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ST. JOHN, N. B.

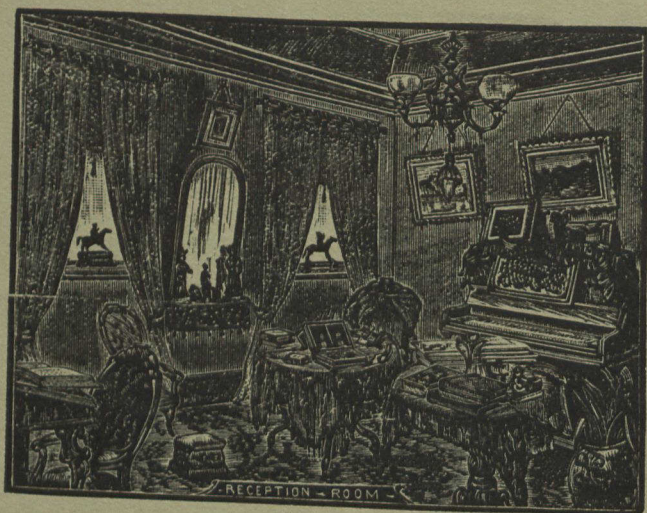
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## AT PORTLAND POINT.

### *Supplementary Paper, No. 2.*

In the last paper some additional light was thrown upon the circumstances that led to the settlement of James Simonds and James White at St. John harbor in April, 1764. A few words will now be added respecting their business transactions at Passamaquoddy.

This place by reason of its proximity to New England was the first to attract the attention of Mr. Simonds and his partners as a desirable fishing station, and they had for several years quite an extensive Indian trade there. However the multitude of their rivals\* soon led them to concentrate their business at St. John.

The smaller vessels of the Company, such as the sloop "Peggy & Molly" and the schooners Eunice and Polly, were often employed during the summer season in fishing at Passamaquoddy. Special crews were engaged and placed in charge of the masters of the vessels. The latter usually received £4 per month for

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\*Among their rivals was Alexander Nichols, who received supplies from Simonds & White, Aug. 10, 1764, and another was James Boyd, who was there in 1764.

their services. References to the work carried on at Passamaquoddy are frequent in Mr. Simond's earlier letters, and are such as the following:—

"I have not heard from Passamaquada for six weeks, but fear they have little or no provisions, and am sure they have no hay for a cow that is there. She being exceeding good shall endeavour to save her life till you can send hay for her; I shall go there as soon as the weather moderates (that has been intensely cold lately) and employ the men there as well as I can, as they are confined there contrary to intention for the winter." [Dec. 16, 1764.]

"Have heard that there will be but few merchantable fish at Passamaquada; one of us shall be there in about ten days." [Aug. 20, 1767.]

Isaac Marble of Newbury was employed of as "shoresman" from 1765 to 1770. The Company's principal station for curing fish and for the Indian trade was at Perkins (or Indian) Island, near Campobello. The fish, furs and stores remaining after the season's work was over were usually sent to Newburyport or St. John. The cow referred to by Mr. Simonds as "exceeding good" was sold by Mr. Marble to James Chaffey of Indian Island for the benefit of the Company. At the end of the year 1770 the Company discontinued the cod fishery in Passamaquoddy Bay and sold their boats and many other articles to the inhabitants for fish. They still retained an interest in Indian Island, which they had caused to be included in the grant of the township of Burton to the Canada Company, Oct. 18, 1765.\*

About the year 1770, William Hazen began to give greater personal attention to the Company's operations. We find him at St. John in August, 1770, at which time the Company had two schooners fishing at Passamaquoddy, the Betsy and the Polly. It was resolved to discontinue the fishery there, because it was found

\*John Curry wrote from Campobello to Hazen & White on Nov. 19, 1783, that the Island was secured to the original grantees and could not be regranted, that James Chaffey was still in possession of the Island and would do nothing to injure their claim. See N.B. Hist. Soc. Collections, Vol. I., pp. 338, 339. The Island, however, eventually passed into the hands of the heirs of James Chaffey.

to be unprofitable, and to send the schooner Polly to be employed on the River St. John in place of the sloop Bachelor. The schooner Betsy, after she had done fishing, was ordered to the same place to take in the proceeds of the fall hunts and carry them to Newburyport, where, if opportunity afforded, she was to be sold. The two schooners had taken 353 quintles of fish at Passamaquoddy, only about 120 of which were merchantable. The fishermen as soon as the season was over returned to the westward. The fishing season usually lasted from April to October, five months or a little longer. The Company evidently were alive to the importance of everything connected with the fishery. On one occasion they bought a whale from an Indian and tried out the oil; but Mr. Simonds, in response to a query, wrote his partners, "With respect to whaling, don't think the sort of whales that are in Passamaquada bay can be caught." In a letter, dated at St. John's River; November 25, 1765, he writes:—

"We shall try a new method of catching fish\* here and flatter myself we shall make a better hand of it. . . . The banks you speak of, where the Marblehead schooners catch their fares, is too great a distance for boats to go from Passamaquada."

A list of vessels owned or chartered by Hazen, Simonds & White was given in a former number of the MAGAZINE,† a few additional particulars may, however, be added in order to give a clearer idea of the commerce of St. John in the days of its infancy.

For several years the Company paid insurance at 3 per cent. on their vessels and cargoes, but the insuring was attended with difficulty and in the opinion of Hazen & Jarvis the business would not bear the premiums demanded. In consequence insurance was discontinued until the year 1772, when it was resumed as

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\*Probably by weirs.

†See Vol. I, p. 69.

a protection to the creditors of the Company. At the commencement of their business the Company owned the sloop Bachelor of 33 tons burden, the sloop "Peggy & Molly," and the schooner Polly. The same year Isaac Johnson of Newbury built for them the schooner Wilmot, of 64 tons burden, and James Simonds paid £180 as his share of her hull.

Mr. Blodget purchased for Mr. Hazen a quantity of yarns, strouds and cordage, which the latter delivered to Crocker, a rope maker, to be worked up for the schooner Wilmot, the sloop "Peggy & Molly," the schooner Polly and the sloop Bachelor. The Company afterwards bought or built the schooners Eunice and Betsy and the sloops St. John's Paquet and Merrimack.

The navigation of the Bay of Fundy and the North Atlantic in general was of course more difficult and dangerous in those days than now. It need not therefore be wondered that Hazen, Simonds & White had a somewhat chequered experience with regard to their vessels, although the accidents of navigation were surprisingly few. The schooner Wilmot proved unfit for the business and the company wished to sell her. They accordingly sent her to Newfoundland for that purpose with a selected cargo. She unluckily lost her deckload of cattle and the voyage was not a profitable one.

The Company having found the fishery at Passamaquoddy decline determined on selling the schooner Eunice, and Hazen & Jarvis disposed of one half of her for the sum of £133 to a Frenchman named Barere, who had married in Newbury and went on voyages. He sailed with her to the West Indies where he was detained until the American war broke out, and this was the last of her so far as the Company was concerned.

The general policy of the Company with regard to their vessels is stated by Hazen & Jarvis in a letter to their St. John partners dated at Newburyport, May 23, 1766, in which they say:—

“If you think it would be likely to sell the Peggy & Molly at Halifax, please to advise us. . . We look upon it in general to be the better way to sell all vessels when they come to be old and crazy, as we find by experience that old vessels are great moths. Therefore if you can dispose of the Sloop Bachelor and Schooner Polly, we think you had better do it, provided you can obtain their worth, and we could build such vessels as you shall think will be most advantageous. The sloop “Peggy & Molly” lay in Boston three months for sale. They blow’d upon her there, we therefore ordered her round and upon examining & repairing her we find that she is much better than we expected.”

The sloop Merrimack was a square sterned vessel of 80 tons, built at Newburyport in 1762. She was hired for the Company's use in 1767, and purchased for them in 1771 by Hazen & Jarvis for £150. According to James Simonds, she was then a mere hulk and altogether unfit for sea. However she was repaired and afterwards employed in coasting between Boston and St. John and carrying lumber from Penobscot to the West Indies. It was in this vessel that William Hazen and his family embarked for St. John in the month of May, 1775.\* They were cast away on Fox Island and a good deal of Mr. Hazen's stuff, together with many of the papers containing the accounts of the Company's business, were lost. The passengers and crew, with most of Mr. Hazen's valuables, and even the rigging and stores of the Merrimack, were saved; and brought to St. John in a sloop of Captain Drinkwater's. The latter was obliged to throw overboard a load of cordwood to make room for the rescued party and their possessions. For this he was remunerated by the Company.

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\*The statement made by the late J. W. Lawrence and others that Wm. Hazen left Boston on June 17, 1775, the day on which the battle of Bunker Hill was fought is therefore incorrect. See N. B. Mag. Vol. I, p. 320.

The sloop *St. John's Paquet* sailed from *St. John* for *St. Croix* in the West Indies in the latter part of the year 1769, it being the first voyage to the West Indies in which *Simonds* and *White* had consented to be interested. She made a trip the next year from *St. John* to *Newburyport* with a cargo of lime and *Mr. Hazen* returned with her. *Simonds* and *White* had asked to have the vessel and cargo insured, but *Mr. Hazen* says the reason they gave for it, namely her being "an unlucky vessel," did not make any impression on the minds of *Leonard Jarvis* and himself, and as it was a good season of the year they did not effect it. The vessel unfortunately got on the shoals at *Newburyport* the day after her arrival, and by taking "a rank heel" got water among her lime, which set her on fire. The sloop and cargo were sold for £300 where she lay. She was hired of the purchaser by *Hazen & Jarvis* and again sent to *St. John* to load for the West Indies.

Of all the vessels owned by the Company none seem to have done better service than the little schooner *Polly*. For twelve years she bore an almost charmed life, and during that time she was employed in the greatest variety of ways. At one time in a fishing voyage at *Passamaquoddy* or *Annapolis*, at another engaged in the Indian traffic up the *St. John River*, at another carrying supplies and settlers with their effects from *Newburyport* to the *River St. John*, at another on a voyage to the West Indies. The first misadventure that befell her was on her return from the West Indies in the month of July, 1776, when she was captured by an American privateer sailed by one *O'Brien* and sent to *Newburyport*. *Mr. Hazen* and *Peter Smith*, her super-cargo, went to claim her, and after some time and trouble she was restored and brought back to *St. John* where she discharged her cargo. Not long after



she was captured a second time and carried to Fal-  
mouth, where Smith was sent to claim her again and  
succeeded in doing so. Smith was drowned in going  
to Halifax and his account with the Company never  
settled. He was a good and loyal subject and lived  
with his family in the township of Conway.\*

Reference has already been made, in this series of  
papers, to the shipbuilding operations of Simonds and  
White. Their first venture was the building of a  
schooner in 1769 by their workmen Michael Hodge and  
Adonijah Colby. About the year 1774 James Wood-  
man and Zebedee Ring made an agreement with Hazen  
& Jarvis to build a vessel at St. John, for which they  
were to receive as part payment one hundred acres of  
land at two shillings an acre. The land referred to lay  
across the river opposite the Indian House in the  
township of Conway, now the parish of Lancaster.  
Woodman's wages were at the rate of 4 shillings per  
working day. The Company evidently contemplated  
making ship building one of the features of their busi-  
ness, and to that end Mr. Hazen, when coming to  
reside at St. John, brought with him an experienced  
ship builder, John Jones, to whom reference has been  
made in former papers of this series.†

Among the additional facts brought to light in the  
examination of the papers in Mr. Ward Hazen's pos-  
session is the very interesting one that the site of the  
first mill—which was in operation as early as the year  
1767—was at the outlet of the Mill Pond a little within,  
or to the eastward of, the place where the "City Mills"  
were afterwards erected by William Hazen and Ward  
Chipman. We also learn that the first lime stone  
burned was obtained near the base of Fort Howe hill

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\*See collections N. B. Hist., p. 114.

†See Magazine Vol. I., pp. 328, 329; also Vol. II., 255, 256.

in rear of Mr. Simonds' house. A few hogsheads of lime were shipped to Newburyport and to Halifax in 1764, as an experiment to see how it would answer for building purposes. The experiment was eminently successful, and from that day forward the manufacture of lime has continued to be one of the staple industries of St. John. Simonds and White refer repeatedly in their correspondence to lime burning. They wrote their New England partners on June 23, 1767:—

“In order to fulfil our engagements as near as possible, have concluded to burn a kiln soon, fill all casks that can be produced, and manure our lands with the remainder.”

The kiln was built just in front of Mr. Simonds' house. In the early part of the year 1770 two casks of lime were sent to St. Croix and St. Kitt's to be given to the planters to make trial of in the graining of sugars, and the next fall 33 barrels were sent there in the sloop St. John's Pacquet. From this time lime was exported to the West Indies by the Company and they even sent, on one occasion, a cargo to Newfoundland.

One of the most interesting papers in Mr. Ward Hazen's possession, is an inventory of the property of the Company, dated February 12th, 1767; this is worthy of publication. A study of the items will give the reader quite an idea of the condition of the trading post—for it was nothing more—at that time.

LIST OF COMPANY EFFECTS AT ST. JOHNS.

Dwelling House 19 by 35, part finished, . . . . .	£90. 0.0
1 Building 16 by 40, Rough boarded, improved for Cooper's Shop & Kitchen, . . . . .	15. 0.0
1 Log Store 20 by 30, without floor, . . . . .	20. 0.0
1 Barn 24 by 35, . . . . .	16. 6.0
1 Log house 14 by 18, occupied by Black, . . . . .	6.12.0
1 House 16 by 20, occupied by Bradley, . . . . .	7.10.0
1 Well 15 feet deep, . . . . .	1.10.0
1 Necessary House, . . . . .	1.10.0
1 Lime Kiln, . . . . .	14. 0.0
1 Gondalo, . . . . .	10. 0.0

1	Wherry.....	1.	0.0
2	Large Seines.....	14.	0.0
1	Cart 100s., 2 Sleds 18s.,.....	5.	18.0
1	Drag 9s., 1 Harrow 15s.,.....	1.	4.0
2	Iron bars 20s., 1 Crow-bar 10s.,.....	1.	10.0
3	Stone Hammers @ 7s.,.....	1.	1.0
4	Spades @ 6s. 8d., 3 Shovels @ 3s.,.....	1.	15.8
1	Broad Axe 12s., 6 Narrow Axes @ 6s.,.....	2.	8.0
15	Old Axes @ 3 s.,.....	2.	5.0
	Whipsaw 40s., 1 Cross cut do. 30s.,.....	3.	10.0
4	Augers 12s., 3 chisels 6s.,.....		18.0
2	Iron Squares, 8s., 3 pitch forks 12s.,.....	1.	0.0
7	Hoes @ 2s. 8d.,.....		18.8
1	Set Cooper's Tools,.....	2.	5.0
2	Nail hammers 3s., 1 plough 18s.,.....	1.	1.0
2	Scythes @ 6s., 2 pick axes @ 5s.,.....	1.	4.0
7	Chains,.....	4.	10.0
1	Beetle 1s. 6d., 2 Wedges 3s.,.....		4.6
160	Hogsheads Lime stone at ye Kiln @ 5s. 4d.,.....	42.	13.4
50	do. at the Quarry dug @ 1s.,.....	2.	10.0
50	Cords wood at Kiln @ 3s 6d.,.....	8.	15.0
80	Cords do in ye Woods @ 1s. 6d.,.....	7.	6.8
	Wire 60s., Spruce Logs at the Water 80s.,.....	7.	0.0
84	Pine logs at the falls worth.....	22.	8.0
119	do. scattered in ye River @ 3s.,.....	17.	7.0
8	Oxen worth at St. John.....	60.	0.0
3	Cows,.....	14.	8.0
1	Pair 3 year old steers,.....	9.	0.0
1	Bull 54s., 1 do. 30s.,.....	4.	4.0
6	Sheep @ 18s., 7 Hogs @ 16s.,.....	11.	0.0
1	Burch Canoe,.....	1.	0.0
2	Carpenter's adzes @ 7s., 2 drills @ 6s.,.....	1.	0.0
4	Pairs Snow Shoes @ 7s. 6d.,.....	1.	10.0
2	Steel plated handsaws @ 8s.,.....		16.0
1	Set mill irons,.....	7.	0.0
2M	Staves shaved and jointed.....	4.	16.0
	Sloop Bachelor,.....		
	Saw Mill.....		

This inventory did not include the Passamaquoddy fishing outfit of 8 whale boats, 2 wherries, with lines, leads, gaffs, etc. The Company's investments in buildings, implements, cattle, etc., at St. John did not at this time exceed £500 in value.

The inventory of household articles the property of the Company is meagre indeed.

*Furniture*—6 Camp chairs, 1 desk, 1 writing desk, 1 lamp, 4 iron candlesticks, 1 ink stand.

*Dishes*—4 pewter plates, 2 pewter platters, 8 stone plates,

1 stone platter, 1 stone jug, 1 earthen teapot, 3 china cups and saucers, 2 one quart basins, 2 punch bowls.

*Kitchen Utensils*—2 frying pans, 1 cullender, 1 chafing-dish, 2 pewter porringers, 2 tea kettles, 4 iron pots, 1 brass kettle, 2 quart pots, 2 two-quart pots, 3 pints, 2 tin kettles, 2 metal teapots, 1 pail, 1 pair dogs [fire irons], 1 shovel and tongs, 1 tea-chest, 1 coffee mill, 2 pairs steel yards, 1 beam scale, 2 sets weights.

*Cutlery, etc*— $1\frac{1}{4}$  doz. case knives and forks,  $1\frac{1}{2}$  dozen spoons, 1 large spoon, 6 silver tea spoons.

There was in addition to the above a limited supply of bedding. The total value of household articles the property of the Company was only £33.17.5 and it is doubtful whether the private property of Simonds and White would have added very greatly to the common stock. The few articles of furniture included in the list embraced of course only the articles sent down from Newburyport. The more common articles necessary for a civilized existence, bedsteads, tables, kitchen furniture, etc., were manufactured on the spot with the carpenter's axe, adze, hammer and saw. The situation even at this time was evidently some improvement on what it had been, for Mr. Simonds had written to Hazen & Jarvis in May, 1765, "I am obliged to you for sending some furniture, for truly none was ever more barely furnished than we were before. Gentility is out of the question."

At the time the inventory was made in 1767, the goods in the store at the Point were valued at £613. They were of the sort required for supplying the white settlers as well as the Indian trade. There was quite a variety of articles among the goods intended for the white inhabitants but the many deficiencies are sufficient to indicate the simplicity of living then in vogue. The Indian goods included provisions, powder and shot, blankets and other "necessaries," and in addition such articles as silver crosses, round silver broaches, silver laced hats, gilt trunks, Highland

garters, crimson broadcloth, scarlet, blue and red cloth, red and blue stroud, a variety of buttons (brass, silver plated, double gilt, scarlet, blue mohair), Indian needles, colored thread, beads (white, red, yellow and lilac), etc.

Although the Company had not been at work quite three years they had quite a respectable amount of debts outstanding which were very nearly equally divided between the white inhabitants and the Indians.\*

Considerate information respecting the state of affairs at Portland Point in early times is to be found in the depositions of witnesses examined by the courts in the proceedings connected with the winding up of the affairs of the Company. One of the most interesting of these is the deposition of Jonathan Leavitt, who came to St. John with Simonds and White immediately after the formation of the Company in April, 1764, being at the time only a lad in his eighteenth year. However he seems already to have had some experience as a mariner, and from the first was a master of one or other of the Company's vessels. For the most part he sailed between St. John and Newburyport, but occasionally went with a cargo to Santa Cruz in the West Indies. He received the modest compensation of £4 per month for his services. During the time his vessel lay at St. John harbor he lived in the family of Simonds & White, who lived for several years together at the Point, and when they separated their families he staid sometimes with one and sometimes with the other. He married, about the year 1772, Captain Francis Peabody's youngest daughter, Hephzibeth (then about 16 years of age), and

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\*The exact amounts as given by Simonds & White were as follows:  
 From the English, £607.11.0 $\frac{3}{4}$   
 From the Indians, 615. 7.0 $\frac{3}{4}$

Total, £1,222.19.7 $\frac{3}{4}$

thus became the brother in law of Mr. Simonds and Mr. White. In 1774 Mr. Leavitt left the Company's employ and settled in the Township of Conway, where he had purchased land and built himself a house. The Company's business at St. John at this time, according to Mr. Leavitt, was quite extensive including the fishery, fur trade, manufacture of lime, building vessels, and sawing lumber, and they employed a great number of workmen and laborers in cutting wood, burning lime, cutting hoop poles, making casks, digging stone, clearing roads, clearing lands, curing fish, cutting hay and attending stock. The workmen and laborers were supported by the Company. Several that had families lived in small log houses in the vicinity of the Point, others lived in the building adjoining the house occupied by Simonds and White which served as an out-house and kitchen. The store at the Point contained dry goods, provisions and various articles for the Indian trade or for the white inhabitants of the country. The families of Simonds and White were supplied with bread, meat and other eatables and drinkables out of the common stock and no account was kept of this so long as they lived together, but after they separated these articles were charged against each family. Part of the laborers and workmen were hired by William Hazen and sent from Newbury, others by Simonds and White at the River St. John.

The deposition of Samuel Webster is an interesting one. From it we learn that Samuel Webster's mother was a half sister to James Simonds, they being children of Nathan Simonds by different wives. During the three and a half years of Webster's sojourn at Portland Point, Simonds and White lived together like one family and he lived with them. While he was at St. John goods were shipped to Newburyport and the



West Indies in considerable quantities. There were at times a very considerable number of workmen and laborers employed and at other times a smaller number according as the nature of their employment seemed to require. They were fed, supported and paid out of the store and lived in a house a few rods distant from the house in which Simonds and White resided. A lad named Samuel Emerson, of Bakerstown, Massachusetts, was brought by James Simonds to St. John in April, 1767, as a clerk or assistant in the store, and remained in the Company's service nearly four years, during which time he resided in Mr. Simonds' family. He spent most of his time in the store in buying and selling and delivering small articles, and generally made the entries in the Day Book. The provisions for the household and workmen were considered as a necessary expenditure for the joint benefit of all concerned and were not charged in the books, but articles furnished to the workmen and laborers on account of their wages were charged against their private accounts. Many settlers came to Maugerville and elsewhere on the river in the Company's vessels, some of whom paid their fares to Hazen & Jarvis at Newbury and some to Simonds and White at St. John.

The deposition of William Godsoe is of some interest as detailing the circumstances in connection with the signing of the second business contract at Newburyport by Hazen, Simonds and Jarvis in the month of April, 1767. This is quite a story in itself, but we shall endeavor to be brief.

James Simonds had as early as November 25, 1765, written:

"We should be extremely glad to wait on Messrs. Hazen & Jarvis this fall; are sensible of the necessity of settling our accts. soon, but have always been obliged to work so much abroad as not to be able to have our books posted up, besides

the necessity of taking an exact acct. of all the goods on hand. To make an exact computation of the cost of all buildings and works would be a work that cannot be hurried over and would require time. We could have had all those things ready, but must have neglected compleating preparations for the winter's work, which we think would be far greater damage than the accts. remaining unsettled for a few months and finish them in the winter evenings."

Mr. Simonds promised that either he or Mr. White would go to Newburyport the next summer to effect a settlement of the accounts. However, it was not until the spring of 1767, when Hazen & Jarvis had become exceedingly urgent, that he found time to visit New England. The trip was for him quite an eventful one. He sailed from St. John in the schooner Eunice, March 4th, and was twenty days in getting to Newburyport, the vessel having been detained by head winds. He repaired at once to Haverhill, about fourteen miles distant, to see his relatives, and on his return brought his family with him to settle at St. John. He was married at Haverhill this year to Hannah Peabody, but whether at this particular time or a little later is uncertain. On his arrival at the store of Hazen and Jarvis a new contract\* was submitted for his signature. Mr. Simonds had assented to this as reasonable in view of the changes made in the membership of the Company and the new conditions that had arisen. In the new contract it was proposed that the firm of Hazen & Jarvis should have a half interest, James Simonds one third, and James White one sixth. The contract further provided (and this was the cause of all the subsequent trouble) that all the lands granted to any of the partners should be put into common stock and divided one half to Hazen & Jarvis, one third to Simonds and one sixth to White. This proposition was stoutly resisted by Mr. Simonds, and was the cause of "a warm

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\*This contract is printed in the Collections of the N. B. His. Soc., Vol. I., pp. 191, 192.

altercation and dispute." Among those present in the store at the time, and whose testimony is extant, were Samuel Emerson, Henry Dow, Alexander Tapley, Stephen Hovey, Moses Coburn and Oliver Perley who came to St. John as passengers in the vessel and nearly all of them settled in Sheffield and Maugerville. Hazen and Jarvis were very firm and positively declined to continue to furnish the supplies necessary for carrying on the business without the commissions and profits made by ordinary merchants, unless as a compensation they were allowed an interest in the lands. They further stated that they would not allow the articles then on board the schooner Eunice to be carried from Newburyport, nor furnish anything further, but insist upon immediate settlement of accounts and the payment of the balance due to them unless Mr. Simonds agreed to execute the contract. Much as he disliked the proposal, the situation of Mr. Simonds was such that he finally appended his signature to the document.

It may be noted in passing, that the contract signed at this time is among the papers in Mr. Ward Hazen's possession. It is in the hand writing of Leonard Jarvis and is a well worn document which bears the marks of having been repeatedly handled. This is not to be wondered at, for it was around the question of the validity of this contract that the controversy arose which at the time of settlement of the Company's affairs led to so much heart burning and expensive litigation. The contract was entered in the book of records of the old county of Sunbury by the Deputy Registrar, who was none other than Mr. Simonds himself, and the original document bears the following certificate, "Registered by me March 9, 1782, Ja. Simonds, Dep'y Reg'r." Had not Mr. Simonds been so deeply chargined at the action of Hazen and

White in securing for themselves the greater part of the marsh lands east of the city in 1784, as related in the story of "The Contest for Sebaskastaggan,"\* it is doubtful whether anything further would have been heard of the original dispute at Newburyport. The circumstances that led Mr. Simonds to affix his signature to the document were, according to his own statement, that he was removing his family to St. John and there having been already some little delay he was exceedingly anxious to sail as soon as possible. His anxiety was increased by the fact of his having left some tenants at St. John with a stock of cattle who needed his attention. Moreover it was of vital importance in the interests of the Indian trade that the goods on board the *Eunice* should be delivered as speedily as possible. Under these circumstances after a short though heated altercation, he at length signed the contract being urged by the master of the vessel to make haste as the tide was falling and in a little they might not be able to cross the bar. He quitted the store in such a hurry that he left behind him a bundle of his clothes and his invoices.

Hazen and Jarvis seem to have been convinced that the Company was very largely in arrears to them at the time the second contract was signed, and they fixed the sum of indebtedness at £3,135, but this sum was disputed by Simonds, and the liquidation that ensued in the Chancery suit seems to have shown that Hazen and Jarvis were mistaken. The statements of the parties, however, are so conflicting, that it is difficult to get at the truth of the matter. James Simonds says that it was not to him a matter of supreme importance in 1767 whether Hazen and Jarvis continued in the business or not, as he deemed "such a crowd of

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\*See N. B. Magazine, Vol. III., p. 1.

fishing and other business " to be by no means a flattering speculation, especially as it prevented attention to the fur trade, which he would have carried on alone without partners according to his first design. He adds that he signed the contract without due consideration and almost under compulsion.

Hazen and Jarvis affirm there was no necessity for Mr. Simonds to have signed the contract at the time he did. Had he required time for further deliberation he could have deferred action to another day. There was at least fifteen feet of water at low tide at the wharf where the *Eunice* lay, a depth sufficient for a much larger vessel. Afterwards, when the whole matter was referred to arbitration, they offered, if reimbursed the property they had advanced, with interest and such commissions as other merchants would have required, to let Mr. Simonds keep his lands, such reasonable compensation to be made Mr. Hazen for his personal services and expenditures at St. John as the arbitrators might determine.

The arbitrators—Wm. Pagan, Richard Seaman and Christopher Billopp—in their report of February 5, 1790, unanimously affirmed the validity of the second contract, including the clause relative to the division of lands. Their decision was reaffirmed by the decree of the Chancery Court of February 24, 1798. The decision of the master in chancery, Samuel Denny Street, rendered August 11, 1803, as to the balances due by the respective parties was not so satisfactory to Hazen & Jarvis, who seem to have expected a balance in their favor whereas it turned out that there was a balance in Mr. Simonds favor of £2,032.

W. O. RAYMOND.

### MORE ABOUT ABOIDEAU.

In the number of this *MAGAZINE* for December last, Mr. W. P. Dole discusses the long-debated origin of this word in a way which appears to be final. I was myself at the time convinced by his arguments, and probably still would be, were it not that Mr. Dole himself gives a clue which I have since followed to a different conclusion. He states that the word occurs in the supplement of Littré's great Dictionary, as used in Saintonge, France; but, believing in the indigenous origin of the word, Mr. Dole suggests that Littré is mistaken as to its use in France. The extreme improbability that Littré, the great French lexicographer, could be mistaken in such a matter, led me to investigate it more fully, with the following results.

Littré's definition of the word in the supplement to his "Dictionnaire" is as follows:—

"Aboteau—s. m. Barrage, obstacle mis au cours de l'eau, dans la Saintonge.

Etym. A et bot, qui signifie une digue, Gloss. aunisien, p. 74."

(Aboteau—subs. masc. Barrier (or dam), obstacle placed to the passage of water, in Saintonge. Etymology, from A, at, and bot, which means a dike. From the Glossaire aunisien, page 74.)

Saintonge, it should be remembered, is the ancient province of France from which the Acadians were brought to Nova Scotia.

I have not been able to find the Glossaire aunisien, but in Jonain's "Dictionnaire<sup>de</sup> du patois Saintongeais," as I learn from Mr. Thos. Kiernan of the Harvard College Library, occurs the following:



“Abotà et Aboteau, quasi à bout d'eau, Bâtardeau (bas qui retarde l'eau), arrêt temporaire d'une eau courante, pour la faire servir aux irrigations.”

(Abota and Aboteau, as it were at the limit (or end) of water. Dam (shoal which retards the water): temporary stoppage of a running stream, to make it serve for irrigation.)

In order to make certain as to the present use of the word in France, I wrote to the Mayor of the city of Saintes, which is within the bounds of the ancient province of Saintonge, asking him whether the word is still used, and if so, with what significance. With the courtesy characteristic of his people, he has replied to my letter, and as follows:—

“Voici ce que l'on entend en Saintonge par le mot aboteau; digue, obstacle pour détourner ou contenir un cours d'eau, pour diriger l'écoulement des eaux dans les montagnes “à bout de l'eau.” Il m'est impossible de vous dire à quelle époque remonte l'emploi de ce mot; je puis vous affirmer qu'il est très anciennement connu et usité. L'explication que vous avez trouvée dans le glossaire aunisien est exacte.”

(Here is what is understood in Saintonge by the word aboteau: dike, obstacle for turning or holding a stream of water, to direct the flow of the waters into the high land, “at limit of the water.” It is impossible to tell you to what epoch the use of this word goes back; I can assure you that it was known and used very long ago. The explanation that you have found in the glossaire aunisien is accurate.)

From these facts we may draw the following conclusions: The supposed indigenous origin of the word in Acadia must be given up, for it has long been and still is used in France, in Saintonge whence the Acadians came to this country. The form aboteaux used in

Acadia in 1708 according to Dièreville is identical with that still used in France. The French lexicographers are not agreed upon the origin of the word, for one derives it from à, at, and bot, a dyke (and eau, water?) while another considers it as coming from à, at, bout, limit or extremity, d'eau, of water.\* Its present use in France is somewhat different from its use in Acadia, for in the former it is applied to a dike so arranged as to check a current of water and turn it over the upland for irrigation, while in the latter it is applied to a dike so arranged as to allow fresh water streams to flow into the sea, but not to allow the sea to enter. In the latter case there is an ingeniously arranged sluice with a valve-like "clapper" which opens by pressure of the fresh water within, but closes by pressure of the salt water without, which of course only reaches it at high tides. Apparently some sluice arrangement must be used also in the aboteaux of France for otherwise it would hardly be possible to stop and turn aside the waters at will. Very likely then in structure, the French and Acadian aboteaux are very similar, in each case being a dike thrown directly across a stream but containing a controllable sluiceway.

Mr. Dole's explanation of the origin of the word rests solely upon the resemblance between the form abot and the root abat, sustained somewhat by a similarity in use of the aboideau and some other structures in the name of which abat occurs. He is unable to give a single fact from early use, etc., to sustain his theory, and moreover he has much difficulty in explaining why the word invariably occurs as aboteau and never as abateau, as his theory demands. On the other hand the French lexicographers give other deriva-

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\*Perhaps, however, the bot, meaning a dike, is really derived from bout, in which case there is no discrepancy between the two derivations. It is not unlikely that the word bout, meaning an end, i. e. that which makes an end or limit to a stream, came to mean a dike and later was shortened locally to bot.

tions at least as probable and well-sustained as Mr. Dole's, and more consistent with the spelling of the word. We must therefore regretfully conclude that the origin of the word is not yet settled.

While the matter is under discussion I may point out further that Mr. Dole is in error in giving the local pronunciation of the word as "bato, placing the accent upon the long final syllable." The pronunciation that Mr. Dole refers to is really bito—like bite-o, with accent on the first syllable and long final o. It is interesting to observe that the form Batardeau is also in common use locally in these Provinces.

In Clapin's "Dictionnaire Canadien-Française," aboiteaux is given, without derivation, but is wrongly defined, apparently on authority of a statement in one of Abbé Casgrain's works, as exactly equivalent to dikes. It is worth noticing that the use of the word by the French, and in early times by the Acadians (as shown by Dièreville) was aboteau, while aboiteau, with the i, is more recent; furthermore, the form aboideau, with a d instead of a t, seems not to be used by the French, but only by the English.

W. F. GANONG.

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*EVE AND SUKE.*

The existence of slavery in the maritime provinces in the early part of the present century is a fact that is fairly well known. Two papers have lately appeared in print, however, in which much additional light is thrown upon what is confessedly a dark chapter of our early history. One of these—an exceedingly valuable paper, entitled "The Loyalists and Slavery in New Brunswick"—is from the pen of Dr. I. Allen Jack of St. John. The other, an equally admirable

production, is from the pen of the Rev. T. Watson Smith, D. D., of Halifax. The former paper appeared in the last volume of the Transactions of the Royal Society of Canada, the latter in the last number of the Collections of the Nova Scotia Historical Society.

Dr. Jack tells in his own graceful style the story of the famous slave trial at Fredericton, in the year 1800, in which the elder Ward Chipman stood forth as "a volunteer for the rights of human nature."

Dr. Smith's paper is a monument to his industry and patient research. He has woven the materials he has collected into a story of intense interest to the student of local history, and among other things has convincingly established the fact that a century ago slavery was much more general in the maritime provinces than has commonly been supposed, and indeed at one time threatened to become one of the recognized institutions of the country. The value of Dr. Smith's most interesting paper is enhanced by a copious index that renders it particularly convenient for reference.

The existence of slavery at St. John, N. B., has often been demonstrated by the publication from time to time of old documents and advertisements relating to the sale of slaves. The following very curious letter, however, has never yet appeared in print:

BROOKLYNE, October 29, 1787.

DEAR SIR,—I have taken the liberty, at the desire of my Father, of sending to your care a Negro Wench named Eve and her Child named Suke, in order to dispose of them to the best advantage. He would not have given this trouble had it not been from his attainder precluding him availing himself of the right he had in them here, but on their voluntarily going to Nova Scotia he thinks himself justifiable in selling of her there. She is an excellent hand at all sorts of House

work except cooking, and one of the best Servants for washing we ever had; she is perfectly sober & honest, and the only fault she has, is her being near sighted. Mr. Francis Pemart & his Daughter Mrs. Stoothoff, Mr. Thomas Horsfield and Family, & Mr. John Guest, know the wench well and can prove the Property.

Enclosed is a power of attorney witnessed by Capt'n Matthew of the Schooner Hawk & Mr. Read the owner.

Mama joins with me in presenting our most respectful compliments to Mrs. Leonard and the Family,

From your Humble Servant,

JOHN RAPALJE.

GEORGE LEONARD, ESQ.

The father of the writer of the above letter was John Rapalje, Sr., who lived at Brooklyn, or as it was then called, "Brookland Ferry." He was an active Loyalist and in August, 1776, was apprehended by order of General Washington and with others transported to Connecticut. In the month of December following he was permitted to return to Long Island on his parole not to take up arms nor convey any intelligence prejudicial to the States. This parole was faithfully observed, but the cupidity of his enemies led to the confiscation of his estate at Brooklyn, estimated to be worth at least £40,000, by the Act of Attainder passed by the New York State legislature, Oct. 22, 1779.

The power of attorney authorized Mr. Leonard "to sell and dispose of a certain black wench, a slave named Eve, of about thirty-five years of age, together with her female child called Suke, of about the age of five years." The wording of the power of attorney contemplates the possibility of the sale of the mother and child separately, a proceeding that appears abhorrent to the minds of all right thinking people.

George Leonard, to whom the letter and power of attorney were addressed, was an honorable and kindly disposed man. He was one of those intimately concerned in the settlement of Parr Town, where he drew lots 38 and 39, at the corner of Dock and Union streets. His house, built soon after his arrival, was considered quite an elegant building, and it was here Governor Thomas Carleton resided the first winter after his arrival in New Brunswick.

The address on the back of Mr. Rapalje's letter is curious, viz:

George Leonard, Esq'r,  
Parr,  
New Brunswick,  
Nova Scotia.

News evidently travelled slowly in those days. New Brunswick had been established as an independent province for three years but Mr. Rapalje still deemed it to be under the jurisdiction of Nova Scotia. The town of Parr ceased to exist at the time of the incorporation of the city of St. John, May 18, 1785, nearly two years and a half prior to the date of the letter, but of this also Mr. Rapalje evidently knew nothing.

HISTORICUS.

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JONATHAN SEWELL.

The article in the October number of the MAGAZINE (ante p. 183) respecting Jonathan Sewell and the elder Ward Chipman was very interesting. The originals of those letters are well worth careful preservation. "Historicus" is, however, somewhat inaccurate as to the date of Jonathan Sewell's graduation from Harvard College. He was born in August 1828, graduated at Harvard in 1748, and became attorney-general of Massachusetts Bay in 1767. It is probable the error arose from con-



sulting Lawrence's *Footprints*, p. 16, where it is stated "Jonathan Sewell, a graduate of Harvard in 1767, was attorney-general of Massachusetts Bay." The punctuation of the sentence quoted causes the error. The comma should be placed after Harvard, and not after 1767. The sentence would then read: "Jonathan Sewell, a graduate of Harvard, in 1767 was attorney-general of Massachusetts Bay." This makes the statement correct as to fact. In 1768, he was appointed Judge of the Vice-Admiralty Court of Nova Scotia, but it seems only went there once or twice in that capacity, and then remained but a short time. In 1775 he left Massachusetts for England in consequence of the political troubles then arising between the colonies and the Mother country. His well known views at that time made it dangerous for him to remain in Massachusetts. His wife was Esther, daughter of Edmund Quincy, a sister of Dorothy, wife of John Hancock. During his residence in Massachusetts and England he spelled his name *Sewall*, although the letter to Chipman already referred to, indicates the present spelling.\* He had an eventful and somewhat checkered career. Occupying positions of influence and responsibility in his native country, he went forth at the age of forty-seven an exile, never to return. By an Act of the Legislature of the State of Massachusetts Bay, passed September 1778, he, with many others, was in terms forbidden to return on pain of death. They were named in the legislative enactments. This was followed on April 30, 1779, by two other Acts by the same legislative authority, one of which declared him a conspirator "against the government and liberties of the inhabitants of the late province, now state, of Massachusetts Bay;" the other, confiscated his property for the benefit of the public.

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\*Inspection of the original shows the name as Sewall.—HISTORICUS.

In these three acts the name is Sewall. His name, in the same form, is also frequently met with in Curwen's Journal. He and Judge Curwen were fellow exiles in England. They had been friends in Massachusetts, both holding judicial position in the Vice-Admiralty Court. No doubt Sewall street in the city of St. John, is named after Judge Jonathan Sewall. It would be interesting to know under what circumstances, and when, the change took place in the spelling of his name. Jonathan Sewall was of a bright, hopeful, cheery disposition, and endeavored to make the best out of existing circumstances. Evidence is not wanting that his fellow countrymen in their banishment frequented his home in London and Bristol, and that his hopeful nature, and sprightly conversation tended to lighten the depression of many of his unfortunate fellow exiles. Samuel Curwen was disposed to be despondent, and to look upon the shadowy side of the picture. Writing to Curwen in 1778, from Bristol, in endeavor to cheer up his friend, he says: "The situation of American loyalists, I confess, is enough to have provoked Job's wife, if not Job himself; but still we must be men, philosophers, Christians; and bearing up with patience, resignation and fortitude against unavoidable sufferings, is our duty in each of these characters." He, however, felt keenly the spirit which passed the banishment and confiscation Acts of Massachusetts Bay. Curwen was not named in these Acts, and after some little difficulty was enabled to return to his native land in 1784. In a letter of June 28, of that year from Sewall to Curwen, prior to the departure of the latter, he says: "Indeed I don't absolutely despair of seeing you again in this strange world, for upon my soul, though I was bred and born yet I am a stranger in it; but my design is to go out to Nova Scotia this autumn or early in the spring—there, if you wish,

you may see me; but while the unjust, illiberal, lying Act of 1779 remains unrepealed, never will I set foot on the territories of the thirteen United Independent States. I feel no resentment against them. I wish them more happiness in their unnatural independence than my judgment allows me to hope for them—but I have been mistaken throughout the whole voyage; yet, however I may have been out in my former opinions, I wish my judgment may still be erroneous—I wish most sincerely, my native country may meet all the happiness she has sought, *per fas et nefas*.—She thinks she has obtained it—I wish she may not be mistaken.” He came to New Brunswick from Bristol, England, in 1788, or a year later, where he resided till his death in 1796. His son Jonathan, the Chief Justice of Quebec, died Nov. 12, 1839; and his grandson, Stephen, a son of the Chief Justice, resided in Montreal, became Solicitor General in 1810, and died there of Asiatic cholera in 1832. Jonathan Sewell, the elder, is represented as a man of fine literary taste, an accomplished speaker, and a distinguished lawyer. He gave his professional services in the cause of freedom in his successful defence of the negro, James, in 1770, said to be “the first case where the grand question was settled abolishing slavery” in Massachusetts. This was two years before the celebrated Somerset case in England, so well known to the readers of Blackstone.

A. A. STOCKTON.

St. John, N. B.

## NID D'AIGLE.

There are several places on the St. John river, where, in the period of French occupation, fortified posts were established for the protection of the Acadian inhabitants against the English, or other invaders. The site selected for one of these old time fortifications will usually be found at a point where some considerable tributary stream unites with the main river. This was the case with the fort at the mouth of the Jemseg built by the French about the year 1658, and a similar situation was chosen by Villebon for Fort St. Joseph, built at the mouth of the Nashwaak in 1692, and by Boishébert for his fort at the mouth of the Nerepis\* built about the year 1749.

The situation of Nid d'Aigle, or the Eagle's Nest, was however quite different. It was no doubt selected largely as a point of observation, commanding as it does a very extensive view of the river both up and down, and also for the additional fact that the narrowness of the river at this point would render it an exceedingly difficult matter for an enemy to creep past, either by day or night, without detection.

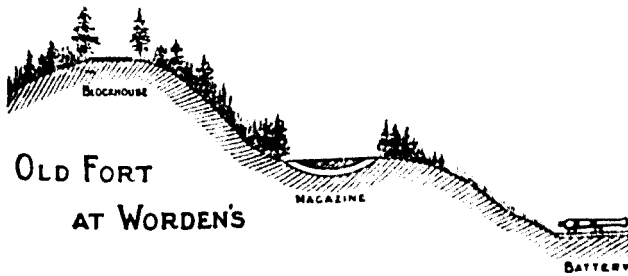
The following account of the present condition of the historic Nid d'Aigle was recently given to the writer of this article by Mr. W. H. Smith, who with his family spent an enjoyable week last summer camping in the vicinity. The party chose as the site of their camp, Worden's beach, on the east side of the river opposite "Evandale," the well known summer hotel owned and conducted by J. O. Vanwart. One of the

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\*The place is now known as Woodman's Point. There was an old Indian stronghold here, which Villebon refers to in 1696 as "Fort des Sauvages de Nerepisse."

objects that influenced them in the choice of their camping ground was a desire to investigate the condition of the old fortification, the remains of which are yet visible and which the people of the vicinity somewhat vaguely describe as the old French fort.

On examination three separate defensive works—namely a half-moon battery, magazine and block house, were found to have been built upon three separate hills or knolls, rising like successive steps from the river and about 150 yards equidistant from one another.



(See the accompanying illustration taken from a sketch made by Mr. Smith.) The block house occupied the summit or crest of the ridge, commanding an extended and uninterrupted view of the river for many miles both up and down. The river in front of the battery is quite narrow, only about a five minutes paddle across. It would seem as if nature had materially assisted in rendering this an eligible site for defence against an enemy ascending or descending the river, for it would be almost impossible for a hostile party, even with the old time ordnance, to pass this place successfully if once discovered by the garrison. The site of this old fortification is on the farm now owned by Gabriel Worden. The earth work or "Half-moon battery," as the neighbours call it, still retains its

shape and proportions. It is nearly semi-circular in form, about six feet through and about four feet high; the line drawn between the two extremities of the half-moon would be 35 to 40 feet. It stands on the first of the three knolls at an elevation of about 100 feet above the river. Little remains of the magazine which formerly stood on the second knoll about fifty feet above the battery, but the site is shown by a circular excavation or cellar with a well trodden rim or rampart. The block house, as just stated, occupied the crest of the third hill about 50 feet higher than the magazine, or 200 feet above the river. It was a stout square building constructed no doubt in the usual way. All that at present remains is the outline of the foundation—a square, about 14 feet in dimensions, formed by timbers, or sills, resting upon a rough stone wall built without mortar about  $2\frac{1}{2}$  feet in thickness. This was brought to light by the explorers after scraping away the moss and growth by which the remains were covered. The outlines of the logs composing the square remain, but in such a decayed condition as to be crushed almost into powder by a slight pressure of the hands, though the knots and grain of the wood can be easily traced.

Anxious to obtain some relics as mementoes of their sojourn at this very interesting spot, certain members of the camping party, armed with pickaxe, crowbar and shovel, commenced digging in the cellar of the magazine, but after working faithfully for some time and finding nothing, concluded to try again at the site of the Block house. Here, after a good deal of perseverance and hard work, their efforts were rewarded by finding a round solid shot weighing 18 lbs and a few minor objects of interest which were borne away as trophies.

Although the people living in the vicinity commonly refer to the place as an old French fort, both the Block house and battery at Worden's are comparatively modern. They were constructed during the war of 1812. This is convincingly proved by an old document\* entitled a "Report of all the Barracks, Batteries, Block Houses and other Government Buildings in the Province of New Brunswick in the year 1825." This return mentions "Worden's Battery and Block House, 30 miles from St. John," gives the date of its erection as 1813, and reports its condition at that time (1825) as "in ruins."

Mr. W. H. Smith when a boy remembers to have met on the river boats on several occasions small detachments of the Royal Artillery, who were sent up from the garrison at St. John at intervals for the purpose of overhauling and cleaning the guns then planted upon the battery. According to Mr. Worden the guns were removed some years ago and taken to St. John.

There is said to have been in the early days of the century a semaphore telegraph erected near the site of the Block House. It was the desire of the Duke of Kent to establish a telegraph system of this nature between Halifax and Fredericton, to be eventually extended to Quebec, messages being sent by means of signals repeated from hill to hill. Bald mountain in Queen's County and a hill back of Milkish were stations on this line of communication.

But it is time to explain the origin of Nid d'Aigle, or the Eagle's Nest.

Dr. W. F. Ganong in his Place-Nomenclature of New Brunswick, p. 257, observes that the name Nid d'Aigle, applied to this locality, first occurs in Bellin's

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\*This document was exhibited among the curios collected for the Exhibition at the Y. M. C. A. Building in St. John, a year ago.

map of 1744, and that d'Anville's map of 1755, marks at the same place (Worden's Point) *Etablis'st Francois* or French Post. Jeffrey's map of 1755 and Monckton's map of 1758, mark a French settlement here. Dr. Ganong thinks it not improbable that a post of observation may have been established here under Villebon's regime at the time he was himself established at the mouth of the Nashwaak.

The name given by the French, a century and a half ago to this pretty little spot is quite appropriate, and one could wish it might be revived, either as the original "Nid d'Aigle" or in its Saxon equivalent, "The Eagle's Nest."

HISTORICUS.

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#### CHOLERA IN SAINT JOHN IN 1854.

Two events stand forth pre-eminently among all others that have occurred in the history of Saint John during the century now closing, and both are recorded as direful calamities; the Cholera epidemic of 1854, and the Great Fire of 1877. The older of our citizens still look back to the former event as a land-mark, and speak of things that happened "the year of the Cholera," or the year before, or the year after. But with the lapse of time one hears less and less of "the year of the Cholera." The numbers of those who recall the horrors of that sad time are yearly diminishing, until they now form but a small percentage of the living. "The year of the fire," is a much more familiar expression, and yet to more than half the population of St. John the Great Fire of 1877, is to-day a story and nothing more—a story the younger have heard from the lips of their elders, told in all its moods and tenses according to individual experience—the sad reminders of which are yet to be



seen in ruined walls and gaping cellars near Reed's Point.

In 1854, when the Asiatic Cholera became epidemic in St. John, the city was in a very proper condition to afford the dread disease a foothold. There was no proper water supply, and as a consequence no sewerage. Of the physicians then practising in the city, only two, Dr. Bayard and Dr. Travers are among us, and these gentlemen have seen a marvellous improvement in the sanitary conditions of the community.

The Cholera was brought to St. John by one of the ships of the Black Ball Line. In spite of some remonstrance, she was allowed to land her company of immigrants. A man named Daley and his wife, of Lower Cove, are said to have been the first victims, their deaths being attributed to eating oat meal belonging to some of the immigrants. About the same time the disease established itself near the "Bethel meeting house" at the foot of what was then called Morris street, where a woman and three of her children died within the space of forty-eight hours. After carrying off many others in that locality, the plague leaped at a bound to St. Patrick street, half a mile or more away. Here in a locality that then abounded in slaughter houses and other abominations, the mortality among the people was something awful. Those who did not die, fled, and the entire street was all but deserted. It next took possession of York Point and places bordering around the Mill Pond, at that time unsavory localities, and here again hundreds fell victims to the destroyer. Portland was visited next and according to the late Geo. E. Fenety—then a resident of St. John, and editor of the "Morning News"—in Main Street and the cross streets there were not a dozen houses out of four hundred, that were not attacked. Indiantown was then

a village separated by a short interval from Portland, but the dread disease speedily crossed the vacant space, and when it did so the havoc it wrought was nowhere more appalling. At one time it was said there were not more than a dozen persons left at Indiantown out of a population of 300 ; the remainder had either perished or abandoned their homes in terror and dismay. The epidemic then developed its mad power in Lower Cove, and made its presence felt in every street.

Mr. Fenety says that although the localities named were the strong battle grounds of the disease, it manifested itself in a sporadic form in all parts of the city and its suburbs, and in consequence terror and consternation were all but universal. The disease revelled in the lower parts of the city, while the higher ground in the centre of the city, perhaps on account of its being better situated for natural drainage, was passed over. The debilitated and intemperate usually fell easy victims to the disease, but the healthy and vigorous were not exempt. No licenses for selling liquor were issued by the mayor, nevertheless, says Mr. Fenety, "there never was so much drunkenness shown in the streets, as in the midst of this harvest of death." The roughs and drunkards lost their heads and fell easy victims to the Cholera."

The St. John Board of Health at the time of the outbreak of the Cholera, was not a very live or efficient body, but the necessities of the time soon galvanized it into life. At first it was thought desirable to allay the growing uneasiness of the community by keeping the existence of the disease as secret as possible, but this only led to the spread of the most alarming and exaggerated rumors, and the Board of Health were compelled to issue daily bulletins. It was claimed at the time, and is still claimed, that by no means all the

cases of the disease, or even of the deaths, were reported to the authorities, and that while the figures of the Board of Health indicated about 5,000 cases of cholera and 1,500 deaths, the actual number of cases was considerably in excess, and the number of deaths at least as many as 2,250. The question of the exact number of deaths by cholera at St. John in 1854, is one that will never be settled. We shall not further discuss it in this article, but leave it with the remark that exaggeration in such matters is both easy and natural.

The progress of the disease after it had become epidemic, is shown by the figures contained in the bulletins of the Board of Health, although the figures were undoubtedly under the mark. On July 26, 1854, the number of deaths reported in St. John and Portland was ten. For the twenty-four hours ending July 29, there were 33 deaths; the next twenty-four hours, 30; next 31; next 27; next 24. In the early part of the month of August the mortality advanced after which it began gradually to diminish. On August 1st there were reported 27 deaths and on August 4th there were 41, while for the week ending the latter date, there were 221. For the fortnight beginning August 11th, the deaths on the succeeding days were:—40, 42, 37, 33, 33, 21, 18, 20, 25, 14, 18, 17, 15, 13. The last bulletin of the Board of Health was issued at the end of September, and recorded but three deaths.

Many sad and heart-rending scenes were witnessed during the prevalence of the awful disease. In many cases several bodies were conveyed to the burial ground on the same dray. At the Church of England burial ground near the Marsh Bridge, three trenches were dug, near the south west corner, in which the dead were hurriedly laid side by side. In one instance a man was buried in the trench he had himself assisted in digging

but a few hours before. The late Rev. Canon Wm. Scovil spent day after day at the burial ground in the height of the epidemic, reading the burial service over the dead as bodies would arrive one after another, rather than see them buried without any religious rites. The late Rev. Geo. M. Armstrong, the Rev. Canon Wm. Harrison, Rev. Wm, Donald, Rev. Wm. Ferrie, and other clergymen were equally devoted in their attendance on the sick and dying. Bishop Connolly was noted not only for his devotion to the sick members of his flock, but for his care for the orphans, who were so numerous that it was impossible to find shelter for them. Heads of families were sometimes cut down leaving eight and ten helpless children in danger of absolute starvation. The Alms house was filled with children, and those not of the poor only. The epidemic invaded the Alms house itself, and in twelve days there were 48 cases of cholera and 26 deaths.

The condition of the city at this time passes description. Every house was provided with cholera medicine, the vapors of chloride of lime went up like incense, tar barrels and various combustibles were set on fire in the streets, so that the town at night had a wierd and uncanny look. The air was full of smoke and tar fumes which it was supposed would help to destroy the germs of disease. The medical men of the day were courageous and indefatigable workers, and were in the midst of the disease night and day, and although nearly worn out by their exertions, not one suffered or died from the disease. House to house visiting was adopted in order to find out the sick in the incipient stages of the disease and provide remedies. This plan was the means of diminishing the awful mortality and saving numerous lives.

The effect of the epidemic on the leading industries

of the city was most deplorable. The ship yards at Courtenay Bay and Straight Shore were deserted. Upwards of twenty large ships were then on the stocks and almost 2,000 workmen employed. But now every yard was as silent as a graveyard.

Mr. Fenety thus described the condition of Portland in the Morning News of Monday, August 21, 1854 :—

“We passed through Portland on Friday afternoon. Oh! what a change was there since our previous visit! It was a scene of desolation and churchyard stillness, the houses with their closed shutters and white blinded windows, serving as monuments to remind us that the angel of death had passed with destructive rapidity through the tenements of this broad avenue. Scarcely a human soul was to be seen in the street. It was Portland at 12 o'clock at night, and yet the sun was in his meridian. The gutters were strewed with lime, in a yellowish state. In the houses, death had been busy for the past six weeks; hundreds of human beings who inhabited them, in whose veins just now beat the pulsations of life and happiness, are now in eternity.

From St. Luke's Church to the Valley Church, along a route where thousands of people and vehicles of all kinds are usually to be seen—it being one of the greatest business thoroughfares in the whole province—we counted at 4 o'clock in the afternoon six human beings and not a single vehicle. Out of about two-hundred shops, there were not more than ten that were not closed. As a universal thing, we may add, the white blinds were drawn at all the upper windows. It appeared to us as if those who had survived had deserted their houses and gone into the country—anywhere to get clear of the fatal destroyer.”

One of the heroes of this time in humbler life was Munford, the Sexton of the Germain Street Methodist Church, who was engaged by the Board of Health to attend to the sick and dead.

He was at work everywhere day and night. Death had no terrors for him. Rough wooden coffins were going about the streets in cart loads, and Munford—often unassisted, although often Rev. Geo. M. Armstrong and others worked at his side—would place the

dead in coffins and have them carried away for burial. Persons in a dying state, deserted by friends in sheer terror, found in Munford a ministering angel. He worked and lived through the whole plague and came out unharmed.

HISTORICUS.

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*CHIPMAN'S DESCRIPTION OF THE BATTLE  
OF BUNKER HILL.*

The following account of the Battle of Bunker Hill is taken from a letter written by Ward Chipman, at Boston, in June, 1775, to his friend Samuel Quincy, then in England.

"JUNE 18. I had written thus far,\* flattering myself with the most agreeable change of affairs upon the arrival of the regiment of horse and three regiments of foot from Ireland, which from their long delay had been despaired of, and which the rebels were taught to believe to be countermanded; but we have now been witnesses of scenes of blood, which tho' necessary for our safety, fill the mind with a melancholy gloom.

On the night of the 16th the rebels came on to the hither end of Bunker's Hill and threw up a strong breast work, or rather completed it, for from its appearance now it is thought to be a work of some weeks, or that some thousands must have been employed that night—be it as it may—it was first discovered at daybreak the next morning. The Lively, which lay between the Ferry-ways, opened a brisk fire upon it, but from her low situation could do but little execution. About 9 o'clock the Battery upon Cop's Hill was opened upon them, but was not able to drive them off. At 12 o'clock about 2,200 troops embarked at the Long Wharf, under the command of General

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\*Chipman had begun his letter June 14th.

Howe, and landed at the point under cover of the Battery upon Cop's Hill, and some ships that had been ordered round for that purpose; 14,000 of as brave men as ever fought a battle marched up the hill, but being encumbered with the rail fences which they were obliged to get over, their accoutrements preventing them creeping through, they were much exposed to the fire from the breast work, which made a great slaughter among them. However, with a bravery, which if ever equalled was never surpassed, they stormed the works, which were five or six feet high, and soon mounting them made a sacrifice of most that were within. There was beyond this a way covered with barberry hedge which again made a great slaughter of the troops, but this was soon scoured and the rebels retreated towards Cambridge in thousands with great precipitation. They had been coming on in great swarms all day, so that it is supposed there were at least seven or eight thousand upon the hill when attacked. As the troops were fired upon from some houses in Charlestown, it was immediately set on fire and the whole town laid in ashes.

Thus this bloody day was closed and tho' a dear bought, yet a very necessary victory obtained, for there can be no doubt but in two days longer this town would have been in flames, as another work had been begun at the same time upon Dorchester hill, which was quitted as soon as the firing began. Among the slain was the brave and good Major Pitcairn, for whose death an hecatomb of rebels would be a very inadequate sacrifice. Major Williams of the 52nd regiment, has since died of his wounds and an aid de Camp of General Howe. A great number of other officers were killed and wounded, the names of whom I don't readily recollect. About 150 soldiers were slain on the spot

and 300 wounded—50 of them since dead—the rest so slightly, that they will soon be on duty again.\*

Among the rebels, Dr. Warren, who commanded at the breastwork, and was I believe the most artful, insinuating, sensible, resolute and brave of them all, was shot thro' the head. One Robinson of Dorchester, a Colonel, was also killed, and some other officers. The accounts of their numbers slain are uncertain, tho' generally agreed not to be less than 300, and 29 were brought over prisoners, 3 of whom have since died of their wounds. The King's troops immediately encamped on the further end of the hill and have since killed a number who came down in straggling parties to fire upon them from behind walls and trees and out of the houses upon the Neck, which are since burnt as far as Penny-ferry. The rebels have entrenched themselves upon the high hill between Charlestown and Cambridge, about two miles from the King's troops. They are also throwing up a breast-work upon Winter Hill and another upon a high hill, just beyond Roxbury meeting house as you go to Jamaica plain, having changed their plan of operation from the offensive to the defensive. . . . Thus has this unnatural rebellion been worked up to such a pitch that nothing but the vigorous and determined exertions of the power of Great Britain will ever be able to quell it."

\*According to Colonel Stephen Kemble the British losses at Bunker Hill were 224 killed and nearly 700 wounded. The Americans lost 150 killed, 270 wounded and 30 prisoners.



## PROVINCIAL CHRONOLOGY.

### MEMORANDA FOR NOVEMBER.

1.	Great distress in St. John from hard times. Soup houses established for relief of the poor.....	1834
2.	Last issue of the Daily Freeman.....	1878
3.	New Burial Ground opened by the corporation of Trinity Church .....	1827
4.	Political riots in Montreal.....	1837
5.	Earliest closing of St. John River.....	1833
6.	Remarkable Aurora Borealis visible all over Canada.	1835
7.	Grant of Acadia to M. de Monts by Henry 4th.....	1603
8.	Ship Regent, owned and built by Jos. Taylor, Esq., of Sheffield, 401 tons burthen, loaden and completely fitted for sea in every respect, towed through the Falls by boats and proceeded to sea. The first instance of the kind known in the settlement of the Province, of the building, fitting and loading of a vessel of that size, 70 miles up the River St. John..	1816
9.	First sod turned of Western Extension Railway.....	1865
10.	First trip of Steamer Henrietta, Capt. Wiley.....	1831
11.	I. C. Railway opened between St. John and Halifax.	1872
12.	Fire in Prince William street. Dwellings and barns of James Cudlip and C. J. McPherson and boat building yard of Messrs. Chapman destroyed.....	1820
13.	Explosion on steamer "Sunbury" eleven lives lost..	1863
14.	Bishop Seabury consecrated.....	1784
15.	Survey of St. John and Shediac Railway completed..	1848
16.	Louis Reil executed .....	1885
17.	Special service in Trinity Church for 300 Anniversary of accession of Queen Elizabeth.....	1858
18.	Inglewood Manor offered for sale, extending from the residence of Clowes Carman, Esq., Musquash, to lands in rear of the farm of the late David Mather, Nerepis road, containing 37,000 acres.....	r844
19.	Cornwallis surrendered.....	1781
20.	Briar Island light first lighted.....	1809
21.	Thomas Carleton and family arrived at St. John....	1784
22.	Thomas Carleton sworn in Governor at first meeting of Legislative Council of New Brunswick.....	1784
23.	Schooner Revenge wrecked at Mispesc. Six lives lost,	1835
24.	Grand Manan and other islands in the Bay of Fundy declared British Territory.....	1817
25.	New Fire Engine imported by the Common Council, in the ship Trial, Capt. DeBlois, tried on the Market Square, and proved to be a very complete and well finished machine, and carries the water with much force.....	1816

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26.	Destructive gale at St. John, N. B. and in the Bay of Fundy, many vessels wrecked and driven ashore..	1846
27.	Frontenac died at Quebec.....	1698
28.	Canada invaded from Fort Erie by American Army..	1812
29.	The regular Monthly Fair was held in the lot fronting on Waterloo road, owned by H. N. H. Lugin, Esq.....	1844
30.	St. John Volunteer Fire Department disbanded.....	1864

NOVEMBER MARRIAGES.

1. CUMMINS-SINNOTT.—1818. By the Rev. R. Milner, Mr. William Cummins to Elizabeth, eldest daughter of Mr. John Sinnott, late of the Commissariat Department.
2. WHITE-DEBLOIS.—1818. By the Rev. R. Milner, James White, Esquire, High Sheriff of the City and County, to Elizabeth Cranstoun DeBlois, eldest daughter of the late Lewis DeBlois, Esquire.
3. FISHER-KING.—1825. John Fisher, to Mary Jane, eldest daughter of John King, R. N., by the Rev. B G. Gray.
4. DURANT-COXETTER.—1835. By the Rev. Robert Wilson, Mr. Stephen D. Durant to Susannah, third daughter of Mr. Bartholomew Coxetter, all of St. John.
5. FRIEL-CUMMINS.—1846. At St. Malachy's Church, by the Very Rev. James Dunphy, Vicar General, Bernard C. Friel, Esquire, Barrister at Law of Fredericton, to Miss Mary Ann Cummins, of this city.
6. DUGGAN-DOOLEY.—1848. In St. Malachy's Church, by the Right Rev. Dr. Dollard, Roman Catholic Bishop of New Brunswick, Richard N. Duggan, Esq., M. D., late of Paris, to Deborah, eldest daughter of John Dooley, Esq., of St. John.
7. BOLES-WODEN.—1820. In this city by the Rev. Dr. Burns, Mr. Jonathan Boles to Miss Sarah Woden.
8. HARTT-TAYLOR.—1847. By the Rev. John M. Brooke, Charles A. Hartt, Esq., Barrister at Law of the city of St. John, to Eliza, daughter of the late William Taylor, Esq., of Fredericton.
9. REED-WILLIAMS.—1820. By the Rev. Dr. Burns, Mr. John Reed, of this city, to Charlotte Ann, daughter of Mr. Thomas P. Williams of the Parish of Portland.
10. CLARKE-GARDNER.—1852. At Carleton by the Rev. W. T. Cardy, Mr. William J. Clarke to Miss Mary E. Gardner, all of Carleton.

11. **TILTON-ODELL.**—1858. At the residence of the bride's father, Eastport, Me., by the Rev. Henry Edes, A. M., John Tilton, of this city, to Roberta E. daughter of D. J. Odell, Esq.
12. **KNOWLES-BUSBY.**—1851. In the Centenary Church by Rev. R. Cooney, M. A.. Mr. Edward T. Knowles, Merchant, to Miss Ethelinda A. Busby, daughter of the late Rev. S. Busby, Wesleyan Minister.
13. **STINCHCOMB-PURDY.**—1820. By the Rev. R. Willis, Captain Henry Stinchcomb to Miss Sarah Purdy, daughter of Mr. Samuel Purdy of this city.
14. **WALKER-CAMPBELL.**—1820. By the Rev. Dr. Burns, Mr. John Walker, Merchant of this city, to Miss Barbara Campbell.
15. **DEWOLFE-DICKSON.**—1823. Elisha DeWolfe, of Halifax, to Rachel, eldest daughter of Charles Dickson, of Onslow, N. S., at Horton.
16. **SMITH-CHRISTAL.**—1834. By the Rev. I. Dunphy, Mr. John Smith of Hampton, to Miss Sarah Christal of St. John.
17. **DEWOLFE-SANDIFER.**—1846. At St Paul's Church, Halifax, by the Venerable Archdeacon Willis, James Ratchford DeWolfe, Esquire, M. D. of that city, eldest son of the Hon T. A DeWolfe, M. P. P., to Eleanor Reade Sandifer, daughter of the late William Sandifer, Esquire, of Cambridge, England.
18. **BARTLETT-HUTCHINSON.**—1834. In Trinity church, by the Rev. Dr. Gray, Mr. James H. Bartlett, to Charlotte M. youngest daughter of the late Mr. A. Hutchinson, of this city.
19. **SMITH-WISWALD.**—1835. At Trinity Church, Wilmot, Nova Scotia, by the Rev. James Robertson, A. M., Benjamin Smith, Esq., of St. John, Merchant, to Seraphina, second daughter of the late John Wiswald, Esquire.
20. **CARPENTER-GREEN.**—1821. Willett Carpenter, Jun of this city, to Catherine, daughter of James Green, at Queens County, by the Rev. Samuel Clark.
21. **HENNIGAR-PURDY.**—1834. By the Rev. Dr. Gray, Mr. Stephen Bamford Hennigar to Ann Amelia, youngest daughter of Mr. Samuel Purdy, all of this city.
22. **DEFOREST-FOWLER.**—1820. In St. Paul's Church, Hampton, by the Rev. James Cookson, Mr. Samuel DeForest, of Kingston, to Miss Rachael Fowler, of Norton.
23. **SIVEWRIGHT-HOWE.**—1821. Joseph Sivewright to Catherine. daughter of John Howe, of Halifax, N. S.

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24. SHAW-WISTON.—1835. At Eastport, Me., by the Rev. Mr. Gale, Mr. J. C. Shaw, Merchant, to Miss Lucy P., daughter of the late Jonathan D. Weston, Esq.
25. SAWYER-TRAVIS.—1818. By the Rev. R. Willis Henry Sawyer to Miss Margaret Travis, daughter of the late Mr. Travis, of the Parish of Portland.
26. BEATTY-WETMORE.—1846. At Carleton by the Rev. J. Francis, Mr. Isaac O. Beatty to Miss Phoebe Wetmore, both of that place.
27. TAYLOR-CAMERON.—1816. At Fredericton, by the Rev. Mr. Mountain, Mr William Taylor to Miss Ann, eldest daughter of Mr. Stephen Cameron, all of that place.
28. JENKINS-VAIL.—1850. By the Rev. Robert Irvine, Mr. William Henry Jenkins to Miss Satyra Vail, both of this city.
29. ANDREWS-HEATON.—1835. At Portland Village, by the Rev. Gilbert L. Wiggins, Mr. William Andrews of this city, to Mrs. Jane Heaton, relict of the late William Heaton of Portland.
30. SMITH-ANDREWS.—1846. In Trinity Church, Digby, N. S. by the Rev. William Bullock, Mr. William H. Smith of this city, to Miss Pheobe M., second daughter of Captain Thomas Andrews of the former place.

DEATHS IN NOVEMBER.

1. UPHAM.—1809. In England, after a long illness, the Honorable Joshua Upham, one of the Judges of the Supreme Court of this Province. His death will be much lamented by the public as well as by his numerous friends here.
2. JONES.—1844. Mary, wife of Mr Samuel Jones of this city, in the 64th year of her age. Mrs Jones was born at Sheffield in this Province, in the year 1781, or nearly three years before the landing of the Loyalist.
3. MYERS.—1817. Col. Myers, 99th Regiment Deputy Quarter Master General to the Forces in the Canadas—died Quebec.
4. HALIBURTON.—1847. At Boston, Thomas Haliburton, Esquire, eldest son of the Hon. Judge Haliburton of Windsor, Nova Scotia.
5. MCGILL.—1860. At Farmington, Wilmot, N. S., Mr. Robert McGill aged 102 years and 9 months. He served as a soldier in the 33rd Regiment when the late Duke of Wellington was but a Lieutenant in that Regiment.

6. ALLEN.—1835. At Fredericton, Miss Hannah Allen, sister of the late Honorable Isaac Allen, aged 91 years.
7. COLVILLE.—1818. John Colville died aged 70. Funeral from his late residence, upper end of Prince William street. He was a Loyalist.
8. SMITH.—1821. In this city after a short but severe illness, Mr. Benjamin Smith, Merchant of Windsor, N. S. Funeral from the house of Mr. Kinsman, South Market Wharf.
9. SEGOGNE.—1844. At Clare, N. S., the Reverend and Venerable Abbe Segogne. Mr. Segogne was one of those respectable, but persecuted clergymen who during the French Revolution, had to take refuge in England for safety. Soon after which he visited Nova Scotia, and took charge of the Parish of Clare, and for a long period discharged the religious duties of Priest among the Roman Catholic population, both of Clare and Yarmouth, in the most exemplary and conciliatory manner. He was esteemed by all classes and by men of all religious denominations. Dr. Inglis, the Church of England Bishop, was an intimate friend of, and had a most profound respect for the Abbe. As a peacemaker he was almost proverbially known, his charities were boundless—the poor houseless wanderer of whatever creed, the untutored Indian, or helpless African—found in this worthy man, present relief and every provision he could make for their future welfare. He will long be remembered with affection and respect by the members of his own church and deservedly lamented by all who had the privilege of his acquaintance.
10. BEATTEY.—1846. At Sand Point, Carleton, Mr. Abraham Beattey, Branch Pilot, aged 42 years, leaving a widowed mother and a large circle of relatives and friends to mourn their loss.
11. JENNINGS.—1839. At Grand Lake, Mr. John Jennings at the advanced age (as far as can be ascertained) of 103 years. He enjoyed uninterrupted health all his days—retained the exercise of his mental powers to the last and died instantaneously of apoplexy.
12. FLOOD.—1849. After a painful illness, Mr. John Flood aged 56 years, a native of County Tyrone, Ireland.
13. ADAMS.—1827. Amos Adams died aged 60, a respectable master shipwright, deservedly esteemed by all who knew him.
14. ALLEN.—1817. James Allen, a native of Ireland, died aged 24. Funeral from the house of Mr. William Breeze.
15. STEWART.—1848. At Dalhousie, county of Restigouche, Mary, wife of Peter Stewart Esq., and third daughter of John Hamilton Esq., of Glasgow.

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16. **HOLBROOK.**—1849. At Fredericton in the 46th year of her age, Mrs. Holbrook, widow of the late James Holbrook, Esq., and youngest daughter of the late Lieut. Col. Hailes.
17. **BEAN.**—1823. At Red Head, Parish of Portland, Thomas Bean, age 79, a native of Ireland, he emigrated to the British Province of New York, and worked as a house carpenter. At the Revolution he sided with the crown and came to St. John with the Loyalists in 1783. In partnership with his friend, Mr. Dowling, he was one of the builders of Trinity church. Funeral was from the house of Mrs. Dowling, Germain street.
18. **BUSTIN.**—1847. Agnes, wife of Mr. W. H. Bustin, in the 50th year of her age, leaving a large family to deplore their loss. Her end was peace.
19. **CABLE.**—1818. After a long illness which he bore with great fortitude, Mr. Daniel Cable, aged 47 years. Mr. Cable was among the early settlers of this Province, and has been many years a resident of this city, where he has brought up a large family, who are left to lament his death.
20. **WILLIS.**—1821. After a short but severe illness, Ann Maria Consort of the Rev. Robert Willis, Rector of the Parish and Ecclesiastical commissary, aged 22 years. The sudden death of this most amiable woman leaves an affectionate husband, a young family, and circle of near connexions under circumstances of severe affliction. Her remains were carried to Trinity Church, attended by a large concourse of sympathising friends.
21. **CARMICHAEL.**—1818. At Fredericton, lamented by all who knew her, Isabella, wife of H. H. Carmichael, late of the 104th Regiment and daughter of Lt. Col. Hailes, in the 27th year of her age.
22. **BOYD.**—1848. Emma Carleton, wife of J William Boyd, Esq., and fourth daughter of Her Majesty's late Attorney General.
23. **PAGAN.**—1821. Robert Pagan, Esq., died at St. Andrews, in the 72nd year of his age. Mr. Pagan was a native of Glasgow in Scotland, and came to America in the year 1769, where he was engaged in mercantile pursuits until 1783, when he removed with other loyalists to St. Andrews and took a conspicuous and active part in the location and settlement of the then infant colony. In private life Mr. Pagan was distinguished for humanity, piety and benevolence. By his death the poor are deprived of a kind and charitable friend, society of a valuable and useful member, and his venerable widow of a tender and affectionate husband. As a public character he was independent in his principles, of strict integrity, and firm, though moderate

and conciliating. He was a member of the House of Assembly from the first formation of the Provincial Legislature until the year 1819 when his advanced age, and the death of a beloved brother, induced him to retire, notwithstanding the urgent and unanimous entreaties of his former constituents to the contrary, whereby the county of Charlotte, and the province at large were deprived of the services of a most able, upright and indefatigable representative.

For the last twenty-one years Mr. Pagan has filled the situation of Chief Magistrate of the county, and Judge of the Common Pleas, and discharged the arduous and important duties attached to those offices, with credit to himself, and advantage to the community. The last illness of this respectable man was short, and he retained his senses until the moment of his dissolution, when he expired without a struggle, and has gone we trust to enjoy in Heaven, the blessings bestowed as the free gift of Almighty God through the merits of His Son Jesus Christ.

As soon as the melancholy event of his death was known the different ships in the harbour paid a voluntary tribute of respect to his memory by lowering their flags half mast, and continued the same until after the interment of his remains, which took place at 2 o'clock in the afternoon, the body having been previously taken into the church, attended by almost the whole of the population of St. Andrews, and the most respectable characters of St. Stephen, St. David, St. George and St. Patrick. Robbinstown and Eastport, who all seemed anxious to pay the last sad token of attachment to the public father and the private friend. The services in the church were of a most solemn and impressive nature, and the whole was conducted in such a manner as proved the heart went with the service.

24. **TILLEY.**—1850. At Sheffield, Jas. Tilley, Esq., aged 78. He was one of the oldest inhabitants of that Parish, and was esteemed and respected by a large circle of friends.
25. **BURRESS.**—1822. At Kingsclear, in the 115th year of his age, Mr. James Burress, a native of Scotland, and we believe the oldest man in the province.
26. **FAIRWEATHER.**—1848. Suddenly, Mary, relict of the late William Fairweather, Esq., in the 68th year of her age, leaving 8 children with a numerous circle of friends to lament her loss.
27. **HAY.**—1825. Thomas Hanford Hay, son of James Hay, died in New York.
28. **BEEK.**—1846. At Fredericton, Margaret, wife of Mr. James S. Beek, aged 28 years, deeply and deservedly regretted.

29. MUNRO.—1817. In the Parish of Portland, Mrs. Margaret Munro, in the 78th year of her age. She was an approved member of the Methodist Society in this city and after having for years with patience and resignation sustained a great weight of affliction, she ended her days in much peace.
30. SPROULE.—1817. At Fredericton, the Honorable George Sproule, aged 76 years, a member of His Majesty's Council and Surveyor General of the province. The duties of the latter office he discharged with zeal and fidelity for the long period of 33 years. His death was a sore affliction to his relatives and a loss universally regretted and lamented by his numerous friends and acquaintances.



GOVERNOR THOMAS CARLETON. *Information Wanted.*

Can any reader of the NEW BRUNSWICK MAGAZINE refer me to any reference to the personal appearance of Governor Carleton? Or, has any reader ever heard any description of his personal appearance, or heard any tradition relating to it?

W. F. GANONG.

Northampton, Mass.



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The supply of sets of the first volume, July to December, 1898, is exhausted, and subscriptions cannot date back beyond December. July reprints may still be had at 30 cents each, and copies of the December double number at 25 cents each. Fifteen cents a copy will be paid by the publisher for the August, September, October and November numbers