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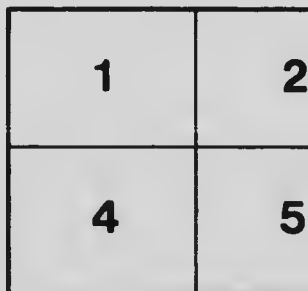
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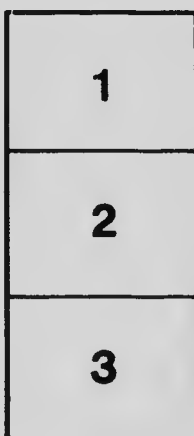
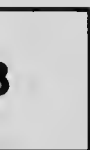
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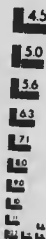
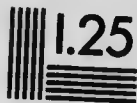
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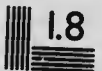
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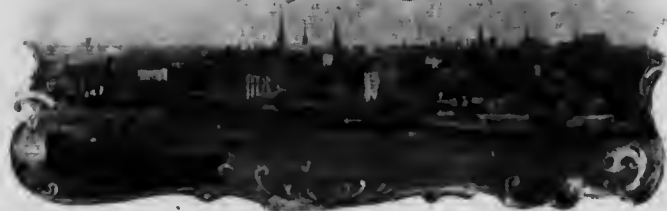
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ST. JOHN, NEW BRUNSWICK.

**WHAT TO SEE IN THE CITY AND VICINITY
AND HOW TO SEE IT.**

The purpose of this Booklet is to give concise information regarding the principal features of interest in and around St. John, with directions how to reach them most easily.

A FEW FACTS.

St. John is the largest and most progressive city of the Atlantic Provinces of Canada. Population nearly 50,000.

Value of exports for fiscal year, \$15,000,000.

Lumber shipments from the Port of St. John, annually, 237,000,000 superficial feet.

Excellent Hotel Accommodation.

St. John rejoices in an ideal summer climate. Here malaria and black flies or mosquitos are unknown. Evenings always cool and air pure, refreshing and bracing.

The most CENTRAL as well as the most COMFORTABLE city in the Atlantic Provinces. It is the natural Headquarters for the Tourist, all points being within easy reach of St. John.



MARTELLO TOWER.

Crowning the summit of Carleton Heights, and commanding a most expansive view of bay, harbor and city, stands the Martello Tower, built in 1812 by the Imperial soldiers then stationed at St. John. The walls of the Tower are six feet thick, and all the stone used in the construction was conveyed in handbarrows from the shore far below. The building is in an excellent state of preservation, and has invariably proved to be an object of great interest to strangers. The caretaker of the Tower has gathered a collection of uniforms, arms and military trophies, coins and other valuable relics of the past, which will be found most interesting.

The Tower is open every day, and there is no charge for admittance. The buckboards ca. at the Tower after passing the Reversing Falls.

FORT LA TOUR.

At the foot of Middle street, Carleton (West St. John), may be seen the remains of some earthworks which, it is popularly supposed, marked the site of Fort La Tour, erected in 1631. This fort, a dozen years later, was the theatre of stirring events, in the fierce feud between Charles La Tour, its commander, and his rival, Charnisay, who was established, just across the bay, at Port Royal (now called Annapolis). The sieges of Fort La Tour; the part played in the fatal drama by men and ships from Boston, who came to aid La Tour; the final capture of the fort by Charnisay, with its tragic sequence; the heroism of La Tour, who died heartbroken, the victim of the treachery of a pitiless foe, are incidents in the most thrilling tragedy in the history of Acadia. Fort La Tour was destroyed by Phipps, of Massachusetts, and when the British completed the conquest of this part of Nova Scotia, Fort Frederick was erected on the site of Fort La Tour. "The Old Fort," as this place is now called, is only a short distance from the landing of the Carleton Ferry.

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CHURCHES AND PUBLIC BUILDINGS.

Space will not permit to mention all the churches in St. John, but a few facts will be useful to the visitor.

Trinity Church a beautiful stone edifice, is in Main and Charlotte Germain. Trinity is Church, and is the church in the city. In the Royal Coat of Arms, by the Loyalists in 1783, adorned the Old State later on the walls of York.

Passing Trinity street, a short walk brings the visitor to **Centenary Church** in the city, a large and impressive building of gray



(Anglican), a beautiful stone edifice, is situated between Germain streets, fronting on known as the Loyalist most notably historic it is to be seen the brought to St. John 1783, and which once House in Boston and Trinity Church, New

Church, to Princess eastward brings the (the finest) Methodist large and impressive limestone.

The Cathedral of the Immaculate Conception (Roman Catholic), This exceptionally attractive building is situated on Waterloo street, a few minutes' walk from King Square, in the centre of the city. Near the Cathedral is the residence of the Bishop of St. John.

Public Buildings worthy of inspection are the **City Market**, extending from Charlotte to Germain street, entrance opposite King Square; the **Customs House**, Prince William street, a particularly beautiful building, conceded to be the finest of the kind east of Boston and west of Montreal; the **City Hall**, Prince William street, and the **Post Office**, just opposite City Hall.

On Prince William street are most of the Banks, and similar institutions.

Schools.—The principal schools are the High School, on Union street, between Dock street and Chipman avenue, Victoria School, corner Sydney and Duke streets, and Alexandria, on Metcalf street.

A visit to any of these will be enjoyed by any person interested. The schools open at 9 a.m. and close at 3.30 p.m.

Public Library.—In the Masonic Temple, Germain street, adjoining the grounds of Trinity Church, is the Public Library. Visitors may obtain books from the Library by making a deposit of \$5 with the librarian; this deposit is of course refunded on surrender of library card.



OTHER POINTS OF INTEREST IN THE CITY.

The Old Burying Ground (lying northeast of King Square) contains the graves of many of the founders of the "City by the Sea" — Loyalists, and their immediate descendants. Here are many quaint old tombstones, with equally quaint epitaphs, marking the resting places of the forefathers of many of the citizens of St. John.

King Square (which in any other town would be called a Park) is that level plot situated at the head of King street and extending to Sydney street. In the Square the visitor finds a monument erected to the memory of Fred Young a youth who, during a wild storm, lost his life in Courtenay Bay in a fruitless effort to save a boy from drowning. The stone building facing the Monument is the Court House, behind which are the Gaol and Police Station.

From the Queen Square, situate two blocks south of King Square, fine views of the Bay and entrance to the Harbor are obtained. Surrounding Queen Square are many of St. John's finest residences.

Market Slip, at the foot of King street, marks the actual landing place of the Loyalists. Here on the 18th May, 1783, disembarked three thousand loyal and determined souls, the founders of St. John.

The Canadian Pacific Railway Docks and Elevators, at West St. John, or Carleton, and the **Intercolonial Railway Docks and Elevator**, near the Union Depot, will well repay a inspection.

The Y. M. C. A., No. 30 Charlotte Street Almost opposite the Charlotte street entrance of the City Market, are the rooms of the Y. M. C. A., where visitors are cordially welcomed.

ROCKWOOD PARK

AND PUBLIC GARDENS.



Rockwood Park, within a few minutes' walk of the city, is one of the most charming natural parks on the continent. It occupies a broken and irregular plateau on the north side of the city, and covers an extent of over 250 acres, most of which consists of hills, glens and wood lands, the natural features of which strongly remind the traveler of the Highlands of Scotland. Near the front of the Park, embosomed in hills, is Lily Lake, a fine sheet of water from the eastern corner of which a little stream descends by a succession of cascades to the plain below. A series of roads and paths wind in and out among rocky glens and hills, now giving wide views of the surrounding country and the Bay of Fundy, and the hills and inlets of distant Nova Scotia; now winding amid quiet rocky defiles bordered with native shrubs and trees. The great charm of the park is its natural beauty, giving in miniature the bold and rugged scenery of southern New Brunswick.

At the western extremity of the Park are the **Public Gardens**, which have been gracefully laid out in lawns, flower beds, and gravel paths, and when fully developed will equal any in eastern Canada.



FAMOUS REVERSING FALLS.

Passing along Main street, and out of the city by way of Douglas avenue, along which splendid views are obtained, it is but a few minutes' ride to the narrow and high walled gorge (at one point less than 500 feet wide), through which the waters of a river 450 miles long pour into the harbor. The falls are at the head of this winding gorge. When the tide is at low ebb there is a fall of about fifteen feet toward the harbor. When the tide returns it moves up the gorge, overcomes the river current, and causes a fall in the opposite direction. At half tide the surface is smooth, and vessels go up and down in safety. The Suspension Bridge, over the gorge, has a span of 640 feet. The Cantilever Railway Bridge, beside it, has a span of 477 feet, and is seventy feet above the highest tide. The best view of the Falls can be secured by going down to the shore by Murray & Gregory's mill, on the one side, or that of A. Cushing & Co., on the other. Shelter houses have been provided, where visitors may sit and inspect the Falls at their leisure. The best time to see the Falls is when the tide is at its lowest; but to fully appreciate this great natural wonder, the visitor should see the Falls at high tide as well, when the waters tumble up stream. Along the shore, and among the rocks close to the seething rapids, can be found at all times of tide beautiful and peculiar scenic effects, which delight the visitor, especially if one has brought a camera along. Close to the Falls there is a mammoth pulp mill (one of the largest in Canada), and also one of the finest lumber mills in the province.

For the best hours to view the Falls, consult monthly tide-table in hotels and ticket offices.



FERNHILL CEMETERY.

A pleasant ride by carriage could be taken to Fernhill, a mile out of town, and one of the most beautiful cemeteries, in its natural features, to be found in America. It comprises 145 acres, traversed by well kept, shady avenues. An undulating, and in part hilly surface, lends picturesqueness to the general aspect, and the beauty of the place is heightened by the profusion of trees within its borders. A handsome memorial fountain stands in the midst of the most beautiful portion. A ride in the winding avenues at Fernhill opens up charming vistas of scenery, and in one section are to be seen beds of very large and beautiful ferns, for which the region is noted, and from which the name is derived. The ride to Fernhill should be taken by the eastern entrance. On the way a splendid view is obtained of Courtenay Bay, and the shore and countryside beyond; while far out is seen Partridge Island, and beyond it the broad bosom of the Bay of Fundy. The return should be made from the western gateway, along the Marsh Road.

Surf Bathing



At **Blue Rock**, a short distance from the Ferry Landing, on the west side of the harbor, facilities are offered bathers. The beach is excellent, and the bathing houses neat and attractive, and the accommodation good in every respect. Life lines and similar appliances, to be used in event of accident, are on hand.

Bay Shore is conveniently reached by 'bus connecting with the Ferry at Carleton. Here are long stretches of tawny sand, broken at intervals with banks of black and jagged rocks. Ideal places for picnic parties.

There are good Bathing Houses at Bay Shore and every convenience required by the visitor wishing a "dip."

The view from both Bay Shore and Blue Rock out over the Bay of Fundy is one of the finest in the vicinity of St John.



DEEP SEA FISHING AND HARBOR EXCURSIONS.

The visitor wishing a sail around the Harbor, or out around Partridge Island, or through the Reversing Falls, can have every wish gratified. There is much to interest the stranger to St. John, around the harbor, notably the tides, fish weirs, and the dulse rocks. Excellent opportunities for deep sea fishing are also afforded, and good sport guaranteed. The boats are manned by careful and thoroughly competent men, who have since childhood been familiar with the bay and harbor.



Following are some of the Excursions which may be taken :

To the Bay Shore, to Partridge Island, to Manawagonish Island, to the Fish Weirs, and through the Reversing Falls. The latter trip, which takes about four hours, can only be made at certain times of tide. After passing through the Gorge, the trip is extended a short distance up the River St. John, and return trip made when tide changes. Those not wishing to return by boat can land at Indiantown and return by electric car. Rates 75c for each passenger. Deep sea fishing parties of four or more persons \$1.00 per day each.

Special arrangements can be made for parties of less than four.

To make appointments for Harbor Excursions communicate with attendant at Tourist Information Bureau, 85 Prince William Street.

Once each week during July and August the steamer "Majestic" will make the trip from the harbor, sailing from the Market Wharf, through the Reversing Falls, and up the river to Grand Bay, on the return trip docking at Indiantown, passengers returning to the city by street car. For dates and hours of sailing enquire at Tourist Bureau, or at hotels. Fare, 25c.



YACHTING.

The tourist should go to Millidgeville, the headquarters of the Royal Kennebeccasis Yacht Club, near the mouth of the Kennebeccasis River, and on a beautiful little bay sheltered by islands. There are about fifty yachts in the fleet, and nearly all of the season's races are sailed over the different courses out of Millidgeville. Information concerning these can be had at the Tourist Bureau.

Millidgeville may be reached by street car and omnibus, the latter connecting at Adelaide street. Visiting yachtsmen are always welcomed at the Club House.

Officers of the Royal Kennebeccasis Yacht Club: Commodore, Robert Thomson; Secretary, F. J. Likely.

ROWING.

NEPTUNE ROWING CLUB, } F. E. Hanington, President.
 } Rowland Frith, Secretary.

The Boat House of the **Neptune Club** is situated at Johnston's Wharf, off Water street, and the Club Rooms are at 35 Charlotte street. The use of the Club's landing is offered to all visiting yachtsmen, and strangers to the city will be welcomed at either the Boat House or Club Rooms.

GOLF.

The Links and Club House of the **St. John Golf Club** are situated on the northern outskirts of the town, but a short distance from the principal hotels. The use of the Links is, under certain conditions, offered to visitors. For particulars enquire at Tourist Bureau.



BICYCLING.

Visiting wheelmen, desiring to take a few short runs in the vicinity of St. John, will find the following routes attractive :

1. The most popular route is *via* the Marsh Road to Rothesay (9½). Six and a half miles from St. John the road comes in sight of the Kennebecasis River. The road is quite free from hills, and not at all tiresome. Should the tourist desire to go further, keep the central road at Rothesay. Two miles more the road again skirts the river, until it ends at Gondola Point.

Sandy Beach here.

2. Keep the Marsh Road to Coldbrook (3½). Take right fork, keeping direct road to Dolan's Lake (8½). First part a little hilly, but rest easy riding.

3. After crossing the Marsh Bridge, take right fork, following direct road to Loch Lomond (10). First two miles hilly, afterwards it is quite free from hills. Good fishing in lake. The Churchland's Road,



connecting the Golden Grove and Loch Lomond Roads (Nos. 2 and 3), offers an opportunity for a good round trip. Loch Lomond Road (see No. 3), six miles to Churchland's Road, take turning to left. This connects with Golden Grove (see No. 2), five miles from city.

4. Take Princess street ferry to Carleton (West St. John); thence *via* Rodney, Ludlow and St. John streets to Lancaster Heights. A good view of the city is obtainable from Martello Tower. Keep direct road to Asylum corner (Fairville on left); turning sharp to right, you may return to St. John *via* Suspension Bridge and Falls.

5. Follow above route to Asylum Corner. Keep straight road through Fairville and down Mahogany Road to Spruce Lake. A beautiful view of the Bay of Fundy is obtainable along this route. On return trip keep left fork at Asylum Corner *via* Suspension Bridge, Douglas avenue, and Main street to St. John.

For Road Books, and all information regarding wheeling, apply to J. M. Barnes, Chief Consul C. W. A., Box No. 19, St. John, N. B.

DRIVES *Via Marsh Road, Drury Cove (5) and Rothesay (9)* on the Kennebecasis River. Rothesay is the most popular of St. John's suburban resorts, and is a very attractive village, largely composed of summer homes and camps. At Rothesay there is an excellent hotel. It would well repay the tourist to extend his drive to Gondola Point (15), one of the most beautiful spots in the vicinity of St. John. The road from St. John to Rothesay and to Gondola Point is excellent.

The **Fernhill Cemetery** (2) is noted for its great natural beauties, and much is now being done by art to make the Cemetery more beautiful. The road to Fernhill is excellent. (See Fernhill Cemetery, page 7).

Loch Lomond and Silver Falls, on the Loch Lomond Road, are popular resorts. There is good fishing in Loch Lomond, and a comfortable hostelry close to the Lake.

Golden Grove Road, branching from the Marsh Road, three miles from St. John, is an exceptionally beautiful country highway, skirting many of the picturesque lakes with which the County of St. John is dotted.

The **Red Head Road** runs along the shore of the Bay, and offers beautiful scenery of sea and shore. At Mispec, on this road, there is a large Pulp Mill, which would repay inspection to any interested in this great industry.

Main Street and Douglas Avenue lead to the Falls. (See famous Reversing Falls, page 6).

From the Falls the drive should be extended to **Lancaster Heights** and to the **Martello Tower**, where beautiful views of the city, harbor and bay are obtained; or through Carleton (West St. John) to the site of **Fort La Tour**; or to the **Bay Shore** and **Duck Cove**, both charming places, where the best of sea bathing is to be had. (See Martello Tower and Fort La Tour, page 2). This drive can also be extended down the **Manawagonish Road**, from which views of the bay and entrance to the harbor are obtained; or by the road along the river to South Bay, Grand Bay, or Westfield.

Main Street and Adelaide Road lead to **Millidgeville**, where the Royal Kennebecasis Yacht Club has its quarters. Millidgeville is on the Kennebecasis River, about two miles from the junction of that river with the St. John. (See Yachting, page 10).

Bayswater is reached by ferry from Millidgeville. Teams can be taken over the ferry, and the sail among the Islands of the Kennebecasis to Milkish and Bayswater will be found very enjoyable.

The road at Bayswater skirts the river bank and is replete with the most attractive scenery.

Pokiok.—The drive from Indiantown, as the River Port of St. John is called, among the great limestone hills of Pokiok, will be found very enjoyable. The scenery here is unexcelled, beautiful views of river meeting the eye at every turn.

Rockwood Park and Mount Pleasant, as the hill to the north of the city is called, are among the chief attractions of St. John, and a drive through the Park, returning by Mount Pleasant, and extended to Fort Howe, can never fail to be enjoyed. (See Rockwood Park, page 5).

A Pleasant Round Trip.—Buckboards will call at hotels and at Tourist Bureau every morning at 10.30 o'clock, and every afternoon at 2.30 o'clock, weather permitting, Sunday excepted. The route is from the City to Rockwood Park, thence *via* Mount Pleasant, Fort Howe to Falls; from the Falls, *via* Lancaster Heights, to Martello Tower, returning to the City by Carleton Ferry. Fare for the round trip 50 cents. This drive occupies about two hours.

Livery and Hack Rates.—The livery rates in St. John are not excessive, and stables will be found exceptionally well equipped.

Hack Fares—From Railway Station or Steamboat Landing to Hotels, or to or from any points in main portion of the city, 30 cents.



TROUT FISHING.

Trout Fishing is to be had at **Loch Lomond**, easily reached by wheel or carriage.

Garnett Stream, on the Loch Lomond Road, 15 miles from the city, and **Treadwell's Lake**, 10 miles on Loch Lomond Road, are also good places. At **St. Martins**, 30 miles from St. John, reached by I. C. R. and Central Railway, or by stage, there is abundant trout fishing.

New River, Bonny River, and Lake Utopia, on the New Brunswick Southern Railway, are exceptionally good places.

There are also numerous and beautiful lakes near Bonny River, in which the fishing is unexcelled.

For particulars apply at Tourist Bureau.



RIVER TRIPS.

It is not intended to attempt any description of the beauties of the St. John River in this pamphlet. All who have enjoyed a trip on the St. John River are unanimous in stating that for beautiful and varied natural scenery the St. John is unequalled. For the guidance and convenience of the visitor, the sailings of the river steamers are given.

Fredericton and Intermediate Points.— Steamers of the Star Line leave St. John (North End) every morning (excepting Sunday) at 9 o'clock for Fredericton and intermediate points. Fare to Fredericton, \$1.00. A pleasant round trip— to Fredericton by steamer, returning to St. John by C. P. Railway, arriving at 10 p.m. Fare, \$2.00; good for day issued, or following day only.

Gagetown and Intermediate Point.— Steamer "Majestic" leaves St. John (North End) daily (except Sunday), at 5 p.m., returning to St. John at 8.30 a.m. Round trip, \$1.25. Saturday to Monday excursion, 75 cents.

Hampstead and Intermediate Points.— Steamer "Hampstead" leaves St. John (North End) every day (excepting Sunday) at 4.00 p.m. Leaves Hampstead every morning at 6.00 a.m. Fare, 50 cents.



Washademoak Lake and Intermediate Points.— Steamer "Star" leaves St. John (N. E.) Tuesdays, Thursdays and Saturdays at 10.00 a.m., returning on alternate days at 2.00 p.m. Fare to Narrows or Washademoak Lake, 75 cents; return, \$1.25.

Belleisle Bay and Intermediate Points.— Steamer "Springfield" leaves St. John (North End) at 12.00 a.m. on Tuesday and Thursday, and at 2.00 p.m. on Saturday, returning Monday, Wednesday and Friday at 1.00 p.m. Fare to Belleisle Bay, 50 cents; return, \$1.00.

Grand Lake and Intermediate Points.— Steamer "May Queen" leaves St. John (North End) on Wednesday and Saturday mornings at 8.00 a.m. Fare, \$1.25; return, \$2.50.



A Round Trip.— From St. John to Chipman, Grand Lake, by steamer "May Queen;" thence by Central and Intercolonial Railways to St. John. The Grand Lake marshes for duck shooting.

The Kennebecasis River.— Steamer "Clifton" leaves St. John (North End) for Hampton and Intermediate points on Tuesday and Thursday mornings at 9.00 a.m., returning to St. John the same evenings at 6.25 p.m.

Excursion rates on all river lines, issued Saturday, good until following Monday.

A Pleasant Round Trip.— From St. John to Hampton by steamer "Clifton," returning *via* Intercolonial Railway, at either 1.30, 2.30, 4.58, 6.15, 9.05 p.m. Fare for the round trip, 80 cents. On Saturday the "Clifton" leaves St. John at 3.00 p.m., returning on Monday morning.



TRIPS BY RAIL.



CANADIAN PACIFIC RAILWAY.

From **St. John to Westfield** (14) the railway follows close along the shore of the River St. John, and gives the traveller a continuous panorama of most beautiful scenes. Westfield is a charming spot, and would well repay a visit.

Fredericton (80) is the capital of the Province, and contains much of interest to the Tourist. Here are the Parliament Buildings, the Anglican Cathedral, the University of New Brunswick, and the Provincial Normal School. A pleasant round trip from St. John to Fredericton by boat and return by Canadian Pacific Railway, or *vice versa*. Further north from Fredericton is **Woodstock**, a pleasant town, situated in the centre of what is probably the best agricultural district in the Province. From Woodstock the railway closely hugs the shore of the river, which is here in decided contrast to the Lower St. John. In places great hills arise on either side, and the gorge of the river is much narrower and the water more rapid.

Andover, being situated at the mouth of the Tobique River, is the starting point for the game regions of the Tobique. About twenty miles from Andover are the **Grand Falls**. No Tourist should visit New Brunswick without seeing these Falls.

Beyond Grand Falls is **Edmundston** and the great sporting and camping grounds of the Squatook and Temiscouata.

A branch of the Canadian Pacific Railway from McAdam Junction takes the traveller to **St. Stephen** and **St. Andrews** on Passamaquoddy Bay.

THE INTERCOLONIAL RAILWAY

traverses the whole of the eastern coast of New Brunswick, and also the greater portion of the northern section of the Province. Six miles from St. John the railway follows closely along the bank of the Kennebecasis River to the beautiful village of **Rothsay** (9), which is described elsewhere.

Hampton (22) is a pretty village, and here connection is made with the Central Railway for **St. Martins**, a charming resort on the Bay of Fundy.

Sussex (40) is a prosperous village situated in an excellent agricultural country.

At **Moncton (90)**, known as the "Railway Town," the Intercolonial Railway has its head offices. The great attraction at Moncton is the wonderful Tidal Bore of the Petitcodiac River. Here the railway divides, one line running east and south through the beautiful marshes of the Memramcook and Tantramar to Dorchester and Sackville, and on into Nova Scotia, which Province is completely traversed by this Railway system.

At **Painsec Junction**, eight miles from Moncton, connection is made for Point du Chene on the Northumberland Straits, where steamer is taken for Prince Edward Island, the beautiful green isle of the gulf.

Starting from Moncton, the other branch of the I. C. R. runs north through the counties of Kent, Northumberland, Gloucester and Restigouche, amid varied and beautiful scenery, past rivers where trout and salmon abound, until the far-famed Metapedia River. In the Province of Quebec, is reached.

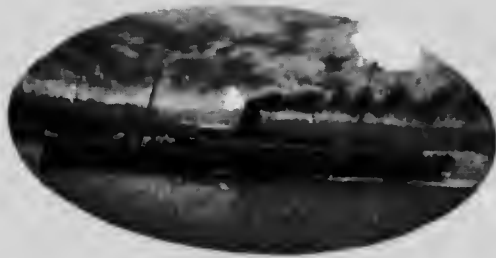
THE NEW BRUNSWICK SOUTHERN RAILWAY.

The **New Brunswick Southern Railway**, starting from West St. John, runs along the coast for some distance, and through the Counties of St. John and Charlotte to St. Stephen. This line traverses a district full of lakes and streams, in all of which trout and togue are plentiful.

At **New River** and **Bonny River** there is particularly good fishing. Both of these places are within easy reach of St. John. At Bonny River there is a good hotel, and here guides, etc., can be obtained if the Tourist wishes to take a trip through the beautiful lakes of this section. This portion of the Province is also noted for excellent deer shooting.

Wherefore, let us be thankful that there are still thousands of cool green nooks beside crystal springs, where the weary soul may hide for a time, away from debts, duns, and devilttries, and a while commune with nature in her undress.

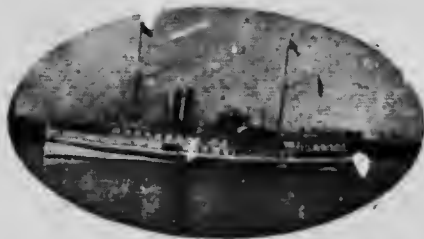




SEA TRIPS.

Dominion Atlantic Railway.— One of the most enjoyable excursions from St. John is the trip to Digby by the Clyde built steamer "Prince Rupert," sailing from St. John every morning at 7.45 a.m., returning same afternoon at 5.20 p.m. Connections are made with all points in the Annapolis Valley, and with Halifax and Yarmouth.

For further information apply at the Dominion Atlantic Railway Co.'s office, 114 Prince William street.



Eastern Steamship Co.— The palatial steamers of this line offer opportunities for pleasant excursions to Grand Manan, Campobello, Eastport, and the Islands of Passamaquoddy Bay. Direct steamer for Boston leaves St. John Tuesdays and Saturdays at 6.30 p.m.

Apply at Eastern S. S. Co.'s office, 307 Prince William street.

Grand Manan Steamship Co.— Steamer of this line leaves St. John for North Head, Grand Manan, *via* Eastport and Campobello, every Friday at 9.30 a.m. Return steamer, leaving Grand Manan Thursday at 6.30 a.m., arrives at St. John same afternoon.

BRIEF HISTORICAL SKETCH.



IN the month of June, 1604, a little French ship sailed into our harbor and dropped anchor. Upon her deck stood Champlain and De Monts, men afterwards famous in the history of this country. In honor of the day—the festival of St. John the Baptist—they named the river St. John.

There are many picturesque incidents connected with our history; none more so than the gallant defence, by Lady La Tour, of her husband's home and fort against Charnisay. The site of the fort, it is supposed, was on the western side of the St. John harbor. Of this pathetic incident a full description is obtainable from Hannay's History of Acadia, or Hay's Canadian History Readings.

On May 18th, 1783, there landed here twenty shiploads of United Empire Loyalists, who numbered about 3,000. These commenced with vigor to build a city, which, though it has passed through many vicissitudes, is nevertheless a credit to its founders.

In 1784 the Province of New Brunswick, which had hitherto been part of Nova Scotia, was constituted a separate province. On the 18th of June, 1784, the first great fire occurred. Gen. Thomas Carleton was appointed Governor of New Brunswick, and on November 22nd held his first council.

Supreme Court convened 25th November, 1784, George D. Ludlow being first Chief Justice. Fort Howe Hill, in rear of city, bears the remains of the old stone barracks where lived, as a common soldier, William Cobbett, who afterwards was a member of the British House of Commons.

On April 4th, 1787, Hon. Gabriel Ludlow was appointed first Mayor of St. John. His monument, together with that of his wife, still remains in the old graveyard, near the Presbyterian Church, Carleton.

Towards the close of 1812, the Martello Tower, still in sight upon the heights of Carleton, was built. On March 20th, 1820, the Bank of New Brunswick was established. January 14th, 1837, a great fire occurred. January 1st, 1860, change of currency to decimal system. Wednesday, 27th June, 1877, two-thirds of the city was swept by fire. 13,000 people were rendered homeless, and the financial loss involved was about \$20,000,000.

MISCELLANEOUS INFORMATION.

Band Concerts.— Enquire at Tourist Bureau, or consult the daily papers, as to when and where Concerts are to be given.

Postal Rates.— The rate on letters for destination in Canada and United States is two cents for one ounce, or fraction of ounce; for destination in Great Britain two cents per half ounce.

Book Packets, one cent for two ounces. *Photographs*, one cent for two ounces. *Parcels*, other than books or printed matter, one cent for two ounces.

To American Visitors.— Do not use United States Stamps.

Illustrated Post Cards.— These can be obtained from the principal Bookstores, and at the Tourist Bureau. A set consists of nine cards, each being illustrated with an attractive picture typical of St. John, and embossed in colors, with the Royal Coat of Arms, or the Arms of Canada, New Brunswick, or the City of St. John. 10 cents a set of six or 15 cents a set of nine.

Tides.— The great tides of the Bay of Fundy are a never failing source of wonder to the visitor. The ordinary rise and fall at St. John is from twenty to twenty-seven feet. The effect of the tides on the River St. John is seen at the Falls, and the excursions in the harbor give great opportunity for studying them.



ST. JOHN CITY CORPORATION.

Walter W. White, Esq., M.D., Mayor.
John B. M. Baxter, Deputy Mayor.
Charles N. Skinner, K.C., Recorder.
Herbert E. Wardroper, Esq., Common Clerk.
Frederick Sandall, Esq., Chamberlain.

ALDERMEN:

Thomas R. Hilyard.	Samuel Tufts.	Robert Maxwell.
James O. Stackhouse.	Thomas H. Bullock.	T. Barclay Robinson.
John B. M. Baxter.	Joseph B. Hamm.	Thomas Millidge.
William Lewis.	Alexander W. Macrae.	William Christie.
John McMulkin.	John McGoldrick.	

NEW BRUNSWICK TOURIST ASSOCIATION.

HONORARY MEMBERS OF THE EXECUTIVE COMMITTEE:

His Honor the Lieutenant Governor.
Hon. A. T. Dunn. Hon. H. A. McKeown. Hon. William Pugsley.
His Worship the Mayor of St. John.
The President of the Board of Trade.
J. D. Hazen, Esq., M.P.P.
George Robertson, Esq., M.P.P.
Charles B. Foster, Esq., District Passenger Agent, C. P. Railway.
J. M. Lyons, Esq., General Passenger Agent, Intercolonial Railway.

EXECUTIVE COMMITTEE:

W. S. Fisher, President.		
E. A. Schofield, 1st Vice-President.		
Dr. G. U. Hay, 2nd Vice-President.		
O. H. Warwick, Treasurer.		
W. G. Lee.	E. L. Rising.	W. F. Hatheway.
D. J. McLaughlin.	T. H. Bullock.	A. C. Currie.
Raymond & Doherty.	Miss M. P. Peters.	T. H. Estabrooks.
	R. S. Orchard.	



TOURISTS' DIRECTORY.

- Post Office, corner Prince William and Princess Streets.
Unlon Depot, Mill Street.
American Express Office, 20 Canterbury Street.
Dominion Express Office, 16 King Street.
Maritime Express Office, 114 Prince William Street.
Eastern S. S. Co.'s Office, 307 Prince William Street.
Dominion Atlantic Railway Office, 114 Prince William Street.
C. P. R. Up-town Ticket Office, 49 King Street.
I. C. R. Up-town Ticket Office, 7 King Street.
Custom House, 205 Prince William Street.
U. S. Consul's Office, 162 Prince William Street.
Canadian Pacific Telegraph Office, 106-110 Prince William Street.
Western Unlon Telegraph Office, 1 King Street.
River Steamer Offices, Indiantown.
West Side Ferry, foot of Princess Street.
Y. M. C. A. Rooms, 30 Charlotte Street.
Board of Trade Rooms, 85 Prince William Street.
N. B. Tourist Association, Office, 85 Prince Wm. Street.

Tourists' Information Bureau, Board of Trade Rooms, No. 85 Prince William Street, is open every week day from 9 o'clock a.m. to 5.30 o'clock p.m. Here full particulars regarding any matters mentioned in this Guide can be had, and visitors will receive a cordial welcome from the lady in charge.

A complete list of hotels and boarding houses, both in the city and throughout the province, and fishing resorts, with rates and other necessary information, is kept on file.

Tourist literature, railway and steamboat folders and time-tables can be had on application.



ROCKWOOD PARK. ST. JOHN N. B.

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This Booklet can be obtained at Hotels and Ticket Offices
also at Tourist Information Bureau, Board of Trade Rooms, No.
85 Prince William Street, Saint John, N. B.



