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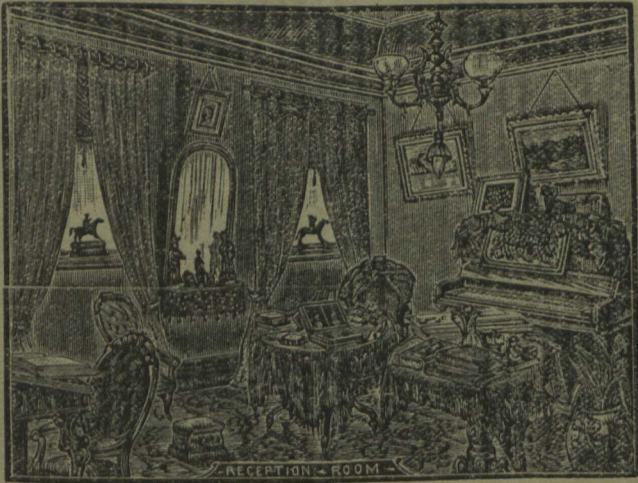
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AN OLD ST. JOHN BOY.

When a small boy (over seventy years ago) I attended the National School, which was taught by a very small, dark-featured man, named Anthony R. Truro, whose height could not have been much over five feet, and who must have been partial to large sized ladies, for, according to my recollection, his wife stood head and shoulders over him, and when walking together it was somewhat amusing to see the little gentleman, with his tall beaver hat and as straight as a rush, strutting by her side, imagining, in his own estimation, he was her equal in every respect.

Our little schoolmaster had his school arranged in classes and partly superintended by the largest sized boys, who had to report to their chief when it was necessary to command obedience or when corporeal punishment was needed. The National School was then in a brick building situated on the north side of King Square,* and adjacent to it, or on the corner of Charlotte street, stood a dilapidated building formerly used, I think, as a blacksmith shop, and across Charlotte street, nearly opposite, stood a neat white painted

*This building was opened in 1810.—EDITOR.

stable belong to Mr. Ezekiel Barlow, which received particular attention from his neatly dressed Mulatto servant.

On the east side of the school house was a low, black looking cottage which stood, from the sidewalk to the eve of the roof, about eight feet, and which was owned and occupied by Mrs. Gabel* who had a bakery in the rear and who sold bread and gingerbread in large square cakes for a penny a cake, as well as a variety of other cakes, and when the boys could command a few coppers or pennies they were good customers to the old woman.

At that time there were very few buildings in that locality, the principal one being Hopley's, on the corner of Sydney and Union streets, called the Golden Ball corner, with a bright ball hanging out from the house. In front of that house on Sydney street were posts with a rail on top, in which hooks were placed for the benefit of horsemen, who could jump from their carriages or dismount, fasten their horses and enter the shop or saloon kept by Mr. Hopley. Adjoining that building, on Union street, stood the Theatre, which was occasionally occupied (as we thought) by fairly good actors as well as a menagerie.† As the rear of the theatre was not very tightly constructed, the boys, who could not always get money to purchase tickets to enter by the front, would frequently enter by the rear and climb up, unobserved, and take their seats gratis. I have no doubt there are boys in the present day, if such an opportunity offered, who would be guilty of the same bad habit.

Union street at that time was also noted for its principal watering place, especially for horses, which

* David Gabel, one of the Dutch from New York, was a pioneer baker of St. John. He died in 1816 at the age of 81. The Mrs. Gabel mentioned in the sketch may have been his son's wife.—EDITOR.

† John Hopley came from Ireland about 1815, and built the Golden Ball tavern. The date of the building of the horse theatre was about 1822.—EDITOR.

was a short distance to the east of Jones' brewery, and which was then in the occupation of Mr. Broad. The cartmen usually drove their horses there morning and evening, for water, and although there were wells through the city which were used for the supply of water for families, there was no water equal to the water at Broad's.

Off Union street, or a continuation of Sydney, was Waterloo, which, before my time, was the chief outlet from the city, but having been found too steep for heavy loads, the change was made by opening up Brussels street; and although it then had become the principal thoroughfare going to and coming from the country, we boys used it for our race course, and one of our number, named Charley Leavitt, could, we thought, keep pace with a smart horse for a short distance.

Our coast place was on the hill to the east of the old burial ground, called then the Poor House hill, on account of the almshouse being at that time situated at its head. On that hill the boys were frequently interrupted by teams and often narrowly escaped with their lives, but if it were nothing more than the barking of their shins they would, boy like, be up and at it again.

On the hill to the east of Wentworth street the old block house stood, near which, I have been told, two deserters were hung for shooting the man who tried to capture them.* Beyond that to the Back Shore or Courtenay Bay and down to the barracks, there were very few inhabitants, the land being chiefly in use for pasturing cows, horses and goats.

I can remember, though indistinctly, the roasting

*These were Baldwin and Lannon, of the 101st Regiment, hanged in 1808 for the shooting of Clayton Tilton, at Musquash. Their graves were discovered on King street between Pitt and Crown streets, more than a third of a century ago. For an account of the case see "Old Time Tragedies," published in St. John in 1895.—EDITOR.

of the ox on King square in celebrating the coronation of King George IV, and no doubt I ate a piece of the animal.

King square in those days was used for various purposes such as pillorying, etc., but dumping offal, not always agreeable to the nostrils, was about its worst use. Unlike the present square it was a very rough rocky place, especially the southeast part, but notwithstanding that the militia companies assembled there for drill, and after being properly organized marched to the flats and were then put through their different movements.

At the head of King street (north side) stood the dwelling of Mr. Millidge, a merchant of St. John, and from thence to Germain street were private dwellings, one of which was occupied by Colonel Billop. Below Germain street to Barlow's corner there were more or less shops and dwellings, including the hat and fur store of Mr. Sears. On the south side of King street, at its head, stood the building afterwards used for the Saint John Hotel, and below it there was a large tannery, the property of Mr. Wm. Melick's heirs; then came Mr. Blakslee's tallow chandlery establishment,* and a few doors below that, on the corner of King and Germain, stood the dwelling of Major Ward, one of the leading Loyalists. On the west side of Germain and King was a shop and dwelling owned by Mr. Kent and occupied by his son-in-law, Mr. Foster (father of the late Colonel Foster), and on the corner of Cross street, now Canterbury, stood the dwelling of Mr. Hendricks, a hardware merchant of St. John. On the opposite corner of Cross street was the dwelling formerly in possession of Benedict Arnold, and on the lower corner of King street was the well known Coffee House.

*William Melick was the first to have a tannery in St. John, dating back to as early as 1790. Asa Blakslee made soap and candles as early as 1785.
—EDITOR.

In those days our markets were chiefly at the foot of King street, and along the upper part of the Market slip was a shed used for the Country market. I have seen in that Country market all kinds of produce from the St. John River, Nerepis, etc., equal if not better than we see at the present time, especially early blue potatoes, as white as flour and of a very fine flavor. Nova Scotians, across the Bay, also came into the Market slip with their schooners well loaded with country produce, more especially potatoes, which they were frequently compelled to sell at York shilling ($12\frac{1}{2}$ cents) per bushel, and although that was a very low figure it would pay them nearly as well as 40 to 50 cents would do at the present time, because they could then be raised in great abundance with very little trouble.

Our farmers from Kings County, namely Norton, Hampton and Sussex, occupied, with their sleds, the lower part of King street on the north side, opposite the inn then kept by Condell, a short distance above Barlow's corner. They, too, always brought down a great variety of choice articles. Once in a while the boys, for their amusement, would take French liberty with a countryman's sled and coast from the head of King street to the Market slip, the only obstacle in their way being the building containing the Butchers' Market, with the Court House above and Hell's Kitchen, so called, underneath.

Tim Collins, a poor unfortunate Irishman, who lost one of his legs and was compelled to go to the Almshouse until he was able to move around, and then, being supplied by Mr. Betts, the keeper of the Almshouse, with a barrel of apples and probably a wooden leg, too, took his stand on the top of the shed of the Country market, where for some time he supplied the boys and girls, and men too, with apples, cakes, fruit and boiled eggs, until he was able to rent Hell's

Kitchen, where, I think, he continued in the same kind of business, with probably an addition of spirituous liquors, until he accumulated quite a large amount of money. Afterwards, through some unfortunate transaction, he lost it all and then went to Boston where, I believe, a few years later he died.*

In those days the principal places of amusement besides those in the city were the Three Mile house on the Marsh, Poverty Hall and Frog Pond. The two latter places were more in use for the entertainment of ladies and gentlemen who were occasionally desirous of amusing themselves with a dance and otherwise having a jolly good time. Now and then roughs might interfere, as was the case at Frog Pond when some men of war, no doubt well filled with rum, tried to take charge of the house, and in order to get hem out the proprietor was compelled to smash chairs and everything he could lay his hands on, but at last was overpowered and knocked senseless. Luckily for the ladies, a few friends very soon came along who took a fresh hand in the fray and after giving the fellows what they well deserved, kicked them out, much to the relief and satisfaction of the ladies. Although scenes of that kind might once in a while occur they were mere exceptions to the general rule. Frog Pond was the property of Mr. Thomas Merritt, a former chamberlain of St. John, who let it as a house of entertainment, chiefly for the benefit of travellers to and from the Golden Grove, Loch Lomond, St. Martins and, I believe, for persons occasionally going that way to the French Village. Its name originated, I believe, from a pond adjacent to the house in which the bull frogs in their season did an awful amount of croaking. The road then was the main highway to those places.

Loch Lomond at that time was becoming a great

*Collins became a bankrupt in 1844.—EDITOR.

place of resort for the officers of the British army and other gentlemen fond of sport who could afford the time, because there was no other place near at hand equal to it for fishing and shooting. Many a fine red trout weighing from a quarter to three and four pounds has been taken out of it. Lauchlan Donaldson, a former mayor of St. John,* or William, his brother, I am not sure which, gave it its name. Formerly the land around the lake and along the Mispic stream was chiefly in the occupation of Indians and a Highlandman by the name of Munro. Being a shrewd, longheaded Scot, he first secured a tract of the choicest land for himself and then drew the attention of Mr. William Donaldson, Mr. Hay, his partner in mercantile business, Mr. Jordan and several others to the place, and in order to carry out his plan for settling that part he took them out, escorted them all day long over a few acres of the choice land, on which was a beautiful grove of hard wood, such as birch, beech, maple and spruce, and which together with the beauty of the lake, well filled with delicious red trout, had the desired effect, and those gentlemen applied at once to the government and obtained their grants of from three to four hundred acres each. Without doubt it was then a very attractive place, as camps and log houses were very soon erected, and when the proprietors felt like taking a holiday they would resort to their country seats well supplied, no doubt, with all the rich and substantial delicacies for the inner man, and enjoy themselves fishing and shooting wild pigeons and other game.

One of the gentlemen was compelled to visit one of the West India Islands for the benefit of his health, and while lying there in a very feeble state wrote a friend he would give all he ever possessed to be lying on the banks of the beautiful Loch Lomond.

*Lauchlan Donaldson was mayor from 1829 to 1832, and again from 1843 to 1847. He died in 1873 at the age of 87.—EDITOR.

In those early days there were also other sporting men in the city who were very fond of fast horses and horse racing. Among them were Roley Bunting, Sr., George Gilbert, Larry Stivers and McMonagle of Sussex, who with the officers of the army would frequently get up a race. The race ground was at that time on the flats, east side of Courtenay Bay, and the leading man among them was Roley. That man possessed a wonderful faculty for training and preparing a horse for the race. It has been said he lived and slept most of the time with the animal until the day of racing and generally succeeded in winning. Bets were made, as usual in horse racing, and large amounts exchanged hands, the officers generally coming off second best. Being the sons of rich men in the old country, whose fathers kept them fairly well supplied with means, they could afford, no doubt, to lose much better than our St. John men. Mr. Richard Sands, a retired merchant of St. John, took quite an interest in raising horses, some of which were fast, and Mr. Bunting, whose eye was as keen as a razor when selecting a good animal, would occasionally get a horse from him. The hardest race that I can think of in those days was one between Captain Hill, an army officer, and Larry Stivers, a noted horseman in St. John. The race was from St. John to Fredericton. Larry, I believe, had the lead when nearing the Celestial City, but one of his horses dropped dead and the captain drove on and won.

In closing my incidents of old times I will now briefly refer to our courts of justice. Every county in the province had its court house and jail, but the most prominent places in my mind were Saint John and Kingston, then the shire town of Kings county. St. John, I remember, was frequently disturbed by petty thieves, burglars and murderers who, no doubt, had fair trials and were justly convicted.

The only hard case that I know of was the execution of young Patrick Burgen for stealing from the premises of Ginger Beer Smith. The verdict was, no doubt, in accordance with the law of the day, but the community considered it a very hard sentence for so small a crime.* Once in a while the cat of nine tails had to be used on the backs of hard ones, which was severe enough but probably not more so than the criminals deserved. But for hanging, it is said, Saint John could not compare with Kingston in those days. One might often hear the remark of a citizen, "It is well for that fellow his trial did not take place in Kingston, for had it been there, he would surely have been strung up." Although Kingston was considered a severe place for criminals they could be humbugged there too. They had in their jail the notorious More Smith, who by his tricks of juggling could often bluff and blindfold them, so much so that at last he apparently became very ill and feigned death and put the jailer, the sheriff and all those around in such a state of excitement that in sending for the doctor and otherwise hustling around they neglected fastening the door of More's cell, and he being a wide awake knave and seeing his opportunity, jumped from his cot, and escaped from jail.

Somewhere about the same time there was a Negro (a great vagabond) who went by the name of Croppy, and who went prowling around from place to place frightening women and children. In order to keep a noisy child quiet, a threat to bring in Croppy was enough. Croppy was about as ugly a specimen of human flesh as you ever saw—flat nose, uncommon large red lips, woolly head, and to cap all, no ears.

*The Burgen case, in 1827, has been much misrepresented by tradition. While his execution would seem an enormity in these days it was quite in accord with the law at that time. His offence was burglary of a dwelling house by night. A full account of the circumstances is given in "Old Time Tragedies."—EDITOR.

It was said the way he lost his ears was by stealthily creeping into a lone woman's house in the country and secreting himself under her bed and bedstead. Luckily for her at the time, a few Indians came along about dark and asked permission to stay all night. As might be expected the poor woman became uneasy and no doubt frightened, which the Indians noticed and to pacify her said, "We do no harm, we tired and want to rest a little while." Shortly after the woman retired to her room and hearing heavy breathing, rushed back and accused them of deceiving her as there was one of their party in her room at that moment. Their reply was, "It's not so, we all here you see," and then immediately accompanied her to ascertain the trouble. Looking under her bedstead they saw the black scoundrel, and pulling him out cut off both his ears with his own knife, and after inflicting other punishment kicked him out. Croppy was afterwards hung in Kingston, I believe, for some heinous offence committed in Kings county.

W. M. JORDAN.

THE NEW BRUNSWICK MILITIA.

Second Paper.

In 1866 a force of about 1,000 of all ranks, New Brunswick Militia, was called out on active service to assist in defending the province from threatened attack of Fenians. In addition to the militia, H. M. 2nd Battalion 17th Regiment proceeded to St. Andrews on February 20, 1866, under Major General Sir Hastings Doyle and Colonel McKinstry commanding 17th Regiment. The New Brunswick force was as follows :

NEW BRUNSWICK REGIMENT OF ARTILLERY, Lt. Col. Foster, Four Batteries. Captains Pick and M. H. Peters of St. John, (Col. Cole, 15th Regiment, commanded at St. John); Captain H. Osburn, St. Andrews; Captain W. T. Rose, St. Stephen.

Captain Pick's Battery was stationed at Patridge Island, with a detachment at Reed's Point. Captain Peters' Battery was stationed at the Martello tower, Negrotown Point Battery (now Fort Dufferin), and at Sand Cove St. John.

ST. JOHN VOLUNTEER BATTALION, Lt. Colonel Otty.

On the 10th May, 1866, this battalion proceeded to St. Andrews to relieve the 17th Regiment, as follows:

Lt. Colonel Otty, commanding; Captain D. Wilson, Acting Major; Captains, T. Sullivan, H. Cummins, W. Scovil, John S. Hall, Charles Campbell, James R. Maeshane, John B. Wilmot; Adjutant, Captain J. V. Thurgar; Surgeon, S. Z. Earle; Quartermaster, Captain F. P. Robinson; Paymaster, Captain H. Millett.

This battalion was relieved at St. Andrews by a detachment H. M.'s 15th Regiment, Colonel Grierson and Captain Hallows, 1st June, and returned to St. John on that day, continuing on active service until the 30th June, 1866.

YORK COUNTY BATTALION, one Company, Major E. Simonds.

This Company proceeded to St. Andrews April 4, 1866. Colonel Anderson commanded the force called in out the west of the province, Major C. Willis that at St. Andrews until the arrival of Major General Sir Hastings Doyle, April 20, 1866, and Lieut.-Colonel J. Inches commanded the force at St. Stephen.

CHARLOTTE COUNTY MILITIA—1ST BATTALION, ST. ANDREWS. Two Companies, Major B. R. Stephenson, Captain E. S. Polley. April 4, 1866.

2ND BATTALION, ST. GEORGE; Lt. Colonel D. Wetmore. Two Companies, Captains J. Bogue and J. Bolton. April 20, 1866.

3RD BATTALION, WESTERN ISLANDS; Lt. Colonel Brown. Three Companies, Captains L. Byron, A. Lloyd and J. Grew. April 4, 1866.

4TH BATTALION, ST. STEPHEN; Lt. Colonel J. Inches. Three Companies, Captains T. J. Smith, W. A. Murchie and J. W. McAdam. April 11, 1866.

In addition to the above, two Battalions of Home Guards were formed in Carleton County, under Command of Lieut.-Colonels Baird and Tupper, respectively.

Upon the relief of the force from active service, 20th June, His Excellency, Sir A. Gordon stated in General Orders that he "desired in a general manner to acknowledge the services rendered by the Batteries and Detachments of the New Brunswick Regiment of Artillery." He added:—

"The officers and men of this branch of the militia force have shown a remarkable aptitude for acquiring a knowledge of their more difficult duties, which has called forth the marked commendation of the Major General commanding in the lower provinces, and His Excellency has received the most satisfactory reports as to their general conduct and efficiency. To the forces generally employed on the frontier, His Excellency desires to express the gratification he has experienced in finding the officers and men composing the force engaged in protecting those points of the frontier most threatened by attack deserving his entire confidence. His Excellency is fully aware that upon them devolved duties of a peculiarly difficult nature, the discharge of which was occasionally attended with a greater degree of hardship than His Excellency had anticipated or desired, but which have been accomplished to His Excellency's entire satisfaction. Had it been the fortune of the Militia Volunteers of this Province, as it was of those in Canada, to meet in conflict the armed invaders of our soil, His Excellency is certain that their conduct would have been such as to merit yet warmer commendation, and they may take a pride in reflecting that the attitude assumed by the local force was amongst the causes which frustrated the projected invasion of this Province."

In his despatch to the Secretary of State for the Colonies of the 2nd July, 1866, the Lieutenant Governor expressed "his entire satisfaction with the conduct of this force and his strong sense of their cheerful endurance under somewhat trying circumstances. The utmost readiness to come forward in defence of the province from attack was on all occasions evinced, and had he deemed it requisite, he should have had no difficulty (however great the inconvenience such a step would have caused) in calling out a much larger force under the pressure of any temporary emergency."

The Secretary of State (the Earl of Carnarvon) in July, 1866, acknowledged receipt of this despatch and "expressed the great satisfaction with which he had perused it," and added that he would "not fail to bring

under the notice of the Secretary of State for War a statement so creditable in all respects to the loyalty and patriotism of those who have devoted their time and energy to this service."

So eager to come forward in defence of the province were individuals, the following incident may be mentioned: On the 10th April, 1866, a telegram from St. Andrews showed the necessity of immediate reinforcements. Captain Simonds' Company, with but a few hours notice, was ordered to proceed to the front. When parading the company at 8 p. m. one man was required to complete, a young divinity student, now Revd. E. Hanington, rector of New Edinburgh, at once stepped forward, and offered his services, with the understanding that "a sufficient amount of ball ammunition might be supplied;" he lost no time in shouldering his rifle and proceeding with the Company—a useful member of the military force, a working priest of the Church Militant.

On the 28th September, 1866, His Excellency Sir A. Gordon, who had done much to improve the militia force of New Brunswick, and who valued their services more than words could express, made his last inspection in the province, viz., of the Battalion of Home Guards under that worthy officer and gentleman, Lt. Colonel Tupper, on that most picturesque spot,—the table land above Florenceville—with the unequalled view, of hill and dale, meadow and forest, with the grand River St. John at his feet, in all its grandeur. Here the Lieutenant Governor made his farewell speech to the force, in the most eloquent terms.

On the 1st October, 1866, His Excellency Sir A. Gordon left New Brunswick, sailing from St. John, and on the same day, at Fredericton, General Sir Hastings Doyle was sworn in as Lieutenant Governor.

Before leaving the province Sir A. Gordon left

instructions for the following officers to be promoted to the rank of colonel in recognition of their services:

Lieut. Colonels J. V. Thurgar, R. W. Crookshank, Anderson and Maunsell.

Sir Hastings Doyle hesitated to carry out these instructions. The three first named officers, however, were subsequently promoted to the rank of colonel.

Sir Hastings Doyle had not long arrived before he saw the necessity of forming a Provincial Rifle Association. He therefore called a meeting of officers and others interested at the Institute, St. John, on the 3rd December, 1866. The meeting was enthusiastic and successful.

Much credit is due to Major, now Lieut Colonel, W. M. Jarvis for framing constitution and by-laws of the Association, and to Lieut. Colonels J. V. Thurgar, Beer, Major Perley, Captain T. B. Robinson, and many others, for the interest taken in the formation of the Association, which has, with its County Associations, since grown annually in importance.

Lieut. Colonel J. V. Thurgar was elected the first President of the Association; hence in great measure its success.

Major J. H. Parks, late New Brunswick Engineers, is now the President of the Association, and he has had the advantage of the services of two able secretaries, both of whom have done much to maintain the efficiency of the Association, viz.: Majors O. R. Arnold and J. T. Hartt. The former of these officers is nephew of the late Sir Fenwick Williams, K. C. B. of Kars; the latter is brother of Major F. H. Hartt, 62nd Battalion—good "Soldiers of the Queen."

It was in this year, 1866, that, besides the usual yearly inspection of volunteer corps, the Adjutant General and Captain H. Leigh, H. M. 22nd Regiment, composed a board to examine officers of different battalions,

as to the proficiency they had attained in drill and duties, by testing them "by the acceptance of verbal and written answers to questions." Among those commanding officers who gave valuable proof of zeal and ability in the instruction of their officers may be mentioned the following, viz.:

Lieut. Colonel Hon. J. Robertson, 1st St. John City Light Infantry, with such officers as Captains J. McFarlane, C. M. Skinner, James Milligan, J. Gordon Forbes, A. G. Blakslee.

Lieut. Colonel T. W. Peters, 2nd, City St. John, with such officers as the following: Captains, A. Rowan, F. E. Barker, now Mr. Justice Barker, and M. Chamberlain.

Lieut. Colonel H. Peters, 2nd St. John County, with such officers as Major W. M. Jarvis, Captains, W. L. T. Seely, J. B. Hegan; Lieutenants, J. B. Wilmot, C. H. Cunard and J. S. Boies DeVeber.

Lieut. Colonel J. V. Thurgar, City Rifles, all of whose officers appeared in full dress uniform. The following were amongst the officers: Captains, R. Rynd, Adjutant, G. F. Smith and C. Watters. Lieutenants, G. B. Seely, Henry L. Sturdee and T. B. Robinson.

The examinations at the following places were among the most successful: St. George, Lt. Colonel D. Wetmore; Bathurst, Lt. Colonel Hon. J. Ferguson; Woodstock, Lt. Colonel Baird. The Board submitted a most favorable report of this last named officer's battalion, adding that "too much praise cannot be given to Lt. Colonel Baird and the officers under his command for their successful efforts to arrive at this state of advancement."

A few of the officers of this battalion must be named, for the above efforts resulted in the successful formation of the Home Guards, already referred to,

and, subsequently, to the organization of the 67th Battalion, Carleton Light Infantry—now one of the most efficient rural corps in Canada.

Major, now Lt. Colonel, C. W. Raymond, with the much respected then Major C. R. Upton, one of the fathers of the 67th Battalion. Captains G. Strickland, J. T. Hoyt, J. Kilburn, R. B. Ketchum, Adjt., G. S. Baird, H. Emery, G. E. Boyer, C. Burpee.

In view of the excellent military spirit prevailing at that time may be mentioned the following :

The Board had arranged to examine the officers of the 1st Kent, at Richibucto, on the 16th August, 1866. The members of the Board arrived at Mrs. Wheaton's Hotel during the night, and were awakened at an early hour by the well known bugle sound of "The Assembly," blown frequently and at different parts of the town. Afterwards they observed crowds of people arriving on foot, in waggons, and on horseback; evidently it was "a red letter day," an election, or a circus, or other important event about to take place. The Board must postpone their little examination of officers! Their astonishment was great on learning from Lt. Colonel DesBrisay that these crowds of people were assembling to see the *military display*. It is needless to add that the *written* answers to questions were omitted on that occasion, a "field day" was planned and carried out, with about fifteen officers, partly in uniform and partly in plain clothes, and it ended with a "charge" on an imaginary enemy. In truth, however, Lt. Colonel DesBrisay set an excellent example, for he had attended the previous camp of instruction *as a private* in order that he might learn the duties of a soldier from the start.

In speaking of the excellent military spirit of the time, 1866, reference must be made to the volunteers of Charlotte County. In November of that year the

Adjutant General inspected the eight companies of that county, at St. Stephen, Captains Smith and Murchie; St. Andrews, Major Stephenson; St. George, Captains Bogue, Bolton; Campobello, Captain Byron; Deer Island, Captains Lloyd and Grew. The men of the Western Islands were of splendid physique, skilled in many important industries, in fishing, boat building, carpentering and farming. After the inspection on the 24th November, at Deer Island, it was a most interesting spectacle, the fleet of boats sailing from the cove, containing the men of the company.

It was on that day when an evening inspection had been arranged for St. George, that there was a severe gale, and the question arose could the Adjutant General keep his appointment for the evening inspection. It was considered dangerous in the extreme, if not impossible, to venture to cross from the island to the mainland in an open boat; one man, however, was found to be willing to risk his life on the occasion. Captain Grew with him as pilot, steersman and guide, the passage was made; and after a walk of several miles, carrying his portmanteau, the Adjutant General kept his appointment to the minute to the great surprise of Lieut. Colonel D. Wetmore and his officers.

During this year, 1866, and 1867, the Adjutant General had the able assistance of Lieut. Colonel A. C. Otty as D. A. G.; Lieut. Colonel D. R. Jago as A. A. G. Artillery, and Major Cuthbert Willis as Inspecting Field Officer.

The time that followed until confederation of the provinces, and the passing of the Militia Law in 1868 was comparatively uneventful. The Provincial Rifle Association had its matches at Sussex in 1867, at which \$1,807 were competed for, besides other prizes; \$693 at County matches. The different volunteer corps were kept efficient, displaying much enthusiasm.

In August, 1867, H. E. Sir Hastings Doyle, left the province, Col. Harding 22nd Regiment acting as Administrator of the Government.

In his report on the Militia of New Brunswick for 1867 to Viscount Monck, the Governor General of Canada, the Adjutant General (Lieut. Colonel Maunsell) expressed the hope that "not only will the results of previous legislation be embodied in the new Militia Law, but those results of more recent progress in military organization, as far as may be applicable to the militia of the Dominion."

The above was not lost sight of in the framing of the new Militia Law. On the 31st March, 1868, the day on which the proposed act was laid before Parliament, Lieut. Colonel Maunsell had an interview with the Minister of Militia, Sir G. Cartier, and the principal features of the New Brunswick Militia Law were pointed out. These were referred to by Sir George Cartier in his speech in parliament on the same day.

At this juncture Colonel Sir Patrick McDougall, both statesman and soldier, held the command of the Canadian Militia, with that much respected and able officer, Colonel Powell as his Adjutant General.

It thus came about that the force of Canada possesses all the component parts, so important in an efficient army, so well referred to in Sir Patrick's "modern warfare"—Advance Guard, Support, Reserve.

(a) Advance Guard—Active Militia, Cavalry, Artillery and Infantry.

(b) Support—All men of required age who have served in the active Militia, though not now included therein.

(c) Reserve—The rest of the Militia.

What says the Saturday Review of 10th June, 1871, of this force?

"While we in England have been employed in noisily discussing the best offensive organization, the Canadians appear to

have quietly, and with a minimum of cost to the Country, and of hardship to individuals, solved the question. Indeed we should say that, with the exception of Russia and Switzerland, Canada is far in advance as regards defensive organization of every country the world."

It may be of interest to submit here the name, and date of appointment, of each Minister of Militia and Defence since Confederation:

Cartier, July 1, 1867; McDonald, July 1, 1873; Ross, Nov. 7, 1873; Vail, Sept. 30, 1874; Jones, Jan. 21, 1878; Masson, Oct. 19, 1878; Campbell, Jan. 15, 1880; Caron, Nov. 8, 1880; Bowell, Jan. 25, 1892; Patterson, Dec. 7, 1892; Dickey, April 1, 1895; Bowell, (interim), Jan. 6, 1896; Desjardins, Jan. 16, 1896; Tisdale, May 1, 1896; Borden, July 13, 1896.

Also the name, and date of appointment, of each officer commanding the Canadian Militia, since Confederation:

Colonel P. L. McDougall, Oct. 1, 1868; Colonel, P. Robertson-Ross, May 5, 1869; Lt. General Sir S. Smyth, Sept. 11, 1874; Lt. General R. G. A. Luard, March 26, 1880; Major General Sir F. D. Middleton, May 23, 1884; Major General I. J. C. Herbert, Sept. 27, 1890; Major General W. J. Gascoigne, Oct. 2, 1895; Major General E. T. H. Hutton, Aug. 18, 1898.

GEO. J. MAUNSELL, Lieut. Colonel.

OLD TIMES IN VICTORIA WARD.

Third Paper.

The building which originally stood on the site of the present St. Paul's church was placed there in 1842, having been removed from the corner of High and Simonds streets, Portland, where it was designated Grace Church. St. Paul's, as, after the transfer, it was called, was at first a chapel of ease attached to the

ecclesiastical parish of St. Luke, and the conveyance of the land comprising the present holding was made by the late Chief Justice Chipman to the latter corporation in 1845. The ecclesiastical parish of St. Paul was not brought into being until 1856, the Reverend Charles Lee being the first rector. The Reverend Canon Harrison, rector of St. Luke's, conducted services at St. Paul's once on each Sunday, or possibly on alternate Sundays, until 1850, when, under some arrangement, the church was placed in the exclusive charge of the Reverend William H. Shore,* who, however, was compelled by ill health to resign his cure in 1852, being succeeded by Mr. Lee.

The building, as I first recollect it, was arranged internally after a manner now rarely seen. There was no chancel, and the choir and organ, if there was an organ, were in a gallery opposite the pulpit and reading desk. Behind these, on the eastern wall, were a representation of a descending dove, and tablets painted blue, on which in gilt letters were exhibited, I presume, the Apostles' Creed, the Ten Commandments and the Lord's Prayer.

Prominent among the singers in the gallery was the late Squire Manks, a fine looking man who wore his hair in ringlets, reminding me at a time when I had just learned of them, of the cavaliers, and who was usually dressed in white nankeen or other stuff in summer. He was a pronounced Orangeman and took part in the noted celebration of the Twelfth of July, 1849. In 1854, however, he devoted himself to nursing the sick and burying the dead among the poor Irish Roman Catholics of York Point, the victims of cholera, and was himself, while thus nobly employed, stricken to death by that disease.

*Mr. Shore had in his service an Englishman named Beech or Beach who was engaged as sexton of the church, and the association of the two names of course offered an opportunity to contemporary punsters which they could not ignore.—I. A. J.

The reference to the white nankeen reminds me that the summers then were warmer than now, or else people affected to consider them warmer. I know that young ladies in old St. Paul's or, as it was then commonly called, the Valley Church, quite generally in summer wore muslin dresses, under which imprisoned grasshoppers often ineffectually jumped, delighting my youthful mind more than sermons, and somewhat disconcerting the fair wearers.

Mr. Shore was looked upon by many as a dangerous Puseyite, the term ritualist not then being in common use, and his innovations were fiercely attacked by members of the Church of England, not of his congregation. He was, however, extremely popular with his own flock, and being musical, and, I believe, a good preacher, and possessing very pleasant manners and a prepossessing appearance, he generally managed to do what he pleased. It is not improbable that the fact that he was a bachelor added to his attractions, and I am at least certain that among his devoted adherents were many pretty girls.

He did not succeed in securing the removal of the cushioned pews, as I think he wished, but he had a chancel built and the choir and organ removed there, and he introduced Gregorian chanting. He also made a complete change in the character of Christmas decorations in church, which before had consisted mainly of festoons and heavy wreaths of spruce, the wreathed hoop and, occasionally, triangle being the only permitted symbols. Many and varied symbols, however, were used in St. Paul's under the new order, also monograms and texts and verses with initial letters in colors and gilt, while the wreathing, though still employed, was used far more artistically than in the years gone by. As the church never abandoned these methods and practices, it was for a long time regarded with

suspicion. Many years after Mr. Shore's incumbency, a gentleman about to enter Calvin Church, then on Hazen street, reverently uncovered his head, and thereupon the sexton addressed him as follows: "Pit on your hat, laddie: its nae better nor the hillside: gin ye want ony papistical naetions ye'd better gang ayant," indicating the direction of St. Paul's.

I think I am right in giving Mr. Shore the credit of instituting the first out-of-door festival for Sunday school children in this community. This was held on a bright summer day, after the grass was cut, in front of my father's place. After the little ones had been duly fed, there were all kinds of sports, including wheel-barrow and sack races, for their entertainment. These were mainly under the direction of a very brave and gallant gentleman, who, not long afterwards, gave up his life for his Queen and country. I refer to Major Welsford, who, while leading a storming party at the siege of Sebastopol, had his head blown off, as a last and despicable piece of resistance, by a Russian officer just before surrendering.

Colonel and W. Chipman Drury, James and William T. Peters and John Howe, and their families, formed an important portion of the original congregation of St. Paul's, and, living at a distance, were obliged to drive to the church for services, leaving their horses and vehicles in a shed maintained for the purpose.

Mr. Shore was always nice to children as well as adults, and this once induced me to beg from him the solution of a problem which weighed heavily upon my mind. My own costume was then, perhaps, as bright in color as that of the youthful Joseph, and my fixed impression was that all who dressed in black had lost some near and dear one. Seeing Mr. Shore always in black, I sympathetically interrogated him. He replied that he was in mourning for his sins, leaving me more

perplexed than ever, and disposed to believe that it was incumbent upon so miserable a sinner as myself to shed my plumage and don inky,—i. e. black inky—garb.

Among the most important events in the history of the district was the turning of the first sod of the European and North American Railway in 1853, by the Governor of the Province, Sir Edmund Head.* A pavilion, in connection with the demonstration, was erected between Cullinan's cottage and the City Road, and thither proceeded what I am assured was the finest procession which St. John has ever seen, which chiefly represented the flourishing trades, especially ship building, of the community. On the evening of this eventful day there was a ball in a building built for a foundry, but I think never used for the purpose, on the site of Park's Cotton Factory. Unfortunately the orchestra gallery was insufficiently strong for the purpose, and a gloom was cast over the festivities by its collapse, the consequent death of Mr. Thomas Rainsford, of Frederickton, and the serious injury of at least one other guest. †

*While Sir Edmund may be said, officially, to have performed the function the first sod was really raised by Lady Head, who deposited it in a beautifully designed wheelbarrow made for the occasion. Then the president of the railway company, the president of the Mechanics' Institute, the mayor of St. John and Commodore Shubrick, of the U. S. man-of-war "Fulton," each placed a sod in the barrow, which was wheeled away by Governor Head, amid great cheering. The number of men who were in line in the procession that day was about five thousand. The procession, including emblematic vehicles, extended two miles, and it required an hour to pass a given point. The date of this event was September 14, 1853.—EDITOR.

†Regarding this occurrence. Mr. George E. Penety has the following in "An Old Timer's Reminiscences," published in one of the city papers a few years ago:

"The company assembled was large and brilliant, composed of St. John's best citizens. All went on well till about one o'clock in the morning, when, with a terrible crash, down came the orchestra gallery, which had been temporarily erected over the entrance door. The military band occupied this gallery. Persons were moving about under it all the evening, and when it fell a young gentleman belonging to Frederickton was mortally hurt; he lingered in the ball room several days, as he could not be moved, when and where he died. A young lady was all but killed and became a cripple for life; she is still living. Several others were badly injured, but recovered in time. . . . After this temporary gallery had been completed, Mr. W. K. Reynolds, of Suspension Bridge fame, happened in the building, and casting his eyes towards the gallery, he told the head workman that a semicircle extending from one side of the building to the other could not possibly stand the weight of many persons unless there were central supports, without which it would break down. The workman saw the force of the remark, and said he would attend to it—but he did not. Hence the catastrophe."—EDITOR.

It probable that the construction of the railway through the valley extending eastward from the old mill-pond tended to increase the number of householders in the district, and it is certain that from this period the population and the number of holdings became larger. Edwin Fisher, Charles W. Stockton, William H. Steeves, Thomas McHenry, William A. Robertson, William H. Venning, George E. Snider, Robert and James Reed and Charles Nevins built handsome residences on the hill, in or about the Crows' Nest, between the date of the turning the first sod of the railway and 1860, or thereabouts. Richard Seely also built in the valley, and John Wright, James Philips, James Ferguson, Messrs. Hunt and Magee and some others within the same period. The filling up of the valley with houses, however, was not rapid, and in 1856, or thereabouts, I could make a bee line from my home to St. Paul's church, without encountering any obstacle more serious than an easily surmounted fence. It is not improbable that the ravages of the cholera in the populous parts of the city led many to consider the advantages of suburban residence. The general prosperity which prevailed in the community during the period of the Crimean war also induced and enabled many to make investments in real estate in the neighborhood of St. John. There was at the time a great deal of speculation in land, and somewhat especially in the locality to which this paper relates. As an instance I may mention the fact that my father purchased for one hundred pounds and, within a year or so, sold for three hundred pounds the tract of land which formed the holding of the late James Reed. The late Chief Justice of Canada, Sir William Ritchie, became the owner of several acres, including the present holdings of Mrs. John P. C. Burpee, Mrs. Charles A. Stockton, J. Murray Kay and others, and, although he never lived

there, he built a conservatory upon the property and brought a portion of it under cultivation.

Parks' Cotton Factory was built in 1860 on land which, except as before mentioned, was vacant and was occupied once, and perhaps twice, for the purposes of a circus company. Other buildings of a purely industrial character soon afterwards sprung into existence in the district, notably Burnham's wood factory on Celebration street, that of Fairbanks and Hawes, and, later, Campbell and Fowler's axe and carriage spring factory on the City road. In 1861, however, the site of the latter and a large space extending to Stanley street was used for an open air rink, being enclosed by a high and substantial board fence. Here in fine winter weather young people, and even those not absolutely young in years, disported themselves on what was generally excellent ice, and twice or thrice a week to the music of the band of the 15th Regiment. This rink was not open to the public, and to its exclusiveness was, perhaps, due in part the incorporation in 1864 of the Victoria Skating Rink Company and the erection of their building so long a popular place of resort.

In 1861 the Grenadier Guards were quartered in the car-shed connected with the railway, preparatory to their march to Quebec. Everyone was brim full of loyalty at the time, and those residing near the temporary barracks were determined to show some marked attention to the distinguished warriors. Accordingly Colonel, then Captain, Tucker and myself, under the direction of the leaders in the movement, made a visitation from house to house among the more affluent residents, and succeeded in raising a sufficient sum for the purpose. The entertainment was eminently successful, the guests being especially charmed with the profusion of geese, turkeys and chickens, and fully appreciating the beer from Jones' Brewery.

There are a few holdings outside the comparatively populous portion of the district which deserve more extended notice than I am prepared to offer. I refer to the Gilbert house and mill; "Doubloon Cottage" built by Attorney General Peters and receiving its name because the land upon which it was built was purchased for a doubloon; lastly "Newlands," long the happy home of the Drury family, which was in ward No. 4 of the Town of Portland but not in the bounds of Victoria and hence, in strictness, has no claim to be here considered. From what I have been able to learn I believe that each of these buildings was erected in the very early thirties. No one of them is now standing except the Gilbert homestead; but there are many who remember "Newlands" nestling in a cosy nook by the edge of the marsh, and "Doubloon Cottage" with its veranda among the trees on the hillside, looking peculiarly inviting to those on the shadeless plain below, when beneath a summer sun. The late Colonel Drury once pointed out to me the traditional site of a French shipyard on the edge of the marsh near Newlands, and there seems to be no doubt that there was, in old times, a sufficient depth of water to enable small vessels to be floated thence to sea. It is also said that the French had a grist-mill near the mouth of the creek, and the late W. Chipman Drury informed me that a portion of one of the stones used for grinding in this mill had been placed in the museum of the Mechanics' Institute of Saint John. If this statement is correct, the stone does not seem to have been properly labelled, and I question whether it is now in existence as a recognizable historical object.

Gilbert's Lane, as it is now called, was formerly known only as Lover's Lane, a name which ought to be revived for the sake of old citizens who in youth wandered there with their chosen maidens. It is

greatly to be regretted that Gilbert's Island, always an interesting and formerly a picturesque memento of the fluvial condition which once existed in the locality, has been denuded of trees and for many years neglected.

My knowledge of the settlement of land lying between the Victoria Rink and the Marsh Bridge in proximity to the City Road is insufficient to enable me to deal with the subject, but I am assured that one building, the Jordan cottage, has reached comparative antiquity and that the same may be said of other existing structures within the area indicated.

It should be borne in mind that, as before indicated, the district to which this sketch relates was not included in a ward until the incorporation of the Town of Portland in 1872, and did not receive the name of Victoria until the union of the cities of St. John and Portland. In strictness the title of this paper is therefore incorrect, but, in view of its suggestiveness, adverse criticisms to its use will, perhaps, not be pressed.

The district which in recent years has been honored by this regal name, has produced its full quota of leading men in this community. Richard Wright, James and Robert Reed, and Charles Nevins gained more than local reputation as the owners and builders of ships, and William A. Robertson was well known in connexion with shipping. In the Canadian House of Commons have been Sir Leonard Tilley, the Hon. Isaac Burpee, J. S. Boies DeVeber and Hon. Frederick E. Barker, of whom the first held several important portfolios and was governor of the province, the second was a minister of the crown, and the fourth is now a judge of the Supreme Court. The Upper Chamber of Canada has been represented in the district by Senator Steeves, and that of the province by the Hon. Thomas R. Jones, while Silas Alward is a member of the Provincial House, as was the late Henry Gilbert long

ago. Mr. Burpee was also the first chairman of Portland, and Edwin Fisher, my father and H. Lawrance Sturdee, now sheriff of St. John, have each been chairman or mayor of the town or city of Portland if not warden of the Municipal Council. The late Thomas M. Reed and Mr. DeVeber have also been mayors of St. John, while the late W. R. M. Burtis and Henry W. Frith each filled important offices, the one that of common clerk of St. John, the other, for many years, those of clerk of the peace and county secretary. In George F. Matthew widely recognized scientific attainments are embodied, while George A. Schofield, manager of the Bank of New Brunswick, may well be regarded as the able exponent of financial matters. I must also mention the name of an active and useful citizen, William M. Jarvis, for some years a member of the Portland Council, who drafted the Act of Incorporation for the town, including a section which precluded remuneration for his valuable services in that behalf.

The gentlemen named all have been or are residents of Victoria Ward or the district which it includes, and many names might be added to the list, including those of General Warner and his compatriots, if there were any question to the standing and influence of this civic sub-division of Saint John. The steady advance which has been made by the ward in almost every respect, the character of its people and the attractiveness of many of their homes and surroundings allow no such question. With Rockwood Park and picturesque features and fine points of view almost everywhere within its bounds, and other advantages which need not be enumerated, the future of the ward may be regarded as entirely hopeful. To properly appreciate its adolescence however, it is necessary to be informed as to its infancy, for which purpose this incomplete sketch may, perhaps, be of some use. I. ALLEN JACK.

AT PORTLAND POINT.

Tenth Paper.

Major Studholme's post at Fort Howe was rendered much more secure by the capture of Castine (or Megabagaduce) at the mouth of the Penobscot river in June, 1779, by the British under General McLean. This event rendered John Allan's position at Machias very precarious. Had a little more energy been displayed by Admiral Collier, Machias would have been taken also, and the consequences of such a step might have been of immense advantage to New Brunswick today. The American writer Kidder, in his interesting account of the military operations in eastern Maine and Nova Scotia during the Revolution, says, "It is now generally conceded that our present boundary was fixed mainly on the ground of occupation, and had we not been able to hold our eastern outpost, we cannot say what river in Maine would now divide us from a British province." If the British forces had occupied Machias it is not improbable that the western boundary of New Brunswick might have been extended to the Penobscot river, possibly to the Kennebec.

Major Studholme's duties at Fort Howe were by no means light. The position was a responsible one and called for the exercise of tact and firmness. He was, however, a man of courage and ability and was supported by capable officers. Among the latter were lieutenants Peter Clinch, Ambrose Sharman and Samuel Denny Street. A few words about these gentlemen may not be out of place.

Peter Clinch, according to family tradition, was born in Ireland and educated at Trinity College,

Dublin. He came to America before the outbreak of the Revolution, was gazetted a lieutenant in the Royal Fencible Americans on May 15, 1776, and shortly afterwards appointed adjutant of the corps. He settled at St. George after the peace of 1783, where he received a grant of 700 acres and had as his immediate neighbors Captain Philip Bailey and other officers, non-commissioned officers and private soldiers of the regiment. One of Mr. Clinch's sons writing in 1835, thus describes the experience of the settlers at St. George:—

"My father had charge of a party of soldiers who were disbanded in 1783 and sent to colonize a howling wilderness—the most unfit employment they could be put to. The delay which took place in furnishing a vessel to convey them and their stores added much to their difficulties. It was not until the 10th of November that a landing was effected at the mouth of the Magaguadavic, where there was neither house nor habitation of any kind to receive them; and so glad was the skipper of the vessel to get rid of such a disorderly and almost mutinous crew, that he sailed away the moment he got them landed. He was under some apprehension that they would insist on coming away with him again rather than land on such an inhospitable shore. That night my father slept in the open air and such a heavy fall of snow came that he had some difficulty in removing the blankets next morning."*

Peter Clinch in 1793 raised a company for the King's New Brunswick Regiment which he commanded. He was for some years a representative of Charlotte county in the House of Assembly and a man prominent in public affairs up to the time of his death in 1816.

Lieutenant Ambrose Sharman filled a double position in his regiment, being assistant surgeon or surgeon's mate, as well as lieutenant. During the six years he was stationed at Fort Howe his services were not infrequently needed by the settlers as well as by the garrison. Among the charges included in a bill the doctor presented to James White, under date August 4, 1780, is the item, "To inoculating self and family for Small pox, £9." Small pox was common

*See Historical Series of Articles in St. Croix Courier, No. LXXVII., edited by James Vroom.

in America at this period, and, until vaccination was introduced by Dr. Jenner, inoculation was regarded as the best preventative and was extensively practised; the results, however, were not uniformly satisfactory. Small pox appeared at Annapolis in 1794, and spread from house to house, and the Rev. Jacob Bailey wrote of it, "What is somewhat remarkable, numbers died under inoculation, while the old sexton who took it in the natural way, though 98 years of age, recovered." Soon after the peace in 1783, Dr. Sharman settled in Burton, Sunbury County, beside his old brother officer, Samuel Denny Street. Ten years later he was drowned while crossing the St. John river in the discharge of the duties of his profession. Three of his orphan children were provided for and educated by Mr. Street, who also named one of his sons John Ambrose Sharman* in honor of his old friend and comrade in arms.

Lieut. Samuel Denny Street was an Englishman by birth. He was educated to the law and became an attorney and solicitor in the court of Westminster. He came to America in 1774, and enlisted as a volunteer in the Royal Fencible American Regiment in which he was soon after commissioned a lieutenant.

The pilots for General McLean's expedition to Penobscot were obtained by Lieutenant Street, who on four several occasions was sent on confidential services between Fort Howe and Penobscot. On one of these occasions, namely on the 25th of April, 1781, he was betrayed by the treachery of his guide and taken prisoner with six men of the Royal Fencibles who accompanied him. He was taken at first to Machias and sent thence to Boston where he was put on board the prison ship. General McLean anxious to retain his services, tried to effect an exchange but failed, and it

*Hon. John Ambrose Street was attorney general and leader of the Provincial government in 1851 and was for years prominent in political life.

was learned afterwards that the failure was due to a memorial forwarded by John Allan and the Machias people representing that Street was quite too mischievous a person to be set at liberty. General McLean on two occasions offered two rebel officers of superior rank in exchange, but in both instances the offer was declined.

After several months of irksome confinement on board the prison ship, Mr. Street contrived with the help of one of his men to seize "the rebel sentinel" as he was pacing the deck on a sultry night in August, without attracting the attention of the guard. Having bound and gagged their man and possessed themselves of his weapons, they then with the assistance of the other prisoners surprised and disarmed the guard, consisting of a corporal and twelve men. One of Street's men swam ashore and brought off the ship's boat in which all embarked. The guard were left on an island in the harbor. Street and his party landed on the main land and pushed through the wood as far as Marblehead. The day coming on they were so unfortunate as to fall into the hands of a detachment of American troops by whom they were conveyed to Boston jail where Street was measured for irons. However, the manacles were not put on in consequence of a threat on the part of the British to retaliate upon their prisoners at Halifax.

After enduring for some time the prison fare, which he describes as "putrid and offensive," Lieutenant Street made another attempt to escape and failing was again placed on board the prison ship. The guard, in order to avoid surprise, were placed in a boat moored under the ship's quarter. Not long afterwards Street managed to lower himself one dark night about eleven o'clock from the cabin window, and with the tide at flood swam off undiscovered. After

swimming a mile up the harbor he landed on the shore and sought refuge in the house of an Englishman with whom he was acquainted. He soon afterwards got safely back to the garrison at Fort Howe.

At the peace in 1783, Samuel Denny Street was employed as assistant to Major Studholme in making arrangements for the settlement of the Loyalists at St. John and elsewhere. He was the first lawyer to practice his profession in this province.

These biographical notes have led to a digression from the thread of our narrative, to which we must now return.

The Indians resisted every temptation held out to them by the Americans during the year 1779, and welcomed Colonel Francklin and Father Bourg in their principal villages with great rejoicings. A grand ~~pow-wow~~ was held on the St. John river on the 27th June, 1780, when about 300 warriors, besides 600 women and children were assembled. Deputies from the Ottawas, Hurons, and other Canadian tribes being present required the Indians of Acadia to withdraw from the Americans and to remain quiet, the Canadian Indians saying that they had declared war against the Americans and should treat all Indians found among them as enemies. Three messengers were sent by Major Studholme and Father Bourg to Passamaquoddy to request the Indians encamped there to give their attendance at Fort Howe at the earliest possible moment, the invitation coupled, as usual, with the promise of handsome presents. For two days John Allan labored hard to dissuade his dusky allies from accepting the invitation, but all in vain; go they would. With characteristic duplicity they assured him "that they only meant to see the priest, their souls being heavy and loaded with burthens of sins, and that they acted upon a duty commanded in their church which

they could not neglect." On the 3rd July all but one hundred, and these chiefly women and children, set off for Fort Howe. In a letter to the Massachusetts government Allan expresses his bitter disappointment at the defection of his Indian allies which, however, had been for some time impending. He says :—

"I am very unhappy in being obliged to acquaint the Hon'ble Board of this, after the success I have experienced in disappointing the priest and Mr. Frankline these three years."

Common justice demands that the Abbé Joseph Mathurin Bourg should receive his meed of praise at our hands for his zealous co-operation with the government of Nova Scotia in the endeavor to restrain the Micmacs and Maliseets from declaring war against the British. It is not too much to say that the security of the lives and property of the English settlers on the River St. John during the Revolutionary war was in a large measure due to his efforts and influence. But Father Bourg deserves special mention as being the first native clergyman* to officiate in the maritime provinces. "Savez-vous que cet intrépide missionnaire est Acadien?" asks M. Placide P. Gaudet in a letter just received by the writer of this paper. According to M. Gaudet, Father Bourg was born at River Canard in the district of Minas, June 9, 1744. His father was Michel Bourg and his mother's maiden name was Anne Hébert. They with the greater part of their children escaped at the time of the expulsion of the Acadians in 1755, and sought refuge on the Island of St. John,† whence in 1758 they were transported by the English to the northern shores of France. The youthful Joseph Mathurin Bourg became the portége (along with three other young Acadians) of the Abbé de l'Isle-Dieu,

*The remark applies to all Christian denominations.

†Now called Prince Edward Island.

grand-vicar at Paris to the Bishop of Quebec. He took his course of study and his theology at a little seminary in the diocese of St. Malo, and on the 13th September, 1772, was ordained priest at Montreal by Mgr. Briand. A year later he was sent to Acadia to minister to his compatriots, the Acadians. He took charge of his mission at the beginning of September, 1773. The mission was called "Cotes maritimes de l'Acadie." It extended from Gaspé as far south as Cocagne. Immense as was the field it was to be enlarged for in the month of August 1774 there was added Menoudie, Memramcook, Petitcodiac, Quanaheqachis [or Kennebecasis], the St. John river, the peninsula of Nova Scotia and the Island of Cape Breton. The bishop of Quebec at this time appointed M. Bourg to the office of Grand Vicar in Acadia. After the close of the Revolutionary war Father Bourg again retired to the Bay of Chaleur. As already stated the advantages of his mission among the St. John river Indians during the Revolutionary war were very great.

The friendship of the Indians at this time was indispensably necessary to the protection of the mast cutters on the St. John river. This fact naturally leads us to consider briefly the origin of the business commonly known as "masting." It may truly be said that for a hundred years the province of New Brunswick has lived by the product of its forests, the consideration, therefore, of the first steps towards the development of our forest resources ought to be of some interest. Masts were cut upon the St. John river for the French navy, by order of Louis XIV., two hundred years ago. Monsieur Dièreville says that in the year 1700 the French man-of-war *Avenant*, a good King's ship mounting 44 guns, which had brought out the annual supplies for Villebon's Fort at Nashwaak on the River St. John, took on board some very fine masts

that had been prepared for shipment by fourteen carpenters and mast-makers employed in his majesty's service. The vessel sailed for France on the 6th October, and arrived at her destination in 33 days.

The importance to the British fleet of a supply of masts constantly available, was a matter that could scarcely be over estimated. The Revolutionary troubles were brewing when the Hon. Charles Morris, May 21, 1774, submitted his well known report upon the woods of Nova Scotia, based upon the best observations he had been able to make during a residence in the province of about twenty-eight years. His remarks on the St. John river are as follows:—

“On the River St. John above the present settlements and on the other rivers flowing into it are great quantities of pine trees at present fit for masts, and great quantities of others growing into that state, which being so far inland, protected by growth of other timber and by hills and remote from those violent gales which infest the sea coast, will be the most effectual reserve for such purposes. I am therefore of opinion, that a reserve of all the lands on the River St. John above the settlements for the whole course of the river at least twenty-five miles on each side, will be the most advantageous reserve to the crown of any lands within this province, especially as the river is navigable for boats and rafting of masts the whole course of it, as also for rafting of masts in the several branches of it; and in this tract is contained a black spruce, fit for yards and topmasts, and other timber fit for shipbuilding.”

The ultimate importance of “the black spruce fit for yards and topmasts” was little dreamed of by Mr. Morris. The Loyalists were indebted to this gentleman for the reserve of lands for their accommodation on the upper St. John. Up to this time the Nova Scotia governors had been issuing grants in a very lavish fashion to retired army officers and government officials, but it was now decided to reserve the territory recommended by Mr. Morris, not however, out of consideration for the future settlers, but because its towering pines supplied the best masts in the world for the British navy.

In the year 1779, arrangements were made with

William Davidson* to provide a considerable number of masts on the River St. John. In order to render his work easier, Michael Francklin wrote the following letter to Pierre Thomas as head chief of the Indians:—

WINDSOR, 29th November, 1779.

MY BROTHER,—Mr. Davidson is now employed on the River St. John for the King my royal master, I am therefore to request you will afford him and all his people every assistance and protection in your power.

MY BROTHER,—I request, and flatter myself if any party of Rebels or Indians should attempt to disturb Mr. Davidson, that you and your people will prevent it, and if necessary take arms for that purpose.

MY BROTHER,—The Governor of Nova Scotia sends to Major Studholme some presents for you; they are intended to encourage you to protect Mr. Davidson; receive them and be true to the trust his Excellency reposes in you.

MY BROTHER,—Major Studholme is your friend and your advocate and is desirous that all your late faults may be overlooked and buried, therefore they are all forgot and will be thought of no more.

MY BROTHER,—Present my best compliments to all the Captains, Councillors and other Indians of the River St. John, and I do not forget their wives and children.

[Seal.] MICH. FRANCKLIN.

Colonel Francklin was fully aware of the necessity of paying careful attention to the Indians at this juncture for the Machias people threatened to destroy "the King's masts" and tried to get the Indians to aid them. To prevent this several of the principal Indians were retained by Francklin (who took care to treat them well) as hostages for the safety of the mast cutters. Francklin shipped a quantity of goods from Windsor to Fort Howe in the schooner Menaguash to be given to the Indians by Major Studholme as a further inducement to them to protect the workmen engaged in getting out the masts. The presents included quite a variety of articles and among other things, "one cask of wine sent by Mr. Francklin for the Squaws and such men as do not drink rum." Francklin wrote one of his politic letters, addressed

*William Davidson settled at Miramichi in 1764 but was living at this time at Maugerville.

“To the Chiefs, Captains and principal Indians,” in which he says:—

“BRETHREN,— King George wants masts for his ships and has employed people to provide them on your river depending on you to protect them in cutting them down and conveying them to Fort Howe. The Governor sends you some presents, which Major Studholme will deliver you; they are intended to bind fast your promise that you will protect the mast cutters.”

The presents were duly delivered to the Indians at Aukpaque by James White.* The masts arrived safely at Fort Howe and the hostages were released. The first cargo of masts was brought to Halifax on the 22d November, 1780, by one of the navy transports.

The River St. John now assumed an importance in the eyes of British statesmen it had never before possessed. The power of Britain, then as now, centred in her navy, and the larger warships required such tall masts that trees suitable for the purpose were rarely found save in the depths of the primeval forest. Only the largest pines would answer, and these sound to the core, perfectly straight and free from shakes. The rebellion of the old colonies had cut off the supply from that quarter and the reservation of suitable trees in the remaining colonies became a matter of national concern. The masting business was a very important one in the early days of New Brunswick. Vessels were built expressly for carrying masts to England, and being of large size and sailing under protection of British frigates, they soon became the favorite passenger ships. The pine tree was for years considered the pride of our New Brunswick forest as well as the chief source of our forest wealth. It no doubt is the tree meant to be

*Mr. White took a receipt in form as follows:—

AUPAHAG, 26th June, 1780.
Received from James White, Esq., Agent to Indians (River St. John) the goods sent them by the Governor of Halifax for the purpose of protecting the contractor, his people and masts from the Rebels, &c., &c.

[Signed.] Francis Xavier,
Nichola Nepton,
Francis Joseph,
Andrew Fransway,
Joseph Pemehawit,
Pierre Meductsick.

represented in the great seal of the province adopted in the year 1784.

The Lieut. Governor of Nova Scotia, Sir Richard Hughes, on the 30th of April, 1781, wrote to Lord Germaine that upwards of 200 sticks for masts, yards and bowsprits, had been cut, squared and approved by the King's purveyor at the River St. John in the course of the last fall and winter, and one of the navy transports was then at Fort Howe loading a cargo of masts. In the autumn of this year, Colonel Francklin met the Indians, to the number of 383, at Oromocto block house.* He distributed presents and settled amicably some jealousies that had arisen about the election of chiefs, and the savages then quietly dispersed to their hunting. There was this year a false alarm at Oromocto and the Indians manifested great eagerness to go to the defence of the block house.

In all transactions with the Indians, James White was Col. Francklin's right hand man, and his services and advice were invaluable. The savages were naturally restless and fickle and a source of constant anxiety. James Simonds had some trouble with them at Mauger-ville, in the autumn of 1782. In a letter to James White he calls them "a set of infamous rascals" and charges them with plotting to destroy him. He adds:

"A spirited resentment on the part of the magistrates and others would now have a good effect, otherwise they design to be hostile to the settlers of new grants upon the small rivers. I am by no means afraid of them if I am upon a proper footing, but cannot content myself to be a mark for them to shoot at upon the main road into the lakes† without protection."

After the establishment of Major Studholme's garrison at Fort Howe, letters were frequently sent by way of the River St. John between Halifax and Quebec by the Governors of Nova Scotia and Canada and other

*This post was called Fort Hughes. It was under command of Lieut. Constant Connor of the Royal Fencible Americans. This officer went to Nova Scotia after the war, where he fought a duel and killed his antagonist. He died at Halifax.

†Maquapit and French Lakes in rear of Mr. Simonds' residence.

officials. The couriers were for the most part Acadians although Indians were occasionally employed. Two of the most celebrated couriers were Michel Mercure and Lewis Mitchell. Small post houses were established at intervals of about twenty miles along the desolate route of the upper St. John and also on the portage to the St. Lawrence to afford shelter. The journey in the winter season was an arduous and dangerous one and the couriers demanded and generally received one hundred dollars for the trip from Fort Howe to Quebec.

During the years that the American Revolution was slowly moving on towards the result rendered inevitable by the incompetency of British generals and the blundering of British statesmen, William Hazen, James White and most of their tenants at Portland remained quietly at their homes and endeavored as best they could to provide for their families. The Conway settlers had nearly all moved up the St. John river to be out of the way of the crews of any sea rovers that might be disposed to molest them. We have some information respecting the misfortunes of these persecuted people in a report submitted to Major Studholme, July 8, 1783, by Messrs. Ebenezer Foster, Fyler Dibblee, James White and Gervas Say, who had been appointed a committee to report on the condition of Conway and the other townships.* From this report we learn that Hugh Quinton's house had been well nigh destroyed by fire. Peter Smith had been "much harrassed by the rebels." Thomas Jenkins had "moved up the river in consequence of danger from plundering parties." Elijah Estabrooks' house had fallen into decay "said Estabrooks† moving up the river on account of the danger

*See N. B. Hist. Soc. Coll. Vol. 1. p. 114. Messrs. Foster and Dibblee were Loyalists, the two other members of the committee, James White and Gervas Say, were old inhabitants.

†Elijah Estabrooks came from Cornwallis in the year 1767. He moved to Gagetown after he was driven from Conway.

of his situation." John Bradley had moved up the river for the same reason. Zebedee Ring had been compelled to abandon his lands for the same reason. Gervas Say, Esq., had been obliged to abandon his house and property opposite the falls and remove to Lower Maugerville (now Sheffield) for the same reason. The experience of Samuel Peabody, James Woodman, William McKeen, Jonathan Leavitt and Daniel Leavitt was much the same. Messrs. Peabody, Woodman and McKeen went to Maugerville where Mr. Peabody engaged in milling and "masting," and we shall hear more of him in this connection. James Woodman purchased from Joseph Dunphy some land on Oromocto Island, and afterwards 1,800 acres of land in Maugerville from William McKeen, also 100 acres from Richard Esty, Jr., with a mill on a stream known as Numeheal creek opposite Middle Island in Maugerville. Mr. Woodman seems to have been associated with William Davidson in his contract for getting out masts for the royal navy as we gather from the following:—

FORT HOWE, 2nd July, 1781.

SIR,—At Ten days sight this my Second, first of same Tenor & Date not paid, please to pay to Mr. James Woodman or Order, Three Hundred Pounds Halifax Currency and charge the same to the Debt incurred on the Mast Contract by Order of Sir Richard Hughes, Baronet.

I am sir,

Your Most Respectful Humble Serv't,
GEORGE ANDREW.

To the Naval Storekeeper of
His Majesty's Yard at Halifax.

James Woodman's mill on Numeheal creek was employed a little later in sawing boards and other lumber for the use of the Loyalists. In the summer of 1783 he supplied Major Studholme with lumber which was used in building houses at Parr Town. Woodman died during the course of the year, as is evident from the fact that on Sept. 30th, Dr. Ambrose Sharman acting on behalf of Martha Woodman, widow of the late

James Woodman, signed a receipt for the sum of £139.3.9½ for boards and shingles provided by Mr. Woodman for the use of the Loyalists.*

William McKeen, although living at Conway, several years prior to the Revolutionary war, was one of the original grantees of Maugerville, and later a Deacon of the Congregational Church there. His descendants in the province are numerous and respected.

Jonathan and Daniel Leavitt were almost the only individuals among the Conway settlers who remained at the mouth of the river. The former by permission of Major Studholme built a house on the west side of the harbor. The Leavitts were apparently the only residents in Carleton when the Loyalists arrived at St. John. Their claims as pre-loyalist settlers are shown by the fact that when Carleton was regularly laid out by a surveyor, the two brothers were allowed to retain twenty lots, of which number Jonathan had seventeen and his brother Daniel three.

James Simonds on his removal to Maugerville left Lemuel Cleveland as a tenant in possession of his house at Portland Point and leased all his lands and buildings for two years to Major Studholme at £60 pounds per annum. The next three years, 1780 to 1783, he could do no better than lease them to Hazen and White for the insignificant sum of £30 per annum. During his absence his old partners were not unmindful of the improvement of their lands. In order to fulfil the condi-

* James Woodman was one of two brothers who went from England to Newburyport, from which place James came to this province. His handwriting shows him to have been a man of superior education. His wife was Martha Nevers, and the two children of this marriage were named James and Martha Ann. The former was subsequently a resident of Horton, N. S., where he died. Martha Ann, born in 1780, was married in 1800 to William Delaney, and resided in Onslow and Londonderry, N. S., dying at the age of 93. One of the daughters of this marriage became the wife of William K. Reynolds, since deceased, of St. John and Lepreau, N. B., and she is still living in this city. James Woodman was therefore the great-grandfather, on the maternal side, of the editor of THE NEW BRUNSWICK MAGAZINE. James Woodman's wife, Martha, died shortly after 1780, and he was married a second time. After his death his widow was married to Isaac Clarke.—EDITOR.

tions required by their grants they built several new houses and settled four more families on the marsh, each with a small stock of cattle. They made a road to the Indian House along the route now followed by Main street, built a house on this road, and a wharf and two houses near the Indian House. They also made a road from Spar Cove to Langdon's on the Kennebecasis.

In the year 1782 James White was appointed deputy collector of customs under Henry Newton the collector at Halifax, but as the tonnage which entered the port in that year was only 144 tons and the tonnage that cleared only 165 tons, it will readily be imagined that the emoluments he derived from the office were small. Of the dozen vessels that entered and cleared the largest was of but 30 tons burden. William Hazen's position as commissary to the garrison was perhaps a little more remunerative. He and Mr. White furnished fuel and other articles needed by the garrison. We can readily imagine that the exposed situation of the barracks on the summit of Fort Howe hill rendered an abundant supply of fuel a thing essential to the comfort of the troops. The old fashioned style of heating by open chimney fires was at this time employed both at the barracks and in all private houses, consequently, there was a prodigious consumption of cordwood. The wood was at first procured in the vicinity of the fort, but the supply was soon exhausted and at the time of the arrival of the Loyalists it was brought in boats to the landing place at Portland Point. The task of transporting it to the magazine, or fuel yard, at Fort Howe was no easy one. A very primitive method indeed, seems to have been employed and no doubt it afforded a vast amount of healthy exercise to those of the Loyalists desirous of earning an honest penny.

The particulars may be gleaned from the advertisement below :—

COMMISSARY GENERAL'S OFFICE, FORT HOWE,

February 10, 1784.

Many applications having been made to this office by people desirous of being employed in public works until they have lands assigned them to settle upon, this general notice therefore, is given that the cordwood for the use of the garrison is to be brought up from the beach to a certain spot on the hill fixed upon for a wood magazine until further orders. Persons willing to provide themselves with hand sleds at this season will meet with encouragement by applying to the subscriber,

FRED. WM. HECHT,

Senior Assistant Commissary in Nova Scotia.

The price paid to James White for 172 cords of wood furnished during the year 1782 "for the service of His Majesty's Troops at Fort Howe and the Post at Oromocto" was twenty shillings, or four dollars, a cord, which seems a fairly good price considering that wood was at this time so abundant and labor so cheap. James White presented his bill to Commissary General Brook Watson and was paid the amount due him, nearly \$700. This sum of money in the current medium of the day—silver dollars—was in weight equivalent to more than thirty pounds of silver, a rather inconvenient sum for the pocket of an old time merchant.

The requirements of the garrison secured to Hazen and White a ready market for all the produce they and their tenants were able to raise, and at times it was necessary to send up the river for supplies. One of James White's old memorandum books shows that when the garrison was first established at Fort Howe, in November, 1777, he made a trip to Maugerville where in the course of a few days he bought nine yoke of oxen from Asa Perley, Thomas Barker, Daniel Jewett, Henry Miller, John Estey, Nathan Smith, David Dow, Peter Moores and Richard Barlow. The conditions in each case were similar to those in the following agreement:

MAUGERVILLE, November 16, 1777.

I promise to deliver to Mr. James White or his order two oxen coming five years old when the ice is strong sufficient to bear them to drive to the Mouth of this River, said White paying me on delivery fifty-five dollars. Witness my hand,
ASA PERLEY.

Many and difficult were the problems that beset the commander at Fort Howe, and on the whole he displayed both courage and discretion.

The age in which Studholme lived was not particularly remarkable for disinterestedness or virtue, and it need scarcely be a matter of surprise that the muster rolls, both of the Continental troops and of the Loyalist corps, showed many desertions from the ranks. A few of the garrison at Fort Howe deserted and went to Machias, whence they contrived to send letters to their former comrades urging them to follow their example. Studholme took prompt and stern measures to suppress this evil, as will be seen in the following note to James White:

FORT HOWE, 9 Aug't., 1780.

Sir,—I shall esteem it as a favor if you will endeavor to get some Indians to pursue and bring in the three deserters, for each of which I will give ten guineas. Should the soldiers make any opposition the Indians are to make use of force, and if compelled to kill them, they are to bring in their heads for each of which they will receive ten guineas.

I am sir, your most obedient servant,
G. STUDHOLME.

Major Studholme mistrusted the loyalty of many of the old inhabitants, particularly of those who had composed the "rebel committee" formed in May, 1776. At this time letters sent by the Cartel ships to persons residing in the old colonies were personally inspected by Studholme, and on one occasion he arrested Israel Perley in consequence of certain expressions in a letter to the Rev. Seth Noble. Mr Perley was examined before James White in his capacity as a Justice of the Peace, and Lieut. Sam'l Denny Street appeared as prosecutor on Studholme's behalf.* Studholme, in his

*The proceedings at the examination will be found in full in the Collection of the N. B. Hist. Soc., p. 328.

letter of instruction to James White, speaks of Mr. Noble as "a notorious Rebel, and one equally despicable in both his public and private character," and adds that he cannot see how Mr. Perley can reconcile his styling himself "the sincere friend" of so notorious a rebel with his position as one of His Majesty's Justices of the Peace. Mr. Perley appears to have stood the ordeal very creditably. Among the questions propounded were the following :

"What was your motive for attempting a correspondence with Seth Noble and for writing to him the letter of which the annexed is a copy ?

"ANSWER.—I meant not to maintain any correspondence with him, but as his wife was going to him in the Cartel, I wrote that letter now produced to acquaint him of the broken situation of the Church here and that it would be no encouragement to him to think of returning to them.

"Why do you stile yourself in the conclusion of your letter to Mr. Noble his "Sincere Friend?"

"ANSWER.—He was an old acquaintance before the present disturbances arose and I had no reference in stiling myself his friend to anything but his person ; I did not mean that I was a friend to his principles. I also wish to observe that at the time I wrote the letter in question I meant it should pass under inspection of the commanding officer at Fort Howe and on that account I sent it open and unsealed."

W. O. RAYMOND.

THE ACADIAN MELANSONS.

Mr. Placide P. Gaudet, as good an authority on such a subject as any in Canada, has, in an article in the *Weymouth Free Press* of January 6th, conclusively shewn that Pierre Melanson, the immigrant ancestor of the Acadian Melansons, came to Acadia from Scotland; but he has not proved that the name is Scotch, or that he was of Scotch descent. He cites an affidavit made at Belle Isle en-Mer in 1767 by one Joseph LeBlanc, dit le Maigre, who says he was married to Anne, daughter of Alexandre Bourg and his wife Marguerite Melanson, who was the daughter of Pierre

Melanson, who had come from Scotland to Port Royal. He also cites an affidavit sworn in the same month and year by Jean Baptiste LeBlanc, who says that Pierre Melanson had come from Scotland, and had been married, after abjuring Protestantism, to Anne Mius, of Port Royal. Nevertheless, I believe for reasons stated in my notes in the December number of the *NEW BRUNSWICK MAGAZINE*, that Pierre Melanson was of French extraction, and not remotely so. Considerable bodies of French troops were sent to Scotland by Henry II. and Francis II. of France, to assist the regents and promote the interests of Mary, Queen of Scots, during her minority, aid in quelling Protestant insurrections, and otherwise further the views of the French nation then in alliance with Scotland. From 1547 to 1560 quite a number of important posts in Scotland were occupied by French troops, and Dean Ramsay in his "Reminiscences of Scottish Life and Manners" attributes to this element in the population of that day several words and phrases obviously of French origin still in common use in certain parts of Scotland. It would seem from this that some of these Frenchmen remained and settled in the country. I would suggest that a Melanson was among these, that he married a Scotch woman and became a Protestant, and that one of his descendants, Peter (or Pierre) Melanson came to Nova Scotia with Sir William Alexander, who founded his colony under the authority of Queen Mary's son, James I. of England; and that this Pierre Melanson afterwards, with the Scotch Colinson or Colleson, joined the French colony, embraced the faith of his ancestors, and married the Acadian lady mentioned in the affidavit. Or Pierre may have been the son or grandson of a Huguenot who had taken refuge in Scotland.

A. W. SAVARY.

PROVINCIAL CHRONOLOGY.

An event of general interest, a marriage and a death, are given for each day of the month. The marriage and death notices are given as they appeared in the newspapers of the time, except that such phrases as "At St. John" and "on the — inst." are not repeated. Where nothing appears to the contrary, the locality may be assumed to be St. John, while the date of the marriage or death is indicated by the figures on the day of the month before the names and of the year immediately after them.

MEMORANDA FOR APRIL.

1.	Alleged Fenian raid at Indian Island, N. B.....	1866
2.	William Botsford, judge supreme court.....	1823
3.	Hon. Wm. Black appointed mayor at St. John.....	1832
4.	First marriage at Parr Town.....	1784
5.	St. John chamber of commerce founded.....	1819
6.	John Robertson appointed mayor of St. John.....	1836
7.	DeMonts sails from Havre for Acadia	1604
8.	Fire in St. John. Forty buildings burned.....	1824
9.	E. B. Chandler (afterwards Governor) admitted Barrister.....	1826
10.	Whaler Thomas Millidge wrecked at Musquash....	1836
11.	First river steamer, General Smyth, launched.....	1816
12.	Great ice freshet at Fredericton.....	1831
13.	Hon. Hugh Johnston died.....	1850
14.	St. John Gas Company established.....	1845
15.	Monopoly of the steam navigation, Upper St. John...	1846
16.	Simonds, White & Peabody settle at Portland Point,	1764
17.	Dorchester, etc., made free ports.....	1850
18.	William Tyng Peters died, aged 56.....	1848
19.	Battle of Lexington, begins Revolution.....	1775
20.		
21.	Chignecto Railway Company organized.....	1847
22.	Commission to Governor Carleton.....	1786
23.	Fredericton Athenæum established.....	1847
24.		
25.	First Total Abstinence Society in B. A. at Beaver River, N. S.....	1828
26.	N. B. Agricultural Society established.....	1850
27.	Lazaretto for lepers at Miramichi established.....	1844
28.	Anthony Lockwood surveyor general of N. B.....	1819
29.		
30.	Steamer Novelty arrives at Woodstock.....	1837

APRIL MARRIAGES.

1. STEVENSON-CASSILIS.—1852. At the family residence of the Bride, at Bocabec, by the Rev. John Ross, of St. Andrews, James Stevenson, Esquire, of Oak Bay, to Agnes, sixth daughter of the late Rev. John Cassilis, of St. Patrick.
2. STOCKTON-OLDFIELD.—1840. At Sussex Vale, by the Rev. Wm. Barrett, Mr. William A. W. Stockton, to Miss Sarah Oldfield, second daughter of Mr. Robert Oldfield, of the former place.
3. DONAHEY-CORMODY.—1850. By the Right Rev. Dr. Dollard, Roman Catholic Bishop of New Brunswick, Mr. William Donahey, Branch Pilot, to Miss Margaret Cormody, both of this City.
4. PATERSON-PATTERSON.—1855. By the Rev. William Donald, A. M., Mr. W. H. Paterson, to Miss Mary Patterson, all of this city.
5. LLOYD-COLLINS.—1853. By the Right Rev. Dr. Connolly, Bishop of Saint John, Mr. John F. Lloyd, of Portland, to Mary Ann, eldest daughter of Mr Patrick Collins, of this City.
6. LAUCKNER-FORSYTH.—1852. By the Rev. Samuel Robinson, Mr. Henry Lauckner, to Miss Nancy, third daughter of the late Captain George Forsyth, all of this City.
7. DODGE-SHARP.—1853. By the Rev. Samuel Robinson, Mr. Bayard Dodge of this City, to Miss Unity, third daughter of Mr Allen Sharp, of Sackville.
8. TISDALE-FRENCH.—1850. In Trinity Church, in this City, by the Rev. the Rector, T. E. Gilbert Tisdale, Esquire, to Frederica, fourth daughter of the late Captain French, H. M. 47th Regiment, and Barrack Master at this place.
9. BALDWIN-END.—1840. At Goderich House, Bathurst, by the Rev. Alexander C. Somerville, Henry William Baldwin, Esquire, High Sheriff of the County of Gloucester, to Mary Stewart, adopted daughter of William End, Esquire, M. P. P. for that County.
10. CROTHERS-THOMSON.—1856. By the Rev. Wm. Harrison, Mr. Samuel Crothers, to Mary Jane, only daughter of Mr. Robert Thomson, all of Portland.
11. McRAE-CUNNINGHAM.—1849. By the Rev. Robert Irvine, Mr. William McRae, to Miss Sarah Cunningham, both of this City.
12. DALTON-ROBINSON.—1853. By the Rev. John Armstrong, Rector of St. James' Church, Lower Cove, Mr. Robert Dalton, of the Parish of Portland, to Miss Margaret Jane Robinson, of this City.
13. McCARTY-MAGEE.—1852. By the Rev. R. Knight, Mr. William McCarty, to Miss Margaret Magee, both of this City.

14. **LODGE-CARLE.**—1851. At Moncton, by the Rev. D. Crandall, Mr. Ephraim Lodge, of Moncton, to Miss Sarah Jane Carle, of Dorchester.
15. **ROBERTSON-NISBET.**—1840.—By the Rev. Alexander MacLean, of St. Andrews, Mr. James Robertson, Merchant, to Margaret G., daughter of Thomas Nisbet, Esquire, all of this City.
16. **DUNHAM-OLSON.**—1853. At St. Malachy's Church, by the Rev. John Quinn, Mr. Thomas Dunham, to Miss Susan E., second daughter of Mr. James Olson, all of this City.
17. **DEFOREST-HALLETT.**—1848. At Sussex Vale, by the Rev. H. N. Arnold, Mr. James F. DeForest, to Sophia Augusta, only daughter of the late Wm. Hallett.
18. **MACFARLANE-FLEMING.**—1853. By the Rev. William Donald, A. M., Mr. Arthur Macfarlane, to Miss Margaret Fleming, both of the Parish of Westfield. K. C.
19. **DEAN-HOWE.**—1851. By the Rev. I. W. D. Gray, Rector of this Parish, Mr. Thomas Dean, of the Parish of Lancaster and County of St. John, to Miss Margaret Howe, of the same place.
20. **WATSON-HENDERSON.**—1852. By the Rev. A. McLeod Stavely, Mr. Archibald Watson, to Anna, youngest daughter of the late Mr. William Henderson, all of this City.
21. **STAVELY-CAMERON.**—1851. By the Rev. J. Reid Lawson, the Rev. Alexander McLeod Stavely, Pastor of the Reformed Presbyterian Church, in this City, to Margaret, second daughter of Mr. Ewen Cameron, of the same place.
22. **PARKER-WYER.**—1821. At St. Andrews, by the Rev. Jerome Alley, Neville Parker, Esq., to Elizabeth Margaret Shedden, fourth daughter of Thomas Wyer, Esq., of that place.
23. **ROBINSON-DIBBLEE.**—1857. At Fredericton, at Christ Church Cathedral, by the Lord Bishop of Fredericton, Captain William Beverley Robinson, of the 3rd. W. I. Regt., to Sophia Elizabeth Bliss, third daughter of George I. Dibblee, Esq., of that city.
24. **OLIVER-WOOD.**—1856. In Trinity Church, by the Rev. I. W. D. Gray, D. D., Mr. John S. Olive, fourth son of James Olive, Esq., of Manawagonish, to Miss Adelaide T., youngest daughter of the late James Wood, of this city.
25. **HAMILTON-AGNEW.**—1853. By the Very Rev. James Sweeney, Mr. Archibald Hamilton, to Miss Mary Agnew, both of this City.
26. **LIVINGSTONE-FRASER.**—1854. At Hampton, by the Rev. W. W. Walker, Mr. Walter Hamilton Livingstone, to Margaret Ellen, daughter of Thos. Fraser, Esq., of Hampton.
27. **LANGAN-HUMBERT.**—1848. By the Rev. Henry Daniel, Mr. Lorenzo Langan, to Miss Margaret R. Humbert, daughter of John Humbert, Esq.

28. BROAD-RANKINE.—1853. By the Rev. William Donald, A. M., Mr. Elisha Broad, to Janet, third daughter of Mr. Thomas Rankine, Jr., all of this City.
29. SPURR-CRANE.—1845. By the Rev. the Rector, James De-Wolfe Spurr, Esq., Merchant, to Eliza Ann, youngest daughter of Mr. John Crane, of Economy, Nova Scotia.
30. HARRISON-SLOCOMB.—1839. At Wilmot, N. S., by the Rev. Geo. Johnson, Mr. Wm. H. Harrison, of this city, merchant, to Miss Sarah, daughter of John Slocomb, Esq., of Nova Scotia.

DEATHS IN APRIL.

1. WILSON.—1855. At his residence in Chamcook, County of Charlotte, in the 70th year of his age, John Wilson, Esquire. Mr. Wilson has been extensively engaged in mercantile and other pursuits in Charlotte County for more than thirty years, and such was the diversity of his business transactions, embracing almost every occupation incident to the country, that he kept a number of men in constant employ. As a merchant he had few equals; well acquainted with the markets of the world, entirely familiar with the trade and resources of the Province, energetic and temperate, always active, ready and persevering, he seldom undertook a work he did not complete; he devoted the whole powers of his mind to the construction of the St. Andrews and Quebec Railroad. His princely hospitality, his extensive charities, in which his amiable and excellent partner most cordially united, are well known and will be long remembered.
2. NEIL.—1852. At the residence of her son-in-law (Thomas M. Smith, Esq.,) Mrs. Eleanor Neil, aged 78 years.
3. MOODY.—1809. At his house in Sissiboo, N. S., Colonel James Moody, in the 65th year of his age. For a number of years he represented the County of Annapolis in General Assembly, and in consequence of his Military services (which are well known to his brother Loyalists) he was, on April 8th, interred with the Honors of War by Detachments of the Digby and Clare Regiments of Militia under Lieutenant-Colonel Carman—the funeral was likewise attended by a very respectable number of inhabitants of Sissiboo and Digby.
4. ALLEN.—1856. At Portland, after a lingering illness of several years, in the 65th year of his age, Jacob Allen, Esq., leaving a widow, one son, four daughters and many relatives to mourn an irreparable loss. Mr. A. for many years occupied several responsible situations, his conduct in the discharge of the duty pertaining to which, and more particularly to that of Police Magistrate in the Parish of Portland, met with the well deserved approbation of the public.
5. LYONS.—1845. At his residence, Kingston, K. C., Mr. John Lyons, in the 83d year of his age. Mr. Lyons was born at

- Redden, in the state of Connecticut, U. S. In the year 1783 he came with the Loyalists to this Province; since that time he has resided at Kingston, and has discharged the various duties of a citizen, husband, father and friend, with uprightness and integrity. He has left a large circle of descendants, by whom his loss is severely felt.
6. McDONALD.—1850. At the Nashwaak, Mr. Donald McDonald, aged 105 years. He was the last survivor of those who settled at the Nashwaak belonging to Her Majesty's 42d Regiment.
 7. ROBERTS.—1848. Mrs. Elizabeth Roberts, in the 84th year of her age, relict of the late Mr. Zachariah Roberts, one of the Loyalists of 1783.
 8. FITZGERALD.—1841. Mr. Ezekiel FitzGerald, aged 37 years, after a protracted course of painful suffering, which he bore with fortitude and patient resignation to the Divine Will, leaving a wife and one son, and many sincere friends to lament their loss. Mr. F. was a native of the County of Tipperary, Ireland, had received a liberal education, was possessed of rare talents as a Classical and Mathematical scholar and as a teacher had few competitors.
 9. PERKINS.—1846. At Kingston, King's County, Mr. Eliakim Perkins, in the 73rd year of his age, leaving a large circle of relatives and friends to mourn their loss.
 10. LOCKHART.—1845. At Portland, (Maine), Mr. Levi Lockhart formerly of Nova Scotia, and lately of St. John, N. B., aged 61 years.
 11. BLACK.—1821. At Dorchester, Wm. Black, Esq., at the advanced age of 92 years. Mr. Black came to this country from England in the year 1775 with his family, which consisted of only seven persons, and he lived to see it increased to the number of about one hundred and sixty.
 12. WHEELER.—1850. Mr. Evan Zalmon Wheeler, in the 35th year of his age.
 13. BUSTIN.—1836. Mr. Thomas Bustin, aged 88 years. Mr. B. was one of the oldest inhabitants of this place, having emigrated to this Province at an early stage of its settlement. He was one of these persons who thro' the influence of the Divine Spirit, was convinced of the evil of sin and by the instrumentality of the ministry of the Rev. Mr. Bishop, united himself to the Wesleyan Methodist Society, at its formation in this city about the year 1792; his attachment to this portion of the visible church continued firm and unwavering to the end of his life. Mr. B. was remarkable for a peculiar mildness and inoffensiveness of manner, which prevented him having any enemies and secured the affectionate attachment of his friends; who sincerely sympathize with his afflicted widow and numerous relatives in their bereavement. He died as he had lived, trusting in the glorious Redeemer, and relying upon his atonement alone for salvation.

14. **BOYLE.**—1854. After a short illness, in the 77th year of his age, Alexander Boyle, Esq., A.M., M.D., F. R. C. P. E., and Surgeon to the Forces, H. P., a native of Aberdeen, Scotland. He received his education at Marischal College, in that City, and entered the Army at an early period of life. Dr. Boyle was elected a Fellow of the Royal College of Physicians, Edinburgh, in 1826, in which year he returned to New Brunswick, where he has since resided.
15. **FLEWELLING.**—1841. At Kingston, King's County, after a lingering illness, which she bore with pious resignation to the Divine will, Margaret, relict of the late Mr. Enos Flewelling, in the 73rd year of her age—one of the earliest settlers of the Province, and the mother of twelve children, sixty-three grand children, and 15 great-grand children.
16. **PETERS.**—1837. At his residence in Gage Town, Queen's County, in the 65th year of his age, Valentine Hewlette Peters, Esq., the eldest Son of the late James Peters, Esquire, of that place. The deceased was greatly respected and esteemed by all who knew him, maintained a high character for talents and integrity, and for many years before and at the time of his death held the situation of Chief Magistrate of the County.
17. **HATHEWAY.**—1855. Thomas G. Hatheway, Esq., aged 64 years, an old and respectable inhabitant of this city.
18. **CLARKE.**—1849. At Mann's hotel in this City, Joseph N. Clarke, Esquire, aged 68 years. Mr. Clarke formerly transacted an extensive mercantile business at St. Andrews, under the firm of Campbell & Clarke, and for several years he represented the County of Charlotte in the General Assembly, and filled the office of Justice of the Peace in the same County. The deceased was a son of the late Rev. Richard S. Clarke, at one time Rector of Gagetown, subsequently Rector of St. Stephen, and one of the Loyalists of 1783.
19. **DISBROW.**—1853. Noah Disbrow, Esquire, of this City, in the 81st year of his age. Mr. D. was for many years extensively and successfully engaged in trade, as a Merchant in this City; was on several occasions elected Alderman in Queen's Ward, and subsequently appointed a Justice of the Peace; and in all the relations of life bore the character of an honest and prudent man.
20. **ANSLEY.**—1852. After a long illness, Barzillai Ansley, Esq., in the 41st year of his age, leaving a large family and circle of relatives and friends to mourn their loss.
21. **ANDERSON.**—1848. Miss Mary Anderson, aged 75 years, one of the first settlers in this Province, and for many years a resident of this City, where she was known by the name of Polly Dyer.
22. **PEEL.**—1849. Mrs. Elizabeth Peel, widow, aged 76 years.
23. **HOLMES.**—1845. Mr. Thomas Holmes, aged 78 years, for many years a shipmaster out of this port.

24. CONDER.—1821. After a short illness, James Conder, Esq., aged 67. He was among the first Loyalists who came to this Province after the peace in 1783, and was a most respected Merchant, and was very early appointed a Magistrate in the City and County, and uniformly esteemed for a faithful and honorable discharge of his various duties of life as a man and a Christian.
25. O'NEIL.—1845. After a short but severe illness which she bore with christian fortitude to the Divine Will, Elizabeth, wife of Mr. John O'Neill, aged 51 years, leaving a husband and seven children to lament the loss of a kind parent and affectionate wife; she was a native of Arlstraw, county Tyrone, Ireland, and for many years a resident of this city.
26. WADDINGTON.—1852. After an illness of seven weeks, Mr. Edward C. Waddington, in the 52nd year of his age.
27. HADDOW.—1846. At Chatham, Miramichi, Mr. Archibald Haddow, Merchant, aged 40 years.
28. LOCKHART.—1847. Alethea, wife of Mr. J. Lockhart, of this city.
29. LASKEY.—1853. In Portland, Mr. David Laskey, aged 41 years, youngest son of the late John Laskey, of Kingston, King's County. His end was perfect peace.
30. COOKE. - 1846. In Fredericton, at the residence of her sister, Mrs. Hailes, Lydia, fifth daughter of the late Rev. Samuel Cooke, D. D., first Rector of the Parish of Fredericton, in the 76th year of her age.

NOTES AND QUERIES.

QUESTIONS.

60. I desire information in regard to Daniel Morehouse and his descendants, if any. He died at Queensbury, N. B., January 20, 1835, as appears by the death record in the NEW BRUNSWICK MAGAZINE for January last. The information is desired for a genealogy of the "Morehouse Family in America."

NELSON D. ADAMS,

Washington, D. C.

61. I will be glad to have any genealogical data or information as to the Wades in the Maritime Provinces, for the forthcoming Genealogy of the Wades.

STUART C. WADE,

New York.

62. To complete a set of Stewart's Quarterly, I want No. 1 of Vol. I., April 1867, and No. 3 of Vol. IV., October, 1870. I will be glad to pay for these, or to exchange on good terms for two duplicates in my possession—two copies of No. 1 of Vol. IV.

G. U. HAY.

63. In what year was Commodore Perry, of the U. S. Navy, in St. John, and had he a public reception?

J. W. M.

64. Does anyone know the origin and meaning of the name Joggins, which occurs in two places in Nova Scotia?

J. V.

ANSWERS.

39. In reply to the query as to the duration of the cholera epidemic in St. John, in 1854, and the number of persons who died, Mr. D. A. Vaughan, of St. Stephen, sends some exceedingly interesting recollections of his experience at that time. As previously announced, however, the story of the year of the cholera is one which is to be fully treated in the MAGAZINE at a later date, and it will be better for Mr. Vaughan's story to be given in that connection. He puts the duration of the epidemic as from the last of May until the middle of September, but does not decide which of the various estimates of the number of deaths is correct. The number usually quoted is from 1,200 to 1,500.

EDITOR.

54. The collision between the steamer "Anna Augusta" and the tug "Transit," (not "Tourist") took place at Harding's Point, on the River St. John, between one and two o'clock on the morning of Friday, May 21, 1852. There were thirty passengers on the steamer, including one woman. Nine or ten were more or less scalded, five of them severely. Four, Casey, Cochran, Myles and Murray, died from the effect of their injuries. The coroner's jury returned a verdict of

manslaughter against Captain Stevens, of the "Transit" and Francis Paul, who was at the wheel, and of "manslaughter in a lesser degree" against James Smith and Alexander Christy, the lookout and man at the wheel on the "Anna Augusta." The trial on indictment in the four cases came before the circuit court in the following August, and in the first case the accused were discharged on the technical point that "having failed to identify the deceased (James Casey), it must quash the indictment." The prosecutions for the other deaths were not pressed. W. K. REYNOLDS.

56. John Quincy Adams and his son, Charles Francis, were in St. John in 1840. I. A. J.

59. The explosion of the boiler of the iron steamer "Experiment" took place at the conclusion of the trial trip around the harbor, on January 27, 1842. It was at the North Market wharf. Several correspondents have given facts respecting the affair, in addition to matter already collected, and which will be included in a more complete account at a later date. EDITOR.

Owing to the length of some of the other papers, Mr. Hannay's instalment of "Our First Families" is unavoidably held over this month.

In "A Railway Reminiscence" in the March number an error was made in the statement that the Smith-Anglin government was in power in 1857. By an error of the types the words "the year after" were printed instead of "three years afterwards," in respect of the name of Rothesay.

Two admirable drawings of portions of the Valley as it was accompanied Mr. Jack's concluding paper on Victoria Ward, but it has been found, when too late to have them re-drawn, that the absence of distinctive black lines prevents their reproduction by the usual process of engraving.

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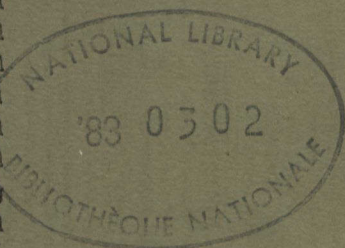
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