

JUNE, 1899.

The New Brunswick Magazine

VOL. II.

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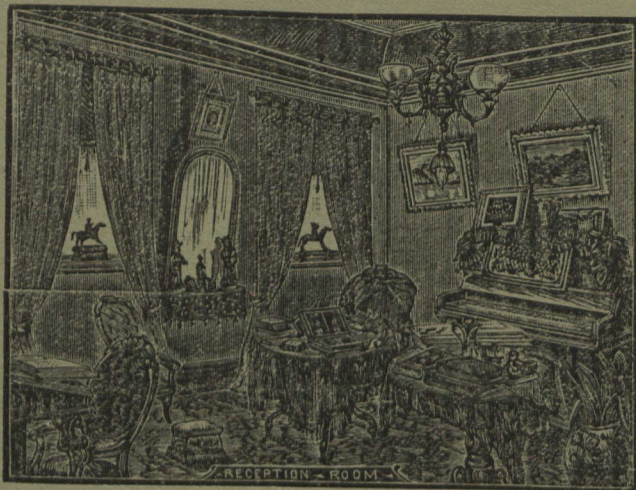
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ST. JOHN, N. B.

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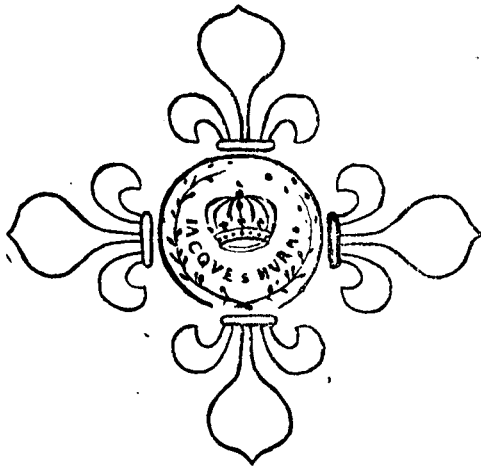
RELICS OF THE ACADIAN PERIOD.

In the Educational Review for March, 1897, I pointed out the interest that attaches to relics of the French or Acadian Period in New Brunswick, and described several of the more important of those known to me. These included,—the Dedication stone of the Indian Church of Saint Jean Baptiste, built in 1717 at Meductic, the Chapel Bell of the Indian Church at Kingsclear, the Athol cannon (since mounted in front of the new school building at Campbellton) and some minor objects. In the present paper are contained some additional facts upon this very attractive subject.

THE CHAPEL BELL OF THE INDIAN CHURCH AT KINGSCLEAR.

There can be no doubt that this bell, which still calls the Maliseets of the Indian Village at Kingsclear to worship, is the same that their forefathers heard sounding from the church of Saint Jean Baptiste at Meductic in the last century. Its history has been traced in Mr. Raymond's monographic account of the "Old Meductic Fort" (in Volume I of the Collections of the New Brunswick Historical Society), and in the article in the Educational Review above referred to. No description of the bell itself, however, has yet been

published. In the summer of 1897, I was able, through the kindness of Father O'Leary, who is in charge of this mission, to examine the bell and to make wax impressions of its inscription. It hangs in the belfry of the Indian church, is of the usual bell-shape, 11 ½ inches high, 8 in its smaller and 14 inches in its extreme diameter, and is perfectly plain except for some ridges running around it and the design shown in the accompanying cut, drawn from the wax impressions, and here reproduced three fourths the actual size. Four raised *fleur-de-lis* radiate from a circle, within which is a wreath surrounding a crown below which are two words, the first IACQVES, perfectly distinct, and the second, very indistinct, HURES or possibly HURET. The indistinctness is due to the corrosion of the letters through weathering. This name Jacques Huret is no doubt the name of the maker, and it is disappointing that no other inscription occurs upon the bell.



In the old church register preservèd by Father O'Leary occur some very interesting entries of which one refers to the bell. The register is entitled,—“Registre

de la Mission d'Ekouipahag en La Rivière St. Jean dans la province de La Nouvelle Ecosse commencé au mois d'août mil sept cent soixante sept par nous prêtre soussigné, successeur du père Germain jésuite. les actes des baptêmes, mariages et sépultures faits par le missionnaire ont été perdus ou pendant la guerre, ou pendant l'espace de trois ans que cette mission n'a point été desservie. Charles François Bailly prêtre."

The following refers to the bell:—

"Nayant plus de sauges malecites en le premier village depuis le R p Sauvergeat jésuite je fis enlever un tabernacle autrefois doré, une statue de la Ste Vierge deux chandeliers de cuivre un encensoir et navette aussi de cuivre, je fit aussi détruire la chapelle qui ne servoit plus que de refuge aux voyageurs pour les plus profanes usages. il y avoit aussi une moyenne cloche qui je fis aussi enlever avec le reste pour être transporté à Ekouipahag. et le tout doit être restitué [illegible word] mission est rétablie. Charles François Bailly."

Thus we see that the bell was brought from Meductic, which had been abandoned by the Indians, to Aucapac [Springhill] by direction of Rev. Charles Bailly himself, and that the chapel at Meductic was destroyed by his orders to prevent its profanation by voyageurs. There are also in the Kingsclear church a brass censer, supposed to be that mentioned in the register, and a processional cross, with fleur-de-lis, said by tradition to have been brought from Meductic. These articles were of course taken to Kingsclear when the Indians removed there from Springhill in 1794.

THE ROCHEFORT BELL OF ST. MARK'S CHURCH WEST-MORLAND.

Curiously enough another New Brunswick church has in constant use a bell associated with the Acadian period of our History. It hangs in the belfrey of St.

Marks Church at Mount Whatley, Westmorland. My attention was first called to it by Mr. W. C. Milner, who so thoroughly knows Westmorland history and antiquities; and the rector, Rev. Donald Bliss, allowed me to examine it. It is considerably larger than the Kingsclear bell and in perfect preservation. It is 17 inches high, 22 in extreme and 7 ½ inches in least diameter. It is rather elaborately ornamented, many lines and ridges encircle it, and on one side are three raised fleur-de-lis arranged in a triangle. Near the top, there runs around it a line of raised scroll work of much beauty. Beneath this line is the most important feature of the bell, a perfectly preserved raised inscription, which, as traced directly from the letters, is given below, reduced to about two-thirds the actual size. Though for convenience in engraving and printing the words are here arranged in four lines, on the original they run in a single line around the bell.

AD HONOREM DEI
 FECIT F M GROS
 A ROCHEFORT
 1 7 3 4

Little more is actually known of the history of this bell than is contained in this inscription, which shows that it was cast "To the glory of God" by F. M. Gros in Rochefort in 1734. The local tradition is that it hung

over one of the Acadian churches in this region prior to the Expulsion, and in all probability this is correct. There were, however, at least three important churches in this vicinity just prior to the Expulsion, one at Tintamarre, (Upper Sackville) one near Fort Beauséjour, and one at Beaubassin, near Fort Lawrence. But there is nothing to show to which of the three the bell belongs.

The corner stone of the Beaubassin church was found many years ago, and happily, it is now preserved in the Museum of St. Joseph's College at Memramcook. The inscription is given in full by Rameau de Saint Pére in his "Colonie féodale", (second ed. Montreal, vol. II, page 64,) showing that the church was built in 1723. Possibly it was on this church that the St. Mark's bell hung. It is of interest to note that it was made in Rochefort, in the very part of France whence most of the Acadians came to Acadia. Some facts of interest relating to old bells in Cape Breton, are given by Sir John Bourinot, in his "Cape Breton", 268.

THE BRONZE FLAGON FROM THE OLD FORT ON MISCOU HARBOR.

There is in possession of Mrs. Alexander McDougall, of Oak Point, Miramichi, a bronze flagon of considerable interest. It was found some ten or twelve years ago on the site of the so-called, "old Fort," supposed to be that built by Nicolas Denys, about 1750, at the point called on the maps, Pecten Point, on Miscou Harbor. The finding of the flagon at this point and its sale to the late Mr. McDougall, is well known locally, as I am informed by Rev. J. R. Doucet, of L'Amec. Dr. Philip Cox has been kind enough to send me a description of it with two very good photographs. Dr. Cox describes it as follows:—"The circumference of the base is about fourteen inches, of the lip it was probably twenty-five. Depth about five and a quarter

inches; thickness of bronze about one quarter inch. One trunnion can be seen in position, and with its mate probably supported it in a frame-work in which it hung of its own weight, as they are above the centre of gravity. There is an attempt at ornamentation on five oblong octagonal-shaped plates, about two and a half inches long by one and a half inches wide, which from their irregular outline and want of symmetry on the sides would seem to have been merely thin strips cut out and brazed on, but operatives in foundaries say they would all have melted off by the heat which disfigured it, had they not been cast on. A horizontal rectangular one contained the date in relief. A series of small diamond-shaped ones alternated with the five larger. There seems to be no particular design on these, though the surface presents a resemblance to confused leaves and vines and grooves." The date, showing distinctly on the photographs, is 1601.

The interest of this flagon lies not only in its authenticity as a relic of the old settlement at Pecten Point, but also in the possibility it affords of determining what kind of an establishment stood there. We know that Denys had a settlement in this vicinity but do not know its exact site, and in all probability the old Jesuit Mission of St. Charles stood somewhere on Miscou Harbor. Since the flagon is so badly injured by fire, it is fair to infer that the building with which it was burnt stood where it was found. If now some expert in ancient vessels of this kind could tell to what use it was put, whether in some particular service of the church, or simply in the wassails of grand seigniors, thus pointing to the probable use of the building in which it was burnt, it would go far towards determining whether it was Deny's settlement that stood here, or the Mission of St. Charles.

OTHER OBJECTS.

Of course the few objects mentioned in this and the

preceding paper by no means exhaust the list of extant relics of the Acadian Period, but they include all I know that combine unquestionable authenticity with general historic interest. There are in the Museum of St. Joseph's College, Memramcook, many minor objects undoubtedly belonging to this period. Among them is a key supposed to be that of the church of Grand Pré, though its history, as M. Placide Gaudet writes me, is altogether traditional and not documentary. Dr. Cox tells me that two old pictures believed to have been saved from the burning church at "Burnt Church" in 1759 are still in possession of that parish. The recently-issued Proceedings of the Natural History Association of Miramichi mentions "a number of interesting relics of early French occupation" in their museum, and various medals, crosses, rings, etc. of this period are known in various parts of the province. M. Gaudet tells me the chalice used in the chapel of "Les Dames de Ste. Anne" in the church of St. Thomas at Memramcook is the one formerly used in the church at Tintamarre. This, with other objects belonging to that church, were hidden in the woods at the time of the Expulsion and were recovered in 1768 by some of the first colonists of Memramcook, who knew of their hiding place. M. Gaudet has also told me of other minor relics, without doubt of this period, and of course there must be among the Acadian families of Memramcook and elsewhere numerous objects descended to them from pre-Expulsion days. As to the authenticity of most such objects, however, the evidence is purely traditional, and while they have great personal interest for their possessors, they are of little general historic importance.

It is most unfortunate that New Brunswick has no provincial historical museum into which such objects can gradually be gathered, properly exhibited, and preserved for future generations to whom they will be of far greater interest than they are to us.

W. F. GANONG.

THE NEW BRUNSWICK MILITIA.

Fourth Paper.

The steps taken in efficiency during the last few years may be said to be in brief as follows:—

(a) The training of officers and N. C. O. in schools of instruction in the three arms.

(b) Annual drill of City Corps at local headquarters.

(c) Binnial drill of Rural Corps in Brigade Camps of instruction, Brigade camps having been held 1885, Fredericton, 1886, Chatham. Since that time at Sussex, now a permanent campingground for this district.

Alas, how many of those referred to in these notes, as well as of those not mentioned therein, who took no less important part in building up the force and institutions of the country, have gone to rest. Their names, however, remain, written in golden letters in the history of that province, in which they, as Loyalists, made for themselves a home, and of that Dominion now occupying the highest position in the Empire of our Queen and Empress. Well may we wish for these noble men, in the words of Sir Philip Sydney, "Sleep after toil, port after stormy sea, ease after warre."

Amongst those not already referred to, who have piled the labouring oar, for their country and the Militia, and have gone to rest (we can only choose out a few as they have passed along on the stream of time) may be named Colonel Thurgar, a peer amongst his fellows, known and beloved by all, his heart and hand were ever open to those in need.

Lieut.-Colonel T. W. Peters was proverbial for his attention to the drill of his Battalion, and St. John, and

he was ably assisted by his efficient Adjutant, Captain (now Mr. Justice) F. E. Barker.

The days devoted to the drill of his Officers were "Red Letter Days" in his life.

Lieut.-Colonel Hon. J. Robertson applied with success his knowledge and practice of mercantile pursuits to military affairs—and his advice was much sought by the then Lieut.-Governor, Sir A. Gordon.

Lieut.-Colonel Hon. J. H. Gray, whose Battalion, Q. N. B. Rangers, was outside of the city St. John, was a valuable factor in maintaining Military ardour in the city and province. In appearance every inch a soldier, with the intelligence of a statesman, and an air of authority which marked him as a ruler of men. His removal to British Columbia, as Judge of the Supreme Court, was a much felt loss to New Brunswick.

Lieut.-Colonel W. Chipman Drury, like his elder brother, Lieut.-Colonel Charles Drury, was a courtier in his manner, a gentleman in its best sense of the term. As staff-officer of the 8th Hussars his delight was in extending hospitality to visitors and friends. His son, Lieut.-Colonel C. W. Drury, is a model soldier of the Permanent Force of Canada.

Lieut.-Colonel Otty, whether as Brigade Major or as Commanding Officer 62nd Battalion, has left an impress of value on the force; an enthusiast as a soldier, a man of varied knowledge and experience, he had hosts of friends. Major Robert Otty, 8th P. L. Hussars, like his brother, Lieut.-Colonel Otty, displayed remarkable aptitude in acquiring military knowledge. For this he received the highest praise from the O. C. H. M. 13th Hussars, at whose School of Instruction at Toronto he obtained his certificate of qualification. His services as Adjutant 8th P. L. Hussars were most valuable.

Lieut.-Colonel B. L. Peters, Soldier, Scholar and Judge, has left his mark for good on the Militia. His

“kid glove” battery will long be remembered for its efficiency, and for supplying officers to other corps.

Lieut.-Colonel Jago, a man of culture and refinement, after Military education in the R. A. was a valuable assistant in the development of the Artillery Arm, and he was an enthusiast in the future of his adopted country.

On the 12th of December, 1883, a noble representative of the Loyalists retired from the force, Lieut.-Colonel S K. Foster. In the words of Capt Baxter, “this ended the honorable service of a gentleman, whose first Commission bears date the 25th April, 1834, a continuous service of nearly half a century, as an officer of his well beloved Corps.”

“Lieut.-Colonel Foster was succeeded by an officer always willing to devote his time, attention, and ability to the service of his country, and in aid of his fellow-men, (Lt. Colonel M. H. Peters)—he at last lost his life in the commendable efforts of saving his neighbor's property from destruction by fire.”

Sir J. C. Allen, K. C. M. G., son of the late Colonel J. Allen (already referred to), late Chief Justice of N. B. and Captain N. B. Regiment of Artillery, while the Bench and the Bar, and the Province ingeneral have suffered an irreparable loss by the death of this noble man, it is well known that he was a true soldier at heart, and few modern soldiers were better informed in Military history and Military organization than was Sir John Allen.

It is worthy of note that the writer, during the thirty-three years of his command, has served with four generations of this family of soldiers, viz., besides the above named, T. C. Allen, Esq., clerk of Supreme Court, and his son Charles, now serving as Lieutenant 71st Battalion.

Lieut.-Colonel, the Hon. A. E. Bostford—late

commanding 2nd Battalion Westmorland Militia, first President Dominion Rifle Association. The commanding figure of this well known senator and soldier—one of a family of representative men of New Brunswick—will long be missed in the Senate Chamber and on the Dominion Rifle Association Ranges.

Lieut.-Colonel, the Hon. J. Ferguson, Gloucester Militia—Senator—with his Adjutant, Captain J. D. Maclauchlan, spared no effort for the improvement of the Militia of his county. The outcome of these efforts was the formation of a very efficient Company of active Militia at Bathurst, commanded by the late Captain K. F. Burns, M. P.

No account of even a few notable events of the last thirty years would be complete without mention of the late Lieut.-Colonel Douglas Wetmore, 2nd Charlotte Militia. His every thought appeared to be connected with his Battalion and the force in general. No Commandant of a fortress ever exercised his command with greater pleasure and pride than did Lieut.-Colonel Wetmore the command of the Block House at St. George at the time of the threatened Fenian invasion.

The late Lieut.-Colonel Adam Ferguson, Restigouche Militia, like his brother, Lieut.-Colonel Daniel Ferguson, who so well commanded the 73rd Battalion, and whose counsel and advice are still eagerly sought, was a chieftain in his county. The result of his efforts for the force was the formation of the Company of Active Militia at Dalhousie, commanded by Captain Barbarie, and afterwards by Captain Hamilton.

The sudden death in England of Captain Henry Perley, late New Brunswick Engineers, has been referred to by the press as an Imperial loss, a skilled military and civic engineer—the present success of both Dominion and Provincial Rifle Associations is in very great measure due to his untiring efforts in their behalf.

Of the late Major E. Simonds, commanding Victoria Rifles at Fredericton, it may be said that he was a soldier and a gentleman, a representative Loyalist, one who set an example for good in the community.

The 3rd Regiment Canadian Artillery will not soon cease to mourn the loss of Majors George Seeley and George F. Smith, good citizens and good soldiers, their word was as good as their bond. No one regrets the loss to the Regiment more than Lieut.-Colonel Armstrong.

Before closing may I add a word as to the prospects of the force. (My previous remarks have been retrospective). At no time in the history of the force was the outlook more bright, in my humble opinion.

In the first place, we have a Minister of experience, that experience which is said to teach, and he is leaving no stone unturned, apart from politics, to have the foundation properly laid before rebuilding the superstructure.

Second, the staff at headquarters is more up to date and more in touch with the force than ever before. The G. O. C., Major General Gascoigne (now succeeded by Major General Hutton, to whom the words equally apply), is a model and modern Major General, firm yet conciliatory, with a deep sense of the importance of his duties, and a thorough knowledge of how to perform them.

Third, A force composed of the best material on earth, as ready, as willing, to undertake the sacred duty of defence.

One word more, a word of thanks. As D. O. C., I should indeed be ungrateful, if I failed to seize this opportunity to offer my best thanks to commanding officers, and officers and men in general, for the manner in which they have *worked together* in bringing about

the good results I have so feebly referred to. I desire also to thank the people of this Province of Loyalists, for the loyal support they are ever ready to give; and the thanks of all (soldiers and citizens alike), are due to the press — a press of which any country may be proud—for the valuable assistance given in our efforts to maintain an efficient force in the Province of New Brunswick. GEO. J. MAUNSELL, Lieut.-Colonel.

APPENDIX.

From the date of the reading of the foregoing paper — February, 1897 — to the present day, 31st December, 1898, there have been many changes in the *personnel* of the Militia of New Brunswick, as in other districts, brought about, in great measure, by the carrying into effect of two general orders as follows: (1) Changing the age limit of Lieut.-Colonel's services from 63 to 60 years; (2) Limiting the period of Regimental command to five years. The former of these necessitated the retirement of Lieut.-Colonel Maunsell; by the latter, the commanding officers named in list herewith have been retired.

Lieut.-Colonel Maunsell had been employed at Headquarters, Ottawa, from October, 1897, to June 1898, in revising Regulations and Orders and in other duties. In June and July, 1898, in the capacity of Inspector of Infantry, he inspected 38 Battalions in Camps of Instruction in Ontario, Quebec and the Maritime Provinces, ending with the inspection of the 67th, 73rd and 74th Battalions in Camp at Sussex, N. B., on 7th and 8th July, and that of 62nd Battalion Fusiliers, at St. John on 13th July. This, of 62nd Battalion, being the last official duty performed by Lieut.-Colonel Maunsell previous to retirement from the command of M. D. No. 8, on 15th July, and from command of Royal Regiment of Canadian Infantry 27th

July, the commanding officer (Lieut.-Colonel McLean), and officers 62nd Fusiliers presented him, most kindly, with the following address—a beautifully engrossed and illuminated copy being afterwards presented :

“TO LIEUT.-COLONEL GEO. J. MAUNSELL, Commanding
Royal Regiment Canadian Infantry D. O. C.
Military District No. 8, Inspector of Infantry, &c.

“DEAR SIR:—It is with sincere regret that the officers of the 62nd St. John Fusiliers learn that you are soon to retire from the staff of the Militia of Canada, and that the inspection of our Corps just completed may be one of the last duties allotted to you.

“A third of a century has passed since you were appointed, by the government of this province, Adjutant General, to organize and command the active Militia of New Brunswick, and as evidence of your care of the force under Provincial and Dominion Militia Laws it is only necessary to note the efficient condition of the different corps at the present time.

“You have had much to contend with and many arduous duties to perform, in all of which we recall your tact and judgment. But whether you have been engaged in such active duty as the Fenian Raid, or the more peaceful work of organizing and commanding camps, or performing the duties of your position as District Officer Commanding, and Inspector of Infantry, we realize that your one object has been to make the Militia of this Province the first in Canada, justly earning for yourself the title of the “Father of the New Brunswick Militia.” While devoting your energies to the efficiency of the force of this Province in general, you have not missed an opportunity to forward the interest of each individual corps, and have made personal friends of all ranks.

“For your kindness to the 62nd during your term of office we heartily thank you, while every officer who is serving, or has served, can bear testimony to your kind thoughtfulness, advice and friendship.

“In now bidding you farewell we hope that you may long enjoy your well earned retirement, and that

you will allow us to hold you as our dearest comrade."

"On behalf of the officers 62nd St. John Fusiliers,

(Signed) "H. H. McLEAN, Lieut.-Colonel,

Commanding 62nd St. John Fusiliers.

St. John, 13th July, 1898."

Lieut.-Colonel Maunsell issued the following District and Regimental Orders on retirement from the active force, and on his being succeeded in his respective commands by the following distinguished officers : Lieut.-Colonel Vidal, R. R. C. I., as District Officer Commanding ; Lieut.-Colonel Otter, D. O. C. No. 2, as C. O., R. R. C. I.; Lieut.-Colonel Gordon, D. O. C., No. 5, as Inspector of Infantry ; Major Hemming as C. O., No. 4 Regimental Depot.

MILITARY DISTRICT NO. 8.

PROVINCE OF NEW BRUNSWICK,

HEADQUARTERS, FREDERICTON,

JULY 15th 1898.

DISTRICT ORDERS.

In handing over the command of this important Military District to his successor—Lieut.-Colonel Vidal—in accordance with orders dated Headquarters, Ottawa, July 8th, 1898, Lieut.-Colonel Maunsell desires to place on record his deep sense of gratitude to the staff, and to Officers Commanding Corps, for cordial support and co-operation, and to officers and men in general for valuable and kindly assistance at all times and under varied circumstances during the period of command of a Canadian Military District of over 33 years, the most enjoyable part of a career of over 43 years continuous Military service.

During his Command in New Brunswick Lieut.-Colonel Maunsell has seen the Militia of this Loyalist Province, (composed of men of which any army may be proud) make steady progress in organization and efficiency.

Ever ready and willing for the call of active service it has given ample proof of the zeal and energy of its

officers and men in the sacred duty of preparation for defence.

At the present day each arm (Cavalry, Artillery, Engineers and Infantry), is in a most efficient state and has received the highest praise from inspecting officers.

Lieut.-Colonel Maunsell quits the service with deep regret, leaving behind hosts of friends with whom he has been long associated. He is, however, cheered by the thought that from his adopted home in New Brunswick (to which he is bound by the strongest ties of affection), he will watch with the keenest interest the continued progress of the force of this Military District, whether as a Provincial unit, or as a not unimportant part of the army of the Empire; and, also, the continued welfare and advancement of every officer, non-commissioned officer and man.

In conclusion, Lieut.-Colonel Maunsell has but one word to add, to each and all, that best word of true good will—a hearty “God speed,” for many a year to come.

GEO. J. MAUNSELL,
Lieut.-Colonel, D. O. C.

ROYAL REGIMENT OF CANADIAN INFANTRY.

REGIMENTAL ORDER NO. 56.

FREDERICTON, N. B., July 27th, 1898.

In retiring from the Service, in accordance with G. O. 69, dated Headquarters, Ottawa, 20th July, 1898, and in relinquishing the command of the Royal Regiment of Canadian Infantry, and of No. 4 Regimental Depot, Lieut. Colonel Maunsell desires to place on record his appreciation of the hearty co-operation and ready help received from Commanding Officers, and to express his sincere thank to all Officers, N. C. Officers and Men for their faithful discharge of duty, their cheerful obedience of orders.

The Royal Regiment has been thoroughly tested, during the past fourteen years, on active service, in camp, and in quarters, and as the chief factor in conveying instruction to our brethren in City and Rural Corps, and in no particular has it failed to stand the test of time and experience.

Esprit de corps, in a regiment whose companies

are widely separated geographically, is fostered by the interchange of Officers and N. C. Officers. Depot vies with Depot, and Company with Company, in general efficiency, while in the interchange of Companies—No. 4 Company with a Company of the Royal Berkshire Regiment—the G. O. C. H. M.'s Troops has stated that "The bearing and tone of the Officers and the behaviour and soldier-like appearance of the Men were all that could be desired, and he hoped that the association of the Colonial with the Imperial Troops may be continued, as it cannot fail to be productive of good." All this is extremely gratifying to those who have the improvement of the force at heart, and Lieut. Colonel Maunsell will watch with the keenest interest every step of progress in the Regiment of which he occupied the proud position of being the first Lieut. Colonel Commanding, and his chief pleasure will be the welfare and advancement of every Officer and Man thereof.

GEORGE J. MAUNSELL,
Lieut.-Colonel Commanding.

LIEUTENANT DUGALD CAMPBELL.—Since the publication of the May number of THE MAGAZINE, additional information relating to Lieutenant Campbell has been found by the writer in early New Brunswick Almanacs, preserved in the Free Public Library in this city. In 1792, Lieutenant Campbell was assistant engineer under Captain James Stratton, commandant of the staff of Royal Engineers in New Brunswick. His predecessor was Lieutenant James Glennie, a gentleman who figured in several duels, and was the writer of a number of acrimonious letters, relating to persons and events in this Province during the first decade of settlement.* Lieutenant Campbell held the position of assistant engineer for some years, and it was in recognition of his services that he was selected in 1798 to lay out Military roads in the interior of the Province, and perfect communication with Lower Canada.

J. H.

*See Dominion Archivists' Report for 1897.

AN UNDERGROUND LAKE.

As the various points of interest in New Brunswick become better known, the attractions of the province to the tourist and seeker for health and recreation are becoming better understood and appreciated. And that there are many natural beauties in this province to draw thither those who desire a healthful and pleasant summer outing is becoming more and more realized, not only by our cousins to the south of the line, but by our own people. Here within our own borders the fisherman may find opportunities to angle for the finny tribe unsurpassed in lake or stream on the earth's bosom; and so with the man who prefers the gun and powder and shot to the rod and reel. Taking our game—little and big—from the lordly moose to the tiny snipe so abundant on the seashore, this country is a veritable huntsman's paradise. And does the sportsman desire to add the acquisition of health to the pleasures of the hunt, or to pursue his wanderings amid scenes that are pleasing to the sense of beauty, more or less deeply ingrained in every human soul, he may travel far to find a more bracing and health giving ozone than can be found coming across our rugged hill-tops, or to cast his eyes across a landscape upon which a bountiful nature has traced out more varied and wonderful lines of beauty. Hills lifting their tree crowned heads so far towards the heavens that the term mountain, by which many of them are locally known, seems not inappropriate; their sloping sides dotted here and there with thrifty, well kept farm buildings, and in the distance the glimmering waves of the sea; valleys where purling brooks wind like silver threads through

green meadows; and everywhere evidences of thrift and progress.

And should the desire of the tourist include the wonderful, his wishes along that line need not go ungratified. In many places in the province are spots where nature has displayed an originality and a prodigality of the marvellous rarely excelled amidst the best advertised natural wonders on the earth's surface. One of these marvellous natural creations, which has only lately been discovered and which is still almost unknown, is what is called the Underground Lake, in Albert county.

Some years ago, parties lumbering in the vicinity of Cape Demoiselle Creek, about seven miles from Hillsboro, while working on one of the high hills or cliffs in that neighborhood, at an elevation of about two hundred feet above high water mark of the Petitcodiac river and about sixty feet above the level of the meadow out of which the hill or mountain rises, discovered an opening, circular in form and about thirty feet in diameter. Entering this opening and descending some fifty feet at an angle of about sixty degrees they came to the margin of what proved to be a lake forty-five feet wide, one hundred feet long and fifteen feet deep. The ascent to the mouth of the entrance to the lake being steep and difficult, it remained almost unknown for a long time, but some years ago, workmen in the employ of the Hillsboro Plaster Company, for the purpose of facilitating their search for plaster and conveying the same to a place of shipment, made a fairly passable road up the side of the mountain directly to the mouth of the cave in which the lake lies. Since this road has been opened the place has been visited by large numbers of persons who have found much to interest, and instruct as well, in and about the lake and other points of interest in the vicinity.

The visitor to the lake, leaving Hillsboro, a neat

and tastefully kept village, containing two hotels and comfortable accommodation for travellers, situate about two hours' ride from Salisbury on the Salisbury and Harvey Railway, drives the distance from that village to the foot of the hill just mentioned, through a region seldom surpassed for natural beauty. The country here is rugged and hilly. To the right the eye rests upon hills rising many feet above the level of the sea while on the left rises and falls the flooding and ebbing tide of the Petitcodiac river. Between the river and the hills stretch broad marshes covered with a wealth of waving grass, the prolific source of wealth to the owners. It will presently be cut, and in the form of good merchantable hay, fill to overflowing the numerous barns, commodious though they may be, everywhere visible. On the other bank of the river may be seen many thrifty farm-steads, rich fields of green grass or grain alternating with those upon which have been planted and where are now rapidly ripening the potatoes and other products of the farm.

Some three miles from Hillsboro the main or what is known as the Shore Road, is left, and a picturesque drive of four miles brings us to the lake. The approach to the hill on which in calm placidity lies the object of special interest, is over a green meadow, through which meanders a sluggish brook which halts lower down to turn a mill. On either hand rises a range of hills, which as before stated, may almost be dignified by the name of mountains. At the foot of one of these hills is a bridge of rude but picturesque design, crossing which the ascent is begun. From here, the road, which is dug out of the clay which forms the side of the mountain and partially paved with plaster, leads directly to the mouth of the cave or entrance to the lake before described. And here, at this altitude above the sea level, lies the lake, its bosom forever

unruffled by wind or storm, its temperature unaffected by any rise or fall of thermometer—ice cold, whether the mercury climbs up among the nineties or nestles in the globe at the bottom of the glass—a body of water forty-five feet wide by one hundred feet long and fifteen feet deep, and covered by a vaulted and colored roof, the white and gray, and tints bordering on blue, of the plaster, alternating or mingling with the red and brown of the clay—the whole held together and supported by nature's unswerving law of cohesion. From crevices here and there in the roof, the large drops of water amidst the otherwise dead silence, constantly splashing into the body of the lake, and the eternal rocks piled on rocks around and above the semi-darkness and shadows, give the visitor an awesome sort of feeling, and added to the chill and dampness of the air usually make him satisfied with what he has seen after a very few minutes' stay.

The descent although steep is not dangerous or even difficult. The first half of the distance is made by the aid of a rope to which one clings and easily conducts himself down to a landing where a pair of steps lead to the margin of the water. But it is suggested to those who have the place in charge that at a very small expense, proper steps could be built from the surface of the hill directly to the margin of the water which would not only facilitate the descent and return, but would avoid damage to the visitor's clothes, some times unavoidable, owing to the dampness and the softness of the clay over which under present arrangements one is obliged to pass.

The water, clear as crystal, yet showing a blue tinge from the reflection of the plaster forming the roof of the cave in which the lake lies, remains always at about forty-two degrees of cold. Although careful search has been made, the source from which the lake

is supplied with water has not yet been discovered. A stream through which it is supposed to empty may be traced a distance of about one hundred feet below the lake, and another stream at the base of the cliff it is thought has its origin through an as yet unlocated subterranean passage from the lake. The water in the lake is moderately hard and good for drinking purposes, though it has a slightly mineral taste ; but in the stream at the base of the cliff just mentioned it is exceedingly hard and has a taste which renders it quite unfit for use. The whole range of hills along and through which it courses, is largely composed of gypsum and it is supposed that the water in its passage through the rock receives its peculiar and rather unpleasant taste from coming in contact with the gypsum, and possibly partly also from the effect of its passage through the mineral clay of which the mountain is in part formed.

While it is true that every great work, whether of art or nature, must be seen to be appreciated, yet it is also, in general true that what has been made by man can be described by man. But when it comes to works of nature, man's descriptions utterly fail to give an adequate conception of the thing attempted to be described. Therefore, I leave further description of this marvellous natural wonder to others more capable of doing justice to the subject.

C. A. STEEVES.

AT PORTLAND POINT.

Twelfth Paper.

The story of Portland Point in pre-loyalist days is well nigh ended, having in the telling exceeded very considerably the limits at first assigned it in the mind of the writer. Doubtless the narrative might have been rendered more entertaining by the omission of many of its details. It must be remembered, however, that in an historical paper of this description the writer's ambition usually is to so thoroughly investigate the materials at hand that no student of local history need in future work over the same ground. This mode of working has its disadvantages. It renders it impossible to exclude topics merely because they are commonplace, for a faithful historic narration necessitates the representation of events as they really occur, commonplace or otherwise. The temptation to linger over romantic incidents in order to enhance the reader's interest has also to be resisted in order to confine the story to reasonable bounds.

The extracts that have found a place in this series of papers are taken both from public documents and private correspondence and are given for, the most part, *verbatim et literatim* with the design of letting the chief actors in the old time scenes speak for themselves. In our last paper the circumstances were detailed which led to the formation of a business partnership between the Honorable Michael Francklin and Messrs. William Hazen and James White for the purposes of "masting" and general trade on the St. John river. By their contract with the Imperial government the company agreed to furnish a certain quantity of masts, spars, anchor-

stocks (of birch and white maple), and ton timber, the whole to be delivered at the mast pond near Fort Howe by the end of May, 1782.

In order to carry on their operations to advantage, supplies were sent up the river to Maugerville and St. Ann's in small sloops of about ten tons burden, such as were commonly employed on the river. Three of these little vessels bore the then popular feminine names of "Polly," "Sally" and "Lucy." The first of the trio had long been in the service of Hazen, Simonds and White, and her name will be familiar to the readers of these papers. The "Sally" was navigated by William Simpson, and Daniel Leavitt was master of the "Lucy." The supplies required for the business seem to have been not inconsiderable. Goods to the value of £1,430 (nearly \$7,000) were sent to the care of Samuel Peabody on board the "Sally", October 23, 1782, and other consignments were forwarded from time to time.

The masts, spars and timber prepared in the woods by the workmen were usually hauled to the water by oxen during the winter. In the month of March the King's purveyor was permitted to certify the number and sizes of the sticks that had been brought to the river's banks "trimmed four-square and fit for rafting," and upon receipt of his certificate Colonel Francklin was at liberty to draw a portion of the money, due on fulfilment of the contract, from the naval storekeeper at Halifax. The masts were rafted and then floated, or towed by sloops, down the river to Fort Howe where they were stored for shipment in the "mast pond." The mast pond was a little cove a short distance to the westward of Portland Point that had been closed and fenced in for the purpose of receiving the masts at the expense of the British government.*

*Hazen and White subsequently claimed the mast pond as their property, and after the arrival of the Loyalists they rented it for several years to James Glenie at £15 per annum.

The mast ships usually sailed from Fort Howe to Halifax under convoy. In the spring of the year 1782 the *Atalanta* and another war vessel were assigned to the special duty of protecting the Bay of Fundy.

The rapid development of the masting industry is shown by the report of Captain John Munro on the state of settlement of the St. John river in 1783, submitted to General Haldimand in the fall of that year, in which he says:

On the river St John's are the finest Masts and Spars that I have ever seen. I saw at Fort Howe about six thousand pounds worth. Two ships were loading when I left that place [the 26th September], I suppose there were masts sufficient there to load ten ships. * * The proprietors of the lands sell the Pines standing for 8 dollars each tree."

During the year 1782 there was considerable friction between the rival contractors on the St. John, and William Davidson with his purveyor, George Andrew, on several occasions came into collision with Samuel Peabody and his purveyor, John Hayes. The fact that Mr. Davidson was the first in the field gave him some local advantages which were increased by the predilection in his favor manifested by Lieutenant Constant Connor and his small garrison at the Oromocto block house. John Hayes observed in one of his letters to Hazen and White, "I am sorry to say that Lieut. Connor is much attached to Davidson and Andrews, his orders from Sir Richard Hughes specifying to give Davidson all the assistance in his power, and on that account Davidson carries much more sway than he otherwise would."

However the local advantages that were Mr. Davidson's were more than counterbalanced by the powerful influence of Michael Francklin at headquarters as will presently appear.

The new company were soon vigorously employed and their progress is recorded in the letters Hazen and

White wrote to Francklin from time to time, of which the following is a specimen :

FORT HOWE, 23rd March, 1782.
 DEAR SIR,—Since our last we have been at Maugerville viewing the masts, &c. &c. Mr Peabody hath cut down and procured as many sticks as could be expected under the disadvantage of having the other Contractor at his elbow. You will find enclosed Mr Hayes account and certificates of the number and sizes of sticks on the banks trimmed four square fit for Rafting: they have about 120 more cut, many of which cannot be got out this season. Mr Peabody set off on the 14th inst, to view a Glade of Pines on the Grand Lake about 40 miles distance from Mr. Simonds House where he hath a number of men to work. His intention is not to cut any but what can be bowsed out where they will float in the Spring freshets. No doubt but that we will be able to complete our contract by that method by the time limited, tho' under many disadvantages.

The French people at Kanibikashes hath about 100 sticks cut. They say they shall be able to get out and bring here this Spring about 40 sticks, the others they can get out in Summer. Pork, beef and corn is very scarce and dear; the two former not to be bought. Have engaged what wheat and Indian corn we could on the River. * * *

Mr. Baxter* is here with his family and appears to be in distress. Please to let him have forty pounds on our account.

Davidson expects to have 200 sticks out this season and near as many more cut in the woods; he gives the people larger prices for sticks (and takes them at Maugerville or elsewhere afloat) than we give Mr. Peabody delivered here. Mr. Baxter is in search after land: we wish your advice to him if we had not better take our tract with him.†

We must have two or three hundred pounds in cash here by the first conveyance.

Yours, &c.

HAZEN & WHITE.

Hon. Col. Michael Francklin.

The reference in this letter to the arrival of Simon Baxter and his family at St. John is interesting.

*Capt. Simon Baxter of New Hampshire, a Loyalist, was proscribed and banished and his property confiscated. In the war he was captured by the enemy and condemned to be hanged. When brought out for execution he broke from his captors and fled, with the rope about his neck, to Burgoyne's army. In conjunction with Major Studholme and others, he obtained a grant of 9,500 acres on the Kennebecasis. He died at Norton in 1804, aged 74 years.

†Colonel Francklin says in his reply to Hazen & White, dated April 25th, 1782:—"With respect to Lands, Mr. Baxter has a plan from the surveyor's office of the Township granted to Sir John St. Clair & others, which reaches on the Kennebekishah River. Such of them as are American Proprietors and not in the King's service will have their shares forfeited. Mr. Baxter has orders to run the lines that we may know where they fall. In this Major Studholme & others may be accommodated, but Mr. Chas. Morris says that you (Mr. White & Mr. Simonds I think) have already had lands as disbanded officers. I think he told me near Fort Howe, so that when it comes to the point your old memorials will be produced."

They were perhaps the first of the thousands of loyal refugees to arrive. Certainly Captain Baxter reaped substantial advantage in being early on the ground, for on August 15, 1782, a grant of 5,000 acres was made to him as a reduced subaltern officer and loyal refugee and 500 acres to each of his sons. The names of Gilfred Studholme and John Hazen were inserted in this grant, the former for 2,000 acres, the latter for 500. Major Studholme afterwards secured a block of 5,000 acres at the Mill Stream, opposite Apohaqui railway station, to which he gave the name of Studville. On this property he settled and there he died in October 1792. The parish of Studholm perpetuates his name.

Sir Richard Hughes was succeeded as Lieutenant-Governor, in 1781, by Sir Andrew Snape Hamond. Both Hughes and Hamond in turn held the office of commissioner of the naval yard at Halifax. Colonel Francklin kept on excellent terms with the Lieutenant-Governors who were at the head of affairs in Nova Scotia, while Governor Legge was absent in England.* An amusing specimen of his diplomacy is contained in a letter to Hazen and White in which he writes :

“However high Indian corn may be, I wish you would send twenty bushels to Sir Andrew for his poultry, in which Lady Hamond takes great delight, and pray don't omit getting her some wood ducks in the approaching season.”

Under date March 30, 1782, Hazen and White wrote Francklin respecting the situation of their affairs on the River St. John:

We mentioned that Davidson will have about 200 sticks this season and near as many more cut in the woods, having employed almost half the inhabitants in cutting. We should not be surprised to hear that he with many of the Inhabitants should memorialise the Commissioner for orders to have all his sticks

*Francklin was himself lieutenant governor of Nova Scotia from 1766 to 1776, when he was retired from the position in consequence of some differences with Governor Legge.

received; if so, and he should succeed, another contract for us would be of little advantage as he hath raised the price of provision and man and ox labour—oxen at 7s. 6d. per pair per day, and men in proportion. We can't believe he will be allowed to proceed in getting any more than to fulfil his contract. We should be glad to have an order to get out the sticks which we have cut over and above our contract, as Mr Peabody is of opinion they may be got out much cheaper in summer than in winter and may be ready to ship in the fall. The sooner we know if we can have another contract the better as we may be preparing to carry on the Business to advantage. Indian Corn we believe will be 10s. per bushel this Spring on the River: we were told the day we left Manguerville that Davidson had given that price."

At this time nearly all the supplies required for the masting business commanded high prices. Flour retailed at Halifax at \$11 per bbl., and the freight to Fort Howe was \$1.50 additional per bbl. Pork sold at Halifax at \$25 per bbl. and upwards. Colonel Francklin was able to secure a bargain occasionally by attendance at the auctions of the cargoes of the prizes brought into Halifax by the British cruisers. A certain amount of produce also could be purchased on the St. John river, but at higher than ordinary rates for the double reason that there was now a larger population to provide for—men coming from Windsor, Cumberland and Passamaquoddy to engage in the masting business—and at the same time fewer persons left to engage in the cultivation of the land.

Men and oxen were almost as much in demand in summer as in winter. The spirit of speculation was introduced into the country and the improvement and cultivation of farms retarded.*

The pines of our primeval forests were evidently of magnificent proportions. Samuel Peabody, writing to Hazen & White, casually mentions cutting a yard 110 feet in length and 26 inches in diameter, and a mast of 38 inches in diameter, with other yards and masts of

* Peter Fisher, in 1825, points out the evils resulting from the prodigal way in which the timber business was conducted. He says, "In this country there is no article that can in any degree furnish exports equal to the pine, which is manufactured in the simplest manner and got to market with but little trouble." He enters a strong plea for the preservation of our forests. (See Sketches of New Brunswick, pp. 68, 71.)

nearly equal size. The company's contract with government specified that in measurement of masts the diameter was to be taken one third from the butt. Whether Mr. Peabody's measurements were of this description or not is not very clear, but if so, the size of the trees is still more remarkable. Many of the largest pines grew on the Rushagonish, a branch of the Oromocto. On Samuel Peabody's recommendation,* Hazen and White applied for a tract of land in that quarter. Sir Andrew Snape Hamond and his council very obligingly acceded to their request, and on August 3, 1782, granted 8,000 acres to Wm. Hazen, James White, Jacob Barker and Tamberlane Campbell as reduced (disbanded) officers serving in America during the last French war. Tamberlane Campbell immediately sold his share of the grant to Samuel Peabody for a small consideration.

The first masting contract of Francklin, Hazen and White extended to the 31st of May, 1782, but shortly before its expiration Colonel Francklin wrote :

"There is no doubt of another contract, or of Sir Andrew's friendship for me ; therefore go on and get out as many sticks as you can, and throw down as many as you are sure of getting out between this and Xmas, at least, for be assured of it we shall have another contract, and I mean to apply for a standing one when I go to Halifax again."

After securing possession of the lands at Rushagonis, Samuel Peabody assumed absolute control of the masting operations there, even to the appropriation of trees that had been previously cut by Mr. Davidson.

*Under date May 14, 1782, Samuel Peabody wrote to Hazen and White :
 "Respecting getting lands granted, I highly recommend the land at Oromocto-branch called Roosagwanish, the place that Mr. Beckwith got surveyed. I am at work at that place and find it valuable for soil, mills and masts and board timber. I beg you would not let any opportunity slip for securing that important place."

This action drew forth the following vigorous remonstrance on the part of that gentleman.

MAUGERVILLE, 9th December, 1782.

SIR:—I'm not a little surprised at a piece of your conduct that has lately come to my knowledge, which is your trimming my masts, &c, upon the stream of Rushaganes and its vicinity. I had a special order from Government to cut masts, yards, &c. for His Majesty's use wherever I could find them at the time I cut these sticks, which constitutes as good a right in them as could be given. If (by some kind of means) after they were cut, the people you're concerned with got a grant of the lands on which they were, it could not be supposed to extend to a prior right any other person had derived from as good authority. But in the meantime I shall not take the trouble to say any more on the subject than to desire you will from this time desist from meddling with any sticks that have been cut for me and also relinquish what you have already meddled with. I wish to live peaceably, but I have lately experienced so many instances of your most barefaced and wanton oppression to my prejudice, that there's no longer a doubt with me what course I must be under the disagreeable necessity to take that I may obtain redress and do justice to myself and Family.

I shall expect your immediate answer for my future government and am, Sir,

Your Humble Servant,

WM. DAVIDSON.

MR. SAMUEL PEABODY.

It is evident from the correspondence of Hayes and Peabody that the people on the St. John river took a lively interest in the quarrel between the rival lumbering concerns. Their sympathies were divided, and strong party feeling prevailed. As a consequence extravagant rumors often filled the air with regard to the actions and intentions of either party. Peabody and Hayes asserted that Mr. Davidson's men cut down trees specially reserved and marked with the "Broad Arrow" by the King's purveyor, also that "injudicious people" were employed to cut sticks all over the country, many of which were destroyed by felling them improperly and others left to rot in the forest. Colonel Francklin very reasonably suggested that these charges should be properly formulated and supported by affidavits before being presented to the authorities, and it appears that when it came to the point there was

difficulty in producing substantial evidence against Mr. Davidson.*

However, Sir Andrew Hamond decided that having more than one contract for supplying Government with masts was a thing undesirable because of its enhancing the price of labor and diverting the attention of the settlers from the improvement of their farms, whilst offering no benefit to his Majesty's service."

Francklin, Hazen and White sent supplies of goods up the river from time to time for general trade with the inhabitants as well as for their masting business. Salt they sometimes bartered for Indian corn—two bushels of the former for one of the latter. Philip Weade continued to keep a store at St. Ann's, receiving his goods from Hazen and White, and giving them in return moose and beaver skins brought in by the Indians and Acadians. The little sloops that came up the river generally secured return cargoes of boards, long shingles, clapboards, oar rafters, etc., and occasionally they went to Grand Lake for coal. There were mills on the Oromocto prior to 1781; another was built by Samuel Peabody for the company about this time. Masts were cut as far up the Oromocto stream as the union of its two main branches near Fredericton Junction.

A few sentences culled at random from the correspondence of Hayes and Peabody will throw a little side-light on the difficulties attending the masting business:

"We are very badly off indeed for chalk lines having nothing of that kind to make use of but twine. * * Owing to not

*Samuel Peabody wrote James White Aug. 18. 1782. from Maugerville: "I have not completed the business that Mr. Francklin was in want of on acct. of the fear that People are in of Davidson; expecting him along this way every day with great Power as he has wrote to his wife to procure what oxen and hay she can. It is supposed he will have another Mast Contract and if that should be the case these people that can clearly give their oaths that Davidson did interfere with our business are afraid of getting his ill will and being injured by him, and seem to refuse to give evidence except they are summoned to it."

having the runners of the slay shod; they wore out in coming up: the horse turns out midlying."—[Hayes, Jan. 21, 1782.]

"The people that have undertaken to cut masts in the Grand Lake want to be supplied with provisions. They promise to get 60 or 70 sticks, some of them very principal sticks."—[Peabody, Feb. 4, 1782.]

"Davidson is almost Done—his situation is this, No Workmen, No Rum, No Provisions, he's nearly possessst of Pandora's Box."—[Hayes, Feb. 5, 1782.]

"Finished hauling masts at Roosagwanis last Thursday. Got out 37 sticks without any misfortunes and tomorrow morning shall move our teams to Glazier's* where I expect to get out 40 or 45 sticks. * * Men's wear is much wanted such as thick clothes also a few blankets, if you can procure them, as some men are obliged to sleep without blankets in the camps."—[Peabody, Feb. 9, 1782.]

"Mr. Suil, who goes with Mr. Bradley, wants some provisions; he is concerned in the sticks that Company has cut back of Oak Park. I should not have given him encouragement of getting provision on the above account had you not desired me to buy what sticks I could."—[Peabody, May 14, 1782.]

"Our common labourers value their hire very high (as there are so many mast cutting) running from place to place to get sticks for the highest bidder."—[Peabody, Dec. 25, 1782.]

"Some chocolate is wanted for our Masting Camp for at present we use Spruce Tea which causes sum murmuring. I have hauled 27 sticks at Rosagwanes, amongst which are two of largest size. Have three 32 inch masts to cut and one of 34 inches. * * I am this moment setting off with our main chain which we broke last Saturday evening with hauling our largest stick of 38 inches diameter."—[Peabody, Feb. 2, 1783.]

Colonel Michael Francklin died at Halifax, November 8, 1782, universally lamented by all classes. After his death Hazen & White continued the masting business some years longer, leaving the practical oversight largely to Samuel Peabody. They engaged Benjamin Glasier and others as sub-contractors. Their old rival, William Davidson, also continued his operations on quite an extensive scale. His influence in the community is shown by the fact that he was early in the year 1783 elected a member for the county of Sunbury in the Nova Scotia House of Assembly. Evidently there was

*The reference is to Benjamin Glasier who will be further spoken of shortly.

a contest, for a petition was presented on the part of some of the freeholders protesting against his election as being undue. Mr. Davidson, however, attended the ensuing session of the House at Halifax and took his seat.

Benjamin Glasier, who has been mentioned in several of Samuel Peabody's letters, came to the St. John river from Massachusetts in the year 1779. He purchased, October 17, 1782, from Benjamin Bubier for £200, a tract of 1,000 acres at "Morrissania," so named after Hon. Charles Morris, the original proprietor. The property was situated about six miles below Fredericton, in what is now the parish of Lincoln, and is yet in possession of the Glasier family. Mr. Glasier is described in the deed of conveyance as a "shipwright." It is claimed by his descendants that he was a brother of Colonel Beamsley P. Glasier, of the Royal American or 60th regiment of foot, who has been frequently mentioned in the earlier papers of this series. Benjamin Glasier before coming to this country, had served as a Lieutenant in one of the Massachusetts's Infantry corps in the French and Indian wars. He was taken prisoner at the siege of Fort William Henry. His commission, carefully preserved as an heirloom by his descendants, bears the signature of Hon. Thomas Hutchinson, the last Royal Governor of Massachusetts.

Benjamin Glasier was the progenitor of the well-known family of which the late Senator Glasier (familiarily termed "the main John Glasier") and his brothers Stephen, Duncan and Benjamin were members. The operations of the Glasiers in lumbering and shipbuilding extended over well nigh a century. At one time they were undoubtedly the largest operators in New Brunswick, employing over 600 men. Their production in earlier years consisted principally of pine timber, which was shipped to Liverpool, England.

The late Senator Glasier began his lumbering operations on the Shogomoc in York county, and afterwards, in company with his brother Stephen, extended them to the waters of the upper St. John. He was the first lumberman to bring a "drive" over the Grand Falls, and is said to have been the first white man to explore the Squatook lakes. He died at Ottawa in his 84th year, during the session of 1894, while engaged in the discharge of his parliamentary duties. It is a curious fact that the expression, "He is the main John Glasier!" once so familiar on the St. John river, is today commonly heard in Minnesota and other western States, and few who hear it have any idea of its origin. It was probably carried to the west by some of the St. John river lumbermen who migrated thither.

It is a remarkable circumstance that the present members for the county of Sunbury in the New Brunswick legislature, Parker Glasier, and J. Douglas Hazen, are great-grandsons, respectively, of Benjamin Glasier and John Hazen, old neighbors and worthy residents of Sunbury one hundred and twenty years ago. At that time Sunbury included nearly the whole of the province, now it is a very modest little constituency.

The last paper of this series told the story of our first provincial election in November, 1785, in the course of which John Hazen correctly predicted defeat for James Simonds and Nehemiah Beckwith at the hands of the Loyalist candidates Hubbard and Vandenburg. John Hazen, however, was not competent to predict that his own great-grandson (who by the way is Nehemiah Beckwith's great-grandson also) would be elected to represent the old historic county of Sunbury in the year of our Lord 1899.

Before concluding this series of papers it will be well to take a parting glance at Portland Point and its environments at the time of the arrival of the Loyalists. The

great majority of the latter settled on the rocky peninsula south of Union street, laid out by Paul Bedell as the Town of Parr in the summer of 1783. Some individuals, however, purchased or rented lands from Hazen, Simonds and White, and thus the population of Portland was considerably increased. The following persons settled at or near Indiantown, viz., Samuel Wiggins, John Wiggins, Willet Carpenter, Samuel Lockwood, Benjamin Stone, William Eagles, Caleb Merritt, Elnathan Appleby, Robert Lasky, Robert Thomas and others. Just outside the bounds of Parrtown, between Gilfred street (now Union street) and the old mill pond, lived Ebenezer Holly, Thomas Hopwood, Angus McKay, William Wise, Peter Griff and Peter Gaynor. On the other side of the pond, just beyond the old mill dam lived Richard Graves, and Morris Wooton. The first bridge here did not follow the present line of Mill street, but ended at the elevation north of the Union depot, then called Wooton's Point. The first bridge must have been built shortly after the arrival of the Loyalists and was undoubtedly a rude affair. Indeed the one that replaced it appears to have been of a decidedly primitive character, judging by the specifications found in the following advertisement in one of St. John's early newspapers:—

PUBLIC NOTICE.

WHETHERAS the CORPORATION of the City purpose building a BRIDGE on the Public Highway, leading out of the City towards the INDIAN-HOUSE, to commence at the City side of the Saw-Mill dam, thence to run in a direct line to *Wooton's Point*, so called, agreeable to the following outlines, to wit— At the end nearest the City a Butment composed of Logs (not less than 12 inches diameter) in the form of a Wharf, and sufficiently ballasted with stone, 12 feet by 15, from which five large strong pieces (not less than 14 inches diameter) to be extended to reach the Rocks at *Wooton's Point*, those to be supported under in three different places by good and sufficient Posts and Girths, the whole to be laid over with a flooring of Cedar Logs, not less than 8 inches at the small end, and to be well covered;

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and made smooth with gravel. The Bridge to be 25 feet broad and 120 feet long, and guarded on each side with staunch hand Rails four feet high. The particular plan may be seen at the Office of the Common Clerk, to whom all persons wishing to contract for the building of the above Bridge will send in their Proposals in Writing, (*Sealed*) on or before the 10th day of February next.

By order of the Common Council.

CHARLES I. PETERS, C. C.

St. John, January 16th, 1802.

Not far from the north end of the old mill dam, nearly opposite the Mission Chapel, there was a brewery owned by Charles McPherson, and along the shore to the westward lived William Hilt, John Weir, — McMahan and Archibald McNeil. In addition to the dwellings of those already named, houses were built by Hazen, Simonds and White for the following tenants at various places, viz., Andrew Lloyd, Stephen Dow, Silas Parker, William Sprague, John Thomas, Samuel Coombes, Silas Sloom, Alexander McAlpine, and Messrs. Day, Salisbury, Armstrong, Hardcastle and Peters.

The chief highways at this time were the road leading to the Indian House and a road from Fort Howe, eastward to Lily Lake and the Marsh, with a branch leading to the city around the head of the mill pond. There was also an old road from Portland to the settlements on the Kennebecasis which crosses the head of Hunter's cove (now called Drury's Cove), by a wooden bridge of ancient fashion. The remains of the bridge were in existence some fifty or sixty years ago.

The road to Indiantown probably has today a greater traffic than any other highway in the maritime provinces, but in early times it was indeed a hard road to travel. It was a succession of rocky hills and hollows that became sloughs in wet weather, well nigh impassable. To the pioneers at Portland Point, the sight of Main street today, thoroughly paved from end to end, with electric cars and asphalt sidewalks, would

appear a transformation almost miraculous. A story is told of Asa Blakslee, the old time soap and candle maker, that he was accustomed to transport his wares to Indiantown on a wheel barrow in order to ship them by vessels going up the river. Part of his equipment was a plank to be laid down where there were very bad mud holes so that he could push the wheel barrow across.

W. O. RAYMOND.

OUR FIRST FAMILIES.

Eighth Paper.

The census of Acadia for 1671 contains the names of Perrine Landry, widow of Jacques Joffriau, aged 60, and of René Landry, aged 53, and his wife, Perrine Bourc. The latter pair had seven children, two sons, Pierre, aged 13, and Claude, aged 8, and five girls whose names and ages are not given. Marie Landry, who was the wife of Laurent Granger, and who had two very young children, we may assume to have been one of René Landry's five daughters. Marie Landry, who was the wife of Germain Doucet, and who had three children, the oldest six years of age, may have been the daughter of the widow of the deceased Jacques Joffriau Landry. Antoinette Landry, who was doubtless a sister of René Landry, was the wife of Antoine Bourc, and had eleven children, four of whom were then married. René Landry was probably one of the earliest of the Acadian settlers and a contemporary of Latour. His name does not appear as a signer of the memorial of the ancient inhabitants made in 1687, so we may presume that he was not then living. He was not rich in 1671 but was in comfortable circumstances for an Acadian farmer, being the owner of ten head of

horned cattle and six sheep and having twelve acres of land under tillage that year.

When the census of 1686 was taken some of the Landrys had taken up their residence at Mines. Claude Landry, a son of René, was one of the first settlers of Mines, and he had associated with him Antoine Landry, who may have been a brother of his, but whose name does not appear in the census of 1671. Antoine may not have been born in 1671, but it is more likely that his name was omitted from it by accident. The Landrys occupied a very respectable position in Acadian society. Marguerite Landry was married in 1712 to Charles d'Entremont, a grandson of Charles Latour, and in 1717 René Landry married Marie Joseph d'Entremont, a granddaughter of Charles Latour. These alliances attest to the standing of the family in Acadia at time, and they have ever since maintained a good position in this country.

When the census of 1714 was taken persons of the name of Landry were living both at Port Royal and Mines. In 1720 Charles Landry was one of the deputies elected by the people of Annapolis River, to appear before the council. In 1721 Antoine Landry was sent by the inhabitants of Mines to the council at Annapolis to make explanations in regard to the pillage of the vessel of one Alden by the Indians. In 1727 Charles Landry, one of the deputies of Annapolis River, was arrested with three others for contempt of the government in having assembled the inhabitant contrary to orders, framing a rebellious paper and refusing to take the oath of allegiance. He was soon released. The oath of allegiance of 1730 was signed by eight inhabitants of the Annapolis River named Landry, Jean, Jean Batiste, Francois, Pierre, Charles, Joseph and two Claudes. There are many references in the Nova Scotia documents of that time to persons named Landry,

for they were numerous and active. Antoine Landry was one of the inhabitants of Mines who in 1744 refused to give supplies to DuVivier who was then about to besiege Annapolis. Pierre Landry was one of the Piziquid deputies who went to visit Governor Cornwallis at Halifax on his arrival there in 1749. There were forty-four families of the name of Landry among those deported from Mines by Winslow in 1755, a fact which shows a very rapid increase since the census of 1671, eighty-four years before. But even this did not exhaust the number of the Landrys of that time for there were twelve families of that name in 1752 at Beausejour who were refugees from other parts of Acadia, and there were several families of the name at Port Royal.

When the Loyalists came in 1783 there were many French Acadians residing on the St. John river, amongst others Amant Landry, who had a wife and four children. There are now about five hundred families of the name in the Maritime Provinces, the larger number of them being in the counties of Gloucester and Westmorland. In the former county there are 161 families; in the latter 131. There are 36 families of Landrys in Kent, 30 in Madawaska, 12 in Northumberland and 9 in Restigouche. There are about 100 families in Nova Scotia, most of them in Richmond Co. Amand Landry, a resident of Westmorland, was one of the first Acadians to be elected to the Legislature of this province, and he occupied a seat in the House of Assembly for a great many years. His son, Pierre A. Landry, was the first Acadian to become a member of the Provincial government and the first to become a judge of the Supreme Court of New Brunswick.

The name of the LeBlanc is one of the most widely diffused of any in this modern Acadia. There are upwards of thirteen hundred families of that name in New Brunswick and Nova Scotia, four-fifths of whom live in

this province, more than six hundred of them in the county of Westmorland. There are three hundred families named LeBlanc in Kent county. On looking over Friar Molin's census of Acadia taken in 1671 as printed by Rameau, we do not find any person named LeBlanc and therefore we might conclude that the LeBlancs were not among our first families. But this would be an error. Among the names in this census is that of Daniel LeBland which is a copyist's error for LeBlanc, due to Molin's bad handwriting. The proof of this lies in the fact that the name LeBland does not appear in the census of 1686 or any subsequent enumeration, while that of LeBlanc takes its place. Daniel LeBlanc was forty-five years old in 1671 and he signed the memorial of 1687 as one of the "ancient inhabitants." His wife was Françoise Gaudet, and they had seven children, six boys and one girl. The oldest son was James, aged twenty; the one daughter was Françoise, who was the wife of Martin Blanchard, a young man of twenty-four, and who had no children when the census was taken. Françoise we may assume was about eighteen at this time and newly married for Stephen, the second son of the LeBlanc family, was only fifteen, so that Françoise was doubtless the second child. The other sons were René, Andre, Antoine and Pierre. René who was fourteen years old when the census of 1671 was taken was one of the first settlers of Mines and the LeBlancs in time became more numerous there than in any other settlement in Acadia.

The LeBlancs fill a large space in the annals of Acadia. Daniel, the founder of the family, was rich, according to the Acadian standard of wealth, being the owner of 17 head of horned cattle and 26 sheep, and cultivating ten arpents of land. After the English took possession of the country, some of the LeBlancs were largely in the confidence of the government at

Annapolis and gave them good service. James LeBlanc, who may have been the oldest son of Daniel, was one of the deputies for Annapolis River in 1720. Three residents of Annapolis River named LeBlanc, Paul, Joseph and Jean Simon, signed the oath of allegiance of 1730. René LeBlanc of Mines, who may have been the original René or his son, seems to have been a good deal employed by the government. He was engaged to build a barracks at that place, but this work was stopped by the Indians, who abused and insulted him. This was in 1732 when René LeBlanc would be 75 years old. Major Cope related to the council at Annapolis that "On Thursday evening, the 13th July, 1732, there came into Renée LeBlanc's house at Mines three Indians, Jacque, son to Winaguadishnick, Antoine his brother and Andress his cousin, all living upon Piziquit River, who in a most villanous manner and with opprobrious language; insulted the said René LeBlanc and Peter his brother, saying that all the LeBlancs were dogs and villians except François, and that as for René, he had a dagger for him for that he was going to build a fort for the English." Major Cope added that René LeBlanc had often been insulted in like manner for no reason that he could discover but that he was employed and trusted by the government.

Claud LeBlanc was one of the dupties from Grand Pre, who went to Halifax to meet Governor Cornwallis in 1749. There were ten families named LeBlanc at Beausejour in 1752, refugees from other parts of Acadia, and fifty-eight families of the name were deported by Winslow from Mines in 1755. The LeBlancs, however, did not lose their hold on Acadia, and they are now one of its leading families and have contributed members to the legislature and to Parliament.

JAMES HANNAY.

A NIGHT IN THE DEEP.

"Oh yes, the water looks well enough to you, I dare say; but for my part, I can't bear the look of it!"

I had been driving along the New Brunswick shore of Northumberland Strait one glorious summer morning; and the noon tide hour having arrived, was now in quest of a place of refreshment for man and beast. I had not seen the usual sign denoting such an establishment, since early morning; and being a total stranger in the province, had not yet learned that my friendless position gave me a claim upon the hospitality of the people, gladly and bountifully recognized by all who had anything in the way of hospitality to offer.

Neither did I notice that I had nearly run over an elderly gentleman in a straw hat with a very wide brim and a very high pointed crown, till his exclamation of alarm drew my attention to him. I had reached a sharp turn just as the elderly gentleman was about to cross, carrying a pail of water from a roadside spring.

One glance, however, a moment after, must have assured the old man of his personal safety, and have shown him that, in my anxiety to clear him, I had reined the horse in and was now backing across the road towards the ditch, which I should soon have reached had he not seized the horse's bridle in time to save us from toppling over.

"Ah! man, who has been the fool to trust *you* with a horse?" was the somewhat contemptuous though justifiable query when we were all safe again in the middle of the road.

When the excitement consequent upon this little incident had subsided, I began to enquire the where-

abouts of the nearest public house, with a view to dinner.

He informed me that the nearest house of the kind was still three miles ahead, but that I might have dined at any farm house along the road. Now, however, the noon hour being nearly spent, he supposed I would have to be satisfied with the meal his poor place could supply, unless I cared to run the risk of faring worse by going farther.

I gladly accepted his hospitality, and after dinner we sat upon a pile of logs beside the house, the old man smoking his pipe and I to windward of him, inhaling the sweet scent of fir balsam from the wood, and gazing at the fair prospect of grain fields and meadow land extending right down to the sea, which here lay before us, as still and blue as the tideless Mediterranean.

It was then, in answer to my expression of admiration of the beauty of the scene, that the old man used the words with which this story opens.

Observing the expectant look with which I greeted this peculiar announcement he proceeded to recount the following adventure:

I had been in this province less than a year, working in the lumber woods most of the time, when, the following summer I obtained employment rafting deals for shipment in the vessels which always take in their cargoes outside the bar; the water within being too shallow to admit of anything larger than a fishing schooner riding at anchor in low water.

We built our rafts then as they do now, at the mills at the mouth of the river, by placing the deals in rows, one on top of the other, close together, each row being laid at right angles to that below it, the whole being securely bound by ropes or by stakes running through auger-holes in extra planks, extending across the ends of the raft, above and below. In

calm weather two men can easily float one of these rafts out to the vessel that is to receive it, and this work usually fell to me and a man named Foster. But Foster and I were not on good terms. I had, unfortunately, upon one occasion, knocked him off the edge of a raft into the water with one of the planks with which we were making the raft, and although the accident was due as much to his clumsiness as to any fault of mine, he laid the blame upon me, and vowed to "take it out" of me some day. I did not regard this altogether as an idle threat, for the man was known to be of a vindictive temperament, and I supposed he would choose some unguarded moment to give me a ducking in return for the one he had received. And the sequel proved the correctness of my surmise. But I fell short in my estimation of the malignaity with which he intended to carry out his revenge.

It was towards the close of the summer when, with a gang of men, we were loading a bark at the mouth of the Chimogoui River, from a place about five miles up the Shore, that Foster and I were to be ready one night to take a raft that had been completed during the day, to a point of land about half a mile from the vessel, so that no time might be lost in loading next day. The raft was not ready until late that evening, and then we had to wait for the tide to float us off.

At ten o'clock that night, when I returned to the raft, I found Foster already there and grumbling about our being late in getting off. He said he was afraid we should hardly get over the bar now, as the tide was already running out, and the raft was an unusually heavy one. But there was a good breeze blowing off the shore, and I knew there would be plenty of water. We hurried up, removed the poles which were driven into the mud outside the raft to hold it in its place, tied our boat to the raft and pushed off.

We got over the bar safely, and were fairly on our way down shore, when Foster said he was going to the tavern at the Point, for a bottle of rum he had promised old Comeau he would take to one of the crew of the bark. I objected a little to his leaving the raft, at all; but he said he could row back in fifteen minutes, which was true enough, and that the raft would go straight along now, for an hour or more, without any trouble. So he took the boat, and in about five minutes he had landed at the Point. But at the expiration of the quarter of an hour, he had not returned; and the raft, favoured by wind and tide, had got well into deep water. Still, I was not particularly anxious about it. When, however, at the end of nearly an hour, he had not come back, and the wind, beginning to stiffen, was driving the raft out to sea, I began to fear that old Comeau's bottle of rum had been too strong a temptation for Foster's power of resistance. The evening had been moonlight, but towards ten o'clock, the sky became cloudy, and it was now so dark that I could not see the shore.

By this time I was going down the strait at a pretty swift rate towards Cape Traverse, for the wind and tide were in that direction. But the nearest point of Prince Edward Island, just there, was twenty-five miles away, and the raft was now too far out for me to hope that it might touch one of the points on the New Brunswick side. I tried hard to keep towards the western shore, hoping to pass near the bark and attract the attention of the people on board by the light of the lantern which was attached to a piece of upright deal. I soon discovered, however, to my great annoyance, that the light was going out. I could not leave my steering gear for the purpose of attending to the lantern, as the wind was freshening every instant, and blowing the raft out to sea in spite of my efforts to keep it inshore;

and the waves were dashing against the sides and over the surface of the raft, making it heave and tremble and rock so that at times I could hardly keep my feet.

Presently the light went out altogether, and now, as in total darkness and despair of being able to reach the shore, I drifted helplessly down the channel, the thought flashed upon me that all this was a trick of Foster's. I had, myself, filled the lantern and trimmed it in the afternoon. It was alight and fixed upon the piece of upright deal when I returned to take out the raft at ten o'clock. He must have emptied out the greater part of the oil before lighting the lantern.

Evidently he had not forgotten his threat to get even with me, nor neglected his opportunity.

Up to this time, however, I had no fear for my personal safety. The raft had been swept on down the straits, past the place where it was to have been anchored for the night and past the bark for which it was intended, but at too great a distance to be seen, or my shouting to be heard; and on it would go, of course, till the morning when it would be sure to be seen by one of the vessels constantly passing through the channel, or by people on shore. There would be a heavy bill for towage.—But what was that? A crackling, bumping sound at the tail of the raft. I stooped down and discovered that the stakes which fastened the binding planks had been sawn nearly through, and that, unable to bear the strain, they had at length given way, allowing the lower tiers of deals to escape.

The awful certainty that I was lost now burst upon me. I could do nothing to save the raft, but I quickly got four deals from the upper layer, intending to lash them together to form a sort of float—but only to find that my treacherous mate must have taken the rope away with him in the boat. Quickly, and with a grating, gurgling sound, the deals, one by one, kept floating

away, till there was but a small portion of the raft left. This, at length, gave way, and I fell into the black and chilly water. I managed, however, to grasp a plank, and, after a while, to get astride of it. At first, I experienced great difficulty in sustaining myself at all, for whenever I grasped the plank at a point away from its centre, it sank so deep that I had to let go of it. After a while, however, I found the middle of the plank, and drifted along miserably upon it till morning. I have heard that those who are in danger of death by drowning suffer untold mental anguish; that the recollection of their misdeeds crowds upon their memory, and seems to add to the force that is dragging them down. But no thought of home, no regrets for the past, no fears for the future oppressed me while I was struggling to maintain my seat on that plank. Only a fierce determination to defeat the purpose of the villain who had planned so miserable a fate for me. But when, towards dawn, the wind had gone down, and I had been drifted into smoother water, and could hold on to the plank with less effort, and my limbs and more than half submerged body were benumbed and weary, in spite of my perilous position I felt an inclination to sleep. Then at intervals, came brief remembrances of home, and of events which happened in my boyhood, hardly yet passed away. And by and bye I found myself repeating a verse of a hymn "for those at sea". And yet it seemed to be not I, but the choir of a church in Glasgow singing it, as they did one Sunday evening just before I had left home, and over and over again came the words,

"O hear us, when we cry to Thee
For those in peril on the sea."

But at sunrise I managed to throw off the lethargy that seemed to be overpowering me, and to look about me in the hope of being seen by one of the fishing boats.

that usually come out at dawn during the mackerel season; and there, to my unutterable joy, was one approaching. I was saved, and strange to say, in a couple of days was none the worse for the perilous voyage I had made across Northumberland Strait, unless it be this rheumatism—Oh, but that was a long while ago." And the old man got up slowly from his seat on the log, as though the very remembrance of that awful night in the deep had chilled every muscle and joint in his body.

HENRY TOWN.

IN THE EDITOR'S CHAIR.

CLOSE OF THE VOLUME.

With the June number of THE NEW BRUNSWICK MAGAZINE is completed the second volume of this publication. Begun a year ago with the faith that a periodical of this class was needed and would be appreciated, the hope of the founder has not proved to be a vain one. Month by month the circulation has increased, and it is quite safe to say that no publication in this country has had a more appreciative class of readers. The MAGAZINE designed to tell our own people of the history of their country, has been warmly welcomed by historical students in many distant parts of the continent, as well as in England and continental Europe. It is to be found today in the great libraries of the United States and Canada, and among its attentive readers are men whose names are recognized as authorities in historical and other fields of earnest research. Some of these have already appeared as contributors, and others of no less eminence are yet to appear as writers in these pages.

Beginning this work as a labor of love, with no

hope of financial gain, the editor and publisher has had the hearty co-operation of those whose tastes and aspirations were of a like character. He cannot hope to adequately express his feeling of obligation to those who have so faithfully supported the undertaking, both as contributors and as subscribers. To say all that the writer feels in appreciation of the work, of the contributors, especially, would require many pages, and then much would be left unsaid. It is not necessary to here mention them by name, but all who have read *THE MAGAZINE*, know of them and their work—work which has been largely from original sources, and possible only by the exercise of patient research by men thoroughly masters of their work. It must be a satisfaction for them to know that they have at least a reward in being part authors of a work that will live in permanent shape, and that when they and we have passed away *THE MAGAZINE* will for all time survive in the historic literature of this country.

With the arrangements now in view, readers may rest assured that the standard of *THE MAGAZINE* will be fully maintained in the year to come. Rev. W. O. Raymond, Mr. Clarence Ward and others, have of late rendered able assistance in the labor of editing, and at a later date the publisher will be able to announce more fully the scope of the work for the next volume.

THE MAGAZINE is now on a business basis where it can be conducted without fear of loss and with a fair margin of profit. It looks forward to a prosperous second year, and if its friends continue to stand by it as in the past, its future should be a very bright one indeed.

As many subscriptions expire with the June number, it is desirable that remittance for renewals should be made as early as convenient. The publisher trusts there will be a very general renewal by readers at home and abroad.

W. K. REYNOLDS.

PROVINCIAL CHRONOLOGY.

MEMORANDA FOR JUNE.

1.	Ship "Lord Sheffield" comes through Falls.....	1786
2.	First Church in Canada (?)	1620
3.	George Hutchinson, Watchmaker, arrived in ship "Hannah", Capt. John W. Smith, from London- derry	1820
4.	First sod of St. Andrew and Quebec Railway.....	1856
5.	74th Regiment arrives from Cork	1818
6.	Schr. "Thistle" went through Falls and up Jemseg to Grand Lake—to Salmon river coal mines—first direct cargo shipped	1838
7.	Portland Methodist Church opened	1829
8.	Riot—Circus attacked, corner Wellington Row and Carleton street, by mob of citizens—Alds. Porter and Sandall badly beaten trying to quell disturbance, .	1841
9.	Corner stone first brick building in St. John (Disbrow)	1817
10.	Three Transports from St. Kitts, via Halifax, with 530 W. I. Rangers	1819
11.	Patent to Sir H. Gilbert to colonize America	1578
12.	St. Louis Theatre, Quebec, burnt, 45 deaths	1846
13.	Daniel Devos shtpt accidentally on King street by Barton Wallop	1818
14.	Junius Brutus Booth performed "Sir Giles Overreach" at Hopley's Theatre, St. John	1841
15.	Dramatic Lyceum opened by J. W. Lanergan—play, "Bulwer's Money"	1857
16.	St. John and Shediac Railway Co. incorporated	1843
17.	Mutineers of brig "Peggy" sent to Halifax in H. M. S. Ringdove, for trial	1827
18.	War declared with United States	1812
19.	Duke of Kent at St. John	1794
20.	First case of cholera reported at St. John	1854
21.	Settlement of Halifax	1749
22.	Marine Hospital (Kent) opened for admission of seamen	1822
23.	Robert Shives opened printing office, East side of Market square	1840
24.	Duke of Kent staying at Chipman house	1794
25.	Lt. Col. Hailes, president	1816
26.	St. George's Church, Carleton, contract for building taken	1826
27.	St. Peter's Church, Portland, opened	1841
28.	Queen's coronation celebrated at St. John	1838
29.	Grant of land for a Kirk, St. John	1784
30.	H. M. S. Niemon, 28 guns, Capt. Wakes, arrived from Halifax with specie	1826

JUNE MARRIAGES.

1. POTTS-MANNING.—1835. At Portland, by the Rev. Gilbert L. Wiggins, Mr. Joseph Potts to Miss Ann Manning.
2. HENNIGAR-PURDY.—1838. By the Rev. Dr. Gray, Mr. Thomas C. Hennigar, Merchant, to Miss Emma Purdy, sixth daughter of Mr. Samuel Purdy, all of this city.
3. JORDAN-CARR.—1844. By the Rev. Michael Pickles, Mr. William M. Jordan to Miss Elizabeth Carr, eldest daughter of the late Capt. George Carr, both of this city.
4. BUCHANAN-DRAKE.—1809. By the Rev. Dr. Byles, Mr. George Buchanan to Miss Abigail Drake, daughter of Mr. Uriah Drake, of this city.
5. HOWE-WHITE.—1838. By the Rev. Dr. Gray, John Howe, jun., Esquire, Postmaster, to Miss Mary E., eldest daughter of James White, Esq., High Sheriff of the City and County of St. John.
6. MACKAY-PARTELOW.—1842. In this city by the Rev. Dr. Gray, Mr. John Mackay, Merchant, to Jane, second daughter of John R. Partelow, Esq., M. P. P., all of this city.
7. BURNS-DOANE.—1847. By the Rev. Dr. Gray, Mr. Lewis Burns, to Miss Amelia Maria, daughter of Mr. J. W. Doane, of this city.
8. KERR-HOLLAND.—1841. By the Rev. Dr. Gray, Mr. William Kerr, to Miss Margaret Holland, both of this city.
9. DRAKE-APPLEBY.—1836. By the Rev. Mr. Wilson, Mr. Peter Drake, to Miss Sarah Appleby, both of this city.
10. SMITH-THOMSON.—1845. By the Rev. Mr. Wishart, Mr. George W. Smith, to Ellen, eldest daughter of the late Mr. John Thomson, all of this city.
11. GANONG-WHITTEKIR.—1840. In St. George's Street Chapel, by the Rev. Enoch Wood, Mr. John Edward Ganong, to Mary Eliza, third daughter of Mr. George Whittaker, all of this city.
12. PARKER-BLOOD.—1842. By the Rev. Mr. Cogswell, Mr. Samuel Parker, to Miss Eliza Blood, both of this city.
13. MILES-PERLEY.—1838. At Lincoln (Parish of Sunbury), by the Rev. R. Milner, Mr. Thomas O. Miles Miles, Jun., to Miss Nancy Amanda, second daughter of the late Solomon Perley, Esq.
14. MITCHELL-SMITH.—1838. By the Rev. Mr. Wilson, Mr. Robert Mitchell, to Miss Elizabeth Smith, both of the Parish of Portland.
15. ELLIS-BETTS.—1820. By the Rev. R. Willis, Capt. Thomas Ellis, to Miss Elizabeth Betts, daughter of Mr. Hiram Betts, all of this City.

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16. MACE-REDFERN.—1841. By the Rev. Dr. Gray, Mr. John A. Mace, to Martha, second daughter of Mr. James Redfern, both of St. John.
17. LANGAN-WALSH.—1847. By the Very Rev. James Dunphy, V. G., Mr. Michael Langan, branch Pilot, to Miss Catharine Walsh, both of Carleton.
18. WOODWORTH-M'KEE.—1844. By the Rev. E. Wood, Mr. John L. Woodworth, to Miss Julia, third daughter of Mr. William M'Kee, all of the Parish of Portland.
19. NOBLE-MCIVER.—1820. By the Rev. Dr. Burns, Mr. Christopher Noble, to Miss Elizabeth McIver, both of this city.
20. DOBSON-HASLETT.—1846. By the Rev Samuel Robinson, Mr. Thomas Dobson, to Miss Elizabeth Haslett, both of this city.
21. WILLEY-SMITH.—1842. By the Rev. I. W. D Gray, Mr. Richard Willey, to Miss Matilda Smith, both of this Parish.
22. STILES-FRAZER.—1840. At Pictou, by the Rev James Rose, Mr. John Stiles, proprietor of the 'Mechanic & Farmer,' to Sarah, second daughter of Mr. Donald Fraser, West River, Pictou.
23. GOSLINE-STOCKTON.—1842. By the Rev. I. W. D. Gray, Mr. Samuel Gosline, of Studholm, to Miss Elizabeth Ann Stockton, of the same place.
24. FURNAS-HOGAN.—1841. By the Rev. Michael Pickles, Mr. John Furnas, of this city, to Miss Rebecca Hogan, of Fredericton.
25. HALL-BARLOW.—1840. By the Rev. I. W. D. Gray, Mr. J. W. Hall, of Manchester, England, to Ann, youngest daughter of the late Ezekiel Barlow, Esquire, of this city.
26. MOSHER-CHISHOLM.—1841. By the Rev. I. W. D. Gray, Mr. Ira Mosher, of this city, to Catherine, daughter of the late Capt. H. Chisholm, formerly of the Royals, and latterly Fort Major of Fort Augustus, Invernesshire, Scotland.
27. CREEGAN-KNOX.—1847. By the Rev. Mr. Brook, Mr. George Creegan, to Miss Letitia Knox, both of Fredericton.
28. ALLTERTON-TILLEY.—1838. At Gagetown, by the Rev. Mr. Smithson, Mr. William Allerton, of Sheffield, to Miss Elizabeth A. Tilley, of the former place.
29. M'DONALD-CAMPBELL.—1838. By the Rev. Mr. Wilson, Mr. James M'Donald, to Miss Alice Campbell, both of this city.
30. DRAKE-FURNESS.—1838. By the Rev. Enoch Wood, Mr. Samuel Drake, to Miss Rebecca C. Furness, both of this city.

DEATHS IN JUNE.

1. **MACPHERSON.**—1840. At St. Thomas, District of Quebec, deeply regretted by his family and friends, to whom he was endeared by his urbanity and hospitality, aged 87, Daniel Macpherson, esquire, one of the U. E. Loyalists. He resided 30 years as a merchant of Gaspé, and 40 years as Seigneur of Crane Island.
2. **WATTS.**—1840. At Fredericton, Ann, wife of Mr. William Watts, of that place, in the 46th year of her age.
3. **STARR.**—1846. After a short but painful illness, Matilda, wife of William J. Starr, Esq., in the 38th year of her age.
4. **M'KENZIE.**—1838. At Newcastle (Miramichi), Mrs. Hannah, wife of Mr. Roderick M'Kenzie, in the 47th year of her age.
5. **SKINNER.**—1840. At Shelburne Miss Catherine Skinner, aged 74 years, the last of the family of the late Colonel Skinner, of that place.
6. **DUNHAM.**—1838. At Carleton, after a short but severe illness, Mr. Joseph H. Dunham, aged 52 years.
7. **KOLLOCK.**—1845. After a protracted illness, Mrs. Ann Catherine Kollock, aged 97 years, wife of the late Captain Simon Kollock, of the late Royal American Regt., who emigrated to this Province with the Loyalists in 1783.
8. **WATERBURY.**—1845. George Waterbury, Esquire, in the 50th year of his age, after an illness that has been protracted for several years. As a man of the highest integrity and sincere Christian piety, Mr. Waterbury has been long and deservedly respected in this community. He leaves a widow and several children to lament his loss, but they have the highest satisfaction of knowing that as he lived in faith so he died in peace, and has exchanged an earthly for a far better inheritance.
9. **JARVIS.**—1836. At St. Andrews, Mr. Edward Jarvis, aged 41 years, son of the late Mr. Stephen Jarvis, of that town.
10. **FORD.**—1836. At Hampton, Mrs Alche Ford, relict of the late Captain Ford, of that place, at the advanced age of 91 years.
11. **NEVINS.**—1841. Mr. William Nevins, aged 53 years, a native of Longtown, Cumberland-shire, England, after an illness of a few days.
12. **WHITE.**—1846. At the residence of his father, in the Parish of St. Mary's, George W., eldest son of Mr. William White, aged 25 years.
13. **DELUE.**—1836. After a short illness, Rhoda, relict of Jacob Delue, aged 67 years. She was strongly attached to the pure and sublime doctrines of Christianity, and she experienced their saving power at an early period of life. Deeply convinced of her depravity and ruin by sin, she

was enabled to exercise a living faith in a living Saviour, whom she embraced as the end of the law for righteousness. On Him she placed full and unlimited dependance, and possessed a sweet and sustaining assurance of her acceptance with God through Christ Jesus. She has left the church militant to join the church triumphant above.

14. LASH.—1840. At St. Andrews, in the Marine Hospital, Mr. William Lash, aged 34 years, Mate of the Brig Barbados.
15. BAILEY.—1838. Mr. William S. Bailey, in the 46th year of his age, leaving a wife and four children to lament their bereavement. Mr. Bailey's death was occasioned by his having been precipitated, about a fortnight since, a distance of twenty-four feet, from the scaffolding of a new house, which unfortunately gave way, and by which he was so severely injured as to leave not the most distant hope of his recovery.
16. HALE.—1842. At Fredericton, in sure and certain hope of eternal life, Mary Ann, wife of Mr. James Hale, of that place, in the 29th year of her age.
17. FAIRBAIRN.—1846. At Fredericton, Mr. William Fairbairn, Barrack Sergeant, in the 66th year of his age.
18. WILSON.—1846. Mrs. Elizabeth Wilson, aged 55 years, leaving five children and a numerous circle of relatives and friends to mourn their loss.
19. NICHOLS.—1838. Solomon Nichols, Esquire, in the 46th year of his age. In his removal his family have to mourn the loss of a kind husband and parent.
20. GLASGOW.—1840. At Sand Point, Isabella, wife of Mr. Hugh Glasgow, aged 41 years.
21. DIXON.—1847. Of Consumption, Thomas Dixon, in the 40th year of his age. He was a native of Ballybay, County of Monaghan, Ireland; has left a wife and three children.
22. WHITNEY.—1838. After a distressing and painful illness, which he bore with the most pious resignation to the will of his Heavenly Father, Mr. William Whitney, in the 65th year of his age, leaving a wife and three small children to lament the loss of a kind and affectionate parent.
23. TURKINGTON.—1838. Lucinda, wife of Mr. David Turkington, aged 20 years.
24. ALLAIRE.—1838. At his residence, in the Parish of Douglas, Capt. Anthony Allaire, late of the Royal American Regiment, and one of the earliest settlers of this Province, aged 84 years.
25. M'CREADY.—1838. At Hampton, King's County, after a lingering illness, which he bore with christian fortitude and pious resignation, Mr. John M'Cready, jun., aged 30 years, deeply and justly lamented by his relatives and friends.

26. CAMPBELL.—1838. Mr. George Campbell, after a short but painful illness, which he bore with resignation to the Divine will, aged 56 years.
27. PAUL.—1846.—After a short but painful illness, Margaret, wife of Mr. John Paul, in the 39th year of her age.
28. CURRY.—1838. At St. Martin's, County of St. John, Mr. Samuel Curry, aged 28 years.
29. BROOKS.—1847. At Robinson, Mr. Abel Brooks, aged 79 years, for some time a resident in St. Andrews.
30. BALDWIN.—1838. At Charlestown, (Mass.), the Hon. Laommi Baldwin. He was well and extensively known as a civil engineer, and many public works constructed under his direction, attest his skill.

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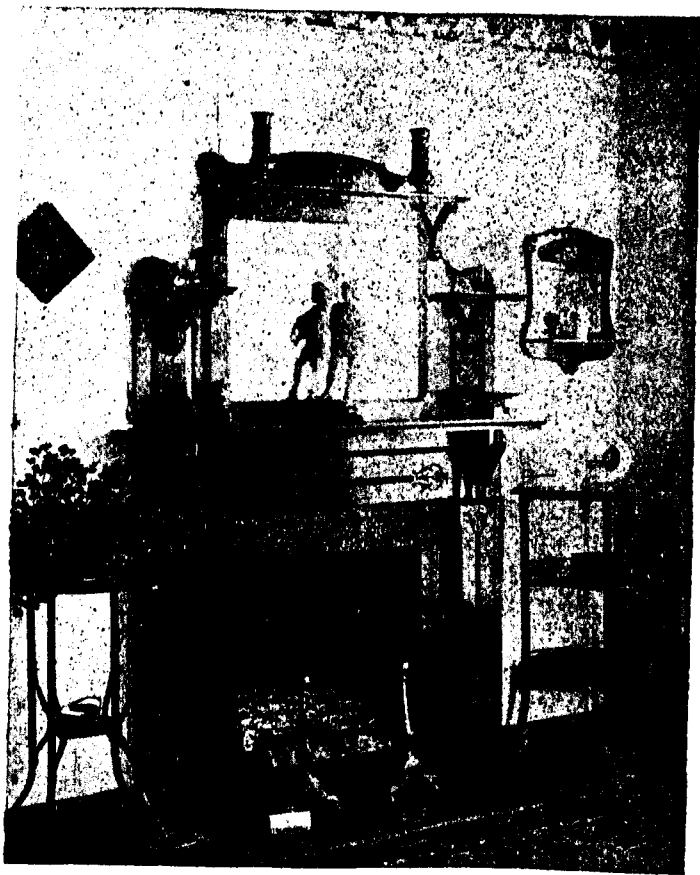
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