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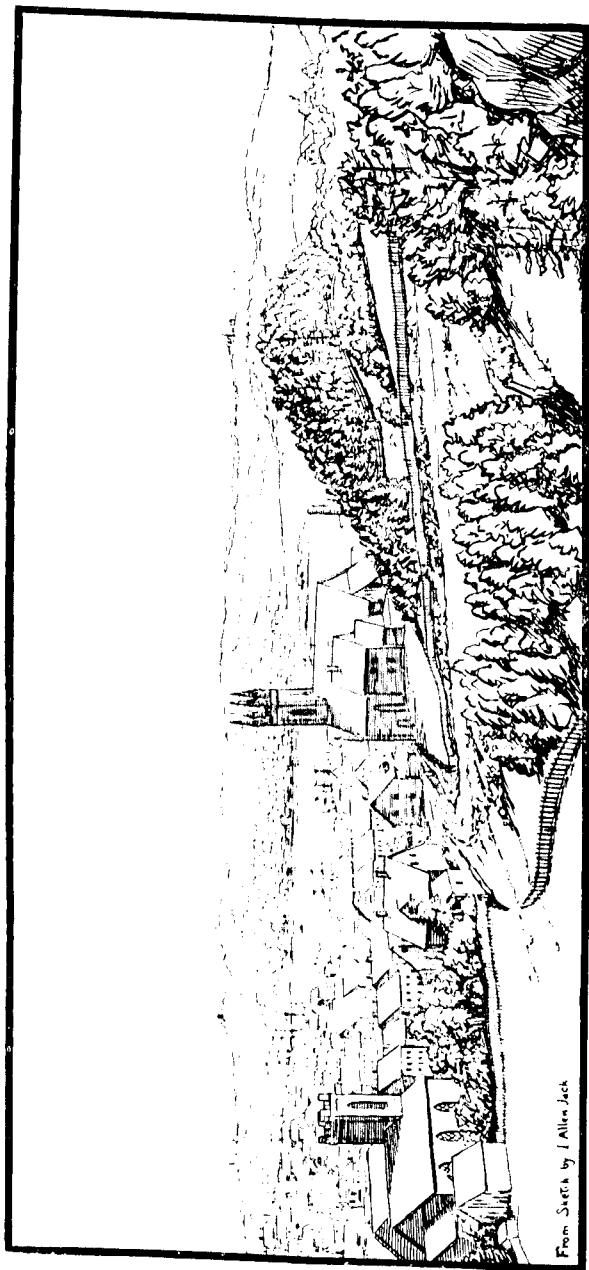
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From Sketch by I. Allen Jack

PART OF THE VALLEY, SHOWING OLD ST. PAUL'S AND ZION CHURCHES.

[As sketched from Carriz Lough, about 1861, by I. ALLEN JACK.]

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## OLD TIMES IN VICTORIA WARD.

### *First Paper.*

As national history includes the experiences of a number of communities, so the history of each community embraces the experiences of its individual members. That this is not more generally recognized is somewhat singular. The individual who has passed the age of fifty has lived one-fortieth part of the Christian era, witnessed many social changes, been influenced by many persons and events, and, perhaps, has influenced them in return. We are all, in some sort, makers of history, and we are also all, in some sort, its chroniclers; but it is to be regretted that few, among those who are fitted to do so, take the trouble to deliberately reduce to writing what they have learned and thought of their surroundings. I never hear of the death of one of our older citizens without a sense of regret that, with the departed, a stock of interesting, perhaps valuable, information is largely, if not wholly, lost. In a comparatively new country like this, where old homesteads, permanency of residence, and even durability of habitations are exceptional, the difficulties

of procuring data as to the histories of individuals, families and small communities are necessarily great. Letters, diaries, plans and muniments of title are rarely in safe custody, not always appreciated, and often scattered or destroyed.

With the object of making a contribution, although very small, to a somewhat general demand, the following paper has been written. As impersonal treatment of the subject selected would somewhat impair the value of the record, impersonal treatment has not been adopted, although a reasonable effort has been made to avoid needless obtrusiveness.

Victoria Ward is that portion of the city of Saint John which lies to the north of the City and Marsh roads, and to the east of Wall street, is bounded northerly by Stanley Ward, and includes Mount Pleasant, Lily Lake and a portion of land bounded by the Marsh Creek. In 1843 my father, the late William Jack, obtained a conveyance of some four acres of land fronting on a reserved road, subsequently and now called Wright street. The conveyance was executed by the devisees of the late Henry Wright, and the parcel conveyed formed a portion of a large tract, the balance of which was subsequently acquired by his son, the late William Wright, advocate general. My father, at a later date, obtained a conveyance of land in rear of his first purchase and extending to Mount Pleasant avenue, from the representatives of the late Chief Justice Chipman. I have often heard my father say that he was very generally ridiculed for buying land in what was commonly regarded as wilderness, with the intention of taking up his abode there. Amongst others the late James Dunn, who had purchased the land, on which his son lived till his house was burned, on the eastern side of Courtenay Bay, expressed a strong opinion that investment in real estate in that locality

was infinitely better than my father's selection. The latter was named Carrig Leagh—meaning the gray rock, one of its prominent features being a cliff of that color—I think after a place in Ireland, and, perhaps, on the suggestion of Matthew Coleman, who was for many years janitor of the Mechanics' Institute and my father's gardener. Within a year a substantial building was erected by Edwin Fairweather, a noted builder, to which an ell was added some years later, and the dwelling was occupied by the original proprietor and his family from the date of its completion in 1844 until 1880, when it passed into the hands of its present owner, Sheriff Sturdee. When I became a resident of Carrig Leagh my age did not exceed twelve months, and from that time, with the exception of five or six years, my home has been there or in its immediate neighborhood.

It is scarcely necessary to observe that the name "Victoria Ward" was not given until the union of the cities of Saint John and Portland; but it is as well to note that, prior to 1871, Portland was a parish, and it was then incorporated as a town, and the district to which this sketch relates was included for municipal purposes in Number Four Ward. A portion of this ward was taken some years later when Fifth, now known as Stanley, Ward was created. At the time to which my memory extends, there cannot have been more than twelve or fifteen buildings on the hills on the Portland side and in the valley below, within the district, to the north of City road and to the west of an extension of what is now known as Seely street. Old Saint Paul's, then always called the Valley Church, since 1842, had been on the site of the present edifice. Where the Winter street school house now stands there was then a small wooden house in which the widow White lived, and over its door was a picture of a bottle from which sprang either a cork screw or a cork—I consider the

painter and not my memory at fault—and above this was the legend “Spruce Beer sold here.” I never drank any of the beer, never knew any one who had tasted it, and have no reason to suppose that the sales were large. Behind Mrs. White’s, a garden, always or usually filled in the proper season with cabbages, ran back to the rocky hillside. There was a house standing to the northward of the church, in which the late Sir S. L. Tilley lived, which has since been occupied by the Reverend Charles Lee, John M. Taylor and the Reverend Dr. Macrae, and is now the residence of William G. Lee. There must have been a house or so on Winter street near the church, but upon this point I cannot make any certain statement. As some evidence of the paucity of inhabitants and of passers by in the locality, the following incident may be mentioned: When I was about eleven or twelve years of age, a goat insisted upon disputing my right of way along the street at Mrs. White’s, and, although I was enabled to render it powerless by holding it by the horns, whenever I let it go it lowered its head to butt me. This compelled me to hold it for a very long time, as it seemed to me, perhaps twenty minutes, till someone, hearing my cries, came to my rescue.

Winter street was for some years largely used as a dumping ground for saw-dust, and on that account was known as the saw-dust road until as late as 1860. This material, although helpful to the production of fleas in summer, must have beneficially absorbed some of the moisture which in wet seasons flowed over the thoroughfare from several overcharged marshy places and rivulets.

The large space bounded by the City Road, Stanley, Winter and Wall streets was nearly vacant. Upon or close to the site of the engine house on the City Road, Matthew Thomson lived and manufactured pottery, and Mrs. Campbell, who died within the last twenty years

at a very advanced age, and one of whose sons had been murdered at its door,\* occupied a house which I think is still standing, 150 or 200 feet to the eastward. There were also houses between these buildings, occupied by families named Bolton and, I think, Ward. The area between Mrs. Campbell's eastern boundary extended northerly to Winter street, and Stanley street was used as a brick yard where H. B. Crosby, the proprietor, conducted an extensive business. As may well be imagined the manufacture of pots and bricks presented great attractions to youth. The only day in my life that I ever played truant was passed at Matthew Thomson's pottery, and I killed a good deal of time in the brick yard, without shoes or stockings, trampling clay with very dirty and ragged little boys, indulging in my first musings on social inequalities.

To give an idea of the ordinary quietude of the valley, I may mention that on one occasion, a calm summer day, probably in 1852 or 53, when close to the triangular plot at the foot of Jeffrey's Hill, I distinctly heard the singing of a canary which was in a cage in one of the open windows in the front of my father's house. In the same connection, I recall another incident of about the same period. A party of children, of whom I was one, having procured an old iron pot suspended it bell-fashion on top of the cliff before mentioned, and struck it firmly and repeatedly with a stone. It gave forth a sound not unlike that of the old gong which once hung on the square at the head of King street, and some one hearing it promptly caused a general alarm to be sounded, greatly to the delight of my companions and myself.

I believe that it was a year or two after my father

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\*David Campbell was struck on the head and stabbed to death, while walking on the road in front of the house, at 10 o'clock on the night of Sunday, July 25, 1847. He was dead when found. His assailants were never identified, though a reward of £100 was offered for their discovery. Error.



built, that William Seely erected the dwelling in which he afterwards resided until his recent death, on the corner of Wright and Goodrich streets, and that Richard Wright erected the house on Wright street occupied at first by himself and afterwards by Captain Shortland, R. N., J. S. Boies DeVeber, Arthur Daniel, and Josiah Fowler the present owner, in succession. Seely street unquestionably derives its name from William Seely, and probably Wright street was called after Richard Wright, although William Wright, the advocate general, may have named it after himself. Richard and his partner and brother, William Wright, were leading shipbuilders in Saint John. The former removed to England and his eldest daughter who, married and settled in Liverpool, was a perfect and charming evidence of the production in New Brunswick of beautiful women. At a somewhat later date than Messrs. Seely and Wright, William R. M. Burtis, at one time common clerk of Saint John, erected a picturesque residence to the eastward of my father's house but further back from Wright street, which was destroyed by fire some years ago and rebuilt. The maiden name of Mrs. Burtis was Goodrich, which was, without doubt, on that account given as the name to the street which leads from Wright street past the entrance to the old Burtis place. Captain Robinson, who died some years ago at a ripe old age, lived in a cottage, still in existence, of about the same age as my old home, on a street originally nameless but which was afterwards called Celebration street, its present name. The description of the premises conveyed to my father concludes as follows:—"With right of way for all lawful purposes along said proposed street and another street fifty feet wide proposed to be laid out from stone cottage along west line of tract till it meets the said proposed street." The first of these proposed streets is Wright, the second Stanley street,

named, I presume, after some relative by William Wright, advocate general, one of whose nephews is the Reverend Stanley Boyd.

The stone cottage on Stanley street, which was a prominent object in the landscape, was some years ago enlarged and covered with wood, and is the residence of my oldest neighbor, James Cullinan. I am pretty safe in presuming that early in the forties Stanley street was reserved to this point from the City road; in any event, residents on Wright, Stanley and connecting streets had access to the city by Winter street.

In a conveyance from Ward Chipman to Richard Seely, dated 26th December, 1849, registered in Book R. No. 3, 303, one of the lots is described as situate at the corner of Winter and Summer streets. I have also a vague recollection of seeing a reference to these two streets, not perhaps by name, in a deed of somewhat earlier date than that last mentioned. At all events, among my earliest recollections are Stanley and Winter streets, as at present laid out, but, it is needless to say, not macadamized and without sidewalks.

With reference to Stanley street, when the coasting was good, I often started on a hand-sled at my father's door and coasted without a break to the City road. I got sufficient impetus in our somewhat steep lane to carry me to Cullinan's cottage, and from that point there was a declivity to about the line of the present railway track which enabled me to surmount the slight incline forming an obstacle at my terminus.

Celebration street, without doubt, obtained its name from the celebration of the turning the first sod of the European and North American, now the Intercolonial, Railway, the function having taken place in the immediate neighborhood. Winter street, as I have already stated, was largely composed of saw-dust and in summer was generally a pretty good road. In spring

a good deal of water came down from the undrained fields especially by a natural water course, now under cover, which emptied into the brick yard near what is now Farren street.

I have always understood that the stone cottage on Stanley street was built as a lodge for the Henry Wright demesne. It was, I believe, occupied by a man named Lowry when my father moved to the neighborhood, but I cannot recollect any period when it was not inhabited by the Cullinans, including for some years the parents of James Cullinan. Attached to their establishment was a living creature which soon became the best known, although by no means the most popular, object in the locality. I refer to a great white gander, always designated Cullinan's gander, which kept all timid children, all women and some men, obliged to use Stanley street, in a state of constant terror. I never knew so fierce a bird, or one less disposed to yield to human blandishments. I am assured that it was the means of diminishing the number of visits to my mother, and can truly say, on my own behalf, that it is not very many years since I ceased to dream of that warlike guardian of field and highway.

I. ALLEN JACK.

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### GOVERNOR THOMAS CARLETON.\*

Among the many honored names associated with the founding of the province of New Brunswick, none is more prominent than that of Thomas Carleton, our first Governor. Yet strangely enough there is very little known about him personally, much less, indeed, than about many of his far less conspicuous and less serviceable contemporaries. His official acts as governor are of course amply recorded in the various official documents and publications of the time, as well as

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\*Read before the N. B. Historical Society, 1898.

in his correspondence recently calendared in one of the Reports on Canadian Archives (for 1895); but our interest in the men who made our early history is far from satisfied by an enumeration of their public services. We desire in addition some knowledge of their origin, progress and personality, and on these matters in the case of Governor Carleton our local histories give us little satisfaction. Of his life prior to his coming to New Brunswick, there are no records known to me other than the abstracts of some of his own letters written while he was major of an American regiment in 1779 to General Haldimand; these are printed in The Canadian Archives Report for 1887, and one or two references to him occur in Haldimand's Diary, in the Archives Report for 1889. Murdoch, in his "History of Nova Scotia" (III, 35, 38, 54) records his arrival at Halifax in 1784, his reception in New Brunswick, and a later visit to Halifax. Lawrence in his "Footprints" (6, 10, 11) notes his arrival at St. John, his liberality, and his death in 1817. Five letters of his written in 1793-94 are printed in the Archives volumes for 1891, and there are a few references to him in



Signature of Thos. Carleton.

Cooney's History and in other works. He is not mentioned in any Dictionary of Biography, not even in the excellent "Dictionary of National Biography" which gives a full account of his brother, Sir Guy Carleton, Baron Dorchester.

In the absence of records we turn naturally to traditions, of which there are some still current in the province relating to Governor Carleton. We are near enough to his time for these to have some value, but they should be collected soon, if at all, for of course they are subject to that law of degeneration which

makes traditions after a time of more danger than service to historical research. There is, however, one tradition which bears so closely upon his personality, and comes to us in a form so nearly that of a contemporary document, as to be worth record here. It is a copy of part of a letter furnished by Mr. James Vroom of St. Stephen, written in 1835 by Patrick Clinch, son of the Loyalist Captain Clinch, of St. George, and here follows :

"These (the Loyalists) were the men to whose patriotism, knowledge and integrity, displayed as well in private life as in the councils of the Government, to which they were judiciously called, more of the present prosperity of New Brunswick may be traced than to any other cause whatever, if we except that most fortunate circumstance of its being blessed by a patriotic Governor in the person of General Carleton.

One instance of the sagacity and foresight displayed by the Executive at the time was in establishing the seat of Government at Fredericton instead of St. John (which had been strongly urged), a measure peculiarly calculated to advance the settlement of the upper country, but which drew down on the Governor the execrations of the St. John people, who pursued him with a hatred scarcely ending with his death. A favorite sentiment at that time with some used to be, "D—— the Irish Governor and his Yankee Council."\* The violent opposition he met with in administering the Government was the cause of his recall, and when his death was announced in the St. John newspapers, the only ones then existing in the Province, it was done in the most laconic manner possible, without mentioning the circumstances of his being (as he was at the time of his death) Governor of the Province. It was couched in the following terms:—"Died in England, Lieut. General Carleton," and nothing more, though he deserved an eulogium, if ever man did."

In this letter there is a note of partizanship for which allowance must be made ; the fact to which Mr. Raymond calls my attention, that the people of St. John presented to Governor Carleton, on his departure for England, a highly eulogistic address shows that his unpopularity in St. John must be here somewhat exaggerated, but on the whole the letter gives us an agreeable glimpse of the feelings of at least a part of the

\*In this hostility to the Yankee Council thus expressed we hear the first rumblings of a storm which burst early in this century, and was not stilled until full responsible government had been won, which came about, to the great honor of the people of New Brunswick be it said, through purely constitutional agitation, without even the threat of force.

people of New Brunswick towards him. Nor is this eulogy unique, for Cooney in his well-known "History" (page 20), gives another of even greater appreciation.\*

Much impressed by the meagreness of available information about Governor Carleton, I tried some years ago to obtain facts about him or the addresses of some of his descendants from the Colonial Office in London, but the authorities could tell me nothing. About a year ago it occurred to me that perhaps something could be learned of him through the descendants of his brother, Baron Dorchester. Accordingly I wrote to the present Baron Dorchester,† and His Lordship has had the great kindness to make search among the family records and to reply to my inquiries. The only document he has been able to find is the following, which is here copied precisely as received :

"Feb. 8, 1810, Statement of services of Genl. T. Carleton by himself (as supposed).

"Joined 20th Regiment of Foot, as Volunteer, in Glasgow 1753. Received an Ensigns Commd in the same Regt. at Exeter early in 1755. Got a Lieutcy & shortly after one as Adjutant the same year. Was on an expedition against Rochfort commanded by Lt. General Sir J. Mordaunt 1757. On an expedition commanded by The D. of Marlboro' agst. St. Maloes & employed in burning the Vessels at Paramé in 1758. Embarked with the Regt. for Minden the same year, joined the allied army under Pce. Ferdinand of Brunswick.

"Was present at the battle of Minden 1st Aug. 1759. Got a company in the 20th Regiment shortly after. Was present at the nocturnal attack at Hirschburg under the command of the Hereditary Pce. of Brunswick where two corps of French Volontaires were cut up. At the siege of Wesel & Battle of Campen under the Hereditary Prince of Brunswick in 1760. Was appointed A. D. C. to Lord Frederick Cavendish in 1761. Returned with my General to England, Peace being made the following year.

"Had no leave of absence during the war—never on Half Pay. Leave of absence at this time, cannot on memory ascertain the precise period. Joined the Regiment in Gibraltar about the year 1765. Did duty in the Garrison something more than two years & then went up the Mediterranean with the Governors

\*It is generally thought that Carleton, across the harbor, was named in his honor. It was, however, named for Sir Guy Carleton by Governor Parr, as a letter in the Canadian Archives Report for 1894, page 413, shows. Doubtless, however, the Parish (in Kent) and the County were named in honor of Governor Carleton.

†Since deceased.



leave to Minorca and Algiers & different parts of France & Italy. After an absence of about 10 months, joined the Regt. & returned with it to England in 1769.

"In 1772 got the King's leave of absence for a year. Made the tour of France & Italy, returned about the beginning of 1773. Obtained the K's leave the following year to serve a Campaign with the Russian Army, then acting with the Turks on ye Lower Danube. Was present at an attack made by the Turks on a large Corps of Russians posted in an Island of the Danube opposite Silistria where the former were repulsed with loss; which led to a negotiation that terminated (with) The Peace of Canarji. Visited the Gt. Vizier's camp at Shunta, proceeded to Constanti-nople, returned to the army at Fockoiane in Wallachia & visited Petersburg (sic) where I passed the winter & returned to Eng-land 1775.

"Went to Canada in 1776, where I was appointed Quarter Master General to the Northern Army. Was present the same year at the naval combat on Lake Champlain between our Armament & the Rebel Fleet commanded by Arnold, in which the latter were all taken or burnt. Appointed Lt. Col. in the 29th Regt. 21 Aug. 1776. Served in Canada until 1782 when I went on leave to N. York & after to England. In 1784 appointed Govern-er of New Brunswick & the following year a Brigadier on the Staff & continued to command in that Province in both Civil & Military Capacity till the year 1803 when I returned to England with the King's leave.

"Acquainted with the French, German, Italian & Spanish languages." [Note by Lord Dorchester.]

In a letter, dated 4th April, 1897, his Lordship writes:

"General Thomas Carleton appears to have been twice married, 1st to Lady Ann Howard dau. of Thos. 2nd Earl of Effingham who died childless. 2nd. to Hannah dau. of John Van Horn of Kills Hall, Co. Somerset, New Jersey U. S. A., by whom he had 2 daughters Anne & Emma (both unmarried) & 1 son William, Captain R. N., who died 1874 at 85, & served as Midshipman in H. M. S. Temeraire at Trafalgar. He was married but all no issue. He appears to have been born 31 Dec. 1779 (or 1789) & to have been baptized at Frederickton New Bk. d. 1866—buried at Nately Scures church Co. Hants, England, where also Genl. Thos. Carleton is (believed to be) buried.

A curious anecdote is related in the Family. Genl. Carleton married a lady, who refused Guy his elder brother, who afterwards espoused her younger sister, Ly. Maria younger daughter of 2nd Earl Howard of Effingham & sister of Richard 3rd Earl."

His Lordship writes further:—

"From the great lapse of time, and being the son of the 9th son o. my Grandfather and succeeding through two first cousins to the title I regret that I have inherited little matter to enable me to throw light on the lives of two distinguished men of my name."

There appears, therefore, to be little hope of

obtaining any further information in this direction. I asked Lord Dorchester particularly concerning papers relating to Governor Carleton's life in New Brunswick, any diary of his, or a portrait of him, and although His Lordship does not specifically reply to these points, the implication is that he knows of the existence of none of them. A few months ago I wrote again to him asking whether any further points had come to his attention since his last letter, but I have received no reply as yet.

To find out whether Governor Carleton was buried at Nately Scures Church, I wrote to the Rector, who replied that all he could find in their records was the following in the Register of Burials:

"William Carleton R. N. Hackwood (?) Park.  
Aged 84. 9 April, 1874."

The following the Rector sends as a copy of a tablet in the church:

In the Vault of this Church are  
deposited the remains of  
Captain William Carleton  
an only son of  
General Carleton  
sometime Governor of New Brunswick  
one of the last Survivors of  
Trafalgar.  
He departed in the fulness of time  
A Brave Officer  
A true Gentleman  
A true Friend.  
This tablet is inscribed to his memory  
with great affection and respect  
by one of the many who knew his worth  
and mourn his loss.  
Born 1789.  
Died 1874.

The Rector makes no mention of General Carleton, but as my inquiry concerned him particularly, giving the date of his death (1817), I infer there is no record of his burial there, which is confirmed by the fact that to a second letter calling attention especially to this point, I have received no reply.

It is stated by Lawrence (*Footprints*, 10) that Governor Carleton died at Ramsgate, England. To find whether he is buried there I wrote to the rector and received as reply, "My clerk can find no entry of the Burial of General T. Carleton in the Register of this Parish—the old Parish and only Burial ground in 1817."

It is passing strange that the burial place of our first governor is not known to us. If it can be found, and it is unmarked, I think this Province of New Brunswick should place over it a suitable memorial.

In the hope that a portrait of him might be extant I wrote to the Curator of the National Portrait Gallery, London, who replies, "There is no portrait of General Thomas Carleton in this collection. I regret that I cannot help you in any way as to the existence of such a portrait."

I hope these scanty notes may stimulate the New Brunswick Historical Society to investigations which will lead to the discovery of much more information on the life of our first governor.

W. F. GANONG.

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### AT PORTLAND POINT.

#### *Eighth Paper.*

This paper will be devoted to a consideration of the fortunes of the settlers at Portland and Conway during what was to them the most calamitous period of the Revolutionary war.

Early in May, 1777, an abortive attempt was made by John Allan of Machias, one of the Cumberland refugees, to gain favor with the Indians by the establishment of a "Truck House," or trading place, on the St. John river. So far as the white inhabitants were

concerned it was believed that the sympathy of the majority with the Revolution was assured by their action at the general meeting held at Maugerville the previous year.\*

Unfortunately for John Allan, the nature of the proceedings at the Maugerville meeting, as well as the conduct of some of the settlers in going with Jonathan Eddy against Fort Cumberland, had come to the ears of the Governor of Nova Scotia, who now sent Colonel Arthur Goold with an armed party to the River St. John. Col. Goold crossed the Bay from Annapolis in the war sloop Vulture, and on May 9th wrote to the inhabitants of the townships up the river that the tenure of their present possessions was due to the indulgence of the most just, generous, and best of princes, who, notwithstanding their misconduct, was still willing to shelter them under the Royal protection, and that he would esteem himself happy in effecting a reconciliation. The inhabitants promptly replied, expressing readiness "to attend to any conditions of lenity and oblivion that may be held up to them, and their hope that they shall be able to conduct therein as becomes reasonable men." At this juncture, John Allan, William Howe and John Preble arrived at Manawagonish in a whale boat with the design of further seducing the settlers from their allegiance. Captain Featus, of the Vulture, learning of their arrival, promptly dispatched a boat to the cove where they had landed and took their whale boat. The party were dispersed in the woods, but succeeded in getting back to Machias. Two schooners, laden with supplies for the Indian "Truck House," were also intercepted by Captain Featus.

On May 14th, Colonel Goold wrote again to the inhabitants on the St. John river, telling them that he

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\*At this meeting resolutions were formally adopted pledging the support of the settlers to the Americans in the contest, as described in the previous paper of this series.

had learned with much pleasure of the unanimity of their resolve to be loyal to government, but was surprised they should suffer a few incendiaries to disturb the public tranquillity. He hoped the word "Committee" had nothing so terrible in its sound as to frighten a majority of the loyal people; "why not," he adds, "form a Committee in favor of Government and see which is strongest. I will throw myself into your scale and make no doubt but we shall soon over-balance these mighty Law givers." Colonel Goold closed his letter by saying he proposed to be on the river the next day with the olive branch of peace, but added significantly, "a force may subsequently follow and employ a different argument." The force referred to was a detachment of the Royal Fencible Americans, under Brigade Major Gilfred Studholme. Some of the principal disturbers of the peace attempted to dissuade the people from taking the oath of allegiance and Colonel Goold wrote from Maugerville on the 19th May to Major Studholme who was still at the mouth of the river with his troops:—

"As notwithstanding every measure which I have taken to reclaim some of the principal people concern'd in the late defection, amounting to Rebellion, on this River has proved fruitless, and they still continue obstinately bent on quitting their houses and Families rather than submit to his Majesty's Gracious offers of Clemency. I think it my duty to give you their Names [Seth Noble, Elisha Nevers, Jacob Barker\*] that you may act on the occasion agreeable to the orders you may have received from Major General Massey."

Colonel Goold having administered the oath of allegiance to all but a very few of the inhabitants, charged them not on any account to suffer "those who inconveniently absented themselves" to return without first proceeding to Halifax to make their submission to government, and as for "those Gentlemen who lately stiled themselves your Rulers," said he, "you are not

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\*These names are given in the margin of Mr. Goold's letter.

Ford Howe 1781





to pay any more respect to them than to every other common member of the community." The inhabitants delivered to Colonel Goold two pieces of cannon formerly concealed by the French.

Shortly afterwards, four of the principal settlers repented of taking the oath of allegiance and fled to Machias, "the nest of pirates and rebels." Major Studholme seized their cattle and effects, which General Massey ordered to be sold and the proceeds given to the detachment.

The Indians were, for the time being, won over by Colonel Goold, who assured them they should have a priest to minister to their spiritual needs, and that M. Joseph Bourg, then at the Bay of Chaleurs, should be sent to them as soon as possible. Eight of the Indian chiefs took the oath of allegiance in the name of the rest of the tribe, and it was arranged that six others should be sent down to ratify the chain of friendship.

The friendly attitude assumed by Hazen, White and Simonds, towards Colonel Goold and Major Studholme was remembered against them by the people of Machias, and was the cause of their subsequent misfortunes.

On the 29th of May, 1777, word was brought to John Allan that Colonel Goold had returned to Halifax. He accordingly set out from Machias the very next day with a party of forty-three men in four whale boats and four canoes. At Passamaquoddy they were joined by about a dozen more canoes manned by Indians. The party reached Musquash Cove on the evening of June 1st, where they planned a surprise for the settlers at Portland Point. In accordance with this plan sixteen men under Captain West proceeded by night to Manawagonish Cove, whence they marched through the woods to the St. John river above the falls, crossing in their birch canoes to what is now Indiantown. From thence they speedily made their way undiscovered to

Portland Point and took prisoners William Hazen and James White. Leaving a guard of about sixty men at the mouth of the river under Captain West, the rest of the invaders pushed on up the river taking their prisoners with them. West and his men took possession of some buildings\* on the west side of the river opposite Indiantown and occupied them for barracks, whence they came over every day to Portland shore, marching along the tongue of land between the harbor and the water above the falls, in order to capture any vessels that might enter the river, and prevent the landing of marines or seamen from any British ship. † Allan's directions to West were, "To range the woods from Hazen's [Portland Point] across the river above the falls round to the Old Fort." James Simonds appears to have escaped being made prisoner at this time but later he was not so fortunate, as he states that in the summer and autumn of 1777 he was on more than one occasion taken prisoner and carried from his family. There is a tradition that our old pioneer settler was so enraged at the conduct of the invaders of his domain that he said "their blood was nothing but molasses and water." Allan, himself, records in his journal; "Hazen and Simonds jeered our officers, saying that they made breastworks of women and children."

On their way up the river Allan's party succeeded in capturing Lewis Mitchell at his house a little above Grimross. This man was particularly obnoxious because of being instrumental in bringing Colonel Goold to the river. He was characterized by Allan as "a great zealot for Britain," and his influence was dreaded on account of his being "of an insinuating turn, particularly among the French and Indians." Unfortunately for the invaders, Mitchell made his escape some three

\*These buildings were probably built by James Woodman. See N. B. Hist. Society Collections p. 115.

†Fisher's Sketches of New Brunswick, p. 108.

weeks later, an event which Allen regarded as liable to be "of the worst consequence." His fears were more than verified. The party arrived on the 5th of June at the Indian village of Aukpaque, where forty or fifty of the savages, arrayed in their war paint and feathers, fired a *feu de joie* and received them with much ceremony. For five weeks Allan used his best endeavours to overcome the influence of Colonel Goold's visit, and not without a fair measure of success. The details of his negotiations are given in his journal, published in Kidder's "Military Operations in Eastern Maine and Nova Scotia during the Revolution." Allan says that on the Sundays they were at Aukpaque a number of Frenchmen came to worship at the Indian chapel, and he, with William Hazen and James White, also attended.

Meanwhile, the anxiety of the families at the mouth of the river was intense. However, Lewis Mitchell, Gervas Say, and other loyal inhabitants, contrived to send word to Annapolis of what had taken place, and Sir George Collier ordered the warship *Mermaid* with the sloops *Vulture* and *Hope* to proceed at once to St. John. A detachment, composed principally of militia, under Major Studholme, who had been doing garrison duty at Fort Cumberland, was also sent, and on the last day of June a force of 120 men landed at Manawagonish cove, near the abandoned house of Samuel Peabody. They marched thence through the woods about two miles and a half, and when near the falls encountered the enemy, under Captain West, and a sharp skirmish ensued in which several were killed on both sides. The Americans, being outnumbered, were speedily put to flight. It is said that one poor fellow climbed into a tree and in all probability would have escaped, but the cracking of a branch attracted the attention of the pursuers, and, as an eye witness

describes it, "they dropped him like a carrier pigeon."\* Captain West and his men retired with great precipitation, and, finding the party under Studholme in hot pursuit, went up the Oromocto whence by portages to other inland waters they eventually, with much fatigue and difficulty, got back to Machias. Major Studholme was accompanied in this expedition by Colonel Michael Francklin, who had been recently appointed Superintendent of Indian affairs in Nova Scotia.

When tidings of the disaster reached Aukpaque all was consternation. Pierre Tomah came to Colonel Allan and begged he would write a letter to the commander of the British force and failing in his request Tomah went down to St. Ann's where he went on board the sloop of war that had come up the river and had an interview with Colonel Francklin. The result was that Tomah and some of the Indians made terms with Francklin; others, however, following the example of Ambrose St. Aubin, the second chief of the river, preferred to share the fortunes of Colonel Allan. William Hazen and James White were prisoners at St. Ann's until the arrival of the sloop of war, when they were speedily liberated. Aukpaque was abandoned by the Indians, July 11, 1777. They left their corn fields, packed up their few possessions, took down their chapel bell, † and went up the river to the old Meductic village a few miles below the town of Woodstock. Finding the British still in pursuit, they ascended Eel river, and proceeded by the inland waters to Machias. Colonel Allan was accompanied by about 480 Indians, men, women and children, in 128 canoes. The party had a sorry time of it. The mid-summer heat was intense, the mosquitoes abundant, provisions were scanty and

\* "Old Times" in St. John Morning News, April 15, 1861.

† This bell originally hung in the chapel built in 1717 at the Meductic village. It was said to be a gift from the King of France. It now hangs in the belfry of the church at the Indian village above Fredericton.

the lowness of the streams made the journey very arduous. Francklin and Studholme having succeeded in driving Allan off the river returned to St. John and thence to Fort Cumberland.

Allan and Preble while at St. John had helped themselves to such articles as they chose from the store of Hazen, Simonds and White. By reason of the unsettled state of affairs the trading business there had nearly ceased and a few months later was wholly discontinued. This year the three partners had a very disastrous experience and William Hazen went several times to Halifax to urge that effective measures might be at once taken for the defence of the loyal settlers; on one of these occasions he crossed the Bay of Fundy in an Indian canoe. James White's exertions brought on an illness that lasted more than a month, and during its continuance entries in the Day book are in the handwriting of James Simonds.

The very moment the war vessels departed Portland and Conway were again at the mercy of the privateers, and many of the people were robbed and maltreated to such an extent that they had to abandon their homes and seek shelter in some place where they would be less exposed to such attacks.

Late in the autumn there came into the harbor an American sloop carrying eight guns, the captain of which bore the singular name of A. Greene Crabtree. This unwelcome visitor proved the most rapacious that had yet appeared, and the unfortunate settlers were so harrassed and pillaged that most of them fled from their houses to the woods, where they remained until the vandals departed. From the store at Portland Point alone, 21 boat loads of goods are said to have been carried off. The silver ornaments, fuzees, and other articles belonging to the Indians, and left by them as

pledges\* for their debts, were also taken. Even the rigging and stores saved from the wreck of the company's old schooner, Merrimac, were carried off. John Allan makes mention of this transaction in a letter written at Machias, November 18, 1777, in which he says :

"Capt. A. Green Crabtree arrived here yesterday. He has been to the mouth of the St. Johns where he found a Truck House erected by the Britons under the care of Messrs Hazen, White & Simonds. He took everything of their property only. Also all the Indian Pledges he has bro't and delivered me, expecting some payment. I cannot say how far this was legal for a Privateer, but I am extremely glad it is done."

So defenceless was the position of the people at Portland Point that, after Crabtree's departure, James White and James Simonds put on board a gondola a quantity of salt, that chanced not to have been taken from the store, and Mr. White started up the river to sell it in order to prevent its being plundered and lost. It was in the month of November, and he could get no further than the house of a Mrs. Price at Gagetown, so he left it with her and she sold it to the farmers and others at ten shillings per bushel.

The situation of the poor people at the mouth of the river had now become intolerable; the visit of the last privateer well nigh beggared them, and the end, so far as they knew, was not yet. A strong representation was made to government and the appeal was not entirely in vain.

James Simonds, however, decided to endure the situation no longer. Accordingly in the month of May, 1778, he procured a small vessel lying above the falls and removed his effects over land to her (the falls not being passable on account of the freshet) and with all his family proceeded up the river some sixty miles, to a tract of land on the east side of the river at what

\*Some of the Indian pledges were quite valuable. Mr. Hazen says that a few articles escaped the notice of the privateer's crew, among them eight silver arm clasps, two of which he afterwards sold for £4.



is now called Loder's creek, formerly known as Simonds creek, which he had purchased of Hon. Charles Morris. The property comprised about 2,000 acres, but at the time of Mr. Simonds' arrival, not a single tree had been cut there. He built a small log house on the bank of the river just above the mouth of Loder's creek as a shelter for his young and helpless family. In it they were destined to spend the next nine years of their lives.

The trials of the settlers at Portland Point were at their worst in the year 1777. Had Sir George Collier, who commanded the North Atlantic squadron, heeded the advice tendered by the lieutenant governor of Nova Scotia at the beginning of the year, he might, by stationing a warship in the harbor of St. John, have saved the unfortunate settlers from the depredations of the miserable privateers that infested the coasts. He, however, contented himself with sending thither occasionally the *Vulture* to drive away marauders, which policy proved in many cases little better than locking the stable door after the horse had been stolen.

The *Vulture* was probably the sloop of war that ascended the St. John at the time John Allan and his party were driven from the river by Colonel Francklin and Major Studholme, and William Hazen and James White rescued from their captivity. Three years later the same sloop of war ascended the Hudson river with Major John André and Colonel Beverly Robinson, and it was from her deck on the night of the 23rd September, 1780, the ill-fated André landed at Haverstraw Bay to prosecute by Sir Henry Clinton's orders, the negotiations with Benedict Arnold for the surrender of the American strong holds on the Hudson. The upshot of this deplorable adventure is a matter of history. When the *Vulture* returned down the Hudson it was

not the brave and unfortunate André she carried, but Benedict Arnold the traitor.

While the Vulture was stationed in the Bay of Fundy she rendered important services in the protection of the coast, but the smaller piratical craft not infrequently managed to elude her vigilance. Their hardihood at length became insufferable and the settlers at St. John clamored for protection. The government of Nova Scotia, learning of the probability of an attempt being made by the Machias rebels to establish a fortified post there, determined to forestall them by taking possession with a sufficient garrison to defend the place against all comers. Undoubtedly the two men to whom the settlers on the river were most indebted for security during the remaining years of the war were Gilfred Studholme and Michael Francklin. The latter was at one time Lieutenant Governor of Nova Scotia; he was appointed Superintendent of Indian affairs early in the year 1777, and his services in that capacity up to his death in 1782 were extremely valuable.

Gilfred Studholme had at one time commanded the garrison at Fort Frederick, and was an experienced officer. He received a captain's commission in Governor Legge's regiment of Loyal Nova Scotia Volunteers\* but soon after was transferred to the command of a company in the Royal Fencible Americans under Lieut. Col. Joseph Gorham. The men of this corps had not been long enrolled and were badly armed and poorly clad when they were called upon to defend Fort Cumberland against Jonathan Eddy's attack. Their commander, however, says that during the siege they were alert at their posts and their conduct better than could have been expected in a newly raised corps. The

\*Lt. Gov. Abuthnot in a letter to the English Secretary of State, written Aug. 15, 1776, says, none of the Captains of this regiment had ever served in any army except Capt. Studholme, and the remainder consisted of lawyers and Halifax officials. See Murdoch's Hist. N. S., Vol. ii, p. 381.

immediate cause of Eddy's discomfiture was the arrival of a reinforcement at Fort Cumberland under Major Batt and Captain Studholme by means of which the besiegers were driven from their camp in the utmost confusion.

We come now to consider the circumstances under which Fort Howe was built.

On the 11th October, 1777, Lt.-Governor Arbuthnot wrote the Secretary of State, Lord George Germaine, that in consequence of the frequent attacks of the Machias people on the settlements on the River St. John, he had requested Brigadier General Massey to establish a fortified post at the mouth of that river with a garrison of fifty men; this with the aid of a frigate would secure the inhabitants from further molestation, and prevent the Americans from occupying the post, an object they had long coveted. Accordingly in the latter part of November, Gilfred Studholme, now advanced to the rank of Brigade Major, was sent by General Massey to St. John with a detachment of fifty picked men, a frame block house, and four six-pounders. The garrison came under convoy of a sloop of war, which remained in the harbor for their protection till the following spring. Studholme at first contemplated the advisability of restoring Fort Frederick, which had been burned by the rebels the year before, but deemed it better to erect a new fortification on the commanding site since known as Fort Howe. Some idea of the nature of this fortification may be formed by a glance at the illustration, the original of which is a sketch made in 1781 by Capt. Benjamin Marston from the deck of his vessel *Brittania*, then lying at anchor in the harbor; it is believed to be the only representation of old Fort Howe extant. Colonel Robert Morse thus describes Fort Howe in 1784.

"This little work was erected in the course of the late war in preference to repairing a small square fort thrown up during

the former war [Fort Frederick], the position of the latter being low and commanded, and not so well situated for the protection of the houses built in the cove of the bay, where two or three persons lived of a company to whom a large tract of land had been granted and who carried on a considerable trade with the Indians and persons settled up the river. The ridge upon which the new fort stands was offered by them and a work in which there are eight pieces of cannon, barracks for 100 men, and a small block house was accordingly erected together with a larger blockhouse at the other end of the ridge. The block houses remain, but the work, which was composed of fascines and sods, is falling down and the ridge on which it stands is too narrow to admit of any useful works being constructed upon it."

Colonel Morse's report states the armament of Fort Howe comprised two five and a half inch brass mortars, and eight iron guns, viz., two eighteen-pounders, four six-pounders, and two four-pounders, with a fair supply of ammunition. In the barracks were twelve rooms for the officers and accommodation for 100 men.

The old iron guns at Fort Howe would be no better than pop-guns for defence against a modern war-ship. They were never called upon for service against an invader, but on Royal anniversaries and in honor of national victories they thundered forth a salute from their iron throats, and we may believe that on the memorable 18th of May, 1783, they gave a right royal welcome to the Loyalist founders of the City of Saint John.

Scarcely had Major Studholme got his post in order, when A. Greene Crabtree, the miserable old privateer, again appeared upon the scene. Having disposed of his former booty, he designed now to complete the work of devastation, and for that purpose landed a party from his eight gun vessel at Manawagonish to proceed over land and surprise the settlers at Portland Point. But the surprise was his own. When he learned of Studholme's presence and saw the British flag waving from the summit of Fort Howe, he retired in short order.

General Eyre Massey felt that a more rigorous policy should be adopted against the privateers, and in a letter to Lord Germaine expresses regret that Arbuthnot (the lieutenant-governor of N. S.) did not still command the navy. "If he did," he says, "these trifling pirates could not appear on the coast without meeting their deserved fate." In the following summer Captain Fielding, of the navy, succeeded in the course of three weeks in destroying six privateers out of nine that infested the shores of the Bay of Fundy, an event that afforded unbounded satisfaction to General Massey. The General evidently had every confidence in Major Studholme. In his letters to Lord Germaine, the Secretary of State, he says, although Allan has 500 men at Machias, he is under no apprehension as to Studholme's keeping his post; he hears from that officer every fortnight and is confident that Fort Howe is perfectly secure. However, on learning in the spring of 1778 that a large force was assembling at Machias, General Massey sent a reinforcement to Studholme, which arrived safely.

Lieut. Governor Arbuthnot writing to Lord Germaine speaks of the establishment of the fortified post at the mouth of the River St. John as an absolute necessity, it being "a place coveted by the rebels who wished to settle the river with people of rebellious principles after removing the present inhabitants who are chiefly loyal subjects." In his reply the Secretary of State fully approves of the establishment of Fort Howe as "a judicious measure." With the exception of an occasional alarm created by the restlessness of the Indians the settlers at St. John continued unmolested during the remainder of the war.

W. O. RAYMOND.

## OUR FIRST FAMILIES.

Philip Mius, Sieur de Dantremont, was residing at Pobomcom (Pubnico) near the Tusket Isles, when the census of 1671 was taken. He was then 62 years old; his wife was Madeline Elie, and he had three sons, Jacques, Abraham and Philip, and two daughters. One daughter, Marie, then 21 years old, was married to Pierre Melanson, tailor, one of the residents of Port Royal who refused to give the census taker any information about himself or his family. Philip d'Antremont was said to be a native of Normandy, and he appears to have come to Acadia with Charles Latour, for whom he was major. His age appears to have been incorrectly stated in the census of 1671, for des Goutins writing in December, 1707, speaks of his having died seven years before aged ninety-nine years and some months. For eight years he was procureur du roi in Acadia, until his advanced age rendered him incapable of performing the duties of his office. The close relationship of the D'Antremonts to the Latour family renders them an object of greater interest than any other family in Acadia. Two of the sons of Philip Mius married daughters of Charles Latour. These marriages took place long after Latour's death, for he died in 1666, when his children by his second wife, Madame d'Aulnay, were very young.

Anne Latour, who was born in 1664, two years before her father's death, married Jacques, the eldest son of Philip Mius. They had four sons and five daughters, all of whom married in Acadia. Jacques, the eldest son, married Marguerite Amirant; Philip, the second son, married Therese de St. Castine; Charles, the third son, married Marguerite Landry, and Joseph,



the youngest son, married Cecile Boudrot. Marie, the oldest daughter, married François du Pont du Vivier, an officer in the French navy. A son born of this union was an officer at Louisbourg, and made a bold attempt to capture Annapolis in 1744. Anne, the second daughter, married Ensign de Saillan on the 18th July, 1707, and became a widow on the 8th September of the same year, her husband having died of his wounds received while defending Port Royal against an English attack. Jeanne, another daughter, married M. de Chambon.

Marguerite Latour, who was born in 1665, married Abraham Mius, the second son of Philip. Abraham died prior to 1703, leaving a widow with seven children living. One daughter of this marriage, Marie Joseph, was married to René Landry in October, 1717. The d'Antremonts lived at Pubnico, near Cape Sable, and were therefore very far removed from the great and growing Acadian communities at Annapolis, Mines and Chignecto. They and their connexions, the Latour and le Borgne families, formed the aristocracy of Acadia, the seigneurs, who held themselves far above the peasants by whom they were surrounded. The English governors of Acadia looked upon the d'Antremonts as loyal subjects, and there is no evidence that they ever acted otherwise, unless we are to accept as true the statements in a memorial prepared for the French government by M. Du Vivier, in 1735. In this document Du Vivier states that his grandfather, his grandmother and three of his uncles had remained in Acadia, and had never been willing to take the oath of allegiance to the King of England, but had plotted with him for the restoration of the country with France. He also said that one Gautier, an inhabitant of Acadia, had been sent by his uncles to Louisbourg expressly to find him and communicate the particulars of their plot.

They would have come themselves if they had not been afraid of being suspected, and because they wished to be on the spot to disturb and hinder the work of the English by means of the Indians. To what extent Du Vivier's statements about his uncles, the d'Antremonts, were true, I shall not pretend to decide. Du Vivier made his attempt on Annapolis nine years later; it failed, but it came very near being successful. On that occasion it does not appear that the d'Antremonts took any active part in his favor.

The d'Antremonts did not escape the troubles that arose in 1755 and 1756, when the Acadians were deported from Nova Scotia, and their settlement was destroyed in April of the latter year by order of Governor Laurence. At this distance of time this looks like a cruel and unnecessary act. The family, however, still remains in Nova Scotia, and in the same district in which they were residing two hundred and fifty years ago. There are about one hundred and fifty families of the name, which is now spelled D'Entremont, in Yarmouth county, most of them at Pubnico. Three or four families of the name live in Digby county. At Pubnico there are many families named Amiro, another ancient Acadian name for Jacques d'Entremont, the oldest son of the Seigneur of Pubnico, was married to Marguerite Amiro, almost two hundred years ago.

The name of Mius is also to be found in Yarmouth county, there being a number of families of that name residing at Tuscet. Mius and d'Entremont are the same name, in fact Mius is the proper name of the d'Entremont family, just as Saint Estienne is the proper name of the Latour family. The founder of the family is described in the census of 1671 as Philip Mius, ecuyer, Sieur de Landremont ou de Dantremont, and in the census of 1686 he is called Philip Mius, Sieur D'Antremont.

The names of Michael de Foret, aged 33, Oliver Daigre, aged 27, and Michael Dupeux, aged 37, appear in the census of 1671. All three were married, but they probably came to Acadia not earlier than 1654 or 1655. Michael Depeux was married to Marie Gauterot, the eldest daughter of François Gauterot, and had four children, two sons and two daughters, the oldest of the family being Marie, aged 14. Depeux was among the least wealthy of the Acadians residing at Port Royal. The name Dupeux is found at Port Royal in 1686, and in 1714 it appears in the census both of Port Royal and Mines, spelled Dupuis. The oath of allegiance of 1730 was signed by three men named Dupuis, residents of the Annapolis River. There were thirteen families of the name deported from Mines by Winslow in 1755 and among the Acadian refugee families at Beausejour in 1752 were four named Dupuis, one from Westcock, one from Port Royal and two from Memramcook. The name of Dupuis is now only to be found in Westmorland county in which there are about fifty families of that name.

Michael de Foret was married to Marie Hébert, the eldest daughter of the widow of Stephen Hébert. They had three sons, the oldest only four years of age. De Foret was fairly well to do, being the owner of 12 head of horned cattle. The name appears in the census of Port Royal for 1686 as De Forest, and in the census of 1714 it is spelled Forest, without the prefix. Families of that name were then living both at Mines and Port Royal. In 1730 among the inhabitants of Annapolis river who signed the oath of allegiance were Jacques Forett, René de Forrett, Matthew Forett and François Forett. René was able to write his name, which was not the case with the others, so that his mode of spelling it was probably the correct one. Two families named Forest were deported from Mines by

Winslow in 1755. There were twelve families of the name among the refugees at Beausejour in 1752, eleven of them being from Minoudy. The Acadian name of De Forest has practically disappeared from the Maritime Provinces, the few families of that name now in New Brunswick and Nova Scotia not being connected with the Acadians.

Oliver Daigre was married to Marie Gaudet and they had three little children, all sons. When the census of 1686 was taken the name of Oliver Daigre does not appear either at Port Royal, Mines or Chignecto. He was probably dead, and his sons were then too young to be heads of families. The name reappears in the census of 1714 in the form of D'Aigre, and it would seem that all of the name in Acadia were then residing at Mines. No person of that name was living at Port Royal in 1730, but among the families deported from Mines by Winslow in 1755, were twelve named Daigre. When the Loyalists came to St. John in 1783 there were two families named Daigle residing on the River, and this appears to be the same name as Daigre, with the change of a letter. There are upwards of two hundred families named Daigle in the Maritime Provinces of whom one hundred and forty reside in the county of Kent and forty in Madawaska.

JAMES HANNAY.

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### THE CRUISE OF THE "RECHAB."

The pilot schooner "Rechab," of St. John, had many a lively cruise in the days when wooden ships were plenty and the Bay of Fundy was one of their great resorts. In the quarter of a century of the "Rechab's" career, from the day in June, 1845, when she was launched, to that wild night in October, 1869, when she was broken to pieces by the force of the

Saxby gale, in Bliss harbor, down the Bay, those who sailed in her could tell many a tale of adventure and of many a time of deadly peril. For the "Rechab" was one of the famous pilot boats of half a century ago, and some of the famous pilots sailed in her. It has already been told how the "Rechab" and some of her crew figured at the time of the wreck of the ship "England,"\* and there were other incidents which have made the name of the pilot boat remembered by the old timers down to the present day.

There were several noted pilot boats during the forties and fifties. In 1847, those to the front were the "Rechab," "Grace Darling," "Cygnet," and "Charles Stewart," and of these pictures adorned the four sides of the first gas lamp put up at Reed's Point in that year, on the spot where the three-lamp signal was placed in the following year and remains, with some modern improvements, to the present time. The "Rechab" and the "Grace Darling" were both fast boats, and there was a good deal of rivalry between them. In the autumn of 1848 they had a race for a stake of three hundred dollars, the course being from St. John harbor down the Bay of Fundy, around The Wolves and back, a distance of some 80 English miles. The boats were evenly matched, and kept each other well in sight over the whole course. On the return the "Rechab" had a slight lead, but there was very little between them as they came into the harbor. Darkness had then set in, but there were excited crowds along the shore in the vicinity of Sand Point, and many boats were around the racers. As luck would have it, the "Grace Darling" got into a run of the current which carried her ahead at the last moment, and she reached the Beacon Light just in advance of her competitor, amid the cheers of the Carleton crowd. Her crew, of course, claimed the

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\*"The Wreck of the England," N. B. Magazine for December, 1848.

money, but the "Rechab's" crew refused to pay it over, alleging that, under the cover of the darkness, the "Algerines"—as they called the Carleton boatmen—had taken a line from the "Grace Darling" and towed her ahead. On the following day, the "Grace Darling" lay at anchor off Reed's Point, flying all the colors that could be crowded upon her. Moored astern was a six-oared boat, the "Pert," that had never been beaten; astern of this was a four-oared boat, the "Hazard," that was also a champion, and astern again were two other fast row boats. All this was meant as a challenge that the pilot boat was able to beat her rival with sails or oars, in any kind of a rig. It was a day of triumph for the "Grace Darling," but this was all she made out of it, for the bet never was paid.

The great and remarkable cruise of the "Rechab," however, was when she went on a secret expedition to the West Indies, in the autumn of the year 1850. The moving spirit of this extraordinary undertaking was a certain Captain Delaney, an Englishman, and in after years a well known shipmaster of this port. Delaney was a very smart seaman, even for those days when a captain was supposed to know how to do anything, from rigging a ship before she sailed to managing the business of the owners in the foreign port. He was a first class sailor, a good navigator and thoroughly informed on all matters relating to his calling. Delaney had been sailing out of the port of Halifax before coming to St. John, and on a certain voyage one of his crew, an old sailor, had taken sick and died. This sailor had led an adventurous life, and in his last illness he revealed to Captain Delaney the fact that, years before, he had been one of the crew of a pirate which had its cruising ground among the West India Islands. Further than this, he told a curious yarn about a large quantity of treasure which the pirates had buried on a

certain barren and uninhabited island, and which was still there awaiting a claimant. Why he had never secured it for himself is not now to be explained, but he gave the captain the bearings from certain landmarks, by which anybody could find it who went there properly equipped for the work. Having thus eased his mind, he expired, and his body was duly committed to the deep.

Captain Delaney seems to have had implicit faith in the statements of the deceased mariner, and he resolved to possess himself of the treasure at the first convenient opportunity. It may have been with this idea that he gave up his command on a trans-atlantic ship and got charge of a schooner trading to the West Indies, but at any rate, in July, 1850, he succeeded Captain Stephen H. Fought as master of the good schooner "Olive Branch," 58 tons, and went to Turk's Islands with a cargo of boards, shipped by Robert Rankin & Co. While on this voyage, as it afterwards appeared, he made an attempt to locate the pirates' treasure, but not having the right kind of men with him, and having excited the suspicions of people on the neighboring islands, he abandoned his attempt and returned to St. John, more than ever determined to go back and secure the gold. The "Olive Branch" reached St. John on the 28th of September, after which, having settled his accounts with the owners, Captain Delaney gave up his command of the schooner and began to look around for suitable men to form an expedition to go expressly in search of the rich legacy which the reformed pirate had bequeathed to him.

He had no trouble in finding both a vessel and a crew. The pilots who owned and sailed the "Rechab" were much impressed with the narrative of Captain Delaney, and were as eager as he was to secure a fortune at the cost of only a little time and labor. A satisfactory

arrangement having been made as to the shares of the wealth to be allotted to the respective parties to the venture, the "Rechab" was fitted and provisioned for the voyage, but so well was the secret kept that no one outside of those most interested had any intimation of the undertaking.

The expedition was under the direction of Captain Delaney, and the others of the party were Price Thomas, Edward Murray, John Murray, John Haviland and William Donaghey, all well known branch pilots; Charles Daley and Samuel Rutherford, apprentices; a sailor named Redwing who had not been connected with the "Rechab," and who acted as cook, and Christopher Smiler, printer and publisher. The last named might be called the scientist of the expedition. He is still a very well remembered citizen, who for years published the Temperance Telegraph newspaper in St. John, and was a leading spirit among the total abstinence organizations. He had abundant faith in the existence of buried treasure, and was active in his efforts to find it. His particular usefulness to the "Rechab" party was that he owned a divining rod, and was one of those in whose hands that mysterious implement was supposed to "work." A good deal of Mr. Smiler's time, before and after this, was spent in looking for pirates' treasure in the vicinity of St. John, but there is no record that his efforts were in any instance crowned with even a moderate degree of success.

Price Thomas went as master of the "Rechab," and took a clearance for Jamaica, in ballast. There is no record of this clearance in the St. John custom house, for the reason that, in order to keep the matter a profound secret, Captain Thomas got a clearance at one of the outports, so that none of the men who used to know everything that was going on in pilot circles had the slightest hint of the "Rechab's" projected cruise.



## THE CRUISE OF THE "RECHAB." 101

Even the apprentices, Daley and Rutherford, had no idea where they were going or what was the object of the voyage. During the middle of October, the "Rechab" went quietly out of the harbor of St. John at midnight, as if on an ordinary pilot cruise down the Bay, and thus was begun the search for the pirates' buried millions.

The "Rechab" was a staunch and speedy boat of 41 tons, and well fitted for pilot work, but after she had got out of the Bay John Murray began to have doubts whether she was just the kind of a craft in which he would want to go to the West Indies at that season. Besides, he had begun to ask himself if he was not bound on a fool's errand in any case, and so he decided to leave the boat while he had a chance. He was accordingly put ashore at Moosapeak and returned to St. John. The rest of the crew had a fine run of thirteen days and arrived at their destination safe and well. It was a crowd thoroughly bent on business, and there was no liquor whatever on board of the boat.

In the vicinity of Turk's Islands, somewhere about one hundred miles north of the island of Hayti, in the neighborhood of  $21^{\circ}$  north latitude and  $71^{\circ}$  west longitude, was the particular island to which the "Rechab" was bound. It was known as Sand Cay, and was about eight miles south of the better known Salt Cay, on the Turk's Islands Bank. It was an uninhabited heap of sand, partially covered with a growth of stunted bushes, and was some five miles long with an average width of about a mile and a half. The surface around, for the most part, was low and flat, but towards the centre was a hill on which had formerly stood a stone tower, the resorting place of the pirates. The "Rechab" party found only the ruins of this tower, but this was sufficient for them, as it was from this point that the bearings were to be taken, according to the

directions of the repentant pirate who died on Captain Delaney's ship. Having decided on the right place to start the work, operations were begun.

Digging in the sand was not hard labor, of its kind, and the crowd went to work with a will. The weather was against them, however, and they labored under many difficulties. Nearly every night brought a heavy rain, frequently with thunder and lightning, and the wind would blow on shore so hard that the energies of the crew were required to handle the pilot boat and keep her off. By working day and night, however, they soon had a very large hole excavated, perhaps ten feet in diameter, and so deep that it was necessary to hoist out the sand by means of a tub operated by a block and tackle. This tub had iron hoops, and one night it was struck by lightning while in mid air, nearly frightening the wits out of the party. The lightning was so vivid at times that one could have seen to pick a pin off the ground, and some of the party, with overwrought nerves, were ready to see almost anything. One night, after a particularly dazzling flash, Smiler declared in an awed whisper that he had seen a strange sailor, with a sou'wester hat and a blue shirt, sitting down close at hand. Price Thomas was down in the hole digging at this time, and when he came up he was hot, tired and a trifle mad at his fruitless labor.

"Where is that fellow with the sou'wester and the blue shirt?" he asked. "If he is around now I wish he would tell us whether there is any money here or not."

This daring speech horrified some of the others, and there was a general belief that, even if the money had been there, it would now certainly move to another part of the island.

Under the direction of Smiler's divining rod, attempts to find the treasure were made in various parts of

the island, one being close to the old castle. The rod would point very definitely to this place or that, and after the digging had gone on for a day or two the rod would point to another place. In this way some ten days and nights were consumed, but all the investigations were equally barren of results. All hands worked hard and amid many discomforts. Tired as they might be, they could not lie down on the island to sleep, for fear of the lizards and centipedes with which the sand abounded, and their home was therefore aboard the "Rechab." Then, too, a lookout had to be kept lest some intruding craft would bear down upon them and discover their scheme of wealth. The boarding officer at Salt Cay, Mr. J. W. Baker, who is still living there, heard of the strange craft at Sand Cay, and went in his boat to investigate. When he was sighted in the distance, the "Rechab" raised her anchor and sailed to the westward. Mr. Baker and his men landed, saw the holes that had been dug, and returned home satisfied that there was no occasion for official interference in the matter.

Captain Delaney at last became convinced that the expedition was a failure so far as getting pirates' treasure was concerned. Whether there had been money there and some one else had secured it, or whether the reformed pirate had merely told him a fairy story to beguile his last hours, will never certainly be known. At all events, the tired, sunburned and disappointed crew of the "Rechab" ceased their arduous labors during the second week in November. Then the vessel went to Salt Cay, got a supply of water, and on the 14th of November sailed for St. John, carrying only ordinary ballast, instead of a hold half filled with gold and precious stones.

The return voyage occupied sixteen days, and was without special incident. The "Rechab" arrived at St.

John after dark, on Sunday, the first of December, 1850. So quietly was the whole expedition undertaken and completed that the newspapers of the time have not the slightest reference to what must be considered a very extraordinary cruise. The facts I have obtained have been secured in part from Pilot Daley, the only survivor of the crew, and in part from others who have heard more or less about the affair. These have been corroborated by information which Mr. S. W. Kain, of the St. John customs, has obtained from the Commissioner of Customs at Turk's Islands, and I have verified the dates by a search of the shipping lists of the time.

While the "Rechab" was coming up the Bay, homeward bound, a vessel was going down the Bay which in its appearance and antiquity savored more of the days when pirates roved the seas than anything the party had seen in the West Indies. This was the barque "William and Ann," bound across the sea with a cargo of lumber. This vessel had been built on the Thames in 1759, had carried General Wolfe to Quebec, and was for half a century a bomb ship in the British navy, after which it was for forty years a Greenland whaler. After nearly upwards of ninety-one years of service it was still sound and seaworthy.

The "Rechab," some years later, was sold by the pilots and became a coaster between St. John and St. Andrews. On the night of the Saxby gale, October 4th, 1869, she was driven from one side of Bliss Harbor to the other and was knocked to pieces. Of the party that went to said Sand Cay in her, only Charles Daley remains. Several of the others met tragic deaths in the pursuit of their hazardous calling. Pilot John Haviland took a ship out of the Bay, left it at Little River, in his boat, and was never heard of afterwards. Pilot Donaghey was also drowned at Little River, being knocked overboard from the pilot boat "Richard

## THE CRUISE OF THE "RECHAB." 105

Simonds." Redwing was drowned from a vessel in St. John harbor, off the Beacon Light. Price Thomas took the ship "Eleanor" out of the Bay and was carried across in her to England. While he was in London he was taken ill and died. Captain Delaney was in time master of several well known St. John ships, such as the "Middleton" and the "Athenais," of the famous Black Ball Line, and finally died at sea. And so ends the story of the strange cruise of the "Rechab."

W. K. REYNOLDS.

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### AN HISTORIC SPOT.

Just north of the Dominion Atlantic Railway station at Grand Pré is historic ground visited by many persons every year, and held sacred as the home of Evangeline. This bit of land, once surrounded by high tide, and called an island in early records, was the first described so that it could be definitely located in Grand Pré or Minas after its settlement in 1671. Here are a row of willows, a burying ground, a well, the site of the Acadian church of St. Charles, two French roads, and cellar which local tradition asserts belonged to the priest's house. These were enclosed by a palisade, and formed a camp for the soldiers commanded by Col. Winslow, in 1755, when the Acadians were removed.

From the journal made by Winslow I have taken the following extracts:

"Having taken up my quarters between the church and chapel yard having the priest's house for my accomodation and the church for a place of arms."

"Have encamped here having the church on my right . . . the church yard on my left."

"There is a small house within the pickets of which I have made the Captains' quarters."

"The French inhabitants to repair to their quarters in the

church at tattoo, and in the day time not to extend their walks to the eastward of the commandant's quarters."

The cellar before mentioned, then, according to Winslow's own account does not mark the site of the priest's house, for it is west of all the points already enumerated, while Winslow states the house was east of the church. Local tradition is in error.

The value of this bit of land in attracting people to the province is incalculable, yet it is in the power of the owners to destroy every vestige of its historic features. It would have been closed to the public this year but for the payment of a certain sum of money. It is to be hoped that this property will pass into the hands of the government, and its preservation be thus assured.

J. F. HERBIN.

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## NOTES AND QUERIES.

### QUESTIONS.

49. Bolted: (Henry V, ii. 2. 137.)—"So finely *bolted* didst thou seem"—viz. sifted (of flour). It seems that in New Brunswick "the head of the *bolt*" means "the finest flour." Can any reader explain or illustrate further from the present usage? Dr. Johnson still had *bolting-kutch*. S.

50. Can any reader give me some particulars of Captain Robert Baxter, of Digby, N. S., and his early adventures among the pirates of the West Indies? In 1821, I believe, he was master of the brig "Robert," of St. John, and in that year was married to a daughter of Mr. James Reed, of Digby. In what vessel was he when he was taken by the pirates, and in what year was it?

OLD TIMER.

51. What is the Acadian flag, to which reference is made in the January number of THE MAGAZINE?

J. V.

52. From what is the word "gaspereau" derived? Was it originally French, or did the French get it from the Indians? PHILO.

## ANSWERS.

30. In the interesting notes of W. P. D. in the January number, on the burning of the St. John alms-house, in 1829, there is one slight inaccuracy in reference to the cause of the fire. It was not due to an overheated stovepipe, but originated in the bedroom of Mr. and Mrs. Betts, who were out spending the evening. While the servant girl was putting the children to bed some clothing took fire from the candle and the flames spread very rapidly. All the inmates of the building, about fifty in number, were got out in safety, and most of the effects were saved, but Mr. Betts lost very heavily, little being saved from his apartments. The burning of the former alms-house, at what is now known as the Dufferin Hotel corner, in 1819, was due to an overheated stovepipe, and this has probably led W. P. D. to inadvertently confound the two occasions. The fire in 1829 was on March 2, not March 1 as stated by W. H. B. in his query in the November number.

OLD TIMES.

41. I agree with W. F. G., who writes in the January number "the true name of the St. John River is *Wool-ahs'-took*." Perhaps, however, we should approach nearer the original word if we spelled it *Woolahs'-tukw*. That final *kw* is a difficult combination to master, but an intelligent Maliseet, who could read and write English, taught me to spell the word thus, and assured me that this gave the only equivalent for the original that our alphabet offered. He pronounced the last syllable very much like *kw* in *kwa*, or like *kwe* with an extremely short *e*. That *Woolahs'-tukw* is the name by which the river was known to the Indian tribes

of the neighboring region there can be no doubt. Numerous members of the Micmac, St. Francis, Passamaquoddy and Penobscot tribes, with whom I have discussed the question, agreed with the Maliseets in declaring that the true name. This is confirmed by the Indian name of the Maliseets, which is *Woo-lahs-tuk'-wik*—the people of the *Woo-lahs'-tukw*. *Wik-ou'-ti*, or *Wik-ow'-ti*, which the French writers turned into *Ouigoudi*, is the Micmac name for a camping ground—a place to put up a *Wik'-wam*. M. C.

43. In answer to L. D.'s question in your January number, about the incendiary fire in the house on Germain street opposite Trinity church, I think he must allude to Mrs. Lalley's building, which was set on fire by her, in 1826, for the purpose of getting the insurance. She was sentenced to the pillory, but her daughter went to Fredericton, interceded for her with the governor and got her clear. Probably the person he saw in the pillory was a man convicted of some other offence.

W. M. J.

43. In J. W. Lawrence's paper on the Medical Men of St. John in the First Half Century, (Coll. N. B. Hist. Soc., p. 299), he refers to a Dr. Quinn, who landed in St. John from Ireland in 1825. Dr. Quinn was best remembered by his association with the Lally family, being an admirer of the daughter of Mrs. Lally. The account goes on to say:—"In 1826 Mr. Lally purchased from George A. Nagle the property in Germain street, opposite Trinity Church, known as the Mansion House, at the great fire of 1877, and then the property of George V. Nowlin. At this time the Lallys resided on a farm in the vicinity of the city, and sold milk. Lally having insured the property, the next step was to set it on fire. After making arrangements to make the work effective, through a distribution of



tar, Mrs. Lally applied the torch at several points. As the building was three stories and could be seen from the North Market wharf, a watchman there observed flames coming out of the north end. He at once gave the alarm, and the fire was soon extinguished, followed by the arrest of Mrs. Lally, who was found on the premises. She was tried in the Old Court room, Market square, found guilty and sentenced to stand in the Pillory one hour on King square. It is at this stage Dr. Quinn appears upon the scene, for on his certificate as her medical adviser that Mrs. Lally's health was such as to place her life in peril, should the sentence be carried out, the sentence was in consequence postponed, and in the end she was pardoned." W. J. S.

47. The answer to the inquiry as to the expedition to Turk's Islands is fully given in the story of "The cruise of the 'Rechab,'" in this number of THE MAGAZINE.

48. Whatever may be the history of the Alexander Campbell concerning whom Mr. Wilson seeks information, he was not the founder of the Campbellite Baptists. That body owes its existence to a Rev. Alexander Campbell, of Bethany, Virginia, and the movement for the organization of the denomination began in Virginia in the year 1823. L. C. D.

48. Alexander Campbell was the son of Colin Campbell, high sheriff of the county of Charlotte (born in Glasgow, Scotland), and of Amy Campbell, his wife (born in St. Stephen, N. B.) Alexander was born in St. Andrews, N. B., July 31, 1809. In religious belief he was a Presbyterian, and in politics a Conservative. He was married to Susan E. Milliken, at St. Stephen, N. B., November, 16, 1835. The children by this marriage were Amy, Sarah, Jessie, Henry, Ellen, Colin and Donald. Alexander Campbell was Grand Worthy

Patriarch of the Sons of Temperance of New Brunswick in 1847. He went to California in December, 1850, and removed to Portland, Oregon, where he remained but a short time, and returned to San Francisco. He died in Oakland, Alameda county, California, on February 17, 1888. He was *not* the founder of the sect called Campbellites. He was a lawyer by profession, was admitted an attorney in New Brunswick, Oct. 13, 1832, and was afterwards the legal adviser of the Vigilance Committee in San Francisco. He was subsequently a judge in that city. His portrait and signature can probably be obtained by writing to Henry Campbell, Oakland, California.

J. M.

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## IN THE EDITOR'S CHAIR.

### WITH THE CONTRIBUTORS.

The initial paper this month is the first of a short series to be contributed by Mr. I. Allen Jack. D.C.L., on the early history of Victoria ward, with special reference to the valley from City road to Mount Pleasant and Lily Lake. Dr. Jack writes from a personal standpoint, which adds greatly to the interest of his sketch, and he tells in a very entertaining way of localities and people as he remembers them. To the older citizens his story will recall many memories, while the younger generation will learn much of the growth of the northern part of the city in less than half a century. Each of the papers will be illustrated. The engraving in the current number is from a sketch by Dr. Jack in the early sixties. The other illustrations will include a view of the hillside, from the City road, and a scene at Lily Lake, from a now rare engraving made in 1842.

It is hoped that Prof. Ganong's notes on Governor Carleton will lead to the development of further facts

about our first governor, of whom it is remarkable so little is now known.

In the March number will appear the first part of a most valuable historical sketch of the militia of New Brunswick, by Lieut-Colonel Maunsell, late District Officer Commanding. Col. Maunsell deals with the period of which he has had official knowledge, and the record will be a very important one for those interested in military matters, as well as for the general public.

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PUBLICATIONS RECEIVED.

"A Genealogy and History of the Chute Family in America," by Wm. E. Chute, with an account of forty allied families, has been received from Eben Putnam, Salem, Mass. It is a well printed and bound volume of about 500 pages, half of which is devoted to the Chute family and the remainder to the allied families, a list of which will be found in Mr. Putnam's advertisement in this issue of *The Magazine*. It will be seen that this list includes many names familiar to the people of the provinces, and concerning all there is a large amount of valuable information. It is understood that great care has been taken to have the work accurate, which is a most important point in a book of this character. The index of names is a complete one and makes the work of reference easy. The portraits, of which there are quite a number, would seem to be more valuable than they are ornamental, and it would also seem from some of the specimens of truly original verse that the usefulness of some of the members of these families was in other spheres than the realm of poetry. The book, however, represents a large amount of well directed research, and is of great interest to a large number of people in Nova Scotia and New Brunswick. Mr. Putnam offers it at a very much reduced price, and

it will be found to be very much more than value for the money.

Under the title of "Grand Pré, a Sketch of the Acadian occupation," John Frederic Herbin, of Wolfville, N. S., has written a neat and comprehensive handbook of the famed region on the shores of the Basin of Minas, which has been published by William Briggs, Toronto. Mr. Herbin describes himself as the only descendant of the exiled people now living in the land of his forefathers, and while his writing is naturally from the Acadian stand point, the only answer to it would be to disprove the facts which he marshals in support of his contention. As he very properly remarks, Acadian history has been practically reconstructed of recent years, and much that has been accepted as history in the past would not have been written had there been a more accurate knowledge of the circumstances of the deportation. Mr. Herbin's book gives a good deal of information for strangers who have only a general idea of the Acadians and their country, and it is for this class that it is primarily intended. Besides the historical sketch, there is considerable about the country and what there is to see there, and there are several half-tone illustrations. The book contains 127 pages, and is of handy size for the pocket.

Those who are interested in the currency question will find an essay worthy of their attention in "The History of Fiat Money and Currency in New England from 1620 to 1789." This is one of the publications of the American Academy of Political and Social Science, Philadelphia, and the writer is Frank Fenwick McLeod, a native of New Brunswick, but now a resident of Boston. Mr. McLeod deals very clearly with his subject, and it is published in a neatly printed pamphlet of 77 pages, which sells for 25 cents.

## THE JULY REPRINT.

A reprint of a limited number of copies of the first number (July, 1898) will be ready on or about the 1st of February. As this has been considerable extra expense to the publisher, a charge of thirty cents a copy will be necessary. Subscriptions at \$1.50 to THE MAGAZINE can only date from No. 2, and if No. 1 is wanted thirty cents must be added. The supply of other numbers of the first volume will soon be exhausted, and those who desire a complete set should subscribe at once.

While the circulation is steadily increasing, more than twice the number of regular subscribers is needed to give the publisher even a small return for his work, outside of the current expenses. There should be that much increase by the time the close of the second volume is reached. If every one who really takes an interest in THE MAGAZINE will endeavor to get at least one friend to subscribe, a long step will be made in the right direction, and the work of the publisher will be something more than a labor of love in the diffusion of most important knowledge.

## LE COURRIER DU LIVRE.

TO THE EDITOR OF THE NEW BRUNSWICK MAGAZINE:

SIR:—I have read, in your last issue, the communication of Mr. F. C. Wurtele, regarding *Le Courrier du Livre*. Mr. Wurtele's action in repudiating *Le Courrier du Livre* as the official organ of the Literary and Historical Society of Quebec is prompted through despite and fanaticism. *Le Courrier du Livre* is and will be the official organ of the Society so long as it will publish their reports and historical document series. The January number will contain the

unpublished reports of the Society for 1893, 1894, 1895 and 1896.

I cannot see on whose behalf nor on what authority Mr. Wurtle has written the protest referred to, as he is not a member of the Council, nor has he any office in the Society for the current year. He entitles himself "acting-secretary," but I am not aware of his appointment as such. There is no need of an acting-secretary when there is a secretary in office.

RAOUL RENAULT.

## PROVINCIAL CHRONOLOGY.

### MEMORANDA FOR FEBRUARY.

1.	First session Supreme Court of N. B. ....	1785
2.	Public meeting, St. John, for relief of Irish famine. . .	1847
3.	First session of Legislature of N. B. ....	1786
4.	Wm. Botsford chosen speaker N. B. Ho. of Assembly	1817
5.	Rev. Dr. Geo. Buras, formerly of St. John, died. . . . .	1876
6.	Gov. Chandler died at Fredericton, aged 79. . . . .	1880
7.	Sir R. George given pension £560 stg. in N. S. . . . .	1848
8.	Church Society of N. B. instituted. . . . .	1836
9.	Joseph Howe made provincial secretary of N. S. . . . .	1848
10.	Great militia ball at St. John, 700 present. . . . .	1841
11.	First execution in St. John. . . . .	1785
12.	St. John and New Orleans connected by telegraph. . .	1849
13.	Babcock Tragedy at Shediac, N. B. . . . .	1805
14.	Richard Simonds chosen speaker N. B. Ho. of Assem.	1828
15.	Ball at St. John, in aid of Irish famine sufferers. . . .	1847
16.	N. S. Legis. votes £1,000 for sufferers at Miramichi. .	1826
17.	First draft of N. B. militia for Aroostook war. . . . .	1839
18.	Sup. Court divides on legality of slavery in N. B. . . . .	1800
19.	Public meeting in St. John, demanding civic reform. .	1842
20.	Rev. Dr. William Donald died, aged 63. . . . .	1871
21.	Patrick Burgan hanged at St. John for burglary. . . .	1828
22.	G. F. Street tried for shooting T. L. Wetmore in duel.	1872
23.	Moncton Methodist church dedicated. . . . .	1848
24.	Gov. of N. S. orders inhabitants to remove snow } blockade between Halifax and Windsor. . . . . }	1797
25.	La Tour appointed Governor of Acadia. . . . .	1651
26.	Commercial Hotel and Trinity Church fire. . . . .	1849
27.	John Robertson appointed to Legis. Council, N. B. . .	1839
28.	St. John grants \$1,000 for families of drafted citizens.	1839

### FEBRUARY MARRIAGES.

1. MILLER-FOSTER,—1847. By the Rev. R. Irvine, Mr. John Miller, of the Brewery, Dock street, to Mrs. Aves Foster, widow, both of this city.

2. HALLETT-HOYT.—1847. At Hampton Church, by the Rev. W. W. Walker, Mr. James M. Hallett, of Hampton, to Miss Hannah Hoyt, of the same place.
3. JEWETT-BOOTH.—1852. At the St. John Hotel, by the Rev. Mr. Stewart, Edward D. Jewett, Esq., of the firm of E. D. Jewett & Co., of Bangor, Maine, to Miss Bethiah Jane Booth, of this City.
4. MORRELL-VAIL.—1847. By the Rev. R. Irvine, Mr. Jacob V. Morrell to Miss Amer Ann Vail, both of King's County.
5. SEALY-DEAN.—1850. At Pisarino, by the Rev. Thos. W. Robertson, Rector of Lancaster, Mr. Thomas Sealy, of the Parish of St. John, to Mary Ann, only daughter of Mr. Benjamin Dean, of the former place.
6. ARNOLD-VAIL.—1851. At Sussex Vale, by Rev. T. McGhee, Rector, Mr. Nelson Arnold, to Miss Anna Matilda, eldest daughter of John C. Vail, Esq., all of Sussex.
7. FISHER-BUSBY.—1839. At Mill Town, St. Stephens, by the Rev. Arthur McNutt, Mr. Henry Fisher, jr., Merchant, of Fredericton, to Sarah Maria, eldest daughter of the Rev. Sampson Busby, Wesleyan Missionary.
8. STRONG-CUMMINS.—1849. By the Rev. Mr. Irvine, Mr. Adam K. Strong, to Miss Janet Cummins, both of the Parish of Johnson.
9. WATTERS-DOUGHERTY.—1847. At St. Malachi's Church, by the Very Rev. James Dunphy, V. G., Charles Watters, Esquire, to Mary, eldest daughter of Mr. John Dougherty, all of this city.
10. PAISLEY-BARBOUR.—1853. By the Rev. W. Harrison, Mr. William Paisley, to Annie, sixth daughter of the late Mr. Robert Barbour, all of this city.
11. NASH-ROBINSON.—1846. At Fredericton, by the Venerable Archdeacon Coster, James S. Nash, Esq., Merchant, to Margaret Jane, only daughter of J. D. Robinson, both of Fredericton.
12. DRISCOLL-O'SULLIVAN.—1846. By the Very Rev. James Dunphy, V. G., Captain Michael Driscoll, to Julia O'Sullivan, both of this city.
13. CUNLIFFE-EMBLETON.—1839. At Woodstock, by the Rev. R. Douglas, Wesleyan Missionary, E. A. Cunliffe, Esq., of Woodstock, to Eleanor, second daughter of George Embleton, Esq., of Northumberland, England.
14. HAYWARD-STRATTON.—1851. By the Rev. S. Robinson, Mr. Wm. Hayward, to Miss Jane Stratton, both of this city.
15. MELICK-FAIRWEATHER.—1835. In Trinity Church, by the Rev. Dr. Gray, Mr. James G. Melick, to Caroline Maria, fourth daughter of William Fairweather, Esq., of Sussex, King's County.

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16. NASE-PARKS.—1835. At Portland, by the Rev. I. W. D. Gray, Philip Nase, Esq., of the Parish of Westfield, King's County, to Miss Margaret Parks, of the former place.
17. BARBARIE-ARNOLD.—1852. At Christ Church, Norton, by the Rev. E. A. Warneford, Rector, assisted by the Rev. T. W. Robertson, Rector of Lancaster, Mr. Edwin A. Barbarie, to Miss Sarah Cogle, fourth daughter of the late George Arnold, Esq., of Sussex Vale.
18. VENNING-POTTER.—1850. At Trinity Church, Sussex Vale, King's County, by the Rev. Thomas McGhee, Rector, Mr. William Henry Venning, to Miss Adeline Georgianna Potter, both of St. John.
19. HARTT-PETERS.—1849. At Trinity Church, by the Rev. I. W. D. Gray, D. D., Rector of the Parish, Judah H. Hartt, Esquire, Barrister at Law, to Emily Mary, eldest daughter of Benjamin L. Peters, Esquire.
20. DOLIN-CARNEY.—1849. At St. Malachy's Church, by the Very Rev. James Dunphy, Mr. John Dolin, of Golden Grove, to Miss Mary Carney, of Red Head.
21. FLEWELLING-WETMORE.—1846. At St. Paul's Church, Hampton, by the Rev. Mr. Walker, Mr. George Flewelling, of Hampton, to Jane, youngest daughter of Col. Wetmore, of Lakefield.
22. PENDER-CHRISTIE.—1847. By one Rev. Robert Irvine, Mr. John Pender, of the Parish of Petersville, to Miss Jane Christie, of the Parish of Westfield.
23. PHILLIPS-KINGSTON.—1854. By the Rev. John Wallace, Mr. Thomas Phillips, of Johnston, Q. C., to Miss Charlotte Kingston, of Brunswick, Q. C.
24. TOBIN-NOYES.—1848. In St. Paul's Chapel, Portland, by the Rev. Wm. Harrison, Mr. John G. Tobin, of the Parish of Portland, to Miss Caroline Maria Noyes, of the Parish of Saint John.
25. SIMPSON-CLIFFORD.—1853. At Portland, by the Rev. W. Smith, Mr. David Simpson, of the city of St. John, to Miss Elizabeth Clifford, of the same place.
26. PENTREATH-WETMORE.—1846. At her father's residence, in Kingston, by the Rev. William E. Scovil, Captain Edwin Pentreath, of Penzance, Cornwall (England), to Elizabeth R., eldest daughter of Justus Sherwood Wetmore, Esquire.
27. JONES-DONEY.—1851. By the Rev. W. Harrison, Mr. Thos. R. Jones, of the Parish of St. John, to Miss Mary Jane Doney, of the Parish of Portland.
28. HARBELL-CREIGHTON.—1837. By the Rev. H. Daniel, Mr. Hugh Wilson Harbell, of Saint John, to Miss Frances Caroline Bennett, second daughter of Mr. Benjamin Creighton, of Fredericton.



## DEATHS IN FEBRUARY.

1. FLAHERTY.—1848. At his seat, Vinegar Hill, St. George, Lieut. Col. Hugh Flaherty, aged 72 years, deservedly regretted by a large circle of relations and friends. The deceased was on the half pay of the late 100th Regiment of Foot, since 1818, and filled the situation of Deputy in the Crown Land Department for several years.
2. McMILLAN.—1847. In the 36th year of his age, Mr. John McMillan. He died without a struggle, peacefully falling asleep in Jesus. "Thou shall come to thy grave in a full age, like as a shock of corn cometh in his season."
3. PETERS.—1848. At Fredericton after a short but severe illness, in the 75th year of his age, the Honorable Charles Jeffrey Peters, Her Majesty's Attorney General in this Province, and a Member of the Executive and Legislative Councils, leaving a large family to lament their sudden and melancholly bereavement.
4. AGNEW.—1848. At Eastport, Mr. Stair B. Agnew, a native of Fredericton, New Brunswick, and a descendant of the Reverend John Agnew, an Episcopal clergyman of Virginia, aged about 40.
5. ALLWOOD.—1853. After a tedious illness, Mrs. Abigail Allwood, relict of the late Mr. John Allwood, in the ninety-third year of her age. She came to this Province with the Loyalists, 1783.
6. DIBBLEE.—1853. After a painful illness, Sarah, wife of Mr. Fyler Dibblee, and daughter of the late Silas Raymond, of Kingston, K. C., in the 70th year of her age, leaving a husband and only daughter to lament her loss.
7. CLARK.—1851. At Fredericton, Mr. Isaac Clark, in the 80th year of his age. The deceased came from the State (then Province) of Maine in the year 1777, and during the last sixty years resided in Fredericton, where he was highly esteemed by the Methodist Society, with which he had been connected for fifty years, and by the inhabitants generally.
8. KNIGHT.—1851. In Pennfield, Charlotte County, Joshua Knight, Esquire, in the 57th year of his age. Mr. Knight was an estimable man; in all the relations of life, whether as son, husband, father, or Magistrate, his character stood peculiarly high; and in the loss of such a man, not only the large and respectable circle of relatives and friends he has left behind him,—the Parish over whose interests he exercised so paternal a care, but the whole County have deep cause for lasting and sincere regret.
9. COXETTER.—1836. After a lingering illness, Mr. Bartholemew Coxetter, senior, in the 63rd year of his age. Mr. C. was one of the early settlers of this Province, having, with his parents, removed here from the United States at the termination of the revolutionary war;—his death is much regretted by his bereaved family and a large circle of friends.

10. **SCOVIL.**—1841. At Kingston, King's County, after a lingering illness, which he bore with cheerful resignation to the Divine Will, the Rev. Elias Scovil, Rector of Kingston, and one of the oldest Missionaries of the Venerable Society for the Propagation of the Gospel in Foreign Parts. He had been forty years in the service of this Society, and was in the seventieth year of his age.
11. **JARVIS.**—1845. In Portland, in the comfortable hope of a joyful resurrection, Mr. John Jarvis, in the 93rd year of his age. Mr. J. was one of those good and true men who came to this country at its first settlement sacrificing his home and his all to his attachment to the British Constitution.
12. **PAYNE.**—1850. In Portland after a long and painful illness, James P. Payne, Esquire, aged 50 years.
13. **FENETY.**—1845. In the 27th year of her age, after a short but distressing illness, Elizabeth, wife of Mr. George E. Fenety, Editor of the *Morning News*, and fifth daughter of the late Capt. Jonathan Wallace, of Magaguadavic, County Charlotte.
14. **BUNTING.**—1852. George W. Bunting, son of the late Mr. Roland Bunting of this City, after a lingering illness, aged 23 years. He was of an amiable disposition, and his end was peace.
15. **KETCHUM.**—1835. In the Parish of Sussex, at the advanced age of 87 years, Captain Isaac Ketchum, an old resident and respectable inhabitant of that place.
16. **WRIGHT.**—1853. Mrs. Elizabeth Wright, in the 82nd year of her age. Mrs. W. came to this Province with the Loyalists in the year 1783, and for a number of years has been a consistent member of the Episcopal Church, leaving a large circle of relations and friends.
17. **PUTNAM.**—1837. At Fredericton, C. S. Putnam, Esquire, Barrister at Law and Clerk of the Crown in the Supreme Court of Judicature, in the 41st year of his age, deeply and deservedly regretted by a numerous circle of relations and acquaintances. Mr. P. has left a disconsolate widow and three children.
18. **McLAUGHLIN.**—1850. After a long and painful illness, Charlotte, wife of D. J. McLaughlin, Esquire, aged 37 years, leaving a large family and circle of friends to mourn the loss of a kind and affectionate mother and friend. Her end was peace.
19. **CURRIE.**—1856. Of apoplexy, Mrs. Lavinia Turney, wife of Mr. Zebulon Currie, of Prince William, and late of Fredericton, in the 58th year of her age.
20. **SEELYE.**—1835. At St. George, Mr. Orenge Seelye, aged 60 years. Mr. Seelye came to this Country with his father, Justice Seelye, one of the Loyalists in the year 1785.
21. **HUNT.**—1854. After an illness of a few hours, Mr. Walter Hunt, aged 68 years.

22. SANDALL.—1835. After a short but painful illness, which he bore with fortitude and resignation to the Divine Will, Thomas Sandall, Esquire, in the 50th year of his age. In all the endearments of private life he was esteemed as a kind husband, an affectionate parent, and a sincere friend. As a citizen and a public character, he was justly and universally respected; and it is with deep regret we have to record the loss of so valuable a member of this community, who has been prematurely cut off in the midst of his usefulness; thus verifying the words of sacred writ, "that in the midst of life we are in death."
23. BETTS.—1851. At the residence of her son-in-law, (Mr. George Hutchison) in Elliot Row, Mrs. Betsy Betts, relict of Hiram Betts, in the 79th year of her age.
24. PRICE.—1845. At Butternut Ridge, in the Parish of Studholm, Mr. George Price, in the 84th year of his age. Mr. Price came to this country several years before the arrival of the Loyalists from New York, and was therefore acquainted with this Province from its infancy. He was devotedly attached to the British constitution, and died in the communion, the faith, and hope of the Church.
25. HANNAH.—1850. Mr. James Hannah, aged 46 years.
26. COMLY.—1853. At Indian Town, Mary Elizabeth, relict of the late Robert Comly, of South Bay, Parish of Lancaster, aged 82 years. Mrs. C. came to this Province with the Loyalists, in 1783.
27. HENNIGAR.—1851. Mary Ann, wife of Mr. Michael Hennigar, jun., of this city, and eldest daughter of the late Elijah Hunt, in the 42d year of her age.
28. SMITH.—1835. Deeply lamented, Mrs. Eliza, consort of Mr. William O. Smith, and eldest daughter of the late William Durant, Esq., of this City.

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PROVINCIAL BIBLIOGRAPHY.

COBBETT, WILLIAM.

Proceedings of a general Court Martial held at the Horse-Guards, on the 24th and 27th of March, 1797, for the trial of Capt. Richard Powell, Lieut. Christopher Seton and John Hall, on the 54th Regiment of Foot; on several charges preferred against them respectively by William Corbett, late Sergeant-Major of the said regiment. London, 1809, 8°.

Cobbett, amongst other charges, accused the above mentioned officers with returning false muster rolls, and with allowing the soldiers of their regiment to hire themselves out as servants

to the inhabitants of Frederick Town, New Brunswick, where they were stationed from 1789 to 1791. Cobbett did not appear at the Court Martial to prove his accusations, and the officers were acquitted.

[Title and note from catalogue of Henry Stevens, Son & Stiles, of London, item 21505. Priced at 12s. 6d. V. H. P.]

HIND, N. Y. and others.

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Toronto, published by L. Nichols, 1865, pp. 776, 8°.

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PUTNAM, EBEN, Salem, Mass.

A History of the Putnam family in England and America, recording the ancestry and descendants of John Putnam of Danvers, Mass., Jan Poutman of Albany, N. Y., Thomas Putnam, of Hartford, Conn. By Eben Putnam, Salem, Mass., 1891-5. Originally issued in seven parts.

Pages 227-245 account of the services and family of Hon. James Putnam, the last attorney general of Massachusetts under the Crown and later resident in and judge of the Supreme Court of New Brunswick. Pages 234 et seq. contain copies of letters written from Parr River, N. B. 1785 to 1788 and give some account of the country and prospects of the colony.

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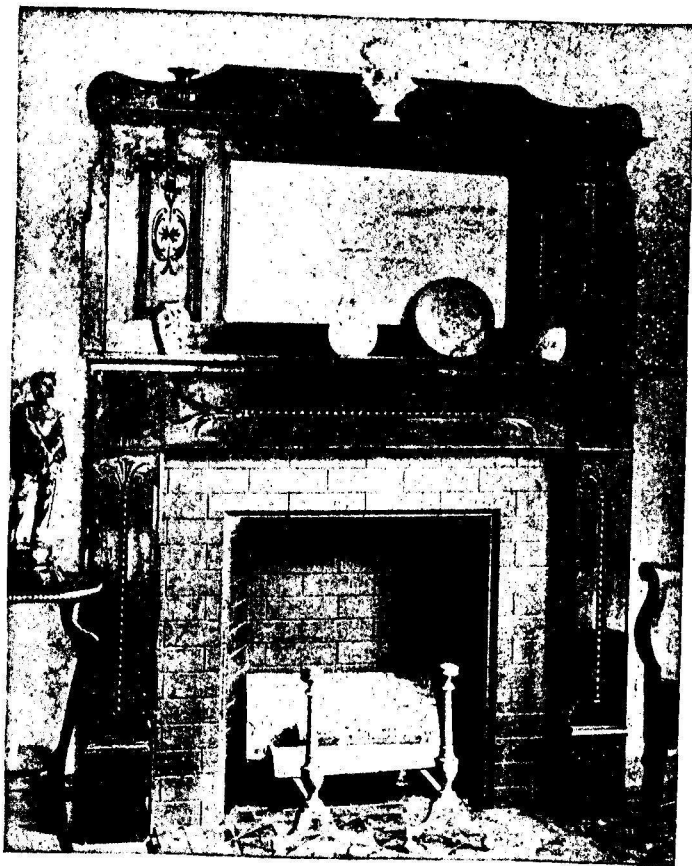
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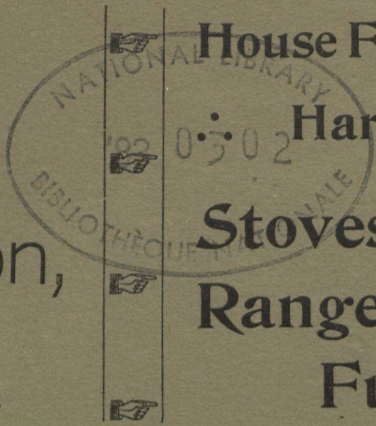
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