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ST. JOHN, N. B.

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OUR FIRST FAMILIES.

First Paper.

There is no denying the fact that in point of antiquity the French Acadians of the Maritime Provinces ante-date all the inhabitants of British origin. They are our "first families," and are entitled to whatever consideration naturally attaches to that distinction. They occupy the same position with regard to this land that the descendants of the Pilgrims of the Mayflower hold to the people of New England, or the first Dutch settlers of New York to the present inhabitants of that state. They have been here for more than two hundred and sixty years, and during that time they have clung tenaciously to the soil of their beloved Acadia, that land of forest and stream to which their fathers came so long ago, and in whose soil ten generations of their race are buried.

The first French census of Acadia was taken in 1671, the year after the restoration of that colony to France under the terms of the treaty of Breda. It was drawn up by Laurent Molin, a grey friar, who was performing the functions of a curé at Port Royal, and was forwarded to the French government by the

'Chevalier de Grand-fontaine, who was then governor of Acadia. Grand-fontaine, in his letter to the ministry, complains of this grey friar, who seems to have been a person of remarkable energy of character, for he is accused of having caused an Indian to be hanged without any trial, killed a negro and banished three inhabitants. The census, which I propose shall serve as a text for this article, is as follows:—

PORT ROYAL.

Jacob Bourgeois, surgeon, 50; wife Jeanne Trahan; children—Jeanne 27, Charles 25, Germain 21, Marie 19, William 16, Margaret 13, François 12, Anne 10, Marie 7, Jeanne 4; b. c. 33, br. 24, ar. v. 5.

Jean Gaudet, 96; wife Nicolle Colleson; children—Jean 28; b. c. 6, br. 3, ar. v., 3.

Denis Gaudet 46; wife Martine Gauthier; children—Anne 25, Marie 21, Pierre 20, Pierre 17, Marie 14; b. c. 9, br. 13, ar. v. 6.

Roger Kuessy 25; wife Marie Poirié; children Marie 2; b. c. 3, br. 2.

Michel deForest 33; wife Marie Hébert; children—Michael 4, Pierre 2, René 1; b. c. 12, br. 2, ar. v. 2.

Widow Stephen Hébert 38; children—Marie 20, Margaret 19, Emmanuel 18, Stephen 17, Jean 13, Françoise 10, Catherine 9, Martin 6, Michael 5, Antoine 1; b. c. 4, br. 5, ar. v. 3.

Antoine Babin 45; wife Marie Mercier; children—Marie 9, Charles 7, Vincent 5, Jeanne 3, Margaret 1; b. c. 6, br. 8, ar. v. 2.

Oliver Daigre 28; wife Marie Gaudet; children—Jean 4, Jacques 2, Bernard 1; b. c. 6, br. 6, ar. v. 2.

Antoine Hébert, cooper, 50; wife Geneviève Lefrance; children—Jean 22, Jean 18, Catherine 15; b. c. 18, br. 7, ar. v. 6.

Jean Blanchard 60; wife Radegonde Lambert; children—Martin 24, Madeline 28, Anne 26, William 21, Bernard 18, Marie 15; b. c. 12, br. 9, ar. v. 5.

Widow François Aucoin 26; children—Anne 12, Marie 9, Jérôme 7, Huguette 5, François 2; b. c. 6, br. 3, ar. v. 6.

Michel Dupeux 37; wife Marie Gauterot; children—Marie 14, Martin 6, Jeanne 4, Pierre 3, b. c. 5, br. 1, ar. v. 6.

Claude Terriau 34; wife Marie Gauterot; children—Germain 9, Marie 6, Margaret 4, Jean 1; b. c. 13, br. 3, ar. v. 6.

Germain Terriau 25; wife Andrée Brun; children—Germain 2, b. c. 5; br. 2, ar. v. 2.

Jean Terriau 70; wife Perrine Beau, children Claude 34, Jean 32, Bonaventure 30, Germain 25, Jeanne 27, Catherine 21, Pierre 16; b. c. 6, br. 1, ar. v. 5.

François Scavoie 50; wife Catherine Lejeune; children—
Françoise 18, Germain 17, Marie 14, Jeanne 13, Catherine 9,
François 8, Barnabé 6, Andrée 4, Marie 2; b. c. 4, ar. v. 6.

Jehan Corperon 25; wife Françoise Scavoie; child—one
girl of six weeks; b. c. 1, br. 1.

Pierre Martin 70; wife Catherine Vigneau; children—
Pierre 45, Marie 35, Margaret 32, André 30, Matthew 35; b. c.
7, br. 8, ar. v. 2.

François Pélerin 35; wife Andrée Martin; children—Hug-
otte 5, Marie 2 and one little infant of a few days; br. 1, ar. v. 1.

Pierre Morrin 37; children—Pierre 9, Louis 7, Antoine 5,
Marie 3, Anne 10 months; b. c. 3, br. 4, ar. v. 1.

Mathieu Martin 35, not married and a weaver; b. c. 4, br. 3.

Vincent Brun 60; wife Renée Brode; children—Madeline
25, Andrée 24, François 18, Bastie 15, Marie 12; b. c. 10, br. 4,
ar. v. 5.

François Gauterot 58; Edmée Lejeune; children—Marie
35, Charles 34, Marie 24, René 19, Margaret 16, Jean 23, Fran-
çois 19, Claude 12, Charles 10, Jeanne 7, Germain 3; b. c. 16,
br. 6, ar. v. 6.

William Trahan, farrier, 60; wife Madeline Brun; chil-
dren—William 4, Jehan-Charles 3, Alexander 1; b. c. 8, br. 10,
ar. v. 5.

Pierre Sire, armorer, 27; wife Marie Bourgeois; children
—Jean 3 months; b. c. 11, br. 6.

Pierre Thibeau 40; wife Jeanne Terriau; children—
Pierre 1 and five girls; b. c. 12, br. 11, ar. v. 7.

Claude Petipas 45; wife Catherine Bugard; children—Ber-
nard 12, Claude 8, Jean 7, Jacques 5 and three girls; b. c. 26,
br. 11, ar. v. 30.

Bernard Bourc 23; wife Françoise Brun; child—one girl;
b. c. 6, br. 2.

Bonaventure Tériau; wife Jean Boudrot; child—one girl;
b. c. 6, br. 6, ar. v. 2.

Michael Boudrot 71; wife Michelle Aucoin; children—
François 29, Charles 22, Jean 16, Abraham 14, Oliver 10, Claude
8, François 5, four girls; b. c. 5, br. 12, ar. v. 8.

Pierre Guillebau 32; wife Catherine Tériau; child—one
girl; b. c. 6, br. 5, ar. v. 15.

Jean Labathe 33; wife Renée Gautherot; b. c. 26, br. 15,
ar. v. 15.

Martin Blanchart 24; wife Françoise Leblond, b. c. 5, br.
2, ar. v. 15.

Jean Bourc 25; wife Margaret Martin; children—two girls;
b. c. 3, br. 5, ar. v. 15.

Antoine Bourc 62; wife Antoinette Landry; children—Fran-
çois 27, Jean 24, Bernard 22, Martin 21, Abraham 9 and 6 daugh-
ters b. c. 12, br. 8, ar. v. 4.

Laurent Grangé 34; wife Marie Landry; children—Peter 9 months and one girl; b. c. 5, br. 6, ar. v. 4.

Perrine Landry, widow of Jacques Joffriau, 60.

Pierre Doucet, mason, 50; wife Henriette Peltret; children—Toussaint 8, Jean 6, Pierre 4, and two girls; b. c. 7, br. 6, ar. v. 4.

François Bourc 25; wife Margaret Boudrot; children—Michel 5 and one girl; b. c. 15, br. 5, ar. v. 5.

Germain Doucet 30; wife Marie Landry; children—Charles 6, Bernard 4, Laurent 3; b. c. 11, br. 7, ar. v. 3.

François Girouard 50; wife Jeanne Aucoin; children—Jacob 23, Germain 14 and three girls; b. c. 16, br. 12, ar. v. 8.

Jacques Belou, cooper, 30; wife Marie Girouard; child—one girl; b. c. 7, br. 1.

Jacob Girouard 23; wife Margaret Gauterot; child—Alexandre; b. c. 7, br. 3.

Pierre Vincent 40; wife Annie Gaudet; children—Thomas 6, Michael 3, Pierre 2 and one girl; b. c. 18, br. 9, ar. v. 16.

Pierre Martin 40; wife Anne Oxihnoroudh; children—Pierre 10, René 8, André 5, Jacques 2, b. c. 11, br. 6, ar. v. 8.

Vincent Brot 40; wife Marie Bour; children—Antoine 5, Pierre 1 and two girls; b. c. 9, br. 7, ar. v. 4.

Daniel Lebland 45; wife Françoise Gaudet; children—James 20, Stephen 15, René 14, André 12, Antoine 9, Pierre 7 and one girl; b. c. 17, br. 26, ar. v. 10.

Michel Poirie 20; b. c. 2.

Barbe Baiols, widow deSavinien de Courpon; eight children in France and two girls married in this place; b. c. 1, br. 5.

Antoine Gougeon 45; wife Jeanne Chebrat; child—one girl; b. c. 20, br. 17, ar. v. 10.

Pierre Commeaux, cooper. 75; wife Rose Bayols; children—Stephen 21, Pierre 18, Jean 14, Pierre 13, Antoine 10, Jean 6 and three girls; b. c. 16, br. 22, ar. v. 6.

Jean Pitre, edge tool maker, 35; wife Marie Bayols; children—Claude 9 months and two girls; b. c. 1.

Stephen Commeaux 21; wife Marie Lefebvre; child—one girl; b. c. 7, br. 7.

Charles Bourgeois 25; wife Anne Dugast; child—one girl; b. c. 12, br. 7, ar. v. 2.

Barnabé Martin 35; wife Jeanne Pelletat; children—René 8 months and one girl; b. c. 3, br. 2, ar. v. 2½.

Clément Bertrand, carpenter, 50; wife Huguette Lambelot; b. c. 10, br. 6, ar. v. 6.

Antoine Bellineau 50; wife Andrée Guion; children—Jean 19 and one girl; b. c. 11, br. 8.

René Landry 53; wife Perrine Bour; children—Pierre 13, Claude 8 and five girls; b. c. 10, br. 6 ar. v. 12.

Thomas Cormié, carpenter, 35; wife Madeline Girouard; child—one girl; b. c. 7, br. 7, ar. v. 6.

René Rimbaut 55; wife Anne Marie; children—Philippe 16, François 15 and three girls; b. c. 12, br. 9, ar. v. 12.

Abraham Dugast, armorer, 55; wife ——— Doucet; children—Claude 19, Martin 15, Abraham 10 and five girls; b. c. 19, br. 3, ar. v. 16.

Michel Richard 41; wife Madeline Blanchart; children—René 14, Pierre 10, Martin 6, Alexandre 3 and three girls; b. c. 15, br. 14, ar. v. 14.

Charles Melanson 28; wife Marie Dugast; children—four girls; b. c. 40, br. 6, ar. v. 20.

Pierre Melanson, tailor, refused to answer.

Stephen Robichaut told his wife that he would not give an account of his cattle and land.

Pierre Lanaux or Lanoue, cooper, answered that he was well off and did not wish to give his age.

HABITATION OF POBONCOM NEAR THE ISLES TOUSQUET.

Philip Mius-ecuyer-Sieur de Lamdreumont ou de Dantremont 62; wife Madeline Elie; children—Abraham 13, Philip 11, one other 17 and two girls; b. c. 26, br. 25, ar. v. 6.

CAP NEIGRE.

Armand Lalloue, ecayer sieur de, 58; wife Elisabeth Nicolas; children—James 24, Armand 14, Arnault 12 and two girls; ar. v. 1.

RIVER AUX ROCHELOIS.

William Paulet, his wife and one child; ar. v. 2

Before proceeding to discuss the individuals and families named in this census, it will be proper to explain the meaning of the letters and figures which close the record of each family. The letters b. c. signify "bêtes a cornes" (horned cattle); br. is the abbreviation for "brebis" (sheep) while ar. v. stands for "arpents de terre en valeur" (arpents of cultivated land). Thus it appears that Jacob Bourgeois, whose name stands first on the list, had 33 horned cattle, 24 sheep and 5 arpents of cultivated land. In the whole Port Royal settlement there were 580 horned cattle, 406 sheep and 363½ arpents of cultivated land. An arpent is about the equivalent of an acre. It is plain, therefore, that the area of cultivated land embraced in the census could not have included land in meadow or in pasture, but only the land actually tilled the year the census was

taken. We can gather from these figures some idea of the mode of life of the Acadians of those days. Their cattle and sheep were their main resource, and the wealth of each individual can be measured by the number of his live stock. Tried by this test the rich men of the settlement at Port Royal were Jacob Bourgeois, Antoine Hébert, François Gauterat, Claude Petitpas, Jean Labathe, François Bourc, François Girouard, Pierre Vincent, Daniel Lebland, Antoine Gougeon, Pierre Commeaux, Abraham Dugast, Michel Richard, and Charles Melanson. The last named had 40 head of cattle and cultivated 20 arpents of land. Only one man in the Port Royal settlements cultivated more land than Melanson. This was Claude Petitpas, who tilled 30 arpents, but had fewer cattle.

There is one peculiarity about this census which seems to have escaped the notice of M. Rameau and others who have quoted it, the fact that the names of a large number of persons, thirty-six in all, are given twice. Take for instance the family of Jean Terriau, which is given in the census as numbering nine persons, including the father and mother, five sons and two daughters. As a matter of fact there were only four persons in the family at home, for both the daughters and three of the sons, Claude, Bonaventure and Germain, were married and had homes of their own. The failure to note this fact has caused M. Rameau and others to give the population of the Port Royal settlement as 361 when it was in reality 36 less, owing to the duplication of names. The matter is not of very great consequence, except for the purpose of showing the extremely cursory fashion in which this census has been dealt with, so that the way seems to be open for a more careful analysis of it than it has yet received.

It is very much to be regretted that Laurent Molin, the grey friar who took the census, did not

carry it out on the same scale as he began it. In the enumeration of the first twenty-two families we have the names of the girls as well as of the boys, but as to the remainder only the names of the boys are given. This makes it more difficult to trace family connexions due to marriages, but perhaps we ought to be grateful to M. Molin that he has given us so much, rather than critical because he has omitted something we would have liked to obtain. As it is, we have the materials for, in a manner, reconstructing the story of the first settlement of Acadia, and determining with almost absolute certainty which were in reality our first families.

The first settlement of Acadia was made by De Monts and Champlain at St. Croix Island in 1604. This place was abandoned in 1605, and the colony established on the north side of Annapolis Basin, opposite Goat Island. This settlement was broken up by Argal in 1613 and we have no authentic information in regard to it for many years. It is said that Biencourt, who was the proprietor of Port Royal, and Charles La Tour, his lieutenant and companion, lived among the Indians for several years, trading, and that the settlement was abandoned. This theory is supported by the fact that a Scotch colony was established there by Sir William Alexander in 1628. This colony was in its turn broken up in 1632, when the French secured possession of Acadia under the terms of the treaty of St. Germain en-Laye. Most historians state that one or more of the Scotch families of this abandoned colony remained in Acadia and joined the French colony which was established by Commander Isaac de Razilly at La Have. La Mothe Cadillac speaks of one Scotch family having remained in Acadia, and says that in 1685, he saw at Port Royal two men of this family who had become Catholics and married French wives. Their

mother had retired to Boston where she was then living, aged 90 years. M. Richard, author of a recently published book on Acadia and its people, speaks of three families of Scotch origin, the Colsons, Paisleys and Melansons. Other authorities mention the families of Martin and Vincent as being of Scotch origin. A book published in London in 1758, which is quoted by Murdoch, states that the Carty family in Acadia are descended from Roger John Baptist Carty, an Irish Catholic; and that Peters, an iron smith, from England, and Granger, also an Englishman, both married in Acadia and became naturalized Frenchmen. We will look more particularly at these statements later.

The colonists who were brought out by de Razilly and settled at La Have seem to have arrived in 1635, perhaps a year earlier. They were certainly not in Acadia as early as the break up of the Scotch colony, so that any of the latter who remained in Acadia must have lived for a time among the persons who formed the military portion of de Razilly's expedition. That, however, is a minor matter; the question is, who were the Scotch colonists, if any, who remained in Acadia? The first name on the census list which attracts attention is that of Pierre Martin, aged 70. Martin is undoubtedly a Scotch name, and the Martin family is almost the only one that would answer the description of Cadillac which we have already quoted. Moreover, Mathieu Martin, whose name appears in the census of 1671, and who was then 35 years old, is stated to have been the first white person born in Acadia. He was probably born in 1635, so that we have a date to start with which fixes the year of the establishment of the La Have settlement and gives the name of at least one first family, the Martins. We could easily assume that this was the family that Cadillac refers to as being Scotch, were it not for the fact that Catherine Vigneau,

the wife of Pierre Martin, must have been a French woman. Catherine Vigneau may, however, have been a second wife, for the oldest son of the family is Pierre, jr., who is put down as aged 45, while the next child is ten years younger. On the other hand, why should Catherine Vigneau, a French woman, go to live in Boston where there were no French people, while her sons were residing in Acadia. It must be confessed that there are some difficulties in the way of accepting the Martins as Scotch, yet the probabilities are that they were.

The Melansons, whom M. Richard mentions as Scotch, may have been the two men referred to by Cadillac. Charles Melanson, in 1671, was 28 years old, and was therefore born in 1642. He was married to Marie Dugast, by whom he had four daughters. Judging by the number of his cattle and the area of land he cultivated, he was the richest man in the Port Royal settlement. His brother, Pierre Melanson, who was a tailor, refused to answer the questions put to him by M. Molin. But in 1686, when the next census of Acadia was taken by M. de Meulles, he had to respond, and we know that in 1671 he was 38 years old, that in 1665 he had been married to Marie Mius d'Antremont, a daughter of Phillippe Mius of Pubnico, whose name appears in the census of 1671, and that Melanson and his wife had then three or four children; they had nine in 1686. Now neither of the parents of these men appears in the census of 1671, so that their father may then have been dead and their mother residing in Boston. The father of the Melansons, under the title of La Verdure, was a witness to the marriage contract made between LaTour and Madame d'Aulnay in 1653. He was also one of the parties to the capitulation of Port Royal to the English in 1654, signing that document "as well in his quality of Capt. Commandant in

Port Royal for the King, as that of surrogate tutor of the minor children of the defunct Monsieur d'Aulnay." M. Jacques Bourgeois, who is described as LaVerdure's brother-in-law, was left with the English as a hostage for the fulfilment of the terms of the treaty. This brings us to the point that if La Verdure or Melanson was Scotch he must either have married a Frenchwoman, a sister of M. Bourgeois, or the latter must have married a Melanson, La Verdure's sister. The last mentioned supposition is the more probable if this wife returned to Boston after her husband's death. This theory is further supported by the consideration that Pierre Melanson, her oldest son, must have been born as early as 1632, and could not therefore have been born in Acadia, if the statement in regard to Mathieu Martin is correct. On the other hand, there is the difficulty that the Scotch colony was broken up in 1632. Perhaps it is not necessary to take the statement in regard to Mathieu Martin being the first white child born in Acadia too literally. He was probably the first child born of French parents in Acadia, for surely there must have been some children born in the Scotch colony during the three or four years of its existence.

The two other names, Paisley and Colson, mentioned by M. Richard as being Scotch, do not appear in the census of 1671 among the heads of families in Acadia. We have, however, in the census of 1671 Nicolle Colleson, the wife of Jean Gaudet, and she may have been a Scotch woman, and a member of a family left in Acadia after the departure of Sir Wm. Alexander's colony. Colson and Colleson are so nearly alike that the one might be easily mistaken for the other, and neither is French. Indeed names like Colson, Melanson and others terminating in "son" bear in themselves unmistakable evidences of their British or

Scandinavian origin. The name Colson appears in the census of Port Royal in 1686, but it does not occur in any subsequent census.

The statement made in a book, which we have already referred to, in regard to Granger and Peters being the names of Englishmen who settled in Acadia, is corroborated by the census of 1671. Jean Pitre or Peters, edge tool maker, is among the heads of families named. He was then 35 years old and was married to Marie Bayols. He had then three children all young. Laurent Grangé or Granger was 34 years old and was married to Marie Landry. They had two young children. Peters and Granger were probably married in 1667, about the time when it became evident that Acadia was to be restored to France. They were doubtless in the employment of Sir Thomas Temple, who was, with LaTour and Crowne, a grantee of a large portion of Acadia, and who was engaged in developing its resources for ten years or more, up to the time of the treaty of Breda. Most readers of this article will probably agree with me in thinking that the ancestors of the Granger and Pitre families in Acadia were English, and that the Martins and Melansons are probably of Scotch origin. In another paper I shall proceed to deal with these names of Acadians which are certainly French.

JAMES HANNAV.

When the different troops were in St. John, sham fights, in which they and the militia took part, furnished great entertainment for the people. One of these memorable occasions was on Nov. 12, 1839, when the scene of conflict was in the vicinity of Fort Howe and Portland Bridge. The contestants were the 59th regiment of foot, under command of Major Brookes, and the militia of the city and county under Lieut.-Colonel Thomas W. Peters.

AT PORTLAND POINT.

Third Paper.

The circumstances under which James Simonds and Wm. Hazen formed a company, early in the year 1764, for carrying on at St. John what was rightly deemed quite an extensive business for those times, have been already described in this series of papers. In the course of the first two years the character of the original company was essentially altered by the death of Richard Simonds, the retirement of Samuel Blodget and Robert Peaslie, and the admission of Leonard Jarvis as a new partner. Questions also arose with regard to the rights of the several partners in the lands that had been granted in 1765 to James Simonds, James White and Richard Simonds. In order to settle these questions a new business contract was drawn up at Newburyport, April 16, 1767,* and signed by William Hazen, Leonard Jarvis and James Simonds. Under this contract, Hazen and Jarvis were to have one half of the business, James Simonds one third, and James White one sixth, and all the lands at St. John (no matter to whom originally granted) together with all lands that might be granted during the continuance of the partnership, were to be put into the common stock and divided in the following proportions, viz., one half to Hazen and Jarvis, one third to Simonds and one sixth to White.

The new contract was signed by James Simonds, as he tells us, with extreme reluctance and almost under compulsion, but Hazen and Jarvis declined to furnish any further supplies for the trade unless their

*See New Brunswick Hist. Soc. Collections, Vol. I., p. 191.

right to one half the lands was conceded. James White was at St. John when the second contract was agreed to by the other partners, and he declined to sign it on the following grounds, viz.:—

“That having one fourth part of the duties, trouble and services to undergo and perform in transacting the business of the Copartnership, yet he was by the said Contract entitled to one sixth part only of the lands to be divided under the Contract. But that, although he disliked as aforesaid his having no greater share than one sixth part in the Concern, he nevertheless joined with James Simonds in carrying on the business in full confidence that some equitable allowance would be made to him for his services over and above his proportion of the said profits and lands.”

The question of the division of the lands was afterwards the source of much controversy, ending in legal proceedings which, in one form or another, were prolonged for a period of twenty years. The history of the proceedings will be found in part in the records of the Court of Chancery preserved at Fredericton. The first “Bill of Complaint” of Hazen & Jarvis against James Simonds was filed by Ward Chipman, their attorney, July 19, 1791. It is a formidable parchment containing some 12,000 words. The “Cross Bill” of Simonds against Hazen & Jarvis was filed by Elias Hardy, attorney to Simonds, Nov. 17, 1794. It is written on large sheets of paper, attached to each other so as to form a continuous roll 20 feet 6 inches long and 20 inches in width, containing about 17,000 words. To this Ward Chipman responded with an answer on behalf of his clients of 19,600 words.

The law student will find much information in these documents concerning the mode of procedure then in vogue, and will form a high estimate of the abilities and industry of Chipman and Hardy, men who, in their day and generation, were giants in their profession.

In carrying on their business at St. John, Messrs. Simonds and White found their task no light one. So many and so diverse were the interests involved that it

was an exceedingly difficult matter to attend to them all. At one time the fishery claimed special attention, at another the Indian trade; at one time the dyking and improving of the marsh, at another the erection of a mill or the building of a schooner; at one time the manufacture of lime, at another the building of a wharf or the erection of a store house; at one time supplying the garrison at Fort Frederick, at another bartering with the white inhabitants of the country; at one time building houses for themselves or their tenants, at another laying out roads and clearing lands. In addition to their private business, each of the partners had his public duties to perform—Mr. Simonds as a member of the Nova Scotia House of Assembly, a magistrate and judge of probate, and Mr. White as sheriff, superintendent of Indian affairs and collector of customs.

James White was the junior of his colleague by several years. He was born in Haverhill, Massachusetts, about the year 1738, and was a lineal descendant of the Worshipful William White, one of the well known founders of Haverhill. His grandfather, John White, a grandson of the "Worshipful William," was also grandfather of William Hazen on the mother's side. In early manhood Mr. White held a commission as ensign in a regiment of foot, and on his retirement from active military service entered the employ of Tailer & Blodget, merchants of Boston, for whom he acted as agent in furnishing supplies to the garrisons at Fort George and Crown Point from September 1761 to July 1763. After this he was in Mr. Blodget's employ at Haverhill, New Salem and Bradford, until he came to St. John in April, 1764. The statement made by Moses Perley in his well known lecture on the early history of New Brunswick, and repeated by the late Joseph W. Lawrence in "Foot Prints," that James

White came to St. John in 1762, is therefore a mistake.

Occasional glimpses are afforded, in the letters written by James Simonds to his partners in New England of many privations endured in the early days of the settlement at St. John. For example, on Sept. 23, 1764, Mr. Simonds wrote to Blodget and Hazen.

"I hope if I sacrifice my interest, ease, pleasure of Good Company, and run the risque even of life itself for the benefit of the Company, those of them who live where their circumstances are every way the reverse will in return be so good as to take a little pains to dispose of all effects remitted to the best advantage."

Again on May 27, 1765, Mr. Simonds wrote to Hazen and Jarvis.

"I thank you for the willingness you express to relieve me and that you think there is any difficulty to go through in these parts . . . and I am obliged to you for sending some furniture for truly none was ever more barely furnished than we were before. Gentility is out of the question."

Communication with New England in those days was slow and uncertain, and sometimes the non-arrival of a vessel, when provisions and supplies were at a low ebb, caused a good deal of grumbling on the part of the hands employed. This was particularly the case if their supply of rum had chanced to run out. On one occasion we find Mr. Simonds writing, "The men are in low spirits having nothing to eat but pork and bread and nothing but water to drink. Knowing this much I trust you will lose no time in sending to our relief."

For several years after the white inhabitants had effected a permanent settlement on the river, they were liable at any time to be reduced to distress in the event of a failure of the crops. An instance occurred in the year 1770, which is thus described by Mr. Simonds :

"Most difficult to remedy and most distressing was the want of provisions and hay. Such a scene of misery of man and beast we never saw before. There was not anything of bread kind equal to a bushel of meal for every person when the schooner sailed the 6th of February (three months ago) and less of meat and vegetables in proportion—the Indians and hogs had part of that little"

He goes on to say that the flour that had lately arrived in the schooner was wet and much damaged ; there was no Indian corn to be had ; for three months they had lived without coffee or molasses, nor had they any tea except of the spruce kind.

Gradually, however, the circumstances of the settlers at Portland Point improved, and after the marriage of the two partners to two of the daughters of Capt. Francis Peabody * they were enabled to surround themselves, little by little, with home comforts, and life became less arduous. Samuel Peabody, their brother-in-law, settled about the year 1770 at Manawagonish, in what was then known as the Township of Conway, now the parish of Lancaster, and Jonathan Leavitt, another brother-in-law, built himself a house in the same locality ; both were therefore neighbors to the settlers at Portland Point. Samuel Peabody was a man of spirit and enterprise. In common with others of the early settlers he devoted some attention to clearing and improving his lands, but he was also a land surveyor and one of the first mill owners and lumberers on the St. John river, the centre of his operations being at the Oromocto.

Jonathan Leavitt had a good framed house and barn and about sixty acres of cleared land (marsh and upland) at Manawagonish. Later he built a house at Carleton, which was a more convenient residence for the seafaring business in which he was generally employed. Mr. Leavitt came to St. John from New Hampshire, in 1764, to engage in the service of the company, being then a youth of about 18 years of age. He afterwards married Hephzibah the youngest daughter of Capt. Francis Peabody, receiving with his bride, no doubt, the marriage portion provided by her father's

* James Simonds and Hannah Peabody were married in Haverhill, Mass., November 9, 1767. James White and Elizabeth Peabody were also married in New England a little later.

will. [See foot note below]* He usually had command of the Polly, Merrimack or some one of the company's vessels. Later he built vessels for himself. He and his brother, Daniel Leavitt, were the men who piloted into the harbor of St. John the fleets that arrived from New York during the year 1784 with some thousands of Loyalists. In his testimony given in a law suit in 1792, Jonathan Leavitt says that in early times the places of anchorage in the harbor were at the flats on the west side between Fort Frederick and Sand Point, and at Portland Point. The first of these was generally used by strangers, and the latter by the vessels of the company. It was not until the year 1783 that vessels anchored in front of the upper cove, (now the Market Slip) that place being till

*Captain Francis Peabody died in the early part of the year 1773. His will is a quaint old document beginning as follows:—"In the name of God, Amen.—I, Francis Peabody of Maugerville in the county of Sunbury and Province of Nova Scotia, being thro' the abundant goodness of God, though weak in body yet of a sound and perfect understanding and memory, do constitute this my last will and testament and desire it may be received by all as such.

"First, I most humbly bequeath my soul to God my maker, beseeching His most gracious acceptance of it through the all-sufficient merits of my Redeemer, Jesus Christ. I give my body to the earth from whence it was taken in full assurance of its resurrection from thence at the last day.

"As to my worldly estate I will and positively order that all my just debts be paid first.

The will goes on to provide for the distribution of his property; to the widow one-third of his real and personal estate in Nova Scotia and one-third of his lands in Middleton and Rowley in New England and the use of \$300 during her lifetime; to his sons Samuel, Stephen, Francis and Oliver is divided in nearly equal proportions the remainder of the estate, and the will closes in the words following:—

"Item, I give to my daughter Elizabeth White thirty dollars to be paid by my two eldest sons in household goods.

"Item, to my daughter Hannah Simonds five dollars, to be paid by my two eldest sons.

"Item, to my daughter Hephzibah I give three hundred dollars to be paid by my two eldest sons in household goods on the day of her marriage. As to my own household goods and furniture I leave to the discretion of my loving wife to dispose of, excepting my Sword, which I give to my son Samuel. I appoint my dear wife and my son Samuel Executors of this my last Will and Testament.

As witness my hand,

FRANCIS PEABODY, Sr.

Delivered this 26th day of October, the year of our Lord 1771.

In presence of us,

ISRAEL KINNEY,
ALEXANDER TAPLEY,
PHINEAS NEVERS.

BENJAMIN ATHERTON, Registrar.

This Will was proved, approved, and registered this 25th day of June, 1773.

JAMES SIMONDS,
Judge of Probate.

then deemed unsafe. Samuel Peabody and Jonathan Leavitt were in business together in 1773. They built a schooner called the Menaguash. This vessel, however, was not the first one built at St. John; that honor belongs to a schooner called the Betsy. The construction of this little vessel was undertaken in the year 1769 by Simonds and White. The materials were cut, as one might say, on the spot, the rigging was sent from Newburyport by Hazen and Jarvis, and about half the iron used came out of their old sloop Wilmot. A shipwright named Michael Hodge was engaged to build the vessel for $23\frac{1}{3}$ shillings per ton, and Adonijah Colby was his assistant. She was launched during the autumn, and sailed for Newburyport with her first cargo on the 3rd February following, Jonathan Leavitt going in her as master. She was sold the next year for £200, and Mr. Simonds expressed his satisfaction at the price secured as being better than was expected. The launching of the little schooner Betsy was an event of historic importance. Little did her designers and builders imagine that they were the pioneers of an industry that in future years would place St. John fourth amongst the cities of the empire as a ship owning port and lead her to claim the proud title of "the Liverpool of America."*

*In the year 1853 on the occasion of the turning of the first sod of what is now the Intercolonial railway there was an immense trades procession in which there marched 1090 shipwrights, representing seventeen shipyards. This shows what an important industry shipbuilding was in those days.

When Jonathan and Daniel Leavitt were engaged in sailing the company's vessels, it is said that they became discouraged after a time with the outlook at St. John, and proposed moving to some other place where there was a larger population and more business. Mr. White strongly dissuaded them, concluding his exhortation with the remark, "Don't be discouraged, boys, keep up a good heart! Why ships will come here from England yet!"

In the first of these historic papers it was stated that one of the chief inducements that led James Simonds to fix upon the harbor of St. John as a place of settlement was the abundance of limestone there. Soon after the formation of the company some experiments were made which proved the excellent quality of the lime, and thenceforth it became an article of export. The company had four lime kilns, the situation of which will be best understood by a reference to modern landmarks. One was at the base of Fort Howe hill opposite the head of Long Wharf, another on the old road from Fort Howe to the Indian House, another near St. Luke's church and a fourth near the Suspension Bridge. In the course of their ten years business Simonds and White sent to Newburyport more than 3,500 hogsheads of lime, for which they received twenty shillings (or four dollars) per cask; they also sent lime to Halifax, Cornwallis and other places in Nova Scotia, and in May, 1773, they even shipped a cargo of 208 hogsheads of lime (with 5,000 bricks and some pine boards) to Newfoundland in the sloop Merrimack. The work of quarrying and burning limestone was carried on by the laborers of the company, many of whom were employed in the winter season in getting out the stone and hauling it with oxen to the kilns, others in cutting wood for burning. The wood grew almost on the spot where it was required, and its cutting served to clear the land as well as provide fuel for the lime kilns.

Such was the beginning of an industry that afterwards grew to large proportions, and which, in spite of McKinley tariffs and Dingley bills, may some day have a great future in store for it. Messrs. Simonds and White, however, labored under great difficulties in the early days of this industry. The facilities for manufacturing were by no means good, the men employed

lacked experience and casks were difficult to procure. However, the vast quantity of limestone, the convenience of the wood for burning and of the harbor for shipment, inclined Mr. Simonds to prosecute the industry, and as early as August 18, 1764, we find him writing to Mr. Hazen in the following terms: "If the lime answers well we shall want 150 hogsheads; it will be well to get the cheapest sort such as are powder posted, often sold at half price, with hoops and boards for heads. . . . Next winter we can employ the oxen at sledging wood and stone, Mr. Middleton at making casks."

Mr. Simonds visited Halifax the same year, whence he wrote Mr. Blodget, "I have been with the King's mason; have shewn him a specimen of our lime; he likes it well and gives me encouragement that he will take all of me that he wants either for public or private use, (he is the only dealer in town) at a rate that will net at St. Johns three dollars or more pr. H'hd."

The following spring Mr. Simonds writes again: "If the lime answers well, can burn any quantity whatever. The want of hogsheads is the greatest difficulty, the want of a house to cover it the next, . . . dispatch in shipping can never be made without a lime house to have it ready when any vessel arrives."

Soon after, a warehouse was built for storing and a wharf for shipping the lime, but the difficulty of procuring casks remained. There was a cooper shop at Portland Point, where the men employed by the company worked: "Middleton," says Mr. Simonds, "makes one hogshead per day, Abbot one in two days, Godsoe one in a day, so there cannot be many casks ready for lime." He complains of having hoop poles to cut and pick up all over the woods as being a great hindrance to other work. On one occasion he says,

with much disgust, "Old Abbot did not do one day's work for sixty days after his wife arrived, no dependence can be placed on him."

One more extract only can be given respecting the lime industry which is also of interest as showing that mild winters were not in olden times unknown.

"Have had but little snow this winter, but few days that the ground has been covered; have got to the water side a large quantity of wood and wharf logs, about 300 hogsheads of Limestone to the kiln, and should have had much more of both articles if there had been snow. Our men have been so froze and wounded that we have not had more than three men's constant labour to do this and sled sixty loads of hay, saw boards for casks, look after the cattle and draw firewood. Shall continue drawing or dragging wood and stone as long as the ground is froze and then cut timber for a schooner and boat stone for a Lime kiln which with the wharf will take 400 tuns."

It will be remembered that among their various branches of business the members of our old trading company at St. John had undertaken "To enter upon and pursue with all speed and faithfulness the cod fishery, seine fishery," etc.; it is therefore time to say something about the fishery.

During the earlier years of the partnership small schooners were employed in the Bay of Fundy at various points fishing for cod and pollock. The company had quite an important station for drying and salting fish at Indian Island * in Passamaquoddy Bay. Here for the first few years they carried on an extensive business, but later they paid more attention to their weirs at St. John. Simonds & White, during the seven years prior to the Revolutionary war, sent to Boston and Newburyport 4,000 barrels of alewives or gasperaux, valued at 14 shillings per barrel, the whole amounting in value to about \$12,000. They also shipped considerable quantities of bass, shad, salmon and sturgeon, and in addition sold to their employees and to the inhabitants up the river quantities of the

*This island was variously known as Indian Island, Perkins Island, L'Attereil Island and was by the natives called Jeganagoose.

same fish in the way of ordinary trade. Many persons, who were at other times employed in the company's service, in the spring of the year, went fishing on their own account, and this was a source of great inconvenience to the company because many of their best hands for the time deserted them leaving them to shift as they might with the remainder. We cannot do better than quote from one of James Simonds letters on this head ; he says :

"In the spring we must go into the Wiers every tide ; this we must do if it was for nothing else but to keep our men from selling bait to the fishermen for rum, which is not only attended with the loss of the fish so sold, but of the men's time who would drink so to excess as not to be able to do anything. We hope to catch nearly a thousand barrels ; shall not have barrels enough but think we can save that quantity till they can be made or procured. The two hundred hogsheads asked for in our memorandum is for salting in the first pickel, shall have two hundred more made for the same end. As the fish [Gaspereaux] don't run longer than twelve days none can be repacked until all is caught. We think it best for the Paquet to be here at furtherst by the first of May with salt and lay here fourteen or fifteen days, the hands to be shipped to assist in catching, salting, etc. This will be a saving of the expense and wastage of landing the salt, and a saving of store room that will be much wanted. Large allowance ought to be made for contrary winds as some vessels at that season have been upwards of twenty days on their passage ; one week too late would defeat the design."

In addition to the gaspereaux—salmon and bass were taken at various places in great abundance and it would appear from Mr. Simonds letter that the company had at one time a large weir at the Nashwaak where there was a famous salmon and bass fishery.

The little schooner Polly was usually handled by Jonathan Leavitt during the fishing season and employed in deep water fishing. Annapolis Basin and Passamaquoddy Bay and Grand Manan were all included in Captain Leavitt's field of operations. Under date June 22, 1768, Mr. Simonds writes :—

"Leavitt in the Polly has just arrived from Annapolis ; he says he has lost a fare of fish for want of a sufficient length of cable to ride at anchor, and that he must have one by the middle of August or he shall lose one or two more fares at Grand Manan."

In addition to other branches of business started at St. John by Simonds & White, they built the first saw mill there, which was in operation as early at least as the year 1767. The site of the mill is a matter of some uncertainty. It may have been at the outlet of Lily Lake, where a little later a grist mill was built, but it is quite as probable it was a tide mill and in that case the site would undoubtedly have been at the outlet of the old Mill Pond not far from where the Union Railway depot stands today. Probably a tide mill would have been more inconvenienced by drifting ice than a mill situated at the outlet of Lily Lake, hence some argument may be deduced from the following statement in one of Mr. Simonds' letters: "The mill could not go before the middle of April and the ice has been continually breaking the dam ever since."

The hands first employed in running the mill were "slow and unfaithful" and gave so little satisfaction that Simonds and White were compelled to write to Newburyport for assistance and in their letter state:

The mill we cannot operate without more and better hands; we want three men, one that understands tending a mill and two teamsters, which we beg you will send in the next vessel. Four oxen more than we have may be employed to good advantage."

The logs first sawn were cut on the surrounding hillsides and hauled to the mill by oxen. A good deal of the lumber manufactured was used by the Company in the erection of their buildings, but some of it was exported. Up to the year 1774 most of the clearings around the harbor were made incidentally by the cutting of logs for the mill, fuel for the settlers and the garrison, and wood for the lime burners. No lands other than the marsh had at this time been cleared or enclosed for cultivation, with the exception of a small patch or two at Portland Point for the purpose of raising potatoes.

About the year 1770 the company built a grist mill

at Lily Lake and made a road to it. This road ran around the rear of Fort Howe hill and a continuation of it led out to the marsh. There was a branch leading from it to the head of the millpond where in early days there was a brick yard—for brick making was another industry started by our enterprising business pioneers. They had a second brick yard near the old mill pond and a third at "Bluff Head" near the falls.

The wages of the ordinary laborers employed by Simonds and White were generally 2s. 6d. (or half a dollar) per day and they boarded themselves. Few of them, however, received any money but took up their wages in goods delivered at the company's store. By all odds the item most frequently charged against them was the popular beverage of the day, New England rum. The writer of this article had the curiosity to examine the charges for rum contained in one of the old day books for a period of one month—the month being selected at random, and it appeared that twelve men then in the company's employ consumed about half a gallon of rum per day. Apparently there was a marked difference in individual habits, for while four of the men averaged half a pint each per day, the other eight consumed on an average only half a pint each in three days. Tea, the great modern beverage, was rather an expensive article and appears to have been used very sparingly, rum on the contrary retailed at 8 pence a pint and was used almost universally. It is evident that human nature was the same then as now. The men frequently drank to excess and some of them probably would have been utterly unreliable but for the fact that the company were masters of the situation and could cut off the supply. They generally doled out the liquor by half pints and gills to their labourers.

The popular idea that the climate of this province was much more severe in ancient than in modern days

is not borne out by the correspondence of Simonds and White. From it we learn that 130 years ago the navigation of the river, as now, opened early in April and that the river could be relied on as a winter route to St. Anns "only between the first of January and the last of February and then many times difficult." The winters were frequently quite as mild as they are now. For example on March 6, 1769, Mr. Simonds wrote: "We had but little snow this winter, but few days that the ground has been covered"; and to show that this was not a very rare instance of a mild season we quote from another letter dated February, 18, 1771, in which he says: "There has not been one day's sledding this winter and as the season is so far advanced there cannot now be much more than enough to get the hay from the marsh at best."

These quotations do not by any means bear out the popular notion of an "old fashioned winter." The fact is that the climate of New Brunswick has not materially changed since the period of its first settlement, and this conclusion is substantiated by the weather observations which have been made by the Dominion government during the past thirty years, or since the time of the confederation of the province.

W. O. RAYMOND.

Partridge Island battery, which has been dismantled for some years, is to be equipped with modern guns, it is said. It was originally put there about 1812, and was remodelled in 1858. The guns put there in the latter year consisted of five 68 pounders and five 8 inch guns. These took the place of the 25 pounders which had been there before. The lighthouse stands within the confines of the battery.

KEMBLE MANOR.

AN EARLY LAND GRANT ON THE ST. JOHN RIVER.

The capture of Quebec by a British army under General James Wolfe, in 1759, and the extinction of French power in Canada that ultimately followed, relieved the English colonies from the dread of French and Indian invasion that had for years menaced their feeble frontier settlements, and established English supremacy on the northern portion of this continent. With peace came a period of expansion to the older colonies, as well as to those more recently acquired, and the exploration of the vast domain opened new and inviting lands for the adventurous colonists to exploit in search of wealth and fame. Acadia, with its trackless forests and inexhaustable fisheries, presented an inviting field for the bold pioneers of English civilization, and the St. John soon bore on its broad bosom exploring and trading parties from the older colonies in quest of locations for settlement or speculation. At no period in the history of these colonies was the Anglo-Saxon greed for land more fully exemplified than during the years that intervened between the closing of the wars with France and the beginning of the American Revolution.

In 1765, three years after the final overthrow of French power, large land grants were given in New Brunswick, then a part of Nova Scotia or Acadia, and known as Sunbury county. Thousands of acres, in all directions, appear to have been granted not only to the deserving army officers who had conquered Canada, but to all projectors who offered to make settlement.*

*Murdoch's History of Nova Scotia. Vol. I, pp. 451.

The grant now known as the "Kemble Manor" was one of these, and on the 30th of October, 1765, it was, by letters patent, granted to General Thomas Gage and nineteen others, all residents of New York. General Gage, the leading spirit in the enterprise, was commander-in-chief of the British forces in North America, and a distinguished soldier. The other grantees were Daniel Disney, John Johnston, Stephen Kemble, James Glassford, Wm. Jones, Samuel Kemble, Henry Gage, Wm. Bayard, Wm. Hervey, Arch'd McCall, Giles Creed, Wm. Cockcroft, John Vanhorne, Samuel Bayard, John Watts, Robert Bayard, Stephen Johnston, Andrew Simpson, and Philip French.

All of the grantees were prominent men in their day, and many of them were connected by blood or marriage. General Gage had been an active officer during the Seven Years War in America, and his name is also interwoven with the early history and incidents of the American Revolution, as he was the last royal governor of Massachusetts. His



Signature of Gen. Gage.

wife was a daughter of Peter Kemble, president of the council of New Jersey; Stephen Kemble and Samuel Kemble were her brothers. Henry Gage was the son of General Gage, and was then a child of five years, whose name had been placed among the grantees by his father to insure him an interest in the enterprise. He became a lieutenant in the Seventh regiment during the Revolutionary war, and on the death of his uncle, Viscount Gage, inherited the family titles and estates in Sussex, England.

Stephen Kemble will be mentioned later. Samuel Kemble was collector of the port of New York, and the last to hold that office under British rule. In early

life he was an officer in the Royal Navy. At the close of the Revolution he went to London and established himself as a merchant, where he died.

Archibald McCall was a wealthy merchant of Philadelphia, and was married to Edith Kemble, a sister of Stephen and Samuel Kemble.

William, Samuel and Robert Bayard, were relatives of the Kembles. William Bayard was the head of the mercantile firm of William Bayard & Co., and was a Loyalist at the Revolution, and in consequence lost his estate. Samuel Bayard was major of the Kings Orange Rangers during the Revolution, and died in Nova Scotia, and from him the eminent president of the New Brunswick Medical Society, Dr. William Bayard, is descended.

John Watts was a member of the Council of the province of New York, and a prominent man in the colony, wealthy and honorable. He was also a Loyalist during the Revolution, and lost in consequence his estates, and died in England.

Of the other grantees nothing further can be learned. But all were evidently wealthy and highly respectable men.

In the grant given at Halifax by command of His Excellency Montague Wilmot, Esquire, Captain-general and governor-in-chief in and over his majesty's province of Nova Scotia or Accadie, and signed by Richard Bulkley, the boundaries of the Manor are given as follows:—

“Beginning at the southernmost boundary of lands granted to Beamsly Glazier and others, and running south eighty-seven degrees west six miles and an half on said line, thence south forty degrees and ten miles on ungranted lands till it meets with the part of St. John river called the Longreach, thence to be bounded by said Longreach and the other parts of the river to first mentioned boundary, containing in the whole by estimation twenty thousand acres, more or less,” etc.

All manner of mines unopened were also given,

“excepting mines of gold and silver, precious stones, *lapis lazuli*, lead, copper and coals,” and the grantees, on their part, agreed to pay His Majesty “a free yearly quit rent of one shilling sterling money on Michaelmas Day for every fifty acres so granted.” The grant was also upon the express condition that each of the grantees was to plant, cultivate, improve or enclose one-third part of the land granted within ten years, one-third within twenty, and the remaining third within thirty years from the date of the grant; and each grantee was also to plant within ten years from the date of the grant two acres with hemp, and to continue “a like quantity of acres planted during the successive years,” on pain of forfeiture.

How or by whom the lands were chosen we have now no record, but that some of those whose names appear as grantees visited the St. John river there can be little doubt, as the selection was made with judgment and a knowledge of the capabilities of the section of country chosen. But the grantees seem to have soon grown tired of the large estate they had so easily acquired, and on the 27th of May, 1767, fifteen of them, including General Thomas Gage, assigned their interests in the lands granted them to Stephen Kemble, one of the original grantees, “for divers good causes and considerations them thereunto moving, and more especially for and in consideration of Ten Pounds, current money of the Province of New York, to them or some or one of them in hand paid by the said Stephen Kemble.” In this document General Gage is styled “The Hon’ible Thomas Gage, Esquire,” and Stephen Kemble, “Captain Stephen Kemble, Esquire.”*

Colonel Stephen Kemble, who had become the owner of the grant, was born at New Brunswick, New

*This document with the original grant is now in the possession of the heirs of the late Chas. H. Peters, of St. John.

Jersey, in 1740. He entered the British army as ensign in the Forty-fourth regiment in 1757, during the French war, and first served in the campaign under Lord Howe, which ended in the repulse at Ticonderoga and the death of that nobleman. In 1760 he was transferred to the Fifteenth regiment, and in 1765 became captain in the Sixtieth, or Royal American regiment of foot. In 1772, he received the staff appointment of "Deputy Adjutant-General of the forces in North America," and in 1775 became major of the Sixtieth foot, first battalion, and lieutenant-colonel of the same regiment in 1778. In the autumn of 1779, Lord Rawdon resigned the adjutant-generalcy of the British army in America, and Captain Kemble who had become colonel, desired to be promoted to the vacant place. But the commander-in-chief, Sir Henry Clinton, declined to



Signature of Col. Kemble.

appoint him, whereupon he resigned the deputyship, and rejoined his regiment then serving in Jamaica. Colonel Kemble's successor as deputy-adjutant-general was Major John Andre, whose sad fate is familiar to every reader of American history. In April, 1780, Colonel Kemble sailed from Jamaica in command of a force to attempt the conquest of Nicaragua, in Central America, on the Spanish Main. The expedition proved disastrous, owing to the unhealthiness of the country, but it added the colony of British Honduras to the empire. Colonel Kemble remained in the British army until 1805, when he sold out and returned, and "resided the rest of his life at New Brunswick, New Jersey, in the home in which he was born," writes the chronicler from whom these facts are taken, "and in

which he died, on the 20th of December, 1822, in his eighty-second year."*

The Kemble Manor, which had passed into the possession of Colonel Kemble for the nominal sum of ten pounds current money of the province of New York, is beautifully situated on the west side of the river St. John, in Kings and Queens counties. It extends from a short distance below Oak Point, in the parish of Greenwich, to Little River, in the parish of Hampstead, a distance of ten miles, and includes the intervale island known as Spoon Island, and a part of Long Island. The lands of the Manor also extend some miles westward of the river, within a short distance of the Jerusalem settlement, in the parish of Petersville, and include the range of forest clad hills that bound the western lands of the St. John. Some of the most fertile farms in the valley of the St. John are now on the river front of the Manor.

The New England settlement at Maugerville was founded in 1762, and progressed but slowly, and the rude habitation of the early pioneers were scattered far apart along the silent banks of our great river, but the lands of the Manor remained in the primeval wildness in which they had been found, until the arrival of the Loyalists.

The first attempt to form a settlement or dispose of the lands of the Manor was made in 1774, when Colonel Kemble gave, on the 7th of May of that year, a letter of attorney to Joseph Frederick Wallet DesBarres, of Falmouth, Kings county, Nova Scotia, appointing him his attorney (under certain limitations as to sale, etc.,) with power to substitute and appoint one or more attorneys. DesBarres, on July 21, 1774, appointed James Simonds attorney, and the powers of the

*The Kemble Papers. New York Historical Society's Collections 1883-4.
2 Vols.

latter are defined in a document which was placed on record, amongst other documents, in the registry office of the old county of Sunbury. (The book is extant). It is entitled :—

“Instructions for carrying into execution the letter of Attorney of Stephen Kemble, Esq., to Joseph Frederick Wallet DesBarres, Esq., to be observed by James Simonds, Esq., his substitute for this purpose specially appointed.”

According to these instructions the whole of the 20,000 acres of lands possessed by Colonel Kemble upon the River St. John, was to be divided on the plan into lots of 200 acres, observing to allow communication with the river to as many of the settlers as possible. Any number of these lots were to be sold, not exceeding one half of the whole, upon the payment of five pounds sterling when a proper deed in fee simple was to be given the purchaser. Or if preferred a long lease of each lot was given, renewable forever, upon payment of one penny fine, at a rent of ten shillings sterling per annum, the purchaser or lessee to pay the quit rent and perform all the other conditions of the original grant. This attempt to sell or lease a portion of the lands was made to save the grant from escheat, as none of the conditions on which the grant had been given had been complied with. The document was not registered until the 5th of September, 1782, in the Sunbury county register book, and nothing appears to have been done in the meantime to carry out the instructions of Colonel Kemble. But when it became apparent that the conflict between England and her colonies was drawing to a close, and that numbers of Loyalists from the revolted provinces would be compelled to seek refuge in Nova Scotia, Colonel Kemble's possessions on the St. John river assumed a value they would not otherwise have possessed, and James Simonds entered upon his duties as agent.

Among the sales effected and recorded in the old Sunbury County register are the following:

Sept. 1, 1782, Lot No 7, nearly opposite Belle Isle Point in the Long Reach, containing 200 acres, to Tamberlane Campbell.*

Sept. 18, 1783, to John Jones, Yeoman, on the N. W. side of the river, about the head of Long Reach, 400 acres; 80 rods front, and in depth two and a half miles.

The termination of the conflict between the mother country and her rebellious colonies, in 1783, inaugurated a new era in the history of the remaining North American provinces, and Nova Scotia became a refuge for the Loyalists. But it was found that a great portion of the land bordering the St. John had been granted to persons who had not fulfilled the terms on which the grants had been given, and these consequently had to be escheated to the crown before they could again be granted to the Loyalists. The Kemble Manor was not included in these escheated estates, as it had been surveyed some years previously, and the portion bordering on the river, laid off in 200 acre lots. James Simonds, who had assumed control and management of the Manor, disposed of a number of lots to Loyalist refugees and disbanded soldiers, who were arriving at St. John in large numbers, and seeking locations on which to settle and build homes for their families. The St. John river and its numerous tributaries presented to those war-worn veterans and refugees an inviting prospect, and the log houses and clearings of the loyal settlers rapidly appeared along the river's banks.

The lots on the Manor were in request, and a number were soon occupied. The first settlers who braved the hardships and privations of those early years were men of rare courage and great bodily vigor, and many of their descendants still occupy the farms they reclaimed from the wilderness. In 1786 an attempt

*Tamberlane Campbell and John Jones were pre-Loyalist settlers on the St. John, and during the rebellion remained loyal to the crown.

was made to escheat the lands of the Manor to the crown, but it failed, and this caused Colonel Kemble to visit New Brunswick in 1788.

Captain George Sproule, first surveyor general of New Brunswick, was among the early purchasers of lots, and established a farm on which he resided a portion of the time. Some discontent existed among the settlers in that section, and Captain Sproule made the first accurate survey of the grant, and in consequence fifteen lots claimed by Colonel Kemble were thrown out and granted to others, and the bounds of the Manor were fixed.

In 1788 Colonel Kemble visited New Brunswick; but his stay in the province was short. He arrived at St. John on the 11th of September, and embarked for Digby on the 16th of October. During that brief period he visited Fredericton and had an interview with Captain Sproule, in reference to the lots thrown out of the patent of the Kemble Manor, but apparently accomplished nothing, as the survey was allowed to stand unchanged. He also spent some days at the Manor on his way down the river, in adjusting matters with the settlers. This was the only visit Colonel Kemble made to this province, and its geographical position or resources did not then impress him favorably. Before he left he arranged to have the management of the Manor transferred from James Simonds, with whom he had some differences, to Ward Chipman, and the latter or his son, in conjunction with Captain Sproule, conducted the business of the Manor until it was finally sold off.

The prices paid for lots by the first settlers on the Manor now seem small, but were large considering the abundance of favorable locations to be had at that time on the St. John. Twenty-five pounds currency appeared at first to be the ruling price, though some lots were

sold for a much higher price. In 1788, Colonel David Fanning purchased lot 34 for £25 currency; Peter Connor paid £45.3s for lot 46. John Jones, yeoman, paid £40 for lot 35, James Brittain £25 for lot 33, and Edward Jones, for lot 55, "partly in Kings and partly in Queens county," £44. The value of lots, however, began gradually to increase. In 1797 Colonel David Fanning sold lot 30 to Hezekiah Scribner for "one hundred and twenty pounds current money."

The material advancement of the settlers on the Manor, under the circumstances, could not be otherwise than slow, and from the correspondence of Ward Chipman with Colonel Kemble, (preserved by Rev. W. O. Raymond,) we gather glimpses of the men who linked their fortunes and passed their lives upon the Manor. Industry and thrift were their characteristics. And that they were a religious people is evident, for unaided they built a parish church at Oak Point, which was used for public worship in 1797.

In writing to Colonel Kemble, December 21st, 1789, Mr. Chipman gives this account of the Manor and of some of the settlers:—

"Everything continues to go on well at the Manor. The crops this season have been tolerably good and I have no complaints from any quarter. I have given notice that I expect all those who have not done it to come down and take their deeds and execute their mortgages. Several have accordingly complied and others have made their apology promising to be here as soon as the ice is formed. I do not apprehend there will be any difficulty with any of them. Some are trying to make up the money to pay immediately if they can without a mortgage. If we may judge from one instance they must be doing very well. You recollect John Urquhart whom on account of his industry and poverty you desired me to assist if necessary by furnishing him with a cow and calf. Of this I informed him, but he has not only declined this offer but very honestly at the expiration of the year came down and paid off the interest due upon his bond."

In 1792 Thomas Flewelling, the settler at the lower bounds of the Manor, erected a fulling mill, "and I understand it is well accustomed and very useful," wrote Ward Chipman to Colonel Kemble. And in the

same letter he informed Colonel Kemble "that the road is open thro' the Manor from the highlands along the river, upon the communication between this place [St. John] and Fredericton, and next summer there will be no difficulty in travelling on horseback the whole of that distance."

In this letter Mr. Chipman refers to the backwardness of the settlers in the payment of principal and interest due on their farms, but, he adds, "I should not recommend commencing any suit upon the mortgagee to get back the lots forfeited at present, for there is such a scarcity of inhabitants in proportion to the lands for sale upon easy terms, that it would be very difficult if you was to eject any of them to sell the lands again for the same money, with all the improvements made upon them."

Gradually the remaining available lots of the Manor were disposed of, until the last was sold in 1811. But the backland remained in one unbroken tract, and in 1820 this, consisting of about 10,000 acres, was sold to Nehemiah Merritt, of St. John, for about £1,000 New Brunswick currency, and with that sale ended Colonel Stephen Kemble's interest in the Manor. For fifty-five years he retained ownership in a tract of country from which he had drawn a large amount of money without the expenditure of any capital, except the "ten pounds current money of the province of New York," paid in 1767, and with only one generous act toward the settlers on the Manor who had contributed to his wealth, to his credit—that mentioned in Chipman's letter of Dec. 21st 1789, but which manly John Urquart declined. But we must not judge the old veteran too harshly. In a letter from which his autograph is taken, to Ward Chipman, dated London Feb. 22, 1800, he writes, "the bonds," meaning the mortgages on the farms of the Manor, "I look upon as a sacred deposit for my

brother's children." These words give us a clue to his character.

The Loyalists who linked their fortunes to the Manor proved efficient and enterprising settlers and law abiding subjects. Most of them were men of good birth and education, who left their mark on the community they assisted to found, and the story of the Manor would not be complete without their names which follow, and which have been collected from various sources :—

Samuel Wiggins, Simon Flaglor, Frederick Hamm, John Cheak, Thomas Flewelling, John Flewelling, John Crabb, Joseph Brittain, James Moore, Simon Fraser, James Clarke, Col. James Brittain, John Jones, George Webb Price, George Sproule, Esq., Nathaniel Adams, Col. David Fanning, John Urquhart, Adam Boyle, Robert Laidler, Philip Huestis, Lawrence Foster, Charles Richards, Peter Berton, Leonard Linkner, Martin Trecarton, Thos Flewelling, Charles Theal, John Morrel, Robert Ward, John McMasters, Joseph Lyon, Tamberlane Campbell, Samuel Emerson, Widow Price, Allan Price, Peter Connor, Walter Bates, Jabez Clarke, Hezekiah Scribner, James Carson, John Merritt, Isaac Clarke, Stephen Humbert.

I will not follow further the fortunes of Kemble Manor. The loyal men who reclaimed from the wilderness the fertile farms of the Manor have long passed away. Some sleep on the homesteads where they lived and labored, but many lie in the beautiful burying ground at Oak Point. The ceaseless tide of travel that furrows the waters of the broad St. John passes close to their graves, and across the pleasant landscape above the tinted foliage of the trees, the heedless traveller sees the tapering spire of the parish church in which they worshipped, but the story of their trials and heroic constancy will live in our annals and hallow the traditions of the old Manor. JONAS HOWE.

The deaths by cholera in St. John in 1834 were about 50, half the total number of cases.

A SHIPYARD FIRE.

The shipyard fire of 1841 was the most disastrous known in the history of Portland, up to that period; and it was only surpassed by the great fire of August, 1877, which followed closely on the heels of the destruction of the business part of St. John in June of the year last named.

In 1841 Portland was a village and was a suburb of the city, with a population in the whole parish of some 6,000 people. Many of the now well known streets had then no existence. Douglas avenue and Harrison streets, for instance, were not laid off as highways, nor was Sheriff street much of a thoroughfare, but Simonds, Portland and Acadia streets, with High street and the Strait Shore road, bounded blocks which were the centre of a busy population. There were houses along Main street, under the side of Fort Howe, and on the road leading up over Fort Howe hill. Shipbuilding was then a very prominent industry, and there were no less than seven yards in active operation between the Long wharf and the head of Strait Shore. The first of these was that of Owens & Duncan. Next, at Rankin's wharf, was that of George Thomson, the builder and occupant of "Thomson's Ark."* Along the shore, to the westward, were the yards of Messrs. Hawes, Briggs, McLellan, Smith and Ruddock. When these were all in operation they gave employment to hundreds of men.

The Owens & Duncan yard was situated on the ground south of Main street and east of Acadia street,

*Thomson's Ark consisted of the hull of a dismantled ship, on which Mr. Thomson built a commodious and comfortable dwelling for himself and family. It was constructed about the year 1836 (?) and was destroyed by fire in 1846.

known as Lynch's yard in later years, the blacksmith shop being at the foot of the narrow thoroughfare known as Chapel street. When a ship was on the stocks, its bow would be about where are now the steps which go down from the street by the Kelly & Murphy factory. Here, in the summer of 1841, was built a fine copper fastened, iron-kneed ship of 900 tons, which the firm intended to name the "Jane Duncan." It was to be launched at the full tides which came at the first of September, and by Thursday, August 26th, but little remained to be done to fit the craft to leave the ways. The lower masts and top masts were in place, with much of the standing rigging, and the hull was fully graved and painted. In the work of tarring a bottom, more or less tar was always to be found spattered around among the chips and shavings with which a shipyard was littered, and the Owens & Duncan yard was no exception in this respect. There had been very dry weather for some time at the date named, and as a result the whole surface of the yard in the vicinity of the ship was a bed of most highly inflammable material.

Mr. Owens, whose name is perpetuated today in the Owens Art Institution at Mount Allison University, took an active interest in the details of shipbuilding, and gave his personal supervision to the work. As noon approached on this particular day, the 26th of August, the rigging was being set up. It was found that the lanyards would not pass through the dead-eyes where the standing rigging came down to the ship's rail, and Mr. Owens decided to have this remedied at once. The dinner hour had arrived and the men were leaving, when he called one or two of them to remain a little while and do the job. One of these men was John Doherty, then quite young and now living in Main street, North End. Mr. Owens directed Mr. Doherty to go to the blacksmith shop with a boy and

get some bolts which were being heated to enlarge the holes in the dead-eyes. Doherty and others brought these bolts as they were needed, carrying them through the yard at a glowing heat.

The work at the forward chain plates was completed and attention was given to the main chains. Whether, in the interval, a red hot bolt was dropped, or whether some of the glowing scales from a bolt fell among the tarry shavings and chips on the ground is not certainly known. It has always been supposed that one of the workmen let a bolt fall. There are others who assert that Mr. Owens himself picked up a partially cooled bolt which lay on the rail, but finding it so much hotter than he expected, laid it down so hastily that it rolled from the rail and fell among the tar and shavings in the yard below. Whatever was the case, while the work was being done at the main chains Mr. Doherty saw a blaze starting among the chips under the bow, where the men had been a few moments before. He at once shouted "fire." Mr. Owens turned, saw the flame and instantly pulled off his coat, ordering Doherty to throw it on the flames to smother them. Doherty did so, but the blaze burst out more fiercely from under the coat, and he ran to the shipyard well to get a bucket of water. In the few moments required to accomplish this, the fire had spread with amazing rapidity, and when Doherty came back the smoke was so thick that he could not get anywhere near the ship. The flames spread to the bed of chips all over the yard and seized greedily on the newly tarred and painted hull, wrapping the ship in a blaze from end to end, and sending up dense clouds of black smoke which could be seen for many miles outside the city. The wind was south-west, and the fire quickly spread to the houses in the vicinity, reaching to and across Portland street, up the west side of

which it made its way to Main street and Fort Howe. Thence it went up the Fort Howe road, burning the houses on the highway, and extending as far as what was then known as the Jenny Spring Farm, now the Millidge property. It also burned the old gun house at the rear of Fort Howe hill, north of where the present shed of the Militia Department stands. Returning to Portland street, it burned the whole block to the eastward and fronting on Main street, and finally destroyed the Methodist chapel. So rapidly did the flames advance, and so dense was the smoke, that it was out of the question to get anything out of the houses, and they were burned just as they were left by the terrified inmates. Many of the buildings were three and four story tenements, and several of them were newly erected. There was scarcely a dollar of insurance on any of them.

In the hold of the ship were no less than forty tons of *lignumvitae*, put there for broken stowage. This large quantity of highly combustible wood burned like pitch, and with a terrific heat. The danger of the blazing hull falling over and spreading the fire in new directions was imminent, and to avoid this men were put at the dangerous and arduous work of placing wetted timbers against the sides of the hull, as shoring to keep it in position. At the rear of the ship was a small brig from which the *lignumvitae* had been taken, and which was aground at that time of the tide. This also took fire and was soon consumed.

The alarm bells were rung when the fire started, but there was little need of them, for the huge volume of smoke and flame could be seen from every part of the city, and vast crowds gathered in the vicinity. The fire engines of that day, such as they were, had no lack of hands to man them, but as it was about low tide when the fire began there was, as usual, a scarcity

of water. On the occasions of great fires in those times the military took an active part. Over from the barracks on this day came a detachment of the 36th regiment, headed by Major Cairnes, marching on the double-quick, with a detachment of the Royal Artillery under Lieut. Smith. With the military came the ordnance engine, which was considered an efficient piece of fire apparatus then but which would be a veritable antique if placed beside even a hand engine of more modern construction. It was in the form of an oblong box, much like a large chest, with diminutive wheels which made rapid progress difficult except on very level ground. When those who were hauling it went too fast, the machine would begin to "wobble" around, and in such cases it was not unusual for a number of the soldiers to pick up the engine and carry it bodily until better ground was reached. The whole affair weighed only a few hundred pounds. It was painted a lead color, with the royal arms emblazoned upon it—possibly through fear that some light fingered civilian might steal it some dark night. In its principle of action it was a veritable "tub," and the brakes at each end permitted only a small number of men to do the pumping. A large number of workers would not have added to the efficiency of the machine, however, for there was no suction hose or means of water supply other than that furnished by buckets. These were passed from hand to hand up a line of men, the water of each bucket emptied into the engine and the empty buckets passed down another line of men and boys to the source of supply.

In addition to the soldiers with the engine, a portion of the regiment came in marching order with muskets and bayonets. These were stationed at various points to guard property and keep back the crowds. On this occasion some unpleasantness was

caused by the action of Lieut. Thistlethwayte, in charge of a squad, who ordered away a number of members of the Protection Fire Club from the neighborhood of the house of John Pollock, which is still standing on the corner of Portland and High streets. The members of this body were most of them prominent citizens, and their aims were similar to those of the salvage corps of today. When they were ordered away they remonstrated, whereupon the officer ordered the soldiers to charge, which command was only countermanded through the interference of Mr. Payne, the magistrate. After the fire the occurrence was made the matter of some indignant resolutions, but a little later the difficulty was amicably arranged.*

Her Majesty's Brig "Racer," was in port at the time, and a portion of the crew came to the rescue in their boats, performing many feats of daring in their efforts to prevent the spread of the flames. Lieut. Elliott was in the midst of his men, and was himself considerably injured by the falling of a piece of timber.

The usefulness of both the soldiers and sailors on occasions of this kind was largely due to their numbers and the fact that they worked under orders. When the fire was over, however, the return to the barracks was not always a striking display, for the soldiers were not averse to accepting stimulating draughts as a reward for their valor, and some extraordinary scenes were at times the result.

At this fire they worked hard and did much good, especially in the work of tearing down buildings to stay the advance of the flames. In the excitement of the occasion one of them, named John Johnston,

*Lieut. Alex. Thistlethwayte, of the 36th, was of a good English family, and was much esteemed by his brother officers. He died, after a short illness, on Nov. 30, 1841, and was buried in Trinity burial ground. At his funeral the body was borne on a six-pounder gun carriage drawn by four black horses, and was followed by all the troops of the garrison, with a large concourse of citizens.

dropped dead in the ranks. This was the only life lost that day.

The navy also lost some men, but in a different way. Several of the crew of the "Racer," who were detailed for fire duty, were not to be found when the sailors were recalled to the brig. It was evident that they had taken advantage of the occasion to desert, whereupon the "Racer" at once made sail down the Bay until Lepreau harbor was reached. At the Lepreau mills inquiries were made and a lookout stationed to intercept the fugitives on their way to the border, but so far as appears, with no result.

The fire burned about five hours, and in that time destroyed 53 houses occupied by 200 families. Some 1150 people were turned out of house and home, of whom at least 600 were put in a condition of distress by the loss of their worldly possessions. A rough estimate at the time placed the loss at £30,000, or \$120,000, made up as follows :—

53 houses burned or pulled down,	\$70,000
Wesleyan chapel,	8,000
Ship on the stocks, partly rigged,	28,000
Rigging not in the ship,	4,000
Furniture, goods, etc.,	10,000

\$120,000

There was an insurance of £600 on the chapel, but nothing on the ship and yard. The loss to Owens & Duncan was therefore very heavy. Taking everything into consideration, in the destruction of buildings, and property in the yard, it is believed they suffered to the extent of over \$60,000. The total loss by the fire was undoubtedly much greater than was at first supposed. That evening, while some of the men who had been working in the yard, were looking at the ruins Mr. Owens came along, and they bade him good evening. His reply was, "You are pretty fellows, and you

have made a nice job here." John Doherty, who had been around the ship when the fire started, then asked, "Do you blame me for it, sir?" "No," was the prompt reply. "I was the cause of it myself. What I am sorry for is that so many people have lost so much." After a pause he continued: "Fifteen years ago, I had the table taken from before me and the watch taken out of my pocket for debt, but I have built that ship and I am able to build another."

On the evening following the fire a public meeting was called by Sheriff White, in pursuance of a requisition headed by Chief Justice Chipman, at which the mayor of St. John, Hon. William Black, presided. A subscription list was opened and committees were appointed to collect money and clothing for the relief of the fire sufferers. The circus also gave a benefit performance in aid of the sufferers, and collections were taken in the churches.

After the fire, the Methodist body of Portland held its meetings in the upper room of the Madras school building, near at hand. In due time another church was built, John Owens taking an active interest in the work. This church stood until it was burned in the great Portland fire of October, 1877, which covered the area burned in 1841 and much more territory in that vicinity.

W. K. REYNOLDS.

WHERE STOOD FORT LATOUR?

Mr. Hannay's reply, in *THE NEW BRUNSWICK MAGAZINE* for August, to my article under the above title in the July number is naturally not convincing to me. To reply to him, however, would doubtless be but to begin a controversy of tedious length and small profit. In such discussions readers are more apt to be entertained by the skill in fence of the disputants than

convinced upon the merits of the question. I have said the best I could for my view in my article in July, and presumably Mr. Hannay has said the best he could for his in his reply in August. I am content to let the case go thus before the candid reader, asking him simply to study the two papers point for point together. Where, as in this case, the evidence is not logically conclusive, one can but examine all that is available, judge it dispassionately, and hold his conclusion as a probability. I have never claimed that my view is proven, but simply that it has a greater degree of probability than any other yet advanced, and that in the present state of the question it is historically unfair to make assertions as to the site of the fort unqualified by a doubt. There may yet be discovered in the archives of Europe evidence which will indisputably settle the site of Fort LaTour, and for this we can all agree to hope and assiduously to search.

W. F. GANONG.

"AMERICAN COLONIAL TRACTS."

Mr. Howe's review, in the July issue of *THE MAGAZINE*, relating to the "American Colonial Tracts," published by George P. Humphrey, of Rochester, New York, is amusing, because it shows that he, like many others, has innocently been led to believe that the various pieces "have been reprinted from original copies"; that they "were almost inaccessible"; and that *this* "publication has been begun at a most singularly opportune time." Some very eminent American librarians, who have a thorough knowledge of the bibliography of the original editions, have been duped for once, and we judge that Mr. Howe is to be entirely excused for having been singularly misled.

Mr. Humphrey, in every number of the series, has

stated that "Colonial Tracts, issued monthly, is designed to offer in convenient form and at a reasonable price some of the more valuable pamphlets relating to the early history of America which have hitherto been inaccessible to the general public, although of so much importance to the historical student."

As a matter of fact the Humphrey publication is nothing more than a miserable reprint of the well-known work of the Hon Peter Force, whose library now forms a part of the United States' Library of Congress, at Washington, D. C. In 1836 Mr. Force published his first volume of "Tracts and other Papers, relating principally to the Origin, Settlement, and Progress of the Colonies in North America." The pieces of this first volume were also included, in 1839, in the first volume of the "Transactions of the American Historical Society," of Washington. The fourth and last volume of his "Tracts" appeared in 1846, and the entire publication comprises about 52 pieces.

Force's volumes were and are still an important accession to any library; but everyone familiar with them knows that they are not always absolutely accurate. Mr. Humphrey has not only embodied Force's errors, but he has introduced a mass of others. Force endeavored to give the text of the originals, but Humphrey has "modernized" it—though he nowhere intimates that he has done so. For example, in No. 2 Force gives "Cussetaho", while Humphrey gives "Cusstaho"; in No. 4 neither Force nor Humphrey gives the title-page correctly, and on p. 77 Force omits "600" before "white People", and again "3000" before "Pack-horses"—both of which Humphrey (p. 86) also omits, though the figures are clearly given in the original edition.

Force in his profatory remarks to his first volume of "Tracts" says: "Of the thirteen Tracts

contained in the present volume, Nos. 2 and 10 have not heretofore been printed, and Nos. 8 and 9 now appear for the first time in connected form."

In each of these four cases Force added on the title-page his imprint "Washington: Printed by Peter Force, 1835", and the omission of this gives, in several cases, the impression that Humphrey has printed from an original manuscript, which is of course not true.

In the "Library Journal" for June, 1898, attention was called to the deception, and Mr. Humphrey offered a very lame explanation, which must be taken by the discerning student *cum grano salis*. He says, too, that his "sincere desire . . . to place these pamphlets at a low price within the reach of the student of American history must be his justification for their reissue." But we add, Force can be purchased at from \$16 to \$24, according to the condition of the set, and character of the binding. The saving of four or five dollars is no inducement to the Americanist who desires to write history accurately.

V. H. P.

In addition to the facts given about the steamer "Royal Tar," in the August number of THE MAGAZINE, it may be mentioned the steamer's weekly trip to Portland, Me., was in consequence of an arrangement made with the Cumberland Steam Navigation Co., of the last named city, entered into early in the season of 1836. A well known St. John steamer which was contemporary with the "Royal Tar" was the Water Witch, owned by James Whitney and launched from the yard of Justus Wetmore, Hampton, in April, 1836. It was intended for the Frederidton route, but it also made trips across the Bay to Annapolis and Granville Ferry.

IN THE EDITOR'S CHAIR.

WITH THE CONTRIBUTORS.

Mr. James Hannay's paper on "Our First Families," is the introduction to a series of which the great historic value is apparent at a glance. It is a most important subject in relation to the Maritime Provinces, and one which has never before been dealt with as its merits demand. Mr. Hannay, as the historian of Acadia, is not only fully equipped to deal with this subject, but he is a writer who can and does make any topic of interest by bringing out all the points of value, and clothing his story in a diction which impresses all who read.

Rev. W. O. Raymond is making very clear the story of the early English settlers at St. John, and the narrative is not less interesting than it is important. The value of local history in all parts of the country becomes each year more apparent, but unfortunately each year the material becomes more difficult of access, and there are not always to be found those who can gather and array it in attractive form. Any community would be fortunate in having such a man as Mr. Raymond, who is not only one of patient research but one who is absolutely fair in his presentation of facts and most lucid in the expression of them.

The story of Kemble Manor, as told by Mr. Jonas Howe, shows how much there is in the history of the Loyalist settlements which has never been put in connected form, and which THE MAGAZINE has the agreeable mission of giving to the world for the first time.

Mr. Howe tells his story clearly and well, and it will be of special interest to a large number of readers.

Prof. W. F. Ganong has a last word in regard to Fort LaTour, in which he modestly declines to enter upon a controversy, but submits that a verdict should be withheld until more definite proof is obtained on either side. Some further papers on topics of general interest may be expected from Prof. Ganong on his return to Massachusetts after the summer vacation.

As a matter of justice both to the public and itself, THE MAGAZINE publishes an explanation of the method in which the "American Colonial Tracts" have been issued. The writer is a literarian of note, whose opinion in the matter would be authority even did he not point out the grounds on which his statements are made.

So many are alive who remember the disastrous shipyard fire, in 1841, that the publication of the story of it at this day should be of interest both to them and to the present generation.

The publisher has much pleasure in announcing the appearance, at an early day, of some papers on an interesting period of the early history of St. John. The writer is the Count de Bury, who has made a careful study of his subject and is well qualified to discuss it.

SOME RECENT PUBLICATIONS.

The celebration of the golden jubilee of Very Rev. Monsignor Thomas Connolly, Vicar General of the Diocese of St. John, took place on the 10th of July last. In commemoration of the event, a bibliographical sketch has been prepared by Rev. W. C. Gaynor, the present assistant to Monsignor Connolly at St. John, which is not only highly interesting but of no

small value as a matter of ecclesiastical history. Father Gaynor is a graceful writer, and he has told his story well. In the fifty years of his priesthood, Mgr. Connolly has been conspicuous not only as a pastor of great wisdom and executive ability, but as a citizen of our country whose counsels in matters of general public import have had no light weight. Beloved by his people in the various stations he has filled in various parts of the province, he has had the invariable respect and esteem of non-Catholics in every community where he has been known. As a worker, alike amid the most primitive conditions of the early parishes in the wilderness and of later years in the busy life of the city, he has labored so faithfully and well that the good wishes of his jubilee have come from all classes and creeds. Father Gaynor has told the story clearly, and withal modestly. Without flattery or extravagance of expression he has made a sketch which would give a stranger a clear idea of the character of Mgr. Connolly and of his work, while those who know the subject of the sketch recognize the fidelity with which the task has been done. An appendix with an account of the jubilee adds much to the value of the pamphlet as a work of reference in future years. The sketch is embellished by a number of portraits of the clergy, views of churches, etc., and the whole is well printed on a fine quality of paper, by Barnes & Co.

The Rev. Dr. Donald, minister of St. Andrew's Kirk, was for more than a score of years prior to 1871 a very prominent and greatly esteemed resident of St. John. He was a type of the fatherly, sympathetic Scotch pastor, yet with a genial nature that made him a welcome guest in society. A man of deep erudition and of simple nature, he was beloved not only by his immediate congregation but by all classes of the people. Some time ago it was felt that a sketch of his

life and character would be of interest to a large circle of friends, and the preparation of it was accordingly entrusted to Mr. W. K. Reynolds. This sketch has now been printed for private circulation, with the idea that, in addition to what has been gathered and put in shape, much more may be obtained from those who have a knowledge of Dr. Donald and the times in which he lived. The book now issued is a pamphlet of 84 pages, illustrated by several portraits of Dr. Donald. It deals in brief form not only with the subject of the sketch, but to some extent with St. John and its people in the past. It is for the readers to say how far the writer has been able to accomplish his task within the limited space. The object of the present publication, as already stated, is to secure further information with a view to a subsequent enlarged edition of the book, and those who have any facts on this line are requested to communicate with Mr. Louis Donald, Box 125, Mobile, Ala., where the pamphlet has been printed.

NOTES AND QUERIES.

QUESTIONS.

13 From what is the word "aboideau" derived, and where did it originate?

14. Who can give particulars of "the Brazilians" in St. John, in the twenties or early thirties? They were people who went to Brazil from some part of Great Britain, were disappointed in their expectations, and on their return voyage, reached St. John sick with fever. They were quarantined at Ballast wharf and some of them consequently settled in St. John.

A. G. B.

15. What was the date of the opening of the railway between St. John and Sussex? A. H.

16. In what year was the steam fog alarm inaugurated at Partridge Island, and was it, as alleged, the first steam fog alarm in the world?

17. Can any reader give an account of the riot, or disturbance, that took place at Miramichi about 1844, and which required military intervention?

S. D. S.

18. Who can supply any information about the fire ship or phantom light in the vicinity or Pictou Island, N. S.?

19. Who built the aboideau at the St. John marsh, and at what period was it constructed.

C. W.

20. Who can give any information about the early grist mills at Marsh Bridge, and what was the date of the construction of the Hazen grist mill, on Mill street, St. John?

P.

ANSWERS.

10. "Malagash" is locally said to mean "milky," in the Indian tongue, and the supposition is that this applies to the appearance of the water when disturbed by a storm. I have doubts as to this, and would be glad to have an explanation from one more learned on the subject.

C. D. L.

11. The name of the parish of Queensbury is derived from the fact that the parish was settled by disbanded soldiers of the Queen's Rangers.

12. Booth, the elder was in St. John in June, 1841, and I saw him play the leading part in "The Iron Chest" at the Hopley Theatre, Golden Ball corner. After the play he came to the front and announced that the next performance would be for the benefit of "your humble servant," as he styled himself.

He had two boys with him on the stage when he made this announcement, but I do not know their names, though I believe they were his sons. A. G. B.

PROVINCIAL BIBLIOGRAPHY.

The following are a few additions of old and new books relating to the provinces, which are either not noted in the already published "New Brunswick Bibliography," or which are noted in that book and concerning which further information is given. It is hoped that readers of *THE MAGAZINE* generally will aid as contributors to this department from month to month. In the case of books which relate to New Brunswick, the notes sent should be in the line already mentioned—new books or information about old ones and their authors. In respect to the other Maritime Provinces, of which there is no published bibliography, all information is of value, especially that relating to old and rare works.

In sending notes of books, please follow the style given below. Quote the name of the author as it is given on the title page, adding any other information as to his personality and work. Copy the title page itself, with date, describe binding in brief form, give the number of pages and mention maps or illustrations. To this necessary description may be appended any further facts as to the character of the book and its relation to the Maritime Provinces.

HUMBERT, STEPHEN. (N. B. Bibliography, p. 46.)
The fourth edition of "The Union Harmony" was published in 1840, and was a book of 338 pages.

STUBS, PETER, St. John, barrister and journalist.
The New Brunswick Manual; a compilation of Forms and information designed for the use of Justices

of the Peace, Merchants, Mechanics, &c. St. John, N. B., published by D. McMillan, 1841; pp. 136.

WARK, HON. DAVID, of Fredericton, the oldest senator of Canada, born in Ireland in 1804 and a resident of New Brunswick since 1825. "He has written on behalf of Imperial Federation, on Reciprocity of Trade between Canada and the United States, and also on 'The Future of Canada and its Relation to the British Empire', 1894." (Morgan, *Canadian Men and Women of the Time*.)

Report of the Provincial Lunatic Asylum, by Hon. David Wark, Henry Fisher, Joel Reading, George E. Fenety, James McFarlane, Commissioners Appointed to inquire into the Management of the Light Houses, Provincial Penitentiary, Provincial Lunatic Asylum, and the Marine Hospital. 1858, St. John, N. B., Chubb & Co., 1859. Paper, sm 8", pp. 16.

(This is one branch of the report of a commission appointed by resolution of the Legislature in 1857 to make inquiry into the management of various institutions receiving provincial aid, "with a view, if possible, of reducing the expenses of maintaining the same." This was one of the undertakings of the reform government which had then come into power. The full report is contained in the Journals of the House of Assembly for 1858-9. W. K. R.)

DUNN, HON. A. T., Surveyor General of New Brunswick.

Gun and Rod in New Brunswick. Where Moose, Caribou and Deer, Wild Birds, Salmon and Trout are found, and how the Sportsman can easily reach them. Issued by the Crown Land Department of the Province of New Brunswick. St. John, N. B., 1898. Paper, 24°, pp. 152. Map. (Vide Reynolds, W. K., and Smith, D. G.)

GAYNOR, REV. WM. C., of the Church of St. John

the Baptist, St. John, N. B. (Vide N. B. Bibliography, p. 34).

Fifty Years a Priest. A Biographical Sketch of The Very Reverend Monsignor Thomas Connolly, Vicar General. During Fifty Years of His Priesthood. Dedicated to Him on the Occasion of his Sacerdotal Jubilee, by the Priests of the Diocese who have had the Privilege of Serving under Him as Assistants. St. John, N. B., Barnes & Co., printers, 1898. Paper, 8°, pp. 43: xix. Portraits and illustrations.

REYNOLDS, WILLIAM KILBY. (Vide N. B. Bibliography. p. 96.)

Big Game in New Brunswick. A Sportsman's Guide to the Principal Hunting Grounds in the Province. Prepared for the Crown Land Department of the Province of New Brunswick, pp. 1 to 72. The whole pamphlet consists of 152 pp., 24°, and was prepared for the Sportsman's Show in Boston in March, 1898. The latter portion, on River Fishing and Game Birds, was prepared by David G. Smith, Fishery Commissioner. (Vide Dunn, Hon. A. T., and Smith, D. G.

The Rev. William Donald, D. D., of St. Andrew's Church, St. John, N. B. A Sketch of His Life and Character, Prepared for Private Circulation. Mobile, Ala., 1898. Paper, 8°, pp. 84. Four portraits and facsimiles of verses.

SMITH, DAVID G., Chatham, N. B., Fishery Commissioner of New Brunswick.

River Fishing and Game Birds in New Brunswick. (A report of the commissioner, prepared by direction of Hon. A. T. Dunn, Surveyor General, and incorporated in Gun and Rod in New Brunswick, a pamphlet of 152 pp., 24°, prepared by the provincial government for the Sportsman's Show in Boston, March, 1898. The Commissioner's report is contained in pp. 77—149. Vide Dunn, Hon. A. T., and Reynolds, W. K.)

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