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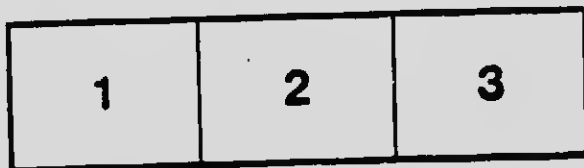
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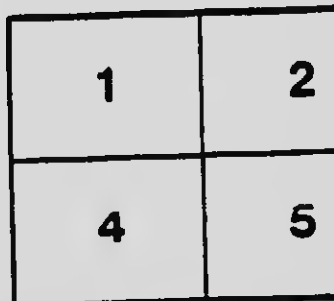
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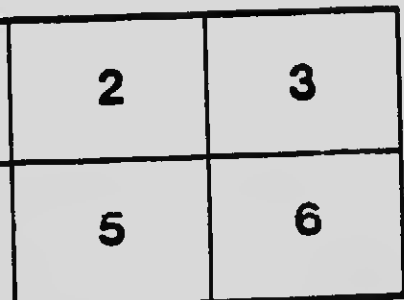
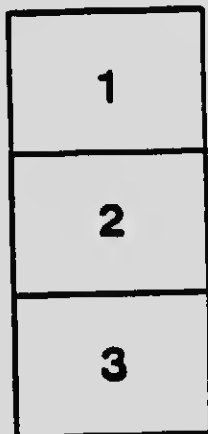
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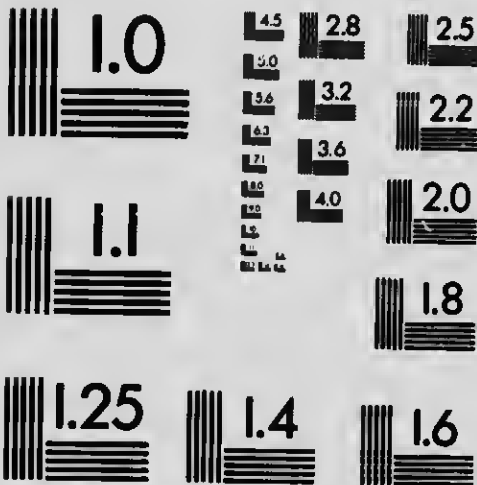
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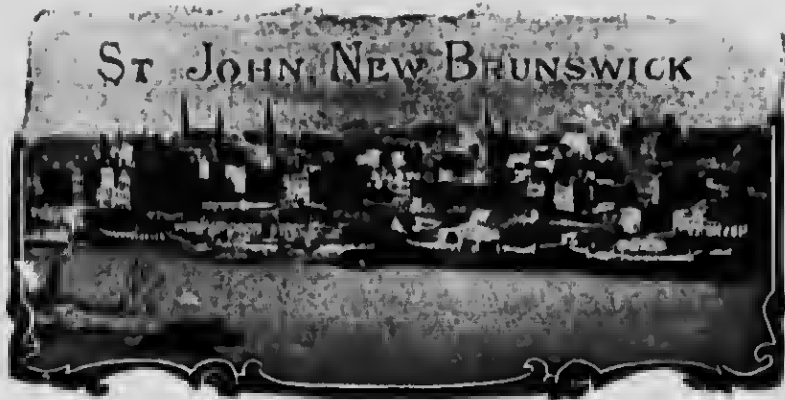
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WHAT TO SEE IN THE CITY AND VICINITY AND HOW TO SEE IT.

A FEW FACTS.

St. John is the most populous and progressive City of the Canadian Maritime Provinces.

It is prominent as a commercial centre, and the home of many industries, but chiefly noted as Canada's all the year round shipping port, and the Atlantic terminus of the Transcontinental Railway Systems of Canada, having connections with all parts of the world.

Having an ice-free harbor, it is the Canadian terminus in winter for the Transatlantic steamship lines, and through its doors passes a great share of the imports and exports of Canada and United States.

During the winter season of November to April, 1910-11, there were 126 sailings of Transatlantic steamers from this port, carrying away upwards of \$25,000,000 worth of exports. The lumber shipments from the port amounted to \$1,285,611.

But its chief interest for the tourist is in the cool, bracing summer climate, and its convenience as a centre from which to take side trips to the fishing, hunting, scenic and historical places throughout the Provinces.



St. John has excellent hotel and boarding house accommodation at reasonable prices.

Evenings always cool, air pure and refreshing, malaria and mosquitoes unknown.

It is situated at the mouth of a noble river, navigable for over 100 miles, having many large tributaries, and this whole inland watercourse is famous for the beauty of its ever-varying scenery.

Population about 52,000.

Excellent Street Railway Service.

Railway and Steamship service in all directions.

Largest Trade Distributing Centre in the Maritime Provinces.

Seventeen Banks and branches.

Splendidly equipped Fire Department.

An effective Police Department.

Numerous fine Public School Buildings.

A Free Public Library Building, costing \$50,000.

Forty-four Churches, representing eleven denominations.

Four Daily Newspapers.

Extensive Parks and Public Gardens.

Fine Beaches and Sea Bathing Resorts.

Magnificent River for Yachting and Suburban life.

Y. M. C. A. Building.

Seamen Institute.

Two Automobile Garages.

Yacht Club, Golf Club and Tennis Club.

Men's and Women's Canadian Club.

Glorious Summer Climate and favorite Summer Resorts.

A Tourist Association and Bureau of Information.

BRIEF HISTORICAL SKETCH.

ON the 24th of June, 1604, a little French ship sailed into what is now called the Harbor of Saint John, and dropped anchor. Upon her deck stood Champlain, DeMonts and Poutrincourt, men afterwards famous in the history of the 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 LaTour, 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.

The period of English occupation dates from the 20th September, 1758, when Col. Robert Monckton landed on the west side of the harbor with a strong party, and, having put to flight the French and their Indian allies, erected Fort Frederick, on the site of the old French fort. The post was occupied by a garrison of Massachusetts troops for some years.

The first permanent English settlers on the River St. John arrived in 1762—a little colony from Massachusetts under the leadership of Capt. Francis Peabody. They became the founders of Maugeville and Sheffield.

On the 16th April, 1764, James Simonds and James White, of Haverhill, Mass., landed at St. John with a company of thirty persons to engage in the fishery, lime burning, manufacture of lumber, and to trade with the Indians. They established themselves at Portland Point, where they were joined a little later by William Hazen, of Newburyport. The old Hazen House, built in 1773, is yet standing (much modernized), at the corner of Simonds and Brook Streets.

On May 18th, 1783, there landed here twenty ship-loads 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 the rear of the 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 May 18th, 1785, 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.

In April, 1816, the first steamer on the St. John River, the "General Smyth," was launched. It was not until 1840 that the first steam ferryboat, the "Victoria," began to ply between St. John and Carleton, previous to which time rowboats and scows were used. The first steam sawmill in New Brunswick started operations at the Strait Shore, St. John, in the presence of the Governors of Nova Scotia and New Brunswick, and other notables, July 29th, 1822.

The City of St. John suffered great losses in the conflagrations of 1823, 1824 and 1837, and again in 1841 and 1849, but all of these were dwarfed by the "Great Fire" on Wednesday, June 20th, 1877, when two-thirds of the City was reduced to ashes, 13,000 people rendered homeless, and the financial loss involved about \$20,000,000.

FORT LA TOUR.

At the foot of Middle Street, Carleton (West St. John), may be seen the remains of some earthworks popularly supposed to mark 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 LaTour, 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 Lady La Tour, who died heartbroken, the victim of the treachery of a pitiless foe, are incidents in the most thrilling tragedy in the early history of Acadia. When, in 1758, the British completed the conquest of this part of Acadia, Fort Frederick was erected on the site of Fort LaTour. The "Old Fort," as this place is now called, is only a short distance

from landing of Carleton Ferry. The Electric Light Station stands on the site of the "Old French Burial Ground," in which were interred Governor Villebon, and not improbably the heroine of Acadia, the Lady La Tour.



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 Royal Engineers, then stationed at St. John, with the assistance of the 104th Regiment of Foot — recruited in the Province for the Imperial service. The walls of the Tower are six feet thick, and all the stone used in the construction was conveyed by the troops 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 has a fine collection of souvenirs and antiquities on exhibition inside the Tower, which is open from 10 to 12 a.m., 2 to 6 and 7 to 9 p.m. Tickets, 10 cents each. Children under 12 years of age free when with older people. School children free when accompanied by teachers. Bockboards call at the Tower. The view from this point about sunset is particularly fine.



THE LA TOUR CANNON.

The old French Cannon on Queen Square is an int. resting relic of the period of French occupation. It is believed to have been formerly mounted upon the ancient fortifications erected by the French, and may even have formed a part of the armament of Fort La Tour. When Colonel Monckton, on September 20th, 1758, took possession of the old Fort in Carleton, he decided to rebuild it and to utilize whatever remained of its defences "as so much work ready done to our hands." It seems probable that when Fort Frederick was dismantled, the old Cannon was removed to the King's batteries at Reed's Point. It was found there near the site of the "Old Graveyard Battery," in 1895, deeply imbedded in the mud, by workmen employed in excavating for the foundation of a large building. The New Brunswick Historical Society, having obtained it from its rescuer, Colonel A. J. Armstrong, formally presented it to the City in June, 1906, on the anniversary of the discovery of St. John by Champlain.

CHURCHES.

Space will not permit to describe all the Churches in St. John, but a few facts of some of the more interesting will be useful to the visitor. In all the Protestant Churches there are Services with Sermons at 11 00 a.m. and 7.00 p.m. on Sundays.

Church of England.

TRINITY CHURCH, a beautiful stone edifice in the late early English Gothic style, is situated between Germain and Charlotte Streets, fronting on Germain. First founded of all Churches in the City, it traces its descent from the Loyalists, and has within its walls an interesting memento of its origin — the Royal Arms, which once adorned the old State House in Boston, and sat in mute judgment upon the famous Tea Debates. Few tourists visit St. John without seeing this historic relic. Situated in the midst of the most prominent hotels, Trinity is thronged with summer visitors. The new organ, considered the finest in the Maritime Provinces, and the strong surplice choir, render the services bright and musical. Not new, but of lasting influence on the inhabitants of St. John are Trinity Chimes. They have struck the hours and played their tunes over our forefathers, and their sweet notes recall potent memories, and ever invite the thoughts of men to high and holy things.

Rev. R. A. Armstrong, M.A , Rector.

ST. JOHN'S CHURCH, known as the Stone Church, was for many years the only Church structure not of wood in the City. It is finely situated, fronting the northern termination of Wellington Row and Germain Street. It was erected in 1824 as a Chapel of Ease to Trinity Church, and was served by the Rectors and Curates of



TRINITY CHURCH

that Church until 1853, when it became the Parish Church of the newly erected Parish of St. Mark. The Rev. George Mortimer Armstrong, the first Rector, held the position until October, 1887, and in 1888 the Rev. John deSoyres became the Rector, and remained in office until his death in February, 1905. The Rev. Gustav Adolf Kuhring, the present Rector, took charge in the month of June following. The large stone schoolhouse adjoining was completed in 1891. The view from the tower of this Church



ST. JOHN'S (STONE) CHURCH

is one of the finest in the City. This is the oldest Church standing in St. John, with the exception of St. George's Church, on the West side of the harbor — Rev. G. A. Kuhring, Rector.

ST. JAMES' (Broad Street).—Rev. H. A. Cody, Rector.

ST. LUKE'S (Main Street) —Rev. R. P. McKim, Rector.

ST. PAUL'S (Valley).—Rev. E. B. Hooper, B.A., Rector.

ST. MARY'S (Waterloo Street).—Ven. Archdeacon Raymond, M. A., LL.D., Rector.

ST. GEORGE'S (West End).—Rev. W. H. Sampson, B.D., Rector.

MISSION CHURCH OF ST. JOHN BAPTIST (Paradise Row).—Rev. D. Convers, Priest in charge; Rev. H. A. Collins, Assistant. Holy Eucharist, 8; Matins, 10.15; High Celebration, 11; Choral Evensong, 7. Seats free. Phone: M. 2181.

ST. JUDE'S (West End).—Rev. G. F. Scovil, M. A., Rector.

Church of England Institute, also S. P. C. K. Depository, 119 Germain Street, open 8 a.m. to 10 p.m.

Congregational.

UNION STREET.—Rev. J. T. Tucker, Pastor.

Presbyterian.

ST. ANDREW'S CHURCH, situated on Germain Street, between Princess and Duke Streets, is the oldest Presbyterian Church in New Brunswick, being founded in 1784. The present beautiful Gothic building, with its imposing free-stone front, was erected in 1877, at a cost of \$75,000. It is generally regarded as one of the finest Presbyterian edifices in Canada. Besides the main auditorium, which seats a thousand, there are two large lecture rooms and numerous classrooms. The large pipe organ, built by Hook

& Hastings, of Boston, is one of the most excellent in the City. The first settled pastor was Rev. George Burns, D.D., who was inducted in 1817. Rev. David Lang, M.A., B.D., a graduate of Edinburgh and New York, has been minister since May 31st, 1904. Visitors to the City are cordially invited to inspect the building during the week, and are heartily welcome to the services on Sunday.



ST. ANDREW'S CHURCH



ST. DAVID'S CHURCH

ST. DAVID'S CHURCH, situated on Sydney Street, between Princess and Duke Streets, has the largest Presbyterian congregation in the City. The edifice is a large pressed brick structure, with stone trimmings, and seats 1,050 people. A large number of tourists worship in St. David's during the summer, and strangers are always cordially welcomed. Rev. A. A. Graham, B.D., Minister.

ST. JOHN'S (King Street East).—Rev. J. H. A. Anderson, Minister.

CALVIN (Corner of Carleton Street and Wellington Row).—Rev. L. A. MacLean, Minister.

ST. STEPHEN'S (City Road).—Rev. Gordon Dickie, Minister.

ST. MATTHEW'S (Douglas Avenue).—Rev. J. James McCaskill, Minister.

CARLETON.—Rev. H. R. Read, B.D., Minister.

FAIRVILLE.—Rev. W. M. Townsend, M.A., Minister.

United Baptist.

GERMAIN STREET BAPTIST HOUSE OF WORSHIP stands at the corner of Germain and Queen Streets, facing on Germain. It is a brick structure with stone trimmings. Its interior is bright and pleasing, seating about 750. The present building was erected on the site of one destroyed by the great fire of 1877. The Germain Street Church is the oldest of the Baptist Churches in St. John, being founded in 1810. From it other churches have gone out and are now worshipping in different parts of the City, Main Street Church at North End, having a very large and still increasing membership. In this old mother Church, in earlier days, labored some of the fathers of the Baptist denomination



GERMAIN STREET BAPTIST CHURCH

in the Maritime Provinces. Of these we mention Theodore Harding, Charles Tupper, father of Sir Charles Tupper, and Samuel Robinson, all men of precious memory. Rev. Frederick S. Porter, M.A., B.D., Pastor.

MAIN STREET.—Rev. D. D. Hutchinson, Pastor.

WATERLOO STREET.—Rev. F. H. Wentworth, Pastor.

BRUSSELS STREET.—Rev. Myles McCutcheon, B. A., Pastor.
 THE TABERNACLE.— Pastor.
 CARLETON (Charlotte Street).—Rev. A. J. Archibald, Pastor.
 VICTORIA STREET, N.E.—Rev. B. H. Nobles, Pastor.
 LEINSTER STREET.—Rev. W. Camp, M. A., B. D., Pastor.
 FAIRVILLE.—Rev. H. Boyer, Pastor.
 CARLETON (Ludlow Street).—Rev. W. R. Robinson, M. A., B. D.,
 Pastor.

Synagogue.

SYNAGOGUE (Hazen Avenue).—Bernard L. Amdur, Rabbi;
 Louis Green, President. *Services.*—Friday, 8 p.m., summer; 7
 p.m., winter; Saturday, 9 a.m. *Lectures.*—Friday night (English);
 Saturday morning (Hebrew). Progressive Orthodox. Semi-Reform
 Ritual. Hebrew School attached to Synagogue. Sunday School in
 English.

Methodist.



QUEEN SQUARE METHODIST CHURCH.

QUEEN SQUARE CHURCH is a very handsomely built Gothic structure of native stone. Visitors are much impressed by the beauty of its design and admirable acoustic properties. The congregation worshipping in this imposing edifice was organized on the first Sunday in October, 1791, and it is consequently the oldest congregation in St. John, its membership at the present time being a particularly large and active one. Rev. Wilfred F. Gaetz, Pastor.



CENTENARY CHURCH

CENTENARY CHURCH occupies a commanding site at the corner of Princess and Wentworth Streets, in an attractive residential portion of the City. This stately and impressive Gothic edifice is built of gray limestone, and is the largest, as well as one of the finest churches in the City. Its Chapel, admirably adapted for all Sunday School and congregational work, is one of the most beautiful on the continent. This Church is the home of a large and influential congregation.

Rev. C. R. Flanders, D.D., Pastor.

EXMOUTH STREET.—Rev. W. W. Brewer, Pastor.

PORTLAND STREET.—Rev. H. D. Marr, Pastor.

CAELETON.—Rev. Jacob Heaney, B.A., Pastor.

CAEMATHEN STREET.—Rev. T. J. Deinstadt, Pastor.

ZION.—Rev. W. Lawson, Pastor.

FAIRVILLE.—Rev. Geo. A. Ross, B.A., Pastor.

Christian (Disciples of Christ).

CORVUG STREET.—

DOUGLAS AVENUE.—Rev. J. Chas. B. Appel.

Christadelphian.

CHRISTADELPHIAN HALL, 162 Union Street. Services at 11 a.m. and 7 p.m. All are welcome.

First Church of Christ Scientist.

Services.— Sunday, 11 a.m. Wednesday, 8 p.m. A Reading Room is connected with the Church, open daily (Saturday and legal holidays excepted), from 3 until 5 p.m.

Roman Catholic.

THE CATHEDRAL OF THE IMMACULATE CONCEPTION.— 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.



CATHEDRAL.— Right Reverend T. Casey, D.D., Bishop of St. John. Reverends A. W. Meahan, D. S. O'Keeffe, W. Duke and M. O'Brien. *Sunday Services.*— Mass, 7, 9, 11 a.m. Vespers, 3.15 p.m.

ST. JOHN THE BAPTIST (Broad Street.)— Very Rev. W. F. Chapman, V.G., and Rev. J. W. Holland. *Sunday Services.*— Mass, 8, 10 a.m. Vespers, 7 p.m.

ST. PETER'S.— Rev. J. A. Duke, C.S.S.R., and Reverends Jos. Borgmann, C.S.S.R.; M. Maloney, C.S.S.R.; E. J. Holland, C.S.S.R., and J. O'Regan, C.S.S.R. *Sunday Services.*— Mass, 6, 7.30, 9, 10.30

R. C. CATHEDRAL
a.m. Vespers, 7.30 p.m.

HOLY TRINITY (Canon Street)— Rev. J. J. Walsh. *Sunday Services.*— Mass, 8, 10 a.m. Vespers, 7.15 p.m.

ST. ROSE (Fairville).— Rev. C. Collins. *Sunday Services.*— Mass, 8, 10 a.m. Vespers, 3.30 p.m.

CHURCH OF THE ASSUMPTION (Carleton).— Rev. J. J. O'Donovan. *Sunday Services.*— Mass, 8, 10 a.m. Vespers, 7 p.m.

PUBLIC BUILDINGS.

PUBLIC BUILDINGS worthy of inspection are the CITY MARKET, extending from Charlotte to Germain Streets, entrance opposite King Square; the CUSTOMS HOUSE, Prince William Street, a particularly beautiful building, conceded to be the finest of its kind east of Boston and west of Montreal; the CITY HALL, Prince William Street, and the POST OFFICE, just opposite City Hall.



HIGH SCHOOL .

SCHOOLS.— The principal Schools are the High School on Union Street, and St. Vincent's High School on Cliff Street; the Victoria, Centennial, Alexandra, St. Thomas, Aberdeen, Winter Street and Annex, St. Peter's, St. Malachi's, St. Joseph's, Albert, Dufferin, and LaTour School, West End.

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

THE YOUNG MEN'S CHRISTIAN ASSOCIATION is one of the many factors of the world warring against evil. Its methods of warfare are distinctive and peculiar, inasmuch as its object is to present the purer side of life to mankind in such an attractive form that there remains no desire for the other side. Those engaged in the work in St. John have felt for some time the need of a new plant for carrying on this work. A most generous response on the part of citizens to the appeals for help has enabled the Association to erect the handsome



Y. M. C. A. BUILDING

building shown in the illustration. Its cost is in the vicinity of \$60,000; it is modernly equipped with gymnasium, a very fine large swimming tank, numerous lockers, class and assembly rooms, reading rooms and rooms for games and pastimes. In fact, every pure attraction that is possibly suited for mind and body of the young man is included. "Man is the noblest work of God." The endeavour of the Y. M. C. A. is to place proper guards around this "noblest work," and keep it unspotted and untrammelled from vice.

CUSTOMS HOUSE.—The first building on the lot on which the Customs house now stands was erected by the late John Walker in 1842, who designed it for a warehouse. It cost £12,000 sterling. Afterwards it was leased by the Provincial Government, for the purpose of a Customs House, at a rental of \$4,000 per annum. It had then come into possession of Alex. Keith, of Halifax, and George McLeod, of St. John. In 1870, after the Confederation of



CUSTOMS HOUSE

the Provinces, the property was purchased by the Dominion Government for \$71,250, and a large amount of money was expended in alterations and improvements. On June 20th, 1877, the building was destroyed by fire, after which work was commenced on a new edifice at a cost of \$316,780. This building was also destroyed by fire originating in itself on the 19th March, 1892, and was replaced by the present handsome structure.

THE FREE PUBLIC LIBRARY BUILDING, presented by Mr. Carnegie, was completed in 1905. The situation on Hazen Avenue is central

and commanding. The Library itself was founded in 1880. There are now about 22,000 volumes on the shelves, while an excellent reading room is well supplied with periodical literature.



FREE PUBLIC LIBRARY

The Library is open to all citizens on the recommendation of the Mayor, an Alderman or one of the Commissioners. It is open also to visitors to the City on their making a deposit of \$5 with the Librarian, which will be refunded on surrender of the Library Card.

The different Fire Stations in the City will be found well equipped, and are worthy of a tour of inspection.

OTHER POINTS OF INTEREST.

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 Sir S. L. Tilley, twice Lieutenant-Governor of New Brunswick, and at one time Finance Minister of Canada. The statue is the work of Philippe Hebert, the Canadian sculptor. There is also a statue to 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. There has also recently been erected in this Square a new bandstand, and a number of band concerts will be held during the summer months. The stone building facing the Young monument is the Court House, behind which are the Gaol and Police Station.



NEW BANDSTAND, KING SQUARE



MARKET SLIP

THE OLD BURYING GROUND (lying northeast of King Square) contains the graves of many of the founders of this "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.



TILLEY MONUMENT

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.

FROM THE QUEEN SQUARE, situate two blocks south of King Square, fine views of the Bay and entrance to the Harbor are obtained. In this Square has recently been erected a splendid statue of Samuel de Champlain, overlooking the waters sailed by the discoverer more than 300 years ago. Surrounding Queen Square are many of St. John's finest residences.



QUEEN SQUARE (Looking North)

NATURAL HISTORY SOCIETY OF NEW BRUNSWICK.—Founded in 1862. The Society has splendidly adapted premises for the exhibition of the fine collection, which includes relics of the Stone Age and early French occupation of New Brunswick. Many interesting curios from all parts of the world, numerous specimens, illustrative of the natural history of Eastern Canada, viz., mammals, birds, fishes, insects, shells, plants, fossils and minerals. This collection is particularly rich in minerals and fossils, and includes the material which originally constituted the Gesner Museum, a large quantity collected by the late Prof. Hart, also hundreds of specimens from Dr. Geo. F. Matthew,

and other sources. An institution of this kind is useful in giving to visitors and tourists a knowledge of objects of interest and value found in the provinces, and tourists, when shut out by unfavorable weather from the enjoyment of the natural beauties around St. John, can have recourse to the public museum. The rooms, 72 Union Street, are open to the public from 2.30 p.m. until



NATURAL HISTORY SOCIETY MUSEUM.

5.30 p.m. each afternoon, with the exception of Sunday. President, Hon. J. V. Ellis; Secretary, John MacKinnon; Curator, Wm. McIntosh.



NEW BRUNSWICK SCHOOL FOR THE DEAF AND DUMB.

THE NEW BRUNSWICK SCHOOL FOR THE DEAF AND DUMB
Established in 1903.

Is situated on Lancaster Heights, commanding a splendid view of the City and Harbor, as well as the celebrated Reversing Falls. The property was formerly owned and occupied as a private residence. It contains some twenty-five rooms, handsomely finished, affording ample accommodation for the pupils, staff of teachers, and other employees located within its walls.



MONUMENT TO SAMUEL DE CHAMPLAIN, ON QUEEN SQUARE.



FERNHILL CEMETERY.

A pleasant ride by carriage may 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.



ROCKWOOD PARK, PUBLIC GARDENS AND OTHER PARKS.

ROCKWOOD PARK, within a few minutes walk of the City, is one of the most charming natural parks on the continent, and extensive improvements have been made during the last few years, and are still being carried on. The aim of the Directors is to make it the finest park in Eastern Canada. It occupies a broken and irregular plateau on the north of the City, and covers an extent of about 500 acres, most of which consists of hills, glens and woodlands, the natural features of which strongly remind the traveller 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. There are fine large trout in the lake, and the fishing is free to all from the shores.

A quarter of a mile back from Lily Lake is the first of a chain of five lakes which have been constructed during the past few years, the outflow from which into Lily Lake keeps the water of the latter at a high level during the summer months, and are, in themselves a great addition to the beauty of the Park. A series of roads and paths,

twelve to fifteen miles in length, wind in and out among the rocky glens and hills and lakes, now giving wide views of the City and 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.



SOLDIERS' MONUMENT, RIVERVIEW PARK

At the western end of the Park are the Public Gardens, which have been artistically and gracefully laid out in lawns, flower beds, and paths, and will soon equal in beauty any in Eastern Canada.

SEASIDE PARK.— This Park is situated at the Bay Shore, and passengers may transfer from the street cars at Suspension Bridge and

Surf Bathing



connect with cars for the Shore. This is a delightful spot and makes a fine car ride. A good restaurant has been provided, and it is but a short walk from the shore to the bathing houses, where suits may be hired.





FAMOUS REVERSING FALLS.

Passing along Main Street, and out of the City by way of Douglas Avenue, along which splendid views are obtained, is but a few minutes car 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 construction of this bridge was begun in October, 1851, by the late W. K. Reynolds. 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 back of this Booklet.



THE TIDES.

THE PHENOMENA OF THE TIDES OF THE BAY OF FUNDY is one of the many attractions to this portion of the Maritime Provinces. The regular and persistent alternations and extreme range of rise and fall of sea level may be here observed with other features of tidal phenomena that are peculiar to these waters alone.

Many of the rivers that empty into the Bay are Tidal Rivers, and at high water are a rushing torrent, while at low water the glistening red mud stares naked against the Heavens, while a narrow stream trickles down their bed. On the Petitcodiac there is the world famed "Bore," which has a counterpart in only one other river on the globe, the Tsien-Tang-Kiang.

The peculiar phenomena of the St. John Falls, which is not reproduced elsewhere, is due to the tide, and here is witnessed a Fall with three different phases, when it runs down river, when it runs up river, and when it rests from its seeming reversion of nature's laws. See Tide Table, on page 43, for hours at which to see the Falls at their best.

The reclamation of the broad Tantramar and Grand Pre Marshes is another feature of these tidal phenomena.

Under ordinary circumstances the rise of Spring Tides at Yarmouth is sixteen feet; Digby, twenty-seven feet; Annapolis, twenty-ni -



PROSPECT PARK

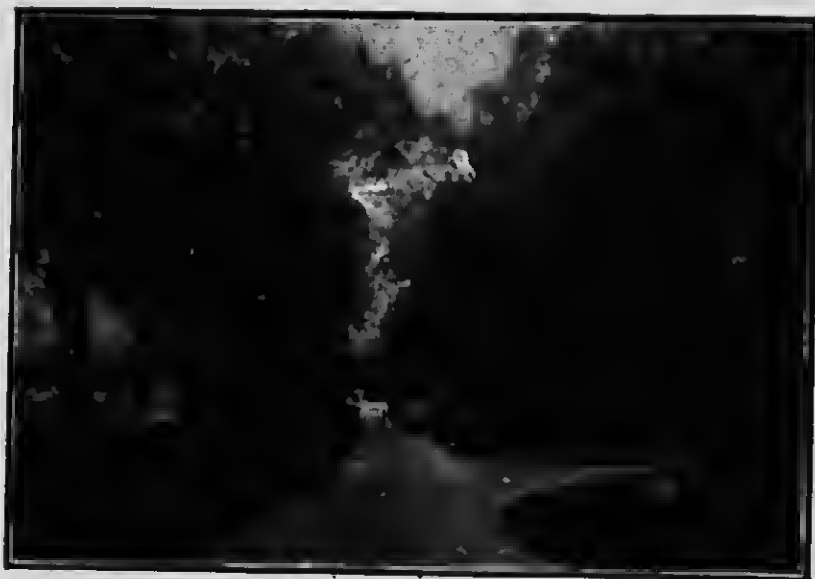
feet ; Horton Bluff, forty-eight feet ; St. Andrew's, twenty-five feet ; St. John, twenty-seven feet ; Quaco, thirty feet, while extreme ranges exceed these figures, the maximum range near the Basin of Minas, at the head of the Bay, being fifty-three feet. To find the time of the arrival of the Bore at Moncton, subtract two hours, twenty-nine minutes from the time of next high water at St. John.

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.

BROAD VIEW BEACH is easily reached from any part of the City, and affords a most delightful view of Partridge Island and harbor. Bathing is excellent, and no handier spot for a few hours recreation can be found.

BAY SHORE is conveniently reached by street railway 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."



DRIVES.

Via Marsh Road, Drury Cove (5 miles) and Rothesay (9 miles) 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 and livery accommodation. It would well repay the tourist to extend his drive to Gondola Point (15 miles), 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 beauties and attractions of Rothesay call for more than passing comment.

Beautifully situated, overlooking the wide expanse of Kennebecasis Bay, it is an ideal resort for the yachtsman, the summer visitor, or the artist.

No matter which way we turn, the view is grandly beautiful—whether we look across the mile of shining water to the "Minister's Face," with its rugged outline towering in the distance; or turning a little further to the right, away beyond between the islands, where nestles picturesque Moss Glen; while to the left long vistas stretch down the river to Millidgeville, Grand Bay, and "The Milkish," ten to fifteen miles, bordered by hill on hill in varied beauty.



Rothesay is not only a lovely place, but it has its park, with summer cottages along the water front, its hotels, and many suburban residences—a delightful retreat from the smoke and turmoil of town; and when, perchance, on light summer winds, the mists drift in o'er the City, they rise and dissolve in the sunlight before half the distance is traversed, and the atmosphere of Rothesay is deliciously cooled while sunshine floods its hills and vales.

Here, too, are situated the two Rothesay residential schools, well known throughout the Province as the best of their kind.

The Rothesay Collegiate School for Boys, with its several buildings, stands high on College Hill, overlooking the river, though largely hidden in its embowering trees; while "Netherwood," the School for Girls, 'mid its lawns and shrubbery, commands a fine, though lower, view.

The Fernhill Cemetery (1 mile) 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 23).

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.



VIEW AT NOTHESAV.

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 27).

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 Fort La Tour and Martello Tower, pages 4-5). The 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 34).

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. Buckboards leave Scott's Corner, Adelaide Street, making connections with Millidgeville Ferry daily, with special trips Saturdays and Sundays for Summerville, Kennebecasis Island and Bayswater. A delightful drive can be had by crossing to Bayswater and continuing up the shore to Gondola Point, there crossing the river and returning to St. John through Rothesay.

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 the river meeting the eye at every turn.

A pleasant outing is to take street cars to foot of Indiantown, where the little ferry "E. Ross" conveys passengers across to Pleasant Point every twenty minutes, or if tourists wish to visit the Islands above the Falls, they can arrange with the captain for the trip. From the Point there is a lovely walk into Fairville, where the return to the City may be made by the cars.

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. The magnificent and varied views from several of the outlook points cannot be surpassed. The great charm of the Park is its natural beauty, giving in miniature the bold and rugged scenery of Southern New Brunswick. (See Rockwood Park, page 24).

A PLEASANT ROUND TRIP.—Buckboards will call at hotels and at Tourist Bureau every morning at 10.00 to 10.30 o'clock, and every afternoon at 2.00 to 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. (See Livery Rates, page 47).

HACK FARES from Railway Station or Steamboat Landing to Hotels, or to or from any points in main portion of the City, 30 cents.

A pleasant drive is in street cars to Douglas Avenue, thence to Bridge, over to Lancaster Heights and down into Carleton, where the return can be made by the steamer "Ludlow," or one can, if preferred, cross in steamer from East side and take the cars direct on return trip.



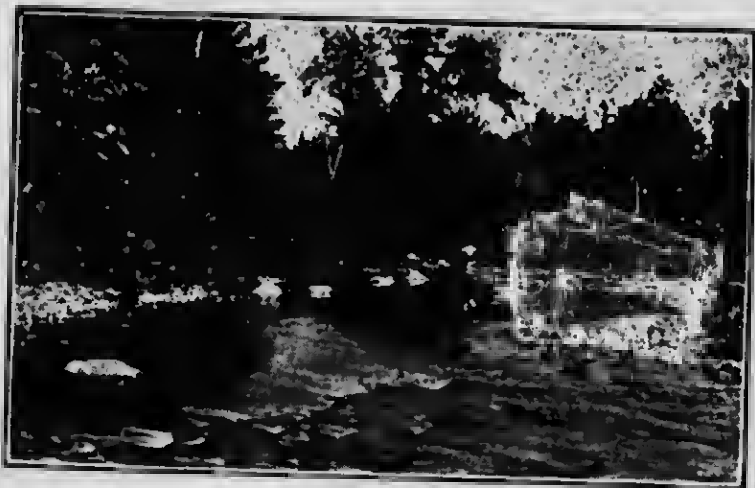
YACHTING.

The Tourist should go to Millidgeville, the headquarters of the Royal Kennebecasis Yacht Club, near the mouth of the Kennebecasis River, and on a beautiful little bay sheltered by islands. There are about one hundred yachts in the fleet, and nearly all of the season's races are sailed over the different courses out of Millidgeville.

MILLIDGEVILLE may be reached by street car and buckboard, the latter connecting at Adelaide Street. Visiting yachtsmen are always welcomed at the Clubhouse.

Officers of the Royal Kennebecasis Yacht Club: Commodore, Robert Thomson; Secretary, Harold W. Stubbs.

RACES, SEASON, 1911. — June 17, Open to Class H, (Salmon Boats). June 17, Open to Class B. June 22, Members' Day. June 22, Open to Motor Boats under 24 feet water line. June 22, Class 1, First Race (Dories). June 22, Open to Motor Boats, 24 feet water line and over. June 22, Open to Cabin Cruisers (Motor). June 24, Class 1, Second Race (Dories). June 24, Open to Speed Boats, 25 feet water line and over. July 1, Long Distance Race (Motor) Open. July 8, Annual Cruise. July 22, Open to Classes A, B and C (Sloops). July 29, Class 1, Third Race (Dories). August 5, Class 1, Fourth Race (Dories). August 12, Endurance Race (Motor) Open. August 19, Class 1, Fifth Race (Dories). August 26, Open to Classes A, B and C (Sloops).



TROUT FISHING.

LOCH LOMOND supplies free trout fishing, and is within eleven miles of the City, easily reached by wheel or carriage.

The Loch is really a series of lakes $4\frac{1}{2}$, $3\frac{1}{2}$ and $1\frac{1}{2}$ miles long respectively, while the country within a radius of three-quarters of a mile supplies some fifteen smaller fishing lakes. Boats may be obtained at either of the hotels, Barker's or Johnson's, where comfortable quarters are provided.

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. R. C. and St. Martins Railway, or by stage, there is abundant trout fishing.

NEW RIVER, BONNY RIVER, and POCOLOGAN, on the Shore Line Division of the Canadian Pacific Railway, West St. John, are exceptionally good places.

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

ANAGANCE STATION is also a good resort, and fishing is first-class.

SPRUCE LAKE, 7 miles from the City on the Shore Line Division of the Canadian Pacific Railway, affords fine bass fishing.

At Lily Lake in Rockwood Park there is good trout fishing from the shores.

For particulars apply at Tourist Bureau.



RIVER TRIPS.

All the River Boats leave wharves at Indiantown and are reached by street cars.

It is not intended to attempt any description of the beauties of the River St. John in this pamphlet. All who have enjoyed this trip 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.—St. John River S. S. Co.—Steamer “Elaine” leaves St. John (North End) for Fredericton and intermediate landings, Monday, Wednesday and Friday at 8.30 a. m. returning on the alternate days to St. John, leaving Fredericton at 8 a. m.

Steamer Victoria leaves St. John (North End) Tuesday, Thursday and Saturday, at 8.30 a. m., returning alternate days, leaving Fredericton at 8 a. m.

Crystal Stream S. S. Co.—Steamer “Majestic” leaves St. John (North End) for Fredericton and intermediate points, Mondays, Wednesdays and Fridays at 8.30 a. m., returning alternate days.

Fare to Fredericton, \$1.50; Return, \$2.00.

Gagetown-Fredericton Route.—Steamer “Hampstead” will leave Gagetown every morning (Sunday excepted) at 6 a. m., arriving at Fredericton at 9.30 a. m. Returning, leave Fredericton daily at 4 p. m. Fare, 75 cents; Return, \$1.25.

Washademoak Lake and Intermediate Points.—Steamer "Sincennes" leaves St. John (North End) for Coles' Island, Tuesdays, Thursdays and Saturdays at 10 a.m., returning alternate days at 6 a.m., making the regular stops en route.

Grand Lake and Intermediate Points.—Steamer "May Queen" leaves St. John for Chipman Wednesdays and Saturdays at 8 a.m.; returning leaves Chipman Thursdays and Mondays at 6 a.m.

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.

Belleisle Bay and Intermediate Points.—Steamer "Champlain" will leave Indiantown for Hatfield's Point, Belleisle Bay, at 12.00 noon, on Tuesdays, Thursdays and Saturdays. Returning leaves Belleisle Bay Mondays, Wednesdays and Fridays at 7 a.m., due in St. John at 1 p.m. On and after June 25th, leaves at 2 p.m. on Saturdays, until September 24th. Single fare to Belleisle, 50 cents; Return, 90 cents.

STEAMER "HAMPTON" TIME TABLE.—Monday, Wednesday, Saturday, until July 1st, will leave Hampton at 5.30 a.m., leave St. John 3 p.m. This Time Table in effect before and after excursion season. Return Tickets, 60 cents.

Excursion Season.—Every Tuesday and Thursday, during July, August and September, leaving St. John at 9 a.m., arriving at St. John at 7 p.m. Excursion Tickets, 50 cents. Returning by rail from Hampton, 80 cents.

Saturday Afternoon Excursion.—An enjoyable trip for the afternoon, leaving St. John at 3 o'clock, and returning by the Intercolonial Railway during the evening.

A Pleasant Round Trip.—From St. John to Hampton by Steamer "Hampton," returning via Intercolonial Railway at either 2.30, 3.00, 3.59, 4.35, 6.50, 7.55, 9.05, 12.02 p.m. Fare for the round trip, 80 cents.

Tickets to return or go out by the Intercolonial Railway can be bought at the King Street Agency, or on the boat.



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 p. m. Connection made at Digby for all points in Annapolis Valley, Halifax and Yarmouth.

For further information apply to the Dominion Atlantic Railway Company's Office, Reed's Point.

Grand Manan Steamboat Co.— Steamer "Grand Manan" of this line, leaves St. John (Turnbull's Wharf) Tuesdays at 10 a. m., for Grand Manan via Campobello and Fastport; arrives at Eastport at 2 p. m., at Grand Manan at 5 p. m. Return Steamer leaves Grand Manan Fridays at 7 a. m. for St. John direct; arrives at St. John at 11.30 a. m. Returning leaves St. John at 2.30 p. m. for Grand Manan direct; arrives at Grand Manan at 7 p. m. same day.

Eastern Steamship Company (International Division).—The Pioneer Line. Increased service and accommodations. St. John and Boston direct route, three trips weekly: Steel Steamship Calvin Austin, Turbine Steel Steamship Governor Cobb and Steel Steamship Governor Dingley. June 20th to September 30th, inclusive, from St. John at 7 p. m. on Tuesday, Friday and Saturday, due Boston 2 p. m. Coastwise service effective June 14th: Leave St. John at 9 a. m., Eastport at 2.30 p. m., Lubec at 3.30 p. m., Mondays, Wednesdays and Fridays, for Portland and Boston.

Apply E. S. S. Co., Reed's Point, or City Ticket Office, 47 King St.

TRIPS BY RAIL.

Canadian Pacific Railway.

From *St. John* to *Westfield* (14 miles) the railway follows close along the shores 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 (67 miles) 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 is 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 shores 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.

St. Andrews.—A most delightful spot reached by Canadian Pacific Railway. The conditions in beauty of environment, salubrity of climate and healthfulness of location, reach perfection. With pure, salt sea air, the life-giving breath of the pine, and the many facilities for the comfortable housing of visitors, it is an incomparable resting place and retreat, and so pleasant that many make it their summer home.

Another branch of the 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, moose and small shooting.

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 banks of the Kennebecasis River to the beautiful village of *Rothsay* (9 miles), which is described elsewhere.

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

New Brunswick Central Railway starts from *Norton Junction* on the Intercolonial (33 miles from St. John), and runs through central New Brunswick to Chipman at the head of the beautiful Grand Lake, and

to the Minto coal fields, passing Belleisle and the Washademoak Rivers. Steamers from St. John have terminals at Chipman, Washademoak and Belleisle, and pleasant round trips by rail and river can be made between St. John and these points.

Sussex (44 miles) is a prosperous little town situated in an excellent agricultural country.

Petitcodiac.— The Elgin & Havelock Railway will convey sportsmen to the entrance of the famous Canaan woods, well known as one of the favorite hunting and fishing territories.

Salisbury.— A visit to the Hopewell Rocks, at the mouth of the Petitcodiac River, reached by the Salisbury & Harvey Railway from Salisbury, will well repay the visitor, who will also have an opportunity of seeing a beautiful part of the country and some unique coast scenery.

Moncton (89 miles), the railway centre of the Province of New Brunswick. Here are the head offices and workshops of the Intercolonial Railway. Some of the most modern and extensive locomotive and car shops in Canada are now being erected. One of the greatest tourist attractions of the Province is here to be seen, viz., the tidal wave or "Bore" of the Petitcodiac River. The main line of the Intercolonial Railway from here runs to its terminals easterly to Halifax and Sydney on the Atlantic, and westerly to Montreal, the commercial capital of the Dominion, passing through Levis, opposite Quebec, the "ancient capital."

By Route Westerly.

Tourists who are anxious to secure cheap, sanitary and exceedingly picturesque accommodation, where excellent sea bathing is obtainable, and where there is an opportunity to enjoy almost unlimited trout fishing and salt water fishing, might be directed to Jacquet River, Charlo, Bathurst and points along the Caraquet Railway.

Leaving out the salt water bathing and deep sea fishing, all the other attractions are found at the villages along the line of the Fredericton section of the Intercolonial Railway from Chatham Junction to Fredericton and the towns on the main Miramichi, viz., Newcastle, Chatham, Douglstown, Nelson, Loggieville, Bay du Vin, Neguac, etc., which are becoming more popular every year, and are well worthy of everything that can be said in their favour from a tourist's point of view, or with the idea of having tourists know more about them.

By Route Easterly.

At Painsec Junction, eight miles from Moncton, connection is made for Shediac, a charming summer resort, and Point du Chene, on the Northumberland Straits, where steamer is taken for Prince Edward Island, the "Garden of the Gulf."



ST. JOHN GOLF CLUBHOUSE.

GOLF.

ST. JOHN GOLF CLUB { H. B. SCHOFIELD, *President.*
 { J. T. HARTT, *Secretary.*

A flourishing Club, with well-appointed "sporty" course of nine holes. Commodious Clubhouse on Mount Pleasant, about ten minutes walk from King Square. Street cars run within short distance. Visiting players welcomed, and use of Links extended on payment of moderate fee. For particulars apply to the Club's Secretary, or the Tourist Bureau.

TENNIS.

ST. JOHN TENNIS CLUB { PERCY W. THOMSON, *President.*
 { T. M. McAVITY, *Vice-President.*

CYRUS F. INCHES, *Secretary-Treasurer.*

The Courts, with Clubhouse, are situated off Gilbert's Lane, near entrance to Rockwood Park. This Club has a large membership. Courtesies for two weeks will be extended to visitors whose names are recommended by members of Club. The New Brunswick Tournament will take place in August. Visitors to the City will be welcome.

New Brunswick Tourist Association.

HONORARY MEMBERS OF EXECUTIVE COMMITTEE.

HIS HONOR THE LIEUTENANT GOVERNOR.

ALL EXECUTIVE MEMBERS OF THE PROVINCIAL GOVERNMENT.

HIS WORSHIP THE MAYOR.

THE PRESIDENT OF THE BOARD OF TRADE.

W. B. HOWARD, District Passenger Agent, C.P.R.

J. M. LYONS, General Passenger Agent, I.R.C.

A. C. CURRIE, Agent Dominion Atlantic Railway.

L. R. THOMPSON, Travelling Freight and Pass. Agent, Eastern S.S. Co.

W. G. LEE, Agent Eastern S.S. Co.

DR. G. U. HAY.

W. S. FISHER.

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Tourist Information Bureau, Board of Trade Rooms, 85 Prince Wm. St.

Tourist literature, railway and steamboat folders and time tables can be had on application to the Secretary.

Complete lists of hotels and boarding houses, both in the City and through the Province, as well as hunting and fishing resorts, with rates and other information, are kept on file.

Illustrated Post Cards.—These can be obtained from the Tourist Bureau. Each card is illustrated with an attractive picture typical of St. John and the Province, and embossed in colors with the Royal Coat of Arms, or the Arms of Canada, New Brunswick, the City of St. John, Flags, Coins, etc. Also fine colored cards.

MISCELLANEOUS INFORMATION.

Postal Rates.—The rate on letters to Canada, the United States, Mexico, Great Britain and the Colonies, is two cents per ounce or fraction thereof. To other countries, five cents for the first ounce and three cents for each additional ounce.

Postal Cards, one cent to Canada, the United States and Mexico; other countries, two cents.

Newspapers, one cent for each four ounces, to Canada, United States and Mexico.

Books, Photos, Printed Matter, one cent for each two ounces, to all countries.

Merchandise, to Canada and the United States, one cent per ounce.

Special Notice.—All matter mailed in Canada must be prepaid with CANADIAN STAMPS. Do not use United States Stamps.

Letters must be prepaid one rate to the United States and Mex[ico].

TIDE TABLE, 1911.

DATE		JULY				AUGUST				SEPTEMBER			
		High Water		Low Water		High Water		Low Water		High Water		Low Water	
A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
1	3 17	15 54	9 33	22 02	1	4 35	17 08	10 48	23 22	1	5 52	18 16	11 56
2	4 13	16 51	10 27	23 00	2	5 28	18 03	11 41	12 38	2	6 50	19 14	0 29
3	5 10	17 49	11 23	23 59	3	6 25	18 58	0 19	13 37	3	7 48	20 10	1 27
4	6 08	18 46	.....	12 21	4	7 25	19 52	1 17	14 35	4	8 45	21 03	2 26
5	7 05	19 41	0 58	13 20	5	8 23	20 45	2 14	15 31	5	9 38	21 52	3 22
6	8 01	20 32	1 56	14 19	6	9 17	21 36	3 08	16 20	6	10 23	22 34	4 12
7	8 55	21 21	2 51	15 14	7	10 08	22 23	3 57	17 01	7	11 02	23 13	4 52
8	9 46	22 07	3 42	16 03	8	10 55	23 04	4 40	17 41	8	11 39	23 49	5 28
9	10 33	22 50	4 27	16 47	9	11 36	23 41	5 18	17 36	9	.....	.....	6 02
10	11 16	23 30	5 06	17 27	10	.....	.....	5 54	18 10	10	0 24	12 47	6 36
11	11 56	.....	5 43	18 04	11	0 17	12 48	6 29	18 45	11	1 00	13 22	7 12
12	0 08	12 33	6 19	18 39	12	0 54	13 22	7 04	19 22	11	1 41	14 04	7 51
13	0 44	13 09	6 54	19 13	13	1 32	13 59	7 40	20 02	12	2 20	14 53	8 37
14	1 21	13 45	7 30	19 48	14	2 12	14 35	8 18	20 45	13	3 23	15 47	9 29
15	2 00	14 23	8 08	20 26	15	2 55	15 19	8 59	21 32	14	4 19	16 40	10 26
16	2 41	15 05	8 49	21 09	16	3 45	16 10	9 44	22 23	15	5 19	17 49	11 28
17	3 25	15 53	9 35	21 58	17	4 40	17 06	10 37	23 20	16	6 26	18 57	0 07
18	4 14	16 45	10 26	22 51	18	5 38	18 08	11 39	.....	17	7 36	20 06	1 16
19	5 06	17 40	11 20	23 48	19	6 41	19 13	0 25	12 57	18	8 43	21 09	2 25
20	6 02	18 37	.....	12 16	20	7 47	20 18	1 34	14 07	19	9 44	22 07	3 33
21	7 02	19 35	0 48	13 15	21	8 54	21 22	2 42	15 10	20	10 39	23 00	4 31
22	8 05	20 34	1 51	14 17	22	9 57	22 21	3 45	16 10	21	11 28	23 47	5 20
23	9 09	21 34	2 55	15 20	23	10 54	23 14	4 44	17 07	22	.....	.....	6 04
24	10 09	22 32	3 57	16 20	24	11 45	.....	5 37	18 00	23	.....	.....	6 46
25	11 06	23 27	4 56	17 18	25	0 04	12 33	6 25	18 48	24	0 31	23 55	7 27
26	.....	12 01	5 51	18 12	26	0 51	13 19	7 09	19 33	25	1 14	13 37	8 08
27	0 20	12 54	6 42	19 02	27	1 36	14 04	7 53	20 17	26	1 58	14 19	8 50
28	1 12	13 46	7 30	19 51	28	2 21	14 49	8 37	21 02	27	2 42	15 03	9 33
29	2 04	14 37	8 18	20 41	29	3 08	15 35	9 22	21 49	28	3 27	15 51	10 21
30	2 55	15 27	9 07	21 32	30	4 00	16 25	10 08	22 39	29	4 16	16 43	11 14
31	3 45	16 16	9 57	22 26	31	4 55	17 19	10 59	23 33	30	5 09	17 37	12 41

To find the time of the arrival of the Bore at Moncton, subtract two hours and twenty-nine minutes from time of next high water at St. John.



MECKLENBURG STREET.

CITY GOVERNMENT, 1911-1912.

Mayor: JAMES H. FRINK.

Recorder: JOHN B. M. BAXTER, K.C.

Common Clerk: HERBERT E. WARDROPER.

Aldermen-at-Large.

JAMES V. RUSSELL. FRANK L. POTTS.
WILLIAM E. SCULLY. RUPERT W. WIGMORE.

Aldermen.

Guys Ward, HARRY G. SMITH
Brooks Ward, NORMAN P. MACLEOD
Sidney Ward, JOHN B. JONES
Dukes Ward, G. HERBERT GREEN
Queens Ward, EDWARD C. ELKIN
Kings Ward, CHARLES T. JONES
Wellington Ward, WILLIAM A. CHRISTIE
Prince Ward, J. WHITFIELD KIERSTEAD
Victoria Ward, ROBERT T. HAYES
Dufferin Ward, HOWARD E. CODNER
Lansdowne Ward, A. O. HAVELOCK WILSON
Lorne Ward, FRANK H. ELLIOTT
Stanley Ward, JOHN MCGOLDRICK

Chamberlain: DUNCAN G. LINGLEY.

Comptroller and Auditor: ADAM P. MACINTYRE.

City Engineer: WILLIAM MURDOCH, C.E.

Chairman of Assessors: ARTHUR W. SHARP.

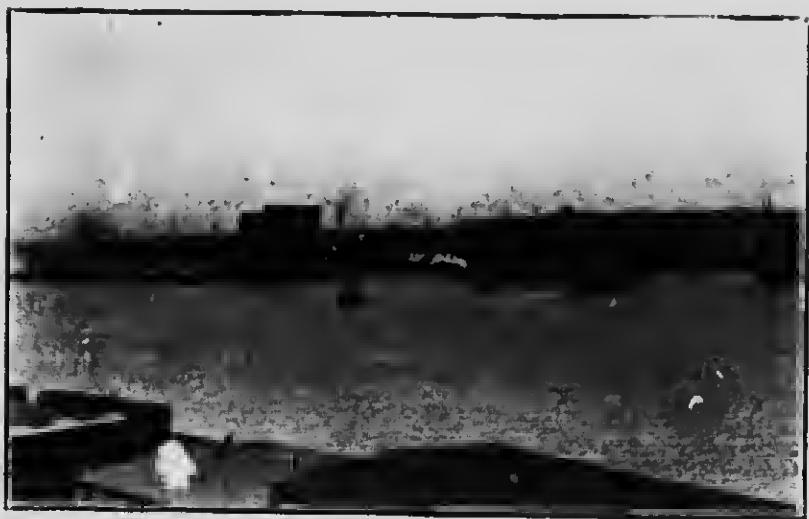
Chief of Fire Department: JOHN KERR.

Director Department Public Safety: ROBERT WISELY.

MECKLENBURG STREET.



IMMIGRANTS LANDING AT SAND POINT, ST. JOHN HARBOR.



C. P. R. ELEVATOR AND DOCKS, ST. JOHN HARBOR.

THE CANADIAN PACIFIC RAILWAY DOCKS AND ELEVATORS, at West St. John (or Carleton), and the INTERCOLONIAL RAILWAY DOCKS AND ELEVATORS, near the Union Depot, will well repay an inspection.

Table of Livery Rates for Tourists.

Pair and Landau (four persons) Afternoon (City and Suburbs)	\$5.00
Pair and Landau (four persons) Afternoon (To Ben Lomond)	6.00
Pair and Landau (four persons) Afternoon (To Rothesay)	6.00
Or, First Hour,	2.50
Second Hour,	1.50
Third Hour,	1.00
Horse and Double Carriage, either Morning or Afternoon, with Driver,	3.00
Horse and Double Carriage, All Day, with Driver,	5.00
Horse and Buggy, Afternoon,	2.50
Horse and Buggy, All Day,	4.00

Special Arrangements necessary for Sundays and Public Holidays.

For further information as to Routes, Tourist Literature, Railway and Steamboat Folders and Time Tables, etc., apply to THE NEW BRUNSWICK TOURIST ASSOCIATION, 85 Prince William Street, St. John, N. B. Phone, M. 778-111.

TOURISTS' DIRECTORY.

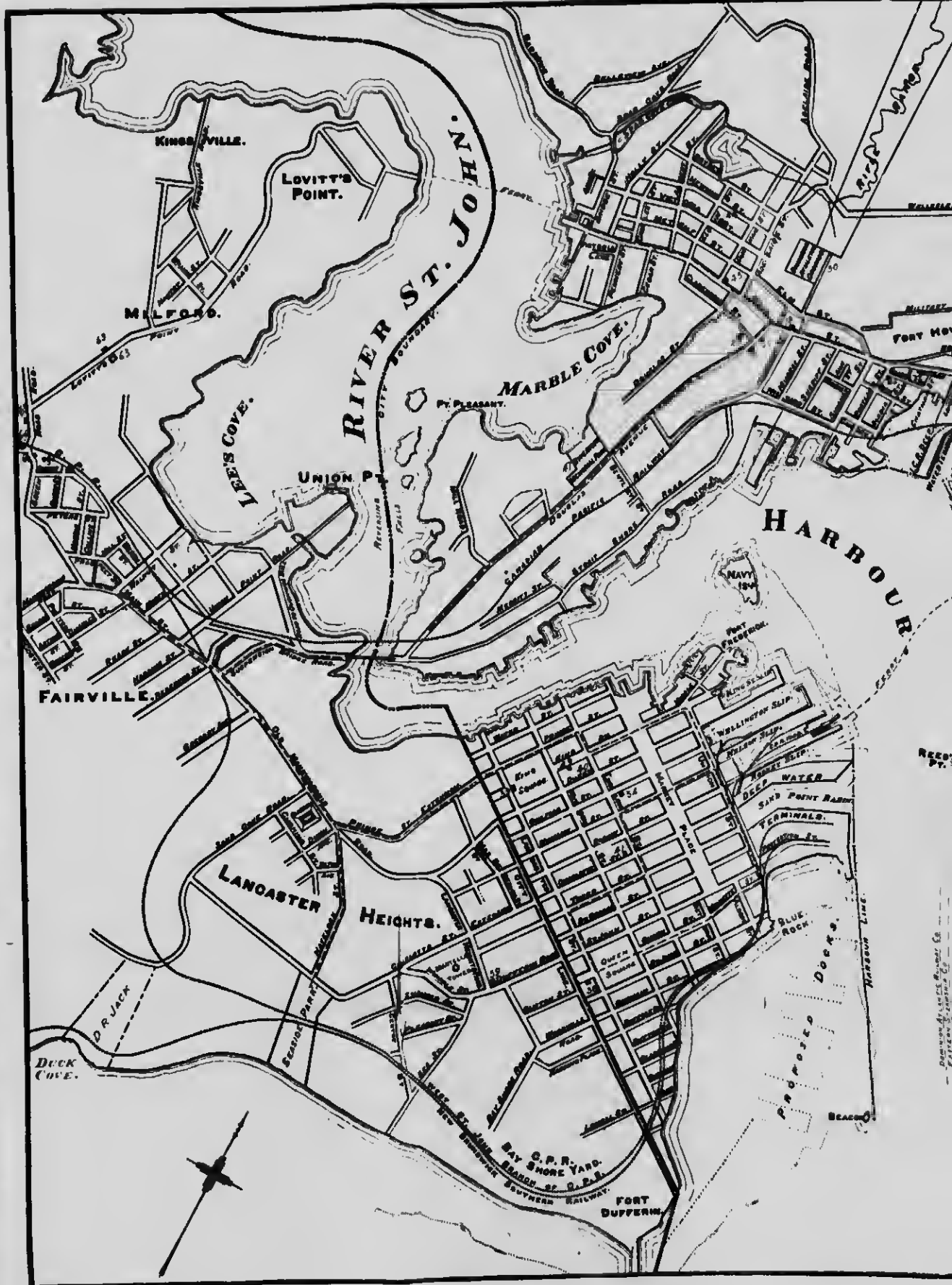
- Post Office, corner Prince William and Princess Streets.
- Union Depot, Mill Street.
- American Express Office, 28 King Street.
- Canadian Express Office, 28 King Street.
- Dominion Express Office, 16 King Street.
- Eastern S. S. Co.'s Office, Reed's Point; City Ticket Office, 47 King St.
- Free Public Library, Chipman Hill.
- Natural History Society, Union Street.
- Dominion Atlantic Railway Office, Reed's Point.
- C. P. R. Uptown Ticket Office, 49 King Street.
- I. R. C. Uptown Ticket Office, 3 King Street.
- Customs House, 205 Prince William Street.
- U. S. Consul's Office, Robinson Building, Market Square.
- Canadian Pacific Telegraph Office, 100-101 Prince William Street.
- Western Union Telegraph Office, 1 King Street.
- River Steamer Offices, Indiantown.
- West Side Ferry, Foot of Princess Street.
- Y. M. C. A., Chipman Hill.
- Board of Trade Rooms, 85 Prince William Street.
- New Brunswick Tourist Association Office, 85 Prince William Street.
- St. John Private Hospital, Pitt Street.

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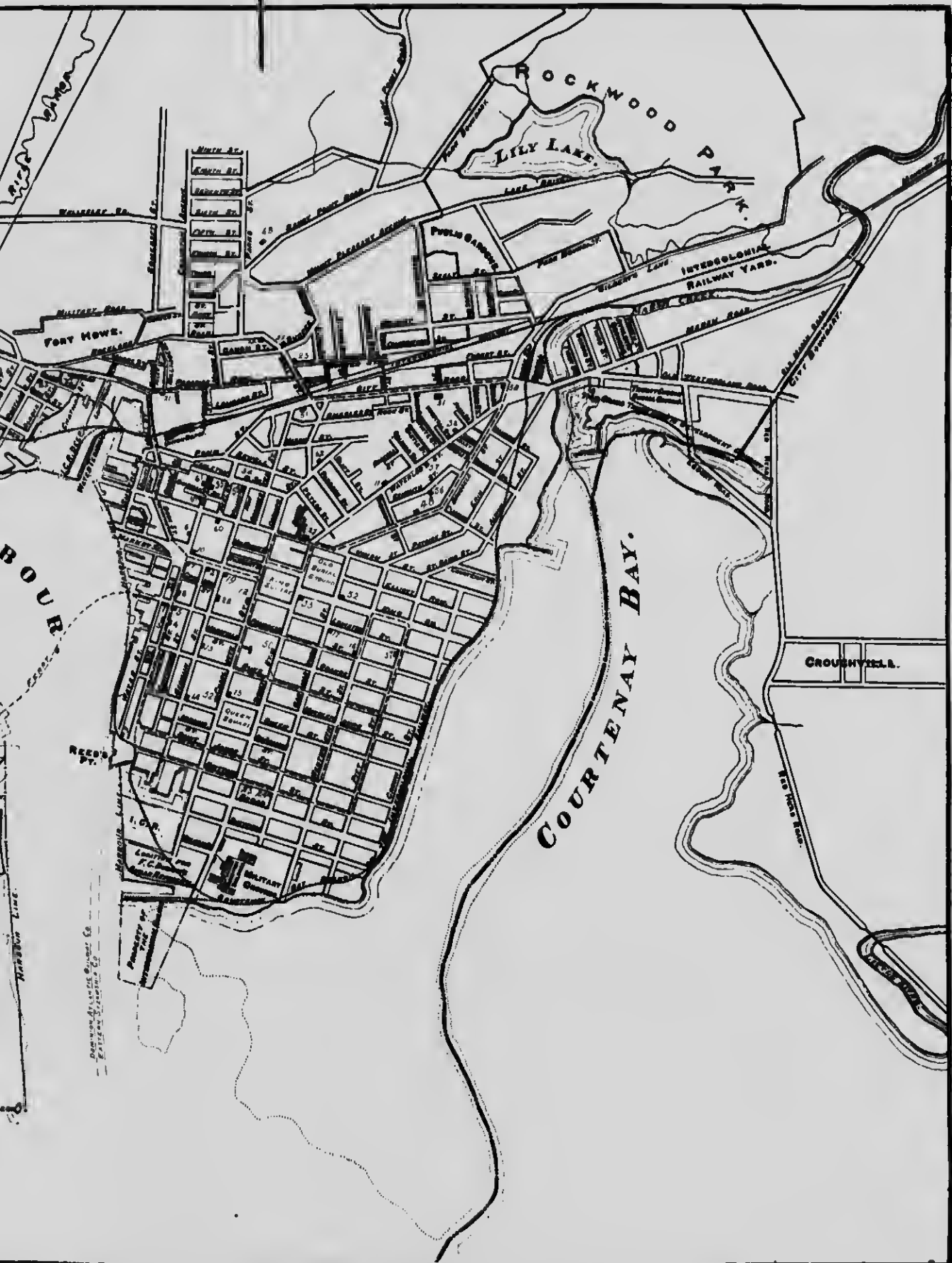
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*This Booklet can be obtained at Hotels and Ticket Offices, also at
Tourist Information Bureau, 85 Prince Wm. Street, St. John, N. B.*

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| <ul style="list-style-type: none"> 1 Post Office. 2 Royal Bank of Canada, King Street. 3 Bank of New Brunswick. 4 Bank of Nova Scotia. 5 City Hall. 6 Bank of British North America. 7 Bank of Montreal. 8 C. P. R. Telegraph Offices. 9 Dominion Atlantic Railway Offices. 10 Western Union Telegraph Offices. 11 Roman Catholic Cathedral. 12 Trinity Church (Church of England). | <ul style="list-style-type: none"> 13 St. Andrew's Church (Presbyterian). 14 Germain Street Baptist Church. 15 Queen Square Methodist Church. 16 Centenary Church (Methodist). 17 Lancaester Street Baptist Church. 18 St. Luke's Church (Church of England). 19 Canadian Bank of Commerce. 20 St. Peter's Church (Roman Catholic). 21 Mission Church (Church of England). 22 Holy Trinity Church (Roman Catholic). 23 St. Paul's Church (Church of England). 24 St. John the Baptist Church (Roman Catholic). | <ul style="list-style-type: none"> 25 St. James' Church (Church of England). 26 Customs House. 27 Opera House. 28 Masonic Building. 29 R. K. Yacht Club Rooms. 30 Shamrock B. B. Grounds. 31 Provincial Hospital. 32 St. Andrew's Curling Rink. 33 Court House. 34 St. John's Church (Church of England). 35 Public Library. 36 St. Mary's Church (Church of England). | <ul style="list-style-type: none"> 37 Private. 38 St. John's. 39 Cable. 40 Cable. 41 Cable. 42 Post. 43 Main. 44 Vico. 45 St. M. 46 Doug. 47 River. 48 Brus. |
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- 39 Carleton Presbyterian Church.
- 40 Carleton Baptist Church.
- 41 Carleton Free Baptist Church.
- 42 Portland Methodist Church.
- 43 Main Street Baptist Church.
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- 58 The Tabernacle Baptist Church.
- 59 Church of the Assumption (Roman Catholic).
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- 81 Y. M. C. A.
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- 84 Church of the Good Shepherd.
- 85 Fairville Baptist Church.
- 86 Fairville Methodist Church.
- 87 Fairville Presbyterian Church.
- 88 Golf Club House.
- 89 Jewish Synagogue.

Red Lines Show Street Car Routes.



