Boyle was surgeon. St. John. Dr. Boyle was surgeon.

The Newspapers. The newspapers of the day were remarkable for their scarcity of local news. About half of them was occupied with advertising and the other half with with advertising and the other half with foreign news clipped from papers received by the last packet, and they added but little to the gaiety of the nations. The "Courier," established by H. Chubb and Cox, had been in existence for eleven years and lived for half a century or more. The "City Gazette," published by William Durrant & Co., had an existence of some years, as had also the "Commercial Intelligence." Owing to the lack of nostal facilities, these

addition there were four engine com-panies, with David Waterbury as chief

engineer. His pay was £20.
William Wanton collector of o died in 1816, aged eighty-two. He was succeeded by William Campbell, who was also mayor of the city and postmaster. He died in 1823. The mails closed for Halifax every

Tuesday at sunset, and for Fredericton and Quebec every Wednesday. Civic Officers in 1822. Kings ward—Stephen Humbert, aiderman; Richard Lawrence, assistant al-

Queens ward-Noah Disbrow, alder-



buildings, some of which were built nearly a century ago.