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W. K. Reynolds

AUGUST, 1898.

The New Brunswick Magazine

VOL. I.

No. 2.

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ST. JOHN, N. B.

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AT PORTLAND POINT.

Second Paper.

It will be interesting to state briefly the circumstances under which James Simonds and his partners became possessed of an estate at St. John which laid the foundation of the fortunes of their respective families in later times.

A great impetus was given to the settlement of the wilderness parts of Nova Scotia by the royal proclamation issued at the Court of St. James on the 7th October, 1763, offering free grants of land to the disbanded officers, non-commissioned officers and soldiers, who had served in North America in the late French war, as a token of his majesty's approval of their conduct and bravery. The lands were to be subject at the expiration of ten years to the usual quit rents and to the usual conditions of cultivation and improvement, and were to be allotted in the following proportions:—To every field officer 5,000 acres; to every captain 3,000 acres; to every subaltern or staff officer 2,000 acres; to every non-commissioned officer 200 acres; to every private 50 acres.

One of the immediate consequences of the king's proclamation was a general scramble for unappropriated

lands, in which government officials vied with retired army officers in securing the most desirable locations. In some instances the lands were already occupied and grants promised to those in possession; in other instances they had been reserved for certain applicants till the king's pleasure should be known. Now, however, all who were interested began to be anxious to secure their grants in due form. James Simonds, therefore, memorialized the Governor and Council of Nova Scotia for a grant of 3,000 acres for himself and associates. The memorial was duly considered and on the 24th December, 1764, it was agreed that Mr. Simonds should for the present have license to occupy the said land.

The year that followed is remarkable in the history of Nova Scotia for the reckless and prodigal fashion in which grants were issued.* A species of land hunger seems to have pervaded all classes of society, more particularly the government officials and army officers. The importunity with which many applicants pressed for a formal grant of the lands promised or reserved for them is probably accounted for by the following remark in one of Hon. Charles Morris' letters, in which he characterizes the year 1765 as "A time when there was a great crowd of business in the publick offices on account of the STAMP ACTS' taking place and the people pressing hard for their grants in order to save the stamp duties."

Mr. Simonds was obliged to make at least two visits to Halifax to interview the government in the interests of himself and his partners. As a result, on the 2nd October, 1765, a grant was made to him, in conjunction with his brother Richard, and James White, described as follows :

Beginning at a point of upland opposite to the house of James Simonds at Portland Point, and running east till it meets with a little cove or river [the

*See Murdoch's Hist. of N. S. Vol. II. p. 455.

Marsh Creek], thence bounded by said cove till it comes to Red Head on the east side of the cove, thence running north eleven degrees and fifteen minutes west till it meets the Canebekessis river, thence bounded by said river, the River St. John's and harbor, till it comes to the first mentioned boundary, with allowance for bad lands and containing on the whole by estimation 2,000 acres more or less.

When afterwards surveyed, this grant was found to contain 5,496 acres, so that the allowance for bad lands must be considered as tolerably liberal. The line running from Simonds' house eastward to Courtenay Bay is that now followed by Union street. It will be observed that the peninsula south of this street (laid out in 1783 as Parr-town) was not included in the grant. The principal object of the grantees was to secure "the marsh" and the limestone quarries, and they probably deemed the land south of Union street so rocky and forbidding as to be hardly worth the quit rents.

Red Head, mentioned as one of the bounds of the grant, was at that time a more prominent, but probably not a more *conspicuous* object than at present. The bluff extended further out into the bay and further up-shore towards the mouth of Little River, and it was covered with shrubbery down to the water, with tall trees on the summit. A settler named Robert Cairns lived there in early times, and in his evidence in a certain lawsuit he states that in the spring of the year 1787 there was a tremendous land slide, or as he expresses it, "the bank broke off." He was absent in the city at the time and on his return, seeing what had happened, was much alarmed, thinking his family had been "buried in the ruins;" fortunately this turned out not to have been the case. The appearance of the soil freshly exposed caused Red Head, in spite of its diminished proportions, to be even more conspicuous than before.

It may be well, before we proceed to consider the progress of events at St. John, to mention some important changes that took place in the company first

organized for business there. Richard Simonds died Jan. 20, 1765, and Robert Peaslie (who, so far as we can gather, never lived at St. John) retired at the expiration of the first year. Meanwhile, Leonard Jarvis had, in the autumn of 1764, been admitted to partnership with Wm. Hazen at Newburyport, and became by common consent a sharer in the business at St. John. Samuel Blodget, the Boston partner, retired in May, 1766, and his share was taken by Hazen and Jarvis. The business was thenceforth conducted by Hazen and Jarvis at Newburyport, and by Simonds and White at St. John. In addition to their interest at St. John, the Newburyport partners carried on a considerable trade to the West Indies, in which they employed some half a dozen small vessels. The same vessels, with ten or twelve others, were also employed in the business at St. John and Passamaquoddy. The cargoes sent to the West Indies consisted chiefly of fish, hogshead staves, boards, shingles and other lumber obtained largely at St. John, but sometimes at Penobscot. In return the vessels brought cargoes of rum, sugar, molasses, etc.

The names of the sloops and schooners engaged in the St. John trade, and of the masters who sailed them, are worthy of a place in our commercial annals. In those days there were neither lights, beacons nor foghorns, and charts were imperfect, yet there were but few disasters. The qualities of pluck and skill were, however, indispensable in the hardy mariners who were the pioneers of the coasting trade of the Bay of Fundy and North Atlantic coast, and the names of Jonathan Leavitt and his contemporaries are worthy of all honor. The list following is properly as complete as at this distance of time it can be made.

LIST OF VESSELS owned or chartered by Hazen,
Simonds & White in their business at St. John, A. D.,
1764-1774.

NAME OF VESSEL.	NAMES OF MASTERS.
Schooner Wilmot.	William Story.
Sloop Bachelior.	Ebenezer Eaton.
Schooner Polly.	Jas. Stickney, Jona'n. Leavitt, Hen. Brookings,
Sloop Peggy and Molly.	Henry Brookings.
Sloop St. John's Paquet.	Rich'd. Bartelott, Hen. Brookings, Jos. Jellings.
Sloop Merrimack.	Jona'n. Leavitt, Samuel Perkins, Daniel Leavitt.
Sloop Speedwell.	Nathaniel Newman.
Schooner Eunice.	James Stickney.
Sloop Dolphin.	Daniel Dow.
Schooner Betsey.	Jonathan Leavitt.
Sloop Woodbridge.	David Stickney.
Schooner Humbird.	Jonathan Leavitt.
Sloop Sally.	Nathaniel Newman.
Schooner Seaflower.	Benjamin Batchelder, Jonathan Leavitt.
Sloop Deborah.	Edward Atwood.
Sloop Kingfisher.	Jonathan Eaton.
Schooner Sunbury.	Jonathan Leavitt, Daniel Leavitt.

Of the vessels enumerated, the Wilmot, Polly, Peggy and Molly, St. John's Paquet, Merrimack and probably one or two others, were owned by the company. This will account for the fact that the captains of these vessels were frequently transferred from one to another. This happened whenever a vessel was sent to the West Indies, in which case she was sailed by Jeremiah Pecker, Thomas Davis or Jonathan Blodget, who were familiar with the voyage in that direction.

The register of the sloop Merrimack (the only one that has been preserved) shows her to have been a square sterned vessel of 80 tons, built at Newbury in 1762. She was in the company's service in 1767 and was purchased in 1771 for £150. She was wrecked near St. John about four years later; her rigging and stores were saved from the sea only to be carried off soon after, by a party of Yankee marauders, to Machias. The St. John's Paquet was sold in 1770, and the Merrimack was probably bought to replace her. The smaller vessels of the company, such as the Polly, were often employed in the fishery.

Immediately after the formation of the company, in March, 1764, Richard Simonds appears to have gone

to Passamaquoddy with the sloop Peggy and Molly and a party of fishermen, who were engaged there for the season's fishing ending August 20th. For a year or two the company continued to do business at Passamaquoddy, sending from thence quintals of dry cod fish, cod oil, pollock, etc., to Boston and Newburyport; but the number of competitors they encountered and the growing importance of their business at St. John led them to concentrate their attention at the latter place. Mr. Simonds, in a letter to Hazen & Jarvis dated at St. John's River, 27th May, 1765, writes, "There is such a number of traders at Passamaquoddy that I don't expect much trade there this spring; have prevailed with the Commandant to stop their going up this river."

The principal rival they had to encounter on the river St. John was John Anderson, who has been already mentioned in this series of papers. Mr. Anderson had, as regards the Indian trade, the advantage of being settled only a few miles below the Indian village of Aukpaque, his trading post occupying the site of Villebon's old fort at the mouth of the Nashwaak.* This situation he obtained through a memorial presented to the Governor and Council of Nova Scotia on the 15th October, 1765, soliciting a grant of 1,000 acres "on the Rivulet called Nashwaak" with a frontage of half a mile, of which he desired one half to be on the side on which his dwelling house stood.

Mr. Anderson had the honor to be appointed, on Aug. 17, 1765, the first justice of the peace for the new county of Sunbury; the next appointed seems to have been Col. Beamsly Glazier, on 15th October following. Mr. Anderson continued in business until the Revolutionary war put a stop to his operations. He procured

*On a map of the river St. John made in 1765 by Charles Morris, Surveyor General of N. S., the site of Villebon's fort is shown with an explanatory note. "Here is the ruins of a French fort and at present a Factory for the Indian trade, which is the furthestmost English Settlement up the River."

his supplies from Martin Gay of Boston, and early in the year 1768 had the misfortune to lose a vessel laden with goods for the Indian trade. Writing to his partners, Mr. Simonds mentions this incident and observes, "We imagine that the loss of Mr. Anderson's vessel will cause more trade to come to us than we should have had if she had gone safe, but as we have more goods on hand than we expected to have we have made only a small addition to our memo. [for supplies needed] and some alteration."*

The Indians frequently came down the river as far as St. John to trade with Simonds and White, but more commonly they were saved this trouble, because the company's sloops and schooners went up the river in the spring and fall with goods and supplies. In the autumn of 1767 a trading post was established at Ste. Anne's point. Not long afterwards this was carried away by an ice-jam and another was built to replace it. Benjamin Atherton seems to have been in charge for several years. In addition to trading with the Indians, he sold goods on commission to the white inhabitants, under the name and title of Atherton & Co. Furs and produce were often brought down from Ste. Anne's in gondolas, of which the company owned several, and in winter they were brought down on the ice by the use of horses and rude sleighs. The articles most commonly required by the Indians were guns, powder, shot, flints, knives, hatchets, Indian corn, flour, pork, molasses, stroud [a thick blue cloth] and blankets, with

*Anderson employed one Charles Martin as his bookkeeper and assistant. Losses, probably consequent upon the Revolutionary war, embarrassed his business and led him to mortgage his property, which afterwards passed into the hands of Frederick Pigon and Henry Appleton of England, who in the year 1790 sold it for £540 to Rev. Dr. John Agnew and his son, Captain Stair Agnew. In the deed of conveyance the property is described as "All that tract or farm called Monkton containing by estimation 1,000 acres situate lying and being in the Township of Newton in the County of Sunbury and Province of New Brunswick, heretofore called Nova Scotia." John Anderson seems to have removed to Quebec. The name of Monkton which he gave to his place was retained for many years and the ferry from Fredericton to the Nashwaak was long called the Monkton Ferry.

a proportion of trinkets, beads, rings and ribbons, and lastly the inevitable "fire water" or New England rum. A few extracts from the correspondence of the company will throw additional light upon the nature of their Indian trade. Writing to Messrs. Blodget & Hazen on Dec. 16, 1764, James Simonds says:—

"I have long waited with impatience for the arrival of the Sloop with Goods, Stores, &c.; have now given her over for lost. * * We had a fine prospect of a good trade the last fall, and had the goods come in season should by this time have disposed of them to good advantage; but instead of that we have missed collecting great part of our Indian debts, as they expected us up the river and have not been here on that account."

Again on June 20, 1767, Mr. Simonds writes to Messrs. Hazen & Jarvis as follows:—

"The Indian debts we cannot lessen being obliged to give them new credit as a condition of their paying their old debts. They are very numerous at this time but have made bad hunts; we have got a share of their peltry, as much as all the others put together, and hope soon to collect some more. There is scarcely a shilling of money in the country. Respecting goods we think it will be for our advantage not to bring any toys or trinkets (unnecessary articles) in sight of the Indians, and by that means recover them from their bankruptcy. They must have provisions and coarse goods in the winter, and if we have a supply of these articles by keeping a store here and up the River make no doubt of having most of the trade. Shall have a store [at Ste. Annes] ready by September next and hope to have it finished the last of that month."

There is possibly a little exaggeration in the statements contained in our next extract from a letter written at St. John June 22, 1768. Father Charles Francois Bailly, the priest referred to, was much beloved by the Indians and used his influence always in the interests of peace.

"We have made a smaller collection of furs this year than last occasioned by the large demands of the Priest for his services, and his ordering the Indians to leave their hunting a month sooner than usual to keep certain festivals, and by our being late at their village, the reason of which we informed you in our last. * * There is a prospect of a scarcity of corn on this river the weather being very unseasonable, and it's expected that there will be a greater number of Indians assembled at Aughpaugh next fall than has for several years past. We shall therefore want a larger supply of corn than we have ever had before at once. Provisions, blankets and stroud is all the other articles we shall want."

In a letter dated at St. John River, March 6th, 1769, Mr. Simonds writes:—

"Gentlemen, we have received your favor of the 21st Jan'y by the Polly

which had a long passage of 23 or 24 days. She might have sailed from here some days ago if it had not been for a deep snow that fell while the furs were coming down the river, so deep that it was with difficulty the horse was got in. We have sent all the furs and everything received except about 60 lbs. Castor and a quantity of Musquash skins that could not be brought down. • • We have credited little or nothing this winter as we shall not for the future, finding upon examining our accounts that trusting seemingly but little soon amounts to a large sum. We have by the nearest calculations we can make about £1,500 L.M., due to us from the English and Indians—about half that sum from each, which will be hard to collect tho' we hope not much of it finally lost."

The Maliseet Indians, when the first English settlers established themselves on the St. John river, were a different race of people from their mild mannered and inoffensive descendants of today, and they sometimes assumed a very threatening attitude towards the settlers. Possibly their manners were not quite so barbarous as they were some twenty years before, when a party of unfortunate English captives were abused at the Indian village of Aukpaque in the manner which is thus described by one of the victims.*

"We arrived at an Indian village called Apoge [or Aukpaque]. At this place ye Squaws came down to the edge of the river, dancing and behaving themselves in the most brutish manner that is possible for human kind and taking us prisoners by the arms, one squaw on each side of a prisoner, they led us up to their villege and placed themselves in a large circle round us. After they had got all prepared for their dance, they made us sit down in a small circle about 18 inches assunder and began their frolick, dancing round and striking us in the face with English scalps till it caused the blood to issue from our mouths and noses in very great and plentiful manner, and tangled their hands in our hair and knocked our heads together with all their strength and vehemence; and when they was tired of this exercise they would take us by the hair and some by the ears, and standing behind us, oblige us to keep our necks strong so as to bear their weight, then raise themselves, their feet off the ground and their weight hanging by our hair and ears. In this manner they thumped us in the back and sides with their knees and feet to such a degree that I am incapable to express it, and the others that was dancing round if they saw any man falter and did not hold up his neck, they dashed the scalps in our faces with such violence that every man endeavored to bear them hanging by their hair in this manner rather than to have a double punishment. After they had finished their frolick that lasted about two hours and an half we was carried to one of their camps."

The party of English captives referred to were

*The narrator was Wm. Pote, Jr., of Falmouth. He was master of the schooner Montague, which with her crew was taken at Annapolis by a party of French and Indians in the summer of 1745.

taken to Quebec and regained their freedom about three years later. It was with these very Indians and their immediate descendants that Messrs. Simonds and White undertook to establish their Indian trade in the year 1764. James White was the principal hand in the bartering business, and the Indians had great confidence in his integrity. Three-fourths of their trade consisted of beaver, the beaver consequently became the standard to which everything else that was bartered had to conform. Mr. White himself was commonly called by the Indians *Quahbeet*, or "the Beaver." There is a tradition to the effect that in the Indian trade the fist of Mr. White was considered to weigh a pound and his foot two pounds, both in buying and selling. However, the same story is told of other Indian traders, including an old Scotch merchant of Fredericton named Peter Fraser, * and it is not very probable there is much truth in it. The aborigines of New Brunswick, though simple minded, were not fools. It was customary in dealing with the savages to take pledges for the payment of debts, such as silver trinkets, armclasps, medals, fuzees, etc. A Machias privateer, whose captain bore the singular name of A. Greene Crabtree, in the autumn of 1777 plundered the store at Portland Point and carried off a trunk full of the pledges. This excited the ire of the Indian chiefs Pierre Thoma and Francis Xavier, who sent the following communication to Machias: "We desire you will return into the hands of Mr. White at Menaguashe† the pledges belonging to us which were plundered last fall out of Mr. Hazen's store by A. Greene Crabtree, captain of one of your privateers; for if you don't send them we will come for them in a manner you won't like."

The associations between the little colony at the

*See Lt. Col. Bairds "Seventy years of New Brunswick Life," p. 19.
 †Indian name of St. John.

mouth of the river and the settlers of the township of Maugerville were naturally very intimate. The vessels which were owned or chartered by the company supplied the readiest means of communication with New England, and the account books show that many individuals, and sometimes whole families of settlers, came to the St. John river as passengers in these vessels, bringing with them their household effects and sundry articles on which they paid freight. Captain Francis Peabody, for example, paid Wm. Hazen £11 for the freight of goods he shipped from Newburyport to St. John, in the schooner Wilmot, in November, 1764, and in January following he paid the freight on nine heifers and a lot of sheep, besides the fare of four passengers at 12 shillings each. In the same schooner came Jacob Barker, Oliver Perley, Humphrey Pickard, Zebulun Esty and David Burbank. The latter brought with him a set of mill irons. Each of these gentlemen was charged 13s. 6d. for "his club of cyder on the passage."

The names of nearly all the heads of families settled at Maugerville appear in the earlier accounts of Messrs. Simonds & White, and later we have those of the settlers at Gagetown, Burton and Ste. Annes. After a time it was found desirable for the convenience of the inhabitants—and probably for the interests of the company as well—to establish what were practically branches of their business up the river, and the account books contain invoices of goods shipped to Peter Carr at Musquash Island (just below Gagetown), to Jabez Nevers at Maugerville, and to Benjamin Atherton at Ste. Annes Point. These goods were evidently sold on commission and the returns made for the most part in lumber, furs and produce. It was no doubt in view of this trade with the white inhabitants that James Simonds, in a letter to Mr. Blodget dated October 1st, 1764, enquires the Boston prices of "oar rafters, shingles, clapboards,

staves, spars, &c." The following spring he wrote to Mr. Hazen:—"I have been up the river and seen the scarcity there. The people have but little money, their pay must be shingles, clapboards, rafters, &c.; pray send word whether it will do to take such pay for goods."

It was soon discovered that it would be necessary to take whatever the settlers could give, for at times life was with them a struggle for existence. In the spring of the year 1769, for example, Mr. Simonds says, "The English inhabitants are more distressed for provisions than they have been since their settlement on this river," and he goes on to speak of the impossibility of collecting the debts due by them. The invoices of shipments show, however, that pine boards, shingles, clapboards, cedar posts, cordwood and spars were from time to time sent to Newburyport, besides some 50,000 white and red oak staves, most of these articles undoubtedly having been taken in trade. A few chaldrons of "pit coals" were also shipped showing that the Grand Lake coal was attracting some attention even at that early period.

The presence of the garrison at Fort Frederick was quite an advantage to the company. It afforded protection and also supplied quite an amount of patronage for the store at Portland Point. The old account books contain the names of Lieut. John Marr, Lieut. Gilfred Studholme, and Commissary Henry Green, who were at Fort Frederick in 1764; a captain Pierce Butler of the 29th Regiment was there the year following. Messrs. Simonds and White also supplied the garrison with wood and other articles, and no doubt it was not the least satisfactory condition of their business in this quarter that "John Bull" was the paymaster. Mr. Simonds wrote to Hazen and Jarvis in May 1765:—"On ye 20th March we rec'd the contents

of Mr. Studholme's bill which is forwarded in ye schooner. The officers and soldiers supplies and wooding is to be paid by a draft on the pay master at Halifax." Three years later the trade with the garrison was brought to an end by the removal of the soldiers. Mr. Simonds speaks of this circumstance in a letter dated July 25, 1768, in which he says "The Troops are withdrawn from all the outposts in the Province and sent to Boston to quell the mob. The charge of Fort Frederick is committed to me, which I accepted to prevent another person being appointed who would be a trader. I don't know but I must reside in the Garrison, but the privilege of the fisheries on that side of the River and the use of the King's boats will be more than an equivalent for the inconvenience." The defenceless condition of St. John after the withdrawal of the garrison brought disaster to the settlers there some years later, but of this we shall speak hereafter.

The situation of Messrs. Simonds and White was no easy one. Their life was one of toil and exposure—sometimes of real privation. Difficulties were constantly to be encountered, disappointments to be endured, problems to be solved. Good society there was none. Religious and educational privileges were also lacking. An inventory of certain household effects, made in the year 1775, shows that Mr. Simonds owned a Bible and Prayer Book, and that Mr. White had a Bible and a copy of Watt's psalms and hymns; that they were not regular church goers was not their own fault. We gather from their account books that no business was transacted on Sunday, but there was apparently no observance of any other day, unless we may so consider the issue of an extra allowance of rum to the hands at Christmas.

Probably the first religious services held at our

new settlement at the mouth of the St. John were those conducted by the Rev. Thomas Wood^d of Annapolis, on the 2nd July, 1769; and it is very doubtful if any clergyman before or since has had so varied an experience as that of Mr. Wood the Sunday he, for the first time, officiated there. In the morning he held divine service in English and baptized four children. In the afternoon he held an Indian service for some of the natives who chanced to be there, and baptized an Indian girl; after service the Indians were asked to sing an anthem which, he says, "they performed very harmoniously." In the evening, many of the French inhabitants being present, he held service in French, the Indians also attending, many of them understanding that language. It is probable that there were present at the English service Mr. Simonds and Mr. White with their employees, Edmund Black, Samuel Abbot, Samuel Middleton, Michael Hodge, Adonijah Colby, Stephen Dow, Elijah Estabrooks, John Bradley William Godsoe, John Mack, Asa Stephens, Thomas Blasdel and Thomas West, with perhaps a few other settlers living near the harbor.

Of the men whose names are here given it may be observed in passing that Edward Black was employed as foreman in the lime burning; Abbot, Middleton and Godsoe were coopers employed in the manufacture of hogsheads and barrels, intended usually for lime—sometimes for fish; Hodge and Colby were shipwrights and were then engaged in building a schooner for the company; the rest were fishermen and laborers. Thomas West was a colored man, apparently of an easy going temperament, as Mr. Simonds says in one of his letters to Hazen and Jarvis, "That rascal negro West cannot be flattered or drove to do one fourth part of a man's work; shall give him a strong dose on

Monday morning which will make him better or worse, no dependence can be put on him."

W. O. RAYMOND.

AN EARLY NEW BRUNSWICK MAGAZINE.

On a more ambitious scale than the *Amaranth*, Messrs. Edward Manning and R. Aitken, in 1860, began in St. John the publication of a monthly magazine, devoted to education and general literature. The printers were Messrs. Barnes & Co., and the title of the venture was *The Guardian*. The editors were young men and full of hope, and their object was to supply a long felt want, for the magazines which our people read in those days, were all imported, the "more valuable" ones coming from Britain, and while a few American serials were "excellent," a great many of them were "very trashy." The scope of the *Guardian* was outlined in its prospectus, and was not unlike, in aim and aspiration, the monthly in which these words appear. New Brunswick, the editors thought, could afford topics enough for the employment of the most prolific pen, and while politics were eschewed, all else relating to the province, would find a place. For the imagination, the editors pointed out, there were the primeval forest, the remnant of the red men, land and sea, hill and dale. The soil, trade, navigation, the resources of the great waters, and historic achievement were only awaiting the pen of the annalist and student to lay bare their truths. Nor in the prospectus, were the Loyalists forgotten. Indeed, the *Guardian* was to be largely provincial in tone and in character, and a lengthy programme was prepared. Papers relating to Nova Scotia and Prince Edward Island were also freely admitted.

The magazine lived exactly nine months. It was withdrawn in September, after a hard but patriotic struggle, to the regret of its promoters and the few

who took it in on personal grounds. The contributors were not paid.

There were a few selected articles and poems published, and these were indicated by an asterisk, but the greater part of the contents was original and dealt with matters of general and provincial interest.

The editors did not always confine themselves to the policy laid down in their scheme, though the contributors were residents or natives of St. John. Thus, we have "Papers by a Recluse,"—a series of speculative articles, whimsical and satirical,—by Dr. Sinclair. They enjoyed a vogue, and by a little circle of friends were discussed and praised. The Doctor was an observer, and his odd way of hitting off the follies of the time had its attractions. Such subjects as "Poetry in America," "British Poetry," "State of the World at the Christian Advent," etc., appeared side by side with articles more in line with the object of the promoters. These papers were pretty heavy. Mr. William R. M. Burtis, who had been a contributor of tales to the *Amaranth*, furnished most of the fiction. He wrote "Grace Thornton, a Tale of Acadia," in eleven chapters.

Mr. R. Peniston Starr published in the *Guardian* four or five papers on Coal. The printer supplied him with a pseudonym unconsciously. The last page of Mr. Starr's first paper, contained his initials. But the only letters which the compositor saw were on the page immediately preceding the last page, and they were "P. T. O."—(please turn over). P. T. O. was accordingly adopted by this author, much to the amusement of those who knew the secret.

There was a pretty good list of provincial subjects discussed. Botany of the Lower Provinces, Education in New Brunswick, the Geography of New Brunswick, Summer Trips in Acadia, Geography of Nova Scotia, Cape Breton, Prince Edward Island, History of Acadia,

New Brunswick and Nova Scotia since 1784, were the principal of these. Caribou and the Canadian grouse or spruce partridge had their historians also.

The Guardian was well occupied with variety. The monthly instalments of papers, however, were very short, some of them taking up less than two pages of space. The nine numbers, bound, made a volume of 218 pages, and the cost to subscribers for the set was two shillings and sixpence. The letter-press was set in rather small type, and only now and then were the pages leaded.

Another attempt to establish a magazine in St. John, took place in 1867, when Stewart's Quarterly entered the field. It lived five years, and was succeeded by the Maritime Monthly, whose editors were the Rev. James Bennett, D. D., and Mr. H. L. Spencer, to which periodical the old contributors to the Quarterly transferred their pens.

GEORGE STEWART.

THE LOSS OF THE ROYAL TAR.

The loss of the St. John steamer Royal Tar, in the year 1836, was in many ways one of the most remarkable marine disasters in the annals of the Maritime Provinces. For many years it held a leading place in the stories of strange events handed down from father to son, and even at this day the older people can recall the intense interest with which, in their younger days, they listened to the recital of incidents of the notable casualty. A few years ago the writer published a partial account of the disaster in one of the St. John newspapers, * and since then he has gathered further facts which now enable him to present the story in a form worthy of preservation by the students of local history.

*Daily Telegraph, Oct. 26, 1896.

The Royal Tar was the pioneer steamer on the route between St. John, Eastport and Portland, Maine, and the establishment of this line to connect at Portland for Boston was an enterprise of no small importance on the part of some of the people of St. John. This steamer was built at the shipyard of William and Isaac Olive, Carleton, and launched in November, 1835. It was of 400 tons burthen, 146 feet keel, 160 feet on deck and 24 feet beam, and was fitted and equipped in an unusually fine style for those days. The cost was about \$40,000. One half interest in the venture was owned by John Hammond, and the remaining half was held between Daniel McLaughlin and Mackay Brothers & Co. The steamer was commanded by Captain Thomas Reed, father of the late Thomas M. Reed.

There was great rejoicing in St. John when this fine steamer was completed and ready for the route. The trial trip took place in the harbor on Monday, the 2nd of May, 1836, and was an event in which a large number of citizens took a lively interest. Between two and three hundred guests were on board, and after the boat had steamed around the harbor, and had made the run from Partridge Island to Reed's Point in fifteen minutes, there was a general jollification at the expense of the owners. A hot luncheon was served, and a contemporary account says it was accompanied by "rivers of sherry and oceans of champagne." The steamer had been named the Royal Tar in compliment to the reigning king, William IV, and among the toasts was one to "The patriotic and beloved sovereign from whom the 'Royal Tar' is named—The Sailor King." On June 5 the steamer made its first trip to Eastport and St. Andrews, and in returning made the run from Eastport to St. John in less than five hours, a record breaking trip for that era of steam navigation. The steamer also made the run to Fredericton and back, and

thereafter was put regularly on the route to Portland once a week and once a week on the river route.

The Royal Tar arrived at St. John from Portland on its regular trip on Monday, October 17, 1836, and sailed from its berth at Peter's wharf on Friday, October 21, having on board the crew of 21, and 72 passengers, including a number of women and children. Captain Reed was in command, and had with him Francis Black, mate; N. Marshall, engineer; J. Kehoe, second engineer; W. G. Brown, steward; and Margaret Watts, stewardess. The pilot was a Mr. Atkins. The passenger list was larger than usual, as it had the members of Fuller's menagerie, or "caravan," as it was called in those days. This show had been traveling through Nova Scotia and New Brunswick, and gave an exhibition in St. John before starting on its return to the United States. The wild animals included an elephant, two camels, and the usual variety of captive beasts and birds which go to make up the stock of a menagerie. In addition to these was a large wax work exhibit. There was also a huge show wagon called an omnibus, as well as wagons required for carrying the cages, with the horses needed to draw them. The caravan was exhibited on the ground at the corner of Charlotte and Union Streets, * the field at that time extending along Union street as far as the present site of Hamm's stables and along Charlotte street to the alley north of Dr. Pidler's house, now owned by S. F. Matthews. The Humberfiled Academy, then a new building, was on the corner. Everybody went to see the show, which was a great one for those times, and there was a large crowd at the wharf, at the foot of Duke street, to see the animals depart

*I have this on the authority of Mr. W. P. Dole, who distinctly remembers, as a lad, being taken to see the show. He says there were three elephants, though only one is mentioned in the contemporary accounts of the disaster. The large elephant, was a remarkably intelligent creature.

and to hear the band play on the deck of the steamers.

When the Royal Tar left St. John it had all this large caravan aboard, and save for the greater proportion of human beings must have appeared like a modern Noah's ark. There was heavy weather along the coast in the latter part of October, 1836, and when the Royal Tar left Eastport on the evening of the 21st, the wind was found to be blowing so hard from the westward that the steamer put into Little River for safety. The gale continued for three days, but on the afternoon of Monday, the 24th, another attempt was made to resume the voyage. Finding a heavy sea outside and the wind still from the westward, the steamer put into Machias Bay and again came to anchor, remaining until midnight, when the wind shifted to northwest and the voyage was again resumed.

According to the narrative of Captain Reed, published in the papers of that time, all seems to have gone well until about 1.30 in the afternoon of the following day, Tuesday, Oct. 25, when the engineer reported that the water had been allowed to get too low in the boiler. This appears to have been a case of carelessness, due to the neglect of the second engineer. On hearing this report, the captain ordered the engine stopped and the safety valve opened, the steamer being brought to anchor about a mile and a half from Fox Islands, in Penobscot Bay. The fire in the furnace was extinguished, and it was supposed that all danger from the overheating was over. The force pump was set at work to supply more water to the boiler, but in about half an hour the steamer was found to be on fire under the deck over the boiler. The discovery was made by Brown, the steward. An effort was made to extinguish the flames by means of hose attached to the pump, but it proved unavailing. The fire spread rapidly and it was plain the steamer was doomed.

The scene of horror that ensued may be in part imagined. The steamer was ablaze in the middle, while the crew and passengers were madly rushing to and fro at the bow and stern. The shouts of excited men, the shrieks of helpless women and the wails of little children were mingled with the roars of terror from the imprisoned wild beasts, while the fierce crackling of the advancing flames told of the increasing peril that came with every moment. With 93 people in peril of death, the only way of escape was by two boats, capable of carrying less than a third of that number. Captain Reed, with two of the crew, lowered the small boat at the stern and got into it, in order to prepare rafts and save as many people as possible. At the same time sixteen able-bodied men lowered the large quarter boat, into which they jumped and rowed away, leaving their fellows, with the women and children, to escape as best they could. The selfish fellows kept on rowing until they reached Isle Haut, several miles distant, while many of those they had abandoned were dying amid the flames or being engulfed by the sea.

In the meantime the Royal Tar's cable was slipped, the jib and mainsail were set and the steamer endeavored to make for the nearest land. Captain Reed stood by with the boat, and as the terrified passengers began to jump overboard was able to save several lives, including those of J. T. Sherwood, British consul at Portland, and James H. Fowler of St. John.

The scene of horror increased every moment. Those on the steamer crowded still more closely to the bow and stern. Shrieks of despair and shouts for help filled the air. The roaring and screaming of the beasts and the glare of the flames suggested pandemonium let loose on the sea. The larger animals, freed from their fastenings, rushed around the deck. Six horses and

two camels were pushed overboard and started to swim to the land, but only two horses reached it. The big elephant, after tramping and bellowing in terror, rushed to the side of the steamer and jumped overboard. In doing this, and in its struggles in the water, it upset a raft of planks and ladders, on which a number of people had found refuge, and several were drowned. Finally, the animal started to swim to the land, but never reached there. Every animal of the caravan, except the two horses, perished either from suffocation in the flames or by drowning.

Help for the perishing people was near at hand, however, for the fire was seen by the U. S. revenue cutter *Veto*, commanded by Howland Dyer of Castine, which reached the scene half an hour later. This was a schooner of 40 tons, and its boats were so small as to be of little use in the work of rescue. Captain Reed and his men, however, used their boat with the result of saving about 40 more persons. The last boat load was put aboard the cutter at 5.30 and landed at Isle Haut about 7 o'clock in the same evening. By the time the last survivor had been rescued, the burning steamer had drifted five or six miles. It was then a sheet of flame and was being blown rapidly out to sea. The light disappeared from view about 10 o'clock.

A few days later a schooner passed a dead elephant floating out to sea. Later, a traveller's trunk, with about \$90 in money in it, was picked up, and on the 12th of November a schooner arriving at Portland reported having passed the remains of a burned steamer near Cash's Ledge. The trunk was the only trace of the effects ever brought to land.

The number of those who lost their lives was 32, of whom 29 were passengers and three of the crew, including Margaret Watts, the stewardess. Among the five cabin passengers lost was Mr. Price, of the *St.*

John river. Of the forward passengers, those lost were four men, nine women and ten children. Several of the women, despairing of rescue, threw their children into the sea and jumped after them. One woman swam twice around the steamer before she sank and was drowned.

Among the St. John men who were saved were several whose names were well known in later years, including Andrew Garrison, Captain John Hammond, John Ansley, George Eaton, James H. Fowler, and W. H. Harrison. Stinson Patten, of Fredericton, was also among the saved. Of this number the only survivor is Mr. William H. Harrison, now in his 86th year, who is a resident of Sackville, N. B. When the account before referred to was published in 1896, Mr. Harrison expressed his satisfaction at the accuracy of it, and the Sackville Post gave some of his personal recollections of this disaster. Mr. Harrison was in his 24th year at the time of the memorable calamity, and had taken passage for Portland as the shortest way of reaching Upper Canada. While the steamer was burning he made several attempts to construct a raft, but failing in the effort he made himself fast to the stern of the vessel as far as he could get from the flames. Others availed themselves of the same means of safety, and among them was Alexander Black, of Pugwash, N. S. This was probably the mate, whose name appears in the list as Francis Black. While the only remaining boat of the Royal Tar was transferring the imperilled passengers to the U. S. cutter, the burning steamer was drifting rapidly out to sea. Messrs. Harrison and Black had to cling to it nearly three hours before they were rescued.

In addition to the loss of the steamer and cargo, a large amount of money in bills and specie was destroyed in the fire. There was no insurance on the vessel or

other property and the total loss was estimated at about \$100,000.

In the work of rescue Captain Reed received great help from W. G. Brown, the steward, and both were greatly exhausted by their labors. They, with others of the crew, reached St. John on the following Saturday, in the schooner Ploughboy from Eastport. Here a fresh shock awaited Captain Reed. In the newspapers of that week was this notice :

Died, on Tuesday morning, after a short illness, William Grant, son of Captain Thomas Reed, in the 18th year of his age. Funeral on Saturday at a o'clock, from his father's residence, when the friends and acquaintances of the family are requested to attend.

The boy had been in apparent health when the Royal Tar started on the 21st, but had died after an illness of 48 hours, on the very day the steamer was burned. He was buried a few hours after his father's return. His name is found on a stone in the Old Burial Ground.

The friends of Captain Reed in St. John soon after presented him with a purse of \$621 in recognition of his work in rescuing the passengers and crew, and Steward Brown received \$110 as a gift from a number of the young men of the city. Captain Reed became harbor-master of this port in 1841, and died in August, 1860.

For a number of years it was the custom of the St. John men who survived the disaster to sup together on the 25th of October in each year. One of the last of these survivors, apart from Mr. Harrison, was Mr. George Eaton, who died on the 20th of October, 1886, five days before the fiftieth anniversary.

Sixty years ago St. John had among its local poets a genius named Arthur Slader, who was the author of a story in verse of the burning of the Royal Tar. There was also a still more remarkable rhyme, composed by somebody else, which was placed on a canvas outside by The Hopley Theatre, at Golden Ball

corner, as an advertisement of a panorama of the burning of the Royal Tar. The lines ran:—

The Royal Tar, she went too far,
Her boiler got too hot ;
She'll never see St. John again,
Because she's gone to pot.

How, in the face of such a calamity, such a rhyme could ever have found popular acceptance is not clear at this day, but a popular quotation it was for many years after the event, as some who are still comparatively young men can attest. Possibly it took with the crowd because of the jingle, but certainly not because it was an appropriate commemoration of one of the saddest of tragedies. W. K. REYNOLDS.

THE SITE OF FORT LATOUR.

Although I would have preferred not to write a controversial paper for *THE NEW BRUNSWICK MAGAZINE* at so early a period in its history, the article by Prof. W. F. Ganong, entitled "Where Stood Fort LaTour?" seems to leave me no choice but to reply to it, for silence on my part, at this time, might be taken to imply assent to his theories. I was the first New Brunswick writer, I believe, to prove, by publishing the mortgage of LaTour's fort, that it was at the mouth of the River St. John and not at Jemseg where former writers had placed it, and I early came to the conclusion that it was situated on the west side of the harbor of St. John, behind Navy Island. Dr. Ganong agrees with me that Fort LaTour was "behind" Navy Island, but he appears to think that this description applies to Portland Point, a locality better known to most of the residents of this City by the name of Rankin's Wharf. As the decision of this question of site is thus largely reduced to the proper interpretation

of the meaning of a very common English word, I feel that I can ask the readers of this paper to assume the position of judges and to decide for themselves between the reasonableness of Dr. Ganong's view of the subject and my own.

For the proofs of his theory that Fort LaTour stood at Portland Point, and that the fort on the Carleton side, now known as Old Fort, was the one built by d'Aunay Charnisay, LaTour's enemy, Dr. Ganong relies on a description or St. John written by Nicholas Denys, who had visited Fort LaTour in the lifetime of its owner, and also on the evidence of maps which place Fort LaTour on the east side of the harbor of St. John. Naturally and properly he depends mainly on the testimony of Denys, which is that of a contemporary and eyewitness, and I shall follow his example in this respect. I therefore repeat the quotation from Denys which appeared in Dr. Ganong's paper in the July issue of this magazine and which is as follows:—

"This entrance is narrow, because of a little island which is to larboard or on the left side, which being passed the river is much larger. On the same side as the island there are large marshes or flats which are covered at high tide; the beach is of muddy sand which makes a point, which passed, there is a cove (or creek) which makes into the said marshes, of which the entrance is narrow, and there the late Sieur Monsieur de la Tour has caused to be made a weir, in which were caught a great number of those Gaspereaux which were salted for winter, [here follows an account of the fish caught]. A little farther on, beyond the said weir, there is a little knoll where d'Aunay built his fort, which I have not found well placed according to my idea, for it is commanded by an island which is very near and higher ground, and behind which all ships can place themselves under cover from the fort, in which there is only water from pits, which is not very good, no better than that outside the fort. It would have been in my opinion better placed behind the island where vessels anchor, and where it would have been higher, and in consequence not commanded by other neighboring places, and would have had good water, as in that which was built by the said late Sieur de la Tour, which was destroyed by d'Aunay after he had wrongfully taken possession of it, etc."

Dr. Ganong in his paper proceeds to identify the various localities referred to by Denys, and up to a certain point I agree with him. I admit that the island

referred to as being at the entrance of the harbor is Partridge Island, and that the point of sand is the place now called Sand Point, the site of the deep water wharf of the Canadian Pacific railway. The cove or creek where LaTour had his weir is also easily recognized as that which runs through the Carleton flats from the Mill Pond. The people of St. John are very familiar with this place for it is the locality of the famous landslide of 1896, and of the city's deep water wharves which have done so much to make the name of this port known abroad. So far I am with Dr. Ganong in the work of identification, but when he proceeds to select "Old Fort" in Carleton as the "little knoll" on which Charnisay built his fort I must take issue with him. I am quite willing to admit that if Denys had stopped at this point I might have accepted Dr. Ganong's theory, although I do not think that a "little knoll" is a good description of the site of the Carleton fort. Its elevation is slight, but as a point of land it must have been very prominent when Denys saw it before the Carleton flats were covered with wharves. That accurate observer would therefore have probably described it as being the extremity of a point of land if he had been referring to it in that connexion. On the other hand Portland Point is really no point at all, and the site of the fort there might very well be described as a "little knoll." Denys does not say that this "little knoll" was on the west side, but that it was "a little farther on beyond the said weir." Now the distance from Sand Point, where the weir was, to "Old Fort," Carleton is 2,600 feet, while to Portland Point it is 4,400 feet. As the shortest of these distances is just half a mile, it appears to me that the term "a little farther on" is quite as applicable to the larger distance as to the shorter. However, I am not concerned to find a location for Charnisay's fort at Portland Point or

elsewhere, I only desire to show that it could not have been at "Old Fort", Carleton, where Dr. Ganong undertakes to place it, although to accomplish this it becomes necessary for him to give the word behind a different meaning from that which it has in ordinary use. If "behind" and "in front of" were interchangeable terms I might yield to Dr. Ganong's views, but not otherwise.

If Harbor Master Taylor ordered a foreign sea captain to moor his vessel at Rankin's wharf, and as a farther direction told him that Rankin's wharf was behind Navy Island, what chance would the foreign captain have of finding that locality? He would never find it from that direction, because Rankin's wharf is no more behind Navy Island than the South wharf is, or than any other wharf on the east side. Yet Dr. Ganong, in his paper on the site of Fort LaTour read before the Royal Society of Canada, and in his article in the *NEW BRUNSWICK MAGAZINE*, tries to make it appear that this locality is behind Navy Island. Denys says that he did not think Charnisay's fort well placed because it is commanded by an island which is very near it, and behind which ships can place themselves under cover from the fort. It would have been, in his opinion, better placed behind the island where vessels anchor, and where it would have been higher and not commanded by other neighboring places. "Old Fort", on the Carleton side, is behind Navy Island, the island where vessels anchor, and there is no other locality in the harbor that answers this description. The text of Denys, which I quote above, leads us to infer that Fort LaTour was on that site, and I have no doubt that was the case. At all events Denys clearly shows that Charnisay's fort was not there, thus effectually disproving Dr. Ganong's theory. I must confess that it is a puzzle to me to understand how so accurate an

observer and so candid a writer as Dr. Ganong has been able to bring himself to the belief that the term "behind" Navy Island could apply to Portland Point or any other points on the east side of the harbor.

The evidence of maps upon which Dr. Ganong relied to prove that Fort LaTour was on the east side of the harbor of St. John, has not gone far to establish his case. He says that all of the maps known to him, dated before the year 1700, which mark Fort LaTour, place it on the east side, "with one exception." This exception, however, is rather important for it is the Duval map, which in the editions of 1653 and 1664 place it on the west side. A third edition of this map, issued in 1677, shows the fort on the east side, but does not name it. The first two editions of the Duval map are the earliest extant after the occupation of Fort LaTour in 1635, and therefore their authority is of the highest. Dr. Ganong thinks that the edition of this map of 1677 is the most to be relied upon, because "second or later editions of maps, like later editions of books, are likely to be more accurate than the first." This proposition is an entire reversal of the rules of evidence which prevails in courts of law, and it is no more to be accepted than Dr. Ganong's attempt to make the word "behind" mean the same thing as in front of. The ancient deed proves itself; the ancient map is of higher authority than any modern edition of it, where the question to be decided is the site of a fort which existed when the ancient map was made but which had become a ruin before the later map appeared. Fort LaTour was completed about the year 1635. It was captured by Charnisay and destroyed in 1645. Its ruin was so complete that the latter found it necessary to build another fort on a different site to maintain his occupation on the River St. John. When LaTour again obtained possession of his property, after

Charnisay's death, in 1650, we are left in doubt as to whether he occupied his old fort or the new one which Charnisay had built. When he sold out his rights in Acadia to Temple and Crowne, a few years later, he probably retained his residence in one of the forts while the English occupied the other. The fort in which he resided would likely be named Fort LaTour, whether it was the original Fort LaTour or not, and this may account for Fort LaTour being placed on the east side of the harbor in some maps. LaTour died in 1666 and soon after his death Acadia was restored to France under the terms of the treaty of Breda. No mention is made of Fort LaTour in connection with the surrender of the various Acadian forts to the French, and therefore we may infer that this fort, in 1670, had become a ruin. Probably, however, Fort LaTour was the one occupied by De Marson or Soulanges, who from 1670 to 1678 commanded on the St. John river under the Governor of Acadia. When Villebon proposed to remove his garrison from Fort Nashwaak to Fort LaTour, in 1697, he found that the old fort was in fairly good condition, and he restored it and improved it. Three or four years later it was abandoned and the French garrison removed to Port Royal. It was, however, occupied by the French after the expulsion of the Acadians in 1755, and when the French were driven away from the St. John river, three years later, it was occupied by an English garrison and restored or rebuilt. The fort on the west side, therefore, notwithstanding some defects incident to its situation, was always preferred to the one on the east side. Indeed our knowledge of the latter is so slight that there are really some doubts as to whether there ever was a fort on the east side. The selection of the west side site by LaTour, by Villebon and by the English, is the best answer that could be given to Dr. Ganong's criticisms,

based on it being commanded by higher ground and not being well supplied with water. It thoroughly commanded the entrance to the river, which no fort erected at Portland Point could do, because the range of cannon two hundred and fifty years ago was slight. Dr. Ganong supposes that an enemy's ship could lie in the channel and attack Fort LaTour, and he gives this as one reason why Fort LaTour was located at Portland Point. He does not seem to be aware that the channel between Navy Island and the east side is 160 feet deep, that the current runs with fearful rapidity, so that no man in his senses would anchor his ship there unless he wished to have his vessel destroyed. The place where vessels lay, referred to by Denys in his book, was on the Carleton side just north and west of Navy Island and close to the "Old Fort." That place could be reached at high water by vessels passing through the Buttermilk channel in spite of anything that the occupants of a fort at Portland Point could do to prevent them, and if they were armed ships they could lie to the north-west of Navy Island and cannonade Portland Point without being liable to suffer much damage themselves. This was the fatal vice of the Portland Point site—that it did not command the river and that it could be attacked by the ships of an enemy lying behind Navy Island. The description of Denys shows that this was why he did not think Charnisay's fort well placed, but preferred the site behind Navy Island where he leads us to infer Fort LaTour was situated.

This subject might be pursued further, but enough, I think, has been said to show that Mr. Ganong's view with regard to the site of Fort LaTour, is not correct; in fact the witnesses which he calls to prove his case, the description of Denys and the maps, put him out of court and show him to be in the wrong.

Those who have been accustomed to look upon "Old Fort" at Carleton, as a hallowed spot, and as the original Fort LaTour, the scene of Lady LaTour's heroism and death, may therefore be reassured, for they have not been worshipping at a false shrine.

JAMES HANNAY.

*THE STORY OF BROOK WATSON.**

Among the many actors in the struggle for independence, which terminated successfully for the American colonists in 1783, was Brook Watson, commissary general to the British forces under Sir Guy Carleton. Considering the prominent part taken by him in the war of the American Revolution, and the very successful and honorable position afterwards attained by him in England, together with the romantic episodes of his boyhood and youth, it is extraordinary how little is generally known of him, and how seldom he is referred to in historical writings, when the events of that stirring time are recalled. The citizens of St. John, are especially interested in his memory, for his counsel and assistance were of great value to the unfortunate exiles who sought these shores on the termination of the contest which deprived them of home and patri-mony. As an evidence of their appreciation of the services rendered, and of the respect they had for him, they named one of the streets in the city which they were building "Watson" street, and one of the wards "Brooks" ward, so that the name of Brook Watson is perpetuated among us to the present day.

From his earliest years his life was one of adventure and vicissitude, and nothing in fiction is stranger

*I am indebted to the Halifax Herald of Dec. 1898, and to the collections of the Nova Scotia Historical Society for 1879-81, for many interesting facts in this paper.

than his career, which commencing in 1750 a sailor boy in Boston, depending on the good will of those about him, almost strangers, terminated in England in 1807, after he had been commissary general of the forces in America, sheriff and lord mayor of London, member of parliament for London, and a baronet of the United Kingdom. From various sources I have gathered the principal events in his history, but with regard to his connection with New Brunswick my information is meagre, confined to a few documents, and brief mention of important services rendered. That his assistance was of great importance and practical benefit to the Loyalists is undoubted, as is evidenced by the great respect and esteem that was entertained for him by the first settlers of the province.

Brook Watson was born at Plymouth, England, in 1735. His father, John Watson of Kingston upon Hull, was a Hamburg merchant who was unfortunate in business, and both of his parents died when he was not more than ten years of age. He appears to have had but few friends, who were not much interested in him and who sent him to Boston, Mass, to a Mr. Levens, a distant relative, belonging to Hull, who was engaged in business there. Mr. Levens sent him to sea in a vessel in which he was interested, and while the vessel was at Havana, Watson had a leg bitten off by a shark when bathing in the harbor. He was taken to the Havana hospital, and treated by the Spaniards with much humanity, and when cured found means of returning to Boston. On his return he heard that his relative had failed and left the place, and he found himself utterly friendless and penniless, and a cripple. The mistress of the house where Mr. Levens had been boarding received him in the most unfeeling manner, and fearing that he would be a burden to her made arrangement to apprentice him to a tailor, very much

against his inclination. At this critical period of his life, a friend appeared on the scene in the person of Captain John Huston, of Chignecto, Nova Scotia. Capt Huston was boarding at the house, and took pity on the friendless boy, and proposed to him to go home with him to Chignecto. He was a trader and owner of vessels, and was then in Boston in one of his own coasters. Young Watson gladly closed with this offer, but before leaving, Huston was put under bonds not to allow Watson to come back and be a charge on the town. The youth returned home with Capt. Huston, who found him such an honorable and honest lad, attentive and obliging and willing to learn and improve himself, that he conceived a particular regard for the boy and treated him rather as a son than as a servant.

This was in 1750, when Watson was in his fifteenth year, the same year that LaCorne began the erection of Fort Beausejour, the English building Fort Lawrence on the south side of the Missiquash, just opposite Fort Beausejour. There was constant skirmishing between these until 1755, when the French were completely routed, and driven from the Isthmus, and the unfortunate Acadians were expelled from the province. During this time Watson was actively engaged in Captain Houston's business and tending in his store.

On the arrival of the British troops, there came with them Captain Winslow, commissary, who took much interest in Watson, taught him bookkeeping and instilled in him business habits, which laid much of the foundation of his future prosperity. He was also a favorite with Colonel Robert Monkton, the commander of the forces, who employed him in adjusting his books and transacting his business. In fact, at the time he appears to have been regularly employed in the service, for in a letter written by him to the Rev. Dr. Brown,

dated London, July 1, 1791, published in the collections of the Nova Scotia Historical Society for 1879-80, he says, "In September (1755) I was directed to proceed with a party of Provincials to the Baie Verte, then a considerable and flourishing settlement, there to await further orders, which I received the following day, to collect and send to Beausejour for embarkation, all the women and children to be found in that district and on leaving the town to force it, this painful task performed, I was afterwards employed in victualling the transports for their reception."

As an instance of the courage and capacity of Watson, the following incident, related by Rev. Hugh Graham in a letter to Dr. Brown, dated Cornwallis, March, 1791, is of interest: "Some time after the English forces had taken possession of Fort Cumberland, and the French had retreated to the west side of the river, a number of English cattle had one day crossed the river at low water, and strolled on the French side. This was not observed on the English side till after the tide had begun to make, and then it was much queried if it might be practicable to bring them back. None went forward to make the attempt, only Watson said he would go for one, and indeed they all stood back and let him go alone. He stripped, swam over the riverside, and all got round the cattle, and was driving them towards the river, when a party of French were at his heels. One of them called out, 'Young man, what have you to do upon the King of France's land?' To which Watson replied, that 'His present concern was neither with the King of France, nor about his land, but he meant to take care of the English cattle'. This little feat of Watson was talked of with a good deal of pleasantry on both sides, and gained him not a little credit."

In an obituary notice which appeared in the

Gentlemans Magazine of October, 1807, it is mentioned that he was at the siege of Louisburg with the immortal Wolfe in 1758. I can find no other record of his services in this connection, but presume that he was still employed with his friend and patron, Colonel Winslow.

About this time (1758) he entered into partnership with Mr. Joseph Slayter of Halifax, N. S., a grand uncle of Dr. W. B. Slayter. Slayter was to manage the Halifax, and Watson the Cumberland branch of the business. In 1759, Watson removed to London, and the business was continued until the death of Mr. Slayter, the senior partner, 20 May, 1763. He next became connected with Mr. Mauger, who had been a resident of Halifax, and whose name is commemorated, in "Mauger's Beach" in Nova Scotia and "Maugerville" in New Brunswick. He was a gentleman of property and made large advances to Watson. They went into partnership and did a large business in the North American trade.

In 1760, Brook Watson married Helen, daughter of Colin Campbell of Edingburgh. In spite of his crippled condition from the loss of his leg, his life in England was an active one. He was among the first of those gentlemen who, in 1779, formed the Light Horse Volunteers, who were of great assistance in suppressing the alarming riots in 1780.

In 1781 he was appointed commissary general in the army of North America, under the command of Sir Guy Carleton, and remained in that duty till the end of the war.

I have previously mentioned the esteem in which he was held by the Loyalists. In the following extract from a letter written by him to the Rev. Dr. Brown in July 1791, he modestly alludes to the friendly services

he was able to do for them at the conclusion of the war:—

In 1755, I was a very humble instrument in sending eighteen hundred of those suffering mortals (French Acadians) out of the Province. In 1782, as Commissary General to the army serving in North America, it became my duty under the command of Sir Guy Carleton, now Lord Dorchester, to embark thirty-five thousand Loyalists at New York to take shelter in it, and I trust all in my power was done to soften the affliction of the Acadians, and alleviate the sufferings of the Loyalists, who were so severely treated for endeavoring to support the Union of the British Empire; they had great reason to bless the considerate mind and feeling heart of Lord Dorchester, under whose directions and providential care, ever awake to their wants, I had the pleasing task of liberally providing for them everything necessary to their transportation and settlement, with provisions for one year after their arrival, and this allowance was still longer continued to them by the public. To the eternal honour of the nation will be the record of their having considered the particular case of every individual who claims to have suffered by their loyalty, and after a ruinous war which added one hundred and twenty millions to the public debt, granted compensation for their losses, and relief for their sufferings to the amount of between three or four millions, besides annuities amounting to sixty thousand pounds a year.

After the war, many Loyalists who came to St. John had claims against the British government for heavy losses in lands and goods by reason of their adherence to the crown, and from their knowledge of the business abilities and honesty of character of Watson, they put their claims in his hands for settlement. The officers of the Colonial army, who ranked with those in the Imperial service, were placed on half pay, and made him their agent for recovering their allowance. As an instance, I may mention the case of Christopher Sower, king's printer for New Brunswick. At the close of the war he went to London to get compensation for his losses. He sought the aid of Brook Watson, who in addition to an allowance in money, procured for him a pension with the office of deputy postmaster general and king's printer of New Brunswick. In gratitude for the assistance rendered he named his only son Brook Watson Sower.

At the meeting of the legislature of New Brunswick in 1786, Brook Watson was appointed agent for

the province, a position he held until 1794. At the session of that year the following resolution was passed:—"Resolved, This House taking into consideration the necessity of having an agent residing in England, and His Majesty's service having required the attendance of Brook Watson, Esq., late Member of Parliament and Agent of the Province, with his Majesty's forces on the Continent, Resolved, that the thanks of this House be communicated to Brook Watson, late Agent of this Province for his past services."

On his return to England at the conclusion of peace, he was rewarded by parliament by a grant of £500 a year to his wife. In January, 1784, he was elected member of parliament for the city of London, and on the dissolution was re-elected. About the same period he was made a director of the Bank of England, and an alderman for Cordwainers ward. In 1785, he was sheriff of London and Middlesex and had the honor of being chairman of the committee of the House of Commons during the debate on the Regency bill. He was again elected to Parliament in 1790, but resigned his seat on being appointed commissary general to the army on the Continent, under the command of the Duke of York. In 1796 he retired from the service, and was elected lord mayor of London. During his term of office two serious events occurred, the sailors of the Royal Navy mutinied, and the Bank of England (of which he was a director) was restrained from making specie payments. In March 1798, he was commissioned commissary general of England, and in November 1803, in approbation of his public services he was created a baronet of the United Kingdom. The baronetcy was conferred on Watson, with remainder in default of male issue to his grand nephews William and Brook Kay, sons of his niece Anne Webber by her husband William Kay, of Montreal. These grand

nephews were born in Montreal, William in 1777, and Brook in 1780. William succeeded to the baronetcy on the death of his uncle in 1807, and died unmarried in 1850. He was succeeded by his brother Brook, who died in 1866, whose son Brook is the fourth baronet. He was born in 1820, is married but has no children. His half brother William is heir presumptive.

Brook Watson died at East Sheer, in Surrey, October 2, 1809, leaving no children. An obituary of him gives the following description of his character. "He was through life to his king and country a constitutional loyal subject; a diligent, faithful servant; a firm merciful and upright magistrate; to his wife a most affectionate and tender husband; to his relations a kind and tender friend, to his friendships consistent; in faith a firm Christian; in deeds a benevolent, honest man."

CLARENCE WARD.

The electric telegraph between the Maritime Provinces and the United States was completed in the latter part of 1848, when the wires were stretched across the falls at St. John. The line was tested Dec. 29, 1848. The first message between St. John and Halifax was sent on Nov. 9, 1849.

The Intercolonial railway was opened from St. John to Halifax on Nov. 11, 1872. The opening of the northern division between Moncton and Campbellton was on Nov. 8, 1875.

There were hard times in St. John in the forties, and in some years the soup kitchen for the poor was a very necessary institution to prevent many of them from suffering with hunger.

The St. John Fire Department was disbanded in 1864, not in 1862, as was made to appear by an error in the July number of THE MAGAZINE.

IN THE EDITOR'S CHAIR.

WELCOMED AT THE START.

So many good things have been said of the initial number of **THE MAGAZINE** that it is out of the question to quote from the mass of favorable comments, or even to specify the sources from which they have come. The St. John press, in particular, has given a hearty welcome to the venture, the majority of the papers devoting editorials to the subject. The press throughout the province of New Brunswick has also had many good words, though why some other journals have not considered the venture worthy of attention is not quite clear. Copies of the first number were sent to all papers of any importance in the Maritime Provinces and to some outside of those limits, but as there is no object in giving away several dozens of an expensive publication it will hereafter be sent regularly only to such journals as give some evidence of wanting it.

In addition to the press notices, many encouraging words have come from subscribers, which have been all the more gratifying when accompanied by the amount of the subscription, from those who have remembered that the terms of **THE MAGAZINE** are payment in advance.

With the very best of motives, a number of the papers have drawn attention to the fact that several magazines have been started in the provinces in the past and have resulted in failure. This is the legitimate statement of a fact, and a similar statement has already been made by **THE MAGAZINE** itself, but with the important qualification that no magazine was ever

conducted on the local lines laid down in this instance, the usual mistake having been in assuming that home writers on all kinds of theories and philosophies gave a publication a local coloring. There never has been a provincial magazine on the same lines of local information and with such a thoroughly competent corps of contributors, and therefore comparisons, when not duly qualified, are hardly fair to the present undertaking. That is to say, the public are apt to draw the inference that **THE NEW BRUNSWICK** will go the way of its predecessors. There are some small souls in every community to whom the risk of paying a dollar and a half and not getting twelve full numbers will overshadow every consideration of trying to aid and encourage an admittedly valuable publication, which has the high and honorable motive of trying to make the country and its history known, and of educating the people in matters of which many have heretofore had little or no knowledge. **THE MAGAZINE** is in the field to remain, however, and whoever may lose it will not be the subscribers who pay in advance.

A pleasing evidence of the abstract value of **THE MAGAZINE** from an historical point of view is found in the fact that subscriptions continue to come in from various parts of the United States, which are wholly apart from any personal influence of the publisher or his friends. These are from individuals who have no personal relations with the Maritime Provinces, but who recognize them as one of the most fertile sources of the history of the continent. In the same way the value of this publication is recognized by such institutions as the New York Public Library, Harvard College, the Boston Athenæum Library, the Smithsonian Institution of Washington, and the like, additions to the list being made every week. At a later date it is probable that a number of the institutions on the

Canadian side of the line will be heard from in the same way.

The outlook for THE NEW BRUNSWICK MAGAZINE during the first month of its existence has been very encouraging, especially in view of the fact that, apart from one canvasser in St. John and one for a short time in another part of the province, no systematic effort has been made to hasten what has been of itself a steady increase of circulation. If every man who is really interested in THE MAGAZINE would secure at least one of his friends as a subscriber, the problem of making the publication a success in all respects would be still more a simple one.

WITH THE CONTRIBUTORS.

The second paper on the early settlement of St. John, by Rev. W. O. Raymond, M. A., appears in this number, and will be found as important as his valuable contribution which appeared last month. Mr. Raymond is an investigator and writer who never slights his work, and the papers of this series are not only most interesting reading but have great value as matters of local history. It is for just such work as this—the bringing out of facts which have hitherto been unknown—that THE MAGAZINE is the available medium for publication in a suitable and permanent form.

A new contributor this month is Dr. George Stewart, of Quebec. Dr. Stewart is so well known to most readers that an introduction of him is unnecessary. His early years were spent in St. John, and he started Stewart's Quarterly at an age when the country papers used to patronizingly refer to him as "our young friend Stewart." The Quarterly was the best magazine ever published in the Maritime Provinces, or in Canada, and it was an undoubted success, even though it did not

bring money to the pocket of its projector. The fire of 1877 put him out of business in this city, but the same calamity was the source of inspiration for his first book, *The Story of the Great Fire*, a volume of nearly 300 pages written under great difficulties in the short space of a fortnight, yet wonderfully accurate in its historical information as well as in its account of the disaster itself. At a later date he went to Toronto, where he was editor of the *Rose-Belford Canadian Monthly*, and in 1877 he went to Quebec, where he held the position of chief editor of the *Chronicle* until 1896. He is now editor of the *Quebec Mercury*. Since the time of the *Story of the Great Fire*, he has written a number of books including *Canada under Dufferin*, besides a large number of essays and sketches for leading periodicals on both sides of the ocean. His work appears in the *Encyclopedia Britannica* and other publications in the same line, and a list of all his writings would make a very formidable array. He has the doctor's degree from no less than four universities, is a Fellow of the Royal Society of Canada and of the Royal Geographical Society of London, as well as an active member of various other learned societies. His paper this month is on a former magazine in New Brunswick, the *Guardian*, a publication which professed to have objects similar to those of *THE NEW BRUNSWICK MAGAZINE*, but which, it will be seen, did not confine itself to local subjects and had but a brief career.

Mr. James Hannay is not satisfied to allow Prof. Ganong's paper on the site of Fort LaTour to stand, without presenting his case for the site on the west side of the harbor. The arguments of both of these gentlemen will be of much interest to the students of Acadian history everywhere. Mr. Hannay has consented to give the readers of *THE MAGAZINE* an account of "the first families" of these provinces, the Acadians,

and it need not be predicted that anything he does in this line will be worthy both of attention and preservation.

Mr. Clarence Ward, of St. John, is one of the new contributors this month. Mr. Ward, both by heredity and acquired knowledge, is an authority on the post-loyalist history of St. John. He is a grandson of Major John Ward, known as "The Father of the City," and a son of Mr. Charles Ward, who was a very prominent citizen. The present Mr. Ward is practically the archivist of St. John, and in a city more alive to its own historic importance he would be officially such with a salary worthy of his labors. For many years he has, as a labor of love, gathered historical and genealogical data from many sources and compiled it as far as his time has permitted. The penalty for this is that he is continually put to trouble by all sorts of people who ask questions which concern themselves and their ancestors more than they do the general history of the city. In this number of *THE MAGAZINE* Mr. Ward has an interesting paper on Brook Watson, and he gives much that is wholly new to the public in the history of that remarkable man who began his career as a friendless sailor boy and rose to be a baronet and lord mayor of London.

The story of the loss of the Royal Tar is one of a series of accounts of notable events in the history of St. John in the present century, which are to appear in *THE MAGAZINE* from time to time.

Papers of interest have been promised by Mr. H. A. Powell, M. P., of Sackville, N. B., and by Mr. J. E. B. McCready, editor of the Charlottetown, P. E. I., *Guardian*, and will appear at an early day.

Nova Scotia history will be given due attention by future contributors from time to come.

WHAT'S IN A NAME?

The Maritime Merchant, that successful Halifax commercial journal, in the course of a kindly and appreciative notice, thinks that "the choice of a name for **THE MAGAZINE** is not particularly happy in view of its aims and scope." There have been other intimations to the same effect, but nobody has yet suggested a better title.

The choice of a comprehensive and not too cumbersome name for a magazine which aims to devote itself to all the Maritime Provinces is not an easy matter. The word "Acadian" readily suggests itself, with the argument that the field of the publication is the territory originally included in Acadia. Unfortunately for this idea, the country is not now Acadia, and the use of the term would be misleading and incorrect, unless the aim of the magazine were to deal wholly with the Acadian period or the Acadian race in the present era. The word "Provincial" would be better, were it not that it is used in a disparaging sense both in England and America, while the term "Maritime Provinces" is rather long and awkward, even though it is absolutely correct. As to the word "Maritime" of itself, we have entirely too much respect for the Queen's English to apply it to a publication not specially devoted to the sea and shipping. The fact that there has been a "Maritime Monthly" which had nothing to do with marine matters, or a "Maritime Farmer" which did not plough the sea, does not make the usage correct. This is not a reflection on the name of our critical Halifax contemporary, for everybody knows there is such an individual as a "Maritime Merchant." He is *en evidence* on most of the Nova Scotia schooners which lie in the Market slip at St. John, and he does an extensive business in apples, potatoes and other products

of the soil. It may be, however, that in view of the aims and scope of a general commercial paper, the choice of such a name is not a happy one on the part of the journal in question.

The title of *THE NEW BRUNSWICK MAGAZINE* means that the magazine belongs to New Brunswick, but not that it is confined to that province. In the same way the *Edinburgh Review*, the *London Times* and the *New York Herald* have each the name of a locality in their titles, but we have yet to learn that their influence is circumscribed by that fact, or that they fail to represent any interests beyond those of the places in which they are published.

SOME RECENT PUBLICATIONS.

The story of the Acadians of today is one of a wonderful educational development among a people who, as a class, had been almost wholly neglected in this respect for nearly a century after the dispersion. This is especially true of the French race in the province of New Brunswick, the representatives of which are found today in increased proportion in the priesthood as well as in the higher secular vocations, on the bench, in the councils of the country, in the professions and in the realm of literature. Apart from the recognized representative men, the great body of the people have made a most remarkable progress as compared with their general condition only a generation ago. In this work of elevating a people, the great factor has been St. Joseph's college, Memramcook, and the man by whose wise judgment it was placed in a position to accomplish so much was the Rev. Camille Lefebvre, who was sent in response to a request by Bishop Sweeney, and who labored there for upwards of thirty years, dying in the year 1895. His memory is

justly honored, not only by the Acadians but by all who are interested in the welfare of this country. His biographer is Hon. Pascal Poirier of Shediac, a member of the Senate of Canada, and himself a graduate of the college. Under the title of "Le Pere Lefebvre et L'Acadie," Senator Poirier has written the story of the man and his work, and has well accomplished his task. In a handsomely printed volume of over 300 pages, he deals with Father Lefebvre from his earliest days to his last hour, and describes the characteristics of his loved preceptor so faithfully and well that the book leaves nothing to be desired from the standpoint of biography alone. Apart from this it is the history of St. Joseph's college in its essential features, and it gives a clear idea not only of the growth and development of that institution but of the progress of the people for whose benefit it was designed. It is an important addition to the ecclesiastical, educational and racial history of the province. The book has already reached a third edition. The proceeds of its sale are devoted to the Lefebvre Memorial fund.

The Natural History Society of New Brunswick has just issued Bulletin XVI. The leading paper is a sketch by Prof. L. W. Bailey of the late Dr. James Robb, Prof. Bailey's predecessor in the chair of natural history at the University of N. B., and one of the pioneers in scientific labor in this province. It is accompanied by a portrait. S. W. Kain gives a catalogue of the earthquakes in New Brunswick. John Moser, the veteran botanist and the discoverer of many new species, gives a list of the mosses of the province. Dr. Geo. F. Matthew has an article on some recent discoveries in the St. John group of rocks, in which he describes some rare fossils and gives a sketch, illustrated by a map, of the geology of the Kennebecasis valley. This paper is not only of interest to local

students but must command attention abroad. Prof. Ganong's contribution of ten "notes" is of unusual interest and full of suggestions for students. Dr. Philip Cox has a paper on the batrachians of New Brunswick, with notes on their distribution. The appendix contains a number of important items, among which may be mentioned a report on the work done at the Quaco camp last year; a bibliography of scientific papers on New Brunswick published during the year; the determination of mean sea level at St. John, by E. T. P. Shewen; a list of donations and the report of the council. There are also reports of the Natural History Societies at Fredericton and Sussex, the publication of which is an excellent idea. The Bulletin is printed by Barnes & Co., and is for sale by Alfred Morrisey, price 50 cents.

Mr. George Johnson, Dominion Statistician, undertook no light task in attempting to make his "Alphabet of First Things in Canada," the third edition of which has reached THE MAGAZINE. To name the first things is of itself an achievement of some note, while to trace their history and secure the data is a work of magnitude and difficulty. In many kinds of historical work a margin of uncertainty and speculation is allowable, but in an undertaking of this kind absolute accuracy must be the great essential. With each edition, Mr. Johnson probably sees not only what he has accomplished in comparison with the previous one, but much more that he wants to accomplish. The book as now presented is a most useful one to all who are interested in Canada and its affairs, and is literally "a ready reference book of Canadian events," which is of value to all classes of readers.

"Patriotic and Personal Poems, by Martin Butler," is a book remarkable for more than the subject-matter of the contents. Mr. Butler himself is a remarkable

man, who has followed the pursuit of literature by the aid of a wonderful perseverance amid many difficulties. He has fought his way through life as a toiler for bread, with the great disadvantages of being poor and having only one arm. His occupation is that of a pedlar, going over the country with a hand waggon, seeing human nature in the remote districts and recounting his experiences in his unique monthly known as *Butler's Journal*, a paper which he both edits and prints with little or no assistance. The present book has been written, set up and folded by him, and it is issued, as he explains, "to help by its sale to provide food, fuel, raiment and shelter, for myself and family, which the meagre revenue derived from *The Journal* and my inability for hard labor, consequent on my crippled condition, render extremely difficult." The price of the book is 40 cents, and it may be had from the author at Fredericton. Mr. Butler's pluck and perseverance deserve to be rewarded by a large sale of his venture.

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 named—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, state the size as near as may be, whether quarto, octavo, etc., large or small, 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.

DUNCAN FRANCIS, M.A., F.G.S., F.R.G.S., Member of the Colonies Committee, Society of Arts ; D.C. L., King's College, N. S., Lieutenant Royal Artillery.

Our Garrisons in the West, or Sketches in British North America, London, Chapman and Hall, 193 Piccadilly, 1864. Cl., 8°, pp. viii—319. Map.

This is a decidedly interesting book to readers in New Brunswick and Nova Scotia, which provinces receive attention in about 160 pages. The writer was with the troops sent out at the time of the Trent affair, in 1861-62, and he gives a most entertaining account of the country and its people. St. John and Halifax are given considerable notice, and the criticisms are in a kindly spirit, though characterized by abundant humor.

S. W. K.

OWEN, W. F. W., (See p. 62, July.)

His autobiography is not a separate work, but is contained in his Quoddy Hermit.

See Coll. N. B. Hist. Soc., article The Journal of Captain Wm. Owen—the 27th page of the article (p. 27 of the reprint.)

W. F. G.

POIRIER, HON. PASCAL, M. A., Senator, of Shediac, N. B. Is well known as a legislator and a writer on Acadian topics. He has been an industrious contributor to the French Canadian press, and is the author of *L'Origine des Acadiens*, etc.

Le Pere Lefebvre et L'Acadie. Montreal, C. O. Beauchemin & Fils, 1898. Paper, Large 8°, pp. x—311. Portraits and illustrations.

BUTLER, MARTIN, Fredericton. (Vide MacFarlane's Bibliography.)

Patriotic and Personal Poems. Fredericton, N. B., printed at the Journal Office, 1898. Paper, Sm. 8°, pp. 147.

(A remarkable feature of this book is that it was written, set up in type, folded and printed by a man with one arm.)

WILLIS, N. P., the American poet and essayist.

Canadian Scenery Illustrated. From Drawings by W. H. Bartlett. The Literary Department by N. P. Willis, Esq. London, James S. Virtue. No date. (1842) 2 vols., 4°, pp. 244 in all. Richly illustrated.

This work has some 120 steel plate engravings of Canadian scenery, from special drawings, and is beautifully printed. Of these views, 20 pertain to New Brunswick and Nova Scotia, with 23 pages of letter-press devoted to these provinces. The work is a companion to "*American Scenery*," also by Willis and Bartlett and published by Virtue. W. K. R.

THE NEW BRUNSWICK MAGAZINE is sent free of postage to subscribers in Canada, the United States and Newfoundland. When mailed to subscribers in Great Britain and other postal union countries, there is an additional charge of 36 cents a year for postage.

NOTES AND QUERIES.

QUESTIONS.

7. In the MS. notes of a lecture delivered at the Mechanics Institute in 1841 by Moses H. Perley, occurs this sentence:—"Mention the skeletons at Portland Point." Is there any contemporary record of the finding of these skeletons, or does any person now living remember it?

W. F. G.

8. Who can tell about what were called the "Black Refugees," who came to St. John about the year 1835 or a little earlier?

C. J. L.

9. In what year was the trial, in Halifax, of Lieut. Cross, of the British army, on a charge of murder?

10. What is the meaning of the word Malagash?"

11. From what does the parish of Queensbury derive its name?

12. In what year was the elder Booth in St. John?

ANSWERS.

3. The name Souris (French, *Souris*—mouse), is connected with a plague of mice. Diereville, the traveler, writing in the early part of the seventeenth century, affirmed that the island had a plague of mice or locusts every seven years, a statement that, whether needing confirmation or not, has long since ceased to be applicable to the province. In April and May of 1815, when the warm air loosened the frost, we read that the earth sent forth mice instead of flowers, mice that were large and savage, almost resembling rats, and, some say, white in color. They increased at an alarming rate, until, in August they were as thick as grasshoppers, and destroyed everything eatable that was not carefully

protected. Grain, vegetables and shrubs alike disappeared before their ravages, until the fields were as bare as a board. "At last the mice began to die for want of food. Fields were covered with them, and the air was full of a sickening odor. In many parts they moved to the sea coast in vast numbers, as there was an abundance of shell fish there. When they had devoured all the shell fish they could find, they died there, and the tide swept them away or piled them in 'wind-rows' on the beach." In the Bay of Fortune, Rollo Bay and Souris section of the island there was at the time quite a large French population, and as they suffered in an especially severe manner from the plague, which, however, was general throughout the province, they, no doubt, commemorated it in the way above suggested. That, at least, is the opinion of the people of today.

S. M. B.

(The year of the mice is referred to in Paterson's History of Pictou County, p. 293 et seq., and an account of it is given in the various editions of the Inter-colonial Railway Guide Book, which have appeared from time to time since 1883. The latter account has been very freely appropriated by wandering scribes, and I have even seen it used bodily by the staff correspondent of a New Brunswick weekly as his own version of the story. In "Zig-Zag Journeys in Acadia," by one Hezekiah Butterworth, the same account has been ingeniously rewritten, but without a sufficient knowledge of the subject to avoid copying some errors, as well as falling into new and absurd blunders. For instance, he speaks of the French traveller Diereville as a local historian, or something of that kind, and *quotes* him as saying "Prince Edward Island has a plague," etc. Diereville wrote in 1699-1700, a century before the name of "Prince Edward" was thought of, for what was then "L'Isle St. Jean." W. K. R.)

6. "The Three Lamps" at Reed's Point were made by the late Alexander Campbell, of Water street, gas fitter and tinsmith, and were erected in the spring of 1848, by the St. John Gas Company. A. G. B.

The date was April, 1848. The *lamp* at Reed's Point dates further back, however, for it was placed in position in April, 1842, before the era of gas. The first lamp placed by the Gas Company at the Point was erected in February, 1847. The height of the post was about six feet. The lamp was four sided, had three burners and was in a copper frame. The side to the seaward was of stained glass, and on the four sides were painted the four pilot boats of that time—the *Rechab*, *Cygnets*, *Grace Darling* and *Charles Stewart*. The structure was surmounted by a vane. It was considered a great affair for those days, and was the guide for vessels entering the harbor until the three lamps were put up in 1848. W. K. R.

THE BUSINESS END.

The terms of subscription are \$1.50 per annum in advance. Subscribers will oblige by not waiting for a bill to be sent.

A number of subscribers have expressed their regret that THE MAGAZINE is not to be sold through the medium of the newsdealers. There was a good reason for such an announcement in the prospectus. The usual way in which dealers handle periodicals is on commission. That is, they order a certain number, charge the publisher a certain percentage on the copies sold and have the privilege of returning all copies that are unsold. In this way it is necessary to print more than the edition really required in order to keep the dealers supplied, and when they make their returns many copies may be sent back unsold. With some

classes of publications this is well enough, but it is quite different with **THE MAGAZINE**. The margin of profit is small at best, and to over-print every month means not only no profit but actual loss. The Magazine does not depend upon pictures or sensational matter for its sale, but it caters to a class of people who want it regularly, if they want it at all. It is believed that people of this class will be willing to subscribe, and it is felt that, as a rule, such people are able to subscribe. Where they really want **THE MAGAZINE** and are not able to pay in advance such exceptional cases will receive every consideration. It would be a poor encouragement to the publisher if he had to print the greater part of his monthly edition on the mere chance of selling it by single numbers, and he has too good an opinion of the public to think they would want him to do so. Under the most favorable circumstances, the venture is one with little profit, and even small matters must be considered in respect to the expenses. There is, however, no reason why people who want single copies cannot have them. They will be supplied to any dealer who orders them for his customers, he purchasing without the privilege of returning unsold copies, or they will be sent to any address from the office of publication on receipt of fifteen cents in silver for each copy. The edition, however, will be kept pretty closely to the subscription limit, so that no large number of single copies will be available. A limited number of copies of the early issues will be reserved for those who subscribe later and wish to have the volume complete.

Agents are needed to advance the circulation of **THE MAGAZINE** in all parts of the Maritime Provinces. This is a publication for which school teachers, students and others may canvass with great success.

Some readers have expressed the opinion that the

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