



TRAINING ★ TOURS ★ DISCOVERY

TOUR GUIDE HISTORY MANUAL

PREPARED BY AQUILA TOURS

FOREWORD

AQUILA'S TOUR GUIDE MANUAL:

A collection of facts & folklore on our region's history, heritage, culture & nature

Dear Guides:

This manual has been prepared to help you, our tour guides, with the history, folklore and tid-bits about Saint John & the Bay of Fundy region. The information has been collected from various sources through the years – from books, websites, local connections, suppliers, attractions, and historians.

You may use the tour pages to help you with remembering what to talk about and when. The information in the following pages should be delivered in your own words and not like a memorized speech – our guests want to hear stories unfold and discover the beauty of our region through your words. Each group is very different, and although you first must “feel” the group and tailor your comments accordingly, the basic information doesn't change.

As our tour guides, you are Aquila's representatives as well as ambassadors to the Saint John & the Bay of Fundy region. You may be the only “local” these visitors meet while in our city and the one person who can leave them with a positive impression of our city. More often we hear from our cruise line clients that the desire for guests is to have authentic experiences. Our philosophy is to provide knowledgeable, enthusiastic tour guides who are excited at showing our region to our newfound friends. Be yourself, know your product, and have fun with it, after all, happiness is contagious!

Happy Tour Guiding!
The Aquila Team

WELCOME ABOARD!

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THE BAY OF FUNDY

A NATURAL PHENOMENON

THE BAY OF FUNDY: A NATURAL PHENOMENON

THE HIGHEST TIDES IN THE WORLD

The Bay of Fundy is a long (270 km.), straight-sided, funnel-shaped bay with a wide (80-km.) mouth and two narrow extensions at its head (Chignecto Bay and Minas Basin). The tides in the Bay of Fundy have the greatest rise and fall of anywhere in the world reaching 50 vertical feet. The name "Fundy" originates from the French word "fendu" or "split". This comes in reference to Cape Split in the Minas Basin. Tremendous tides that compare to those in the Bay of Fundy have been recorded on the coast of Siberia, and in the Bristol Channel. However, not as much water is moved at these locations as in the Bay of Fundy. 100 billion tonnes of water fills the Bay in each 24-hour tidal period. The quantity of water that flows into and out of the bay on an average tide has been compared to the average discharge of all the world's rivers, large and small, into the oceans over a period of 24 hours. When you compare the Bay of Fundy to the iconic Niagara Falls, Niagara flows 3160 tons of water over the falls every second, which is over 4 billion tons a month. That means Niagara Falls would need to flow for 1 year and 8 months before it would reach the same amount of water that the Bay of Fundy moves in during High Tide. The water that comes into the Bay of Fundy at High Tide could fill the Grand Canyon.

Tides in the Bay of Fundy are part of the tidal system that prevails in the North Atlantic. The mouth of the bay open to the ocean is where the rise and fall of the tides feeds water into the bay and maintains a slow sloshing or rocking motion on a grand scale. The period of oscillation happens to coincide with that of the ocean's tidal movement. A tidal impulse is given to the west side of the Atlantic ocean every lunar day (when the moon is directly overhead at 9-hour lunar time in the winter, at 21-hour lunar time in the summer). In Saint John, the tide rises 28 vertical feet. These high tides are a result of the tidal action beginning in the South Indian Ocean. The surge sweeps around the Cape of Good Hope and then northward into the Bay of Fundy.

The Bay acts as a funnel for these tides in two directions; both narrowing the flow in width and decreasing the depth as the floor of the bay gets shallower. The tidal flow from India arrives with great force. The effect is like a tidal wave after an earthquake at sea entering a fjord. The wave can be increased two or three times in height when it enters the restricted area of the fjord. The tides entering the Bay of Fundy rise according to the same principle, but more modestly.

This tidal impulse reinforces the sloshing and rocking motion in the bay, and the combination of these two water movements results in high tidal amplitude. This combination is known as resonance. It is possible that narrowing and shoaling augments the great tidal range at the head of the bay. As these massive tides rise and fall they create strong tidal currents at the bay's mouth every six hours.

Facts about the Bay of Fundy

- Tides are the periodic rise and fall of the sea caused by the gravitational pull moon and the sun on the earth. In the Bay of Fundy, there are two high and two low tides each day with an average time between high and low tides of 6 hours and 13 minutes. This means that it is about 12 hours and 26 minutes from high tide to high tide, with each high tide about 54 minutes later in a 24-hour period. Along seacoasts the surface of the ocean rises and falls twice daily in response to the gravitational attraction of the Moon and Sun. Such regular fluctuations in the sea's surface are tides. When the tide is coming in it is called flood tide. When the tide is going out is called Ebb tide.
- Both the Moon and the Sun have sufficient gravitational attraction to exert tide generating forces strong enough to deform the surface of the oceans. Although the Sun is 27 million times more massive than the Moon, it's extreme distance from the Earth means that it's tide generating force is only 46% that of the Moon. Accordingly, the tides are dominated by the Moon, but the Sun does play an important role as well.
- If we consider only the Moon acting on a spherical, water covered Earth, the tide generating forces produce two bulges on the ocean surface. One bulge extends toward the Moon because it is on the side of the Earth where the Moon's gravitational attraction is greatest. The other bulge occurs on the other side of the Earth, where the Moon's gravitational attraction is least. (The ocean is relaxed). These two bulges always point toward and away from the Moon, so as the Earth rotates and the Moon's position changes, an observer at a particular shoreline location experiences the rhythmic rise and fall of tides twice daily. Because of this, tides are a wall of water extending from the surface to bottom of the ocean. Imagine the incredible force of the tide as it hits under water ledges and barriers. It is this force that results in upwellings in the Bay resulting in one of the richest marine eco-systems on earth.
- To complicate things further, a few variables of which affect the height and time of the tides are: the Moon's and the Sun's inclination with respect to the equator; the alignment of the Moon with the Sun; the distance of the Moon to the Earth; the topography of the ocean floor; and the shape and dimensions of the shoreline.
- It's almost impossible to explain the tides without a PhD in physics, geography, math, oceanography, computer programming and probably a few other disciplines, none of which I have. I can just tell you that the length, shape of the coastline, and the dimensions of the Bay of Fundy influences the height of the tide, exaggerating or dampening it. (We not only have the highest but some of the lowest tides in the world). The waters in the Bay of Fundy tend to oscillate back and forth almost in harmony with the oceanic tides outside, resulting in an amplification from the ocean to the head of the bay of about two and a half times more than a normal tide. Compound this with the affects of the Sun and the Moon, the shoreline, depth and alignment of the bay and you have the highest tides in the world.

- The relationship between the tides and the phases of the moon was noted in ancient times. Even though the Sun's tide generating force is weaker than the Moon's, when the Moon and Sun are aligned every two weeks, at the new and full moon, their forces are added together and generate spring tides (from the Old English word springan, meaning "a welling"), which are about 20% higher than the average tides. When the Moon and Sun are at right angles to one another, during the first and third quarter, also every two weeks, the Sun's tide generating force cancels out some of the Moon's, and neap tides (from nep meaning "scant of lacking") of about 20% lower than average occur.
- The tides can reach a height of 56 feet in the upper Minas Basin. At Saint John heights of 28 feet are common.
- The mouth of the Bay is about 100km or 60 miles across and up to 200 metres deep.
- While at the upper reaches of the Bay the width is only about 2 km or 1.5 miles wide and about 14 metres deep. The total length of the Bay is 290 km or 180 miles long.
- The tides work on a lunar day, which is approximately 24 hours and 52 minutes. This is the time it takes the earth rotating on its axis to make a complete revolution of the moon. That is why the tides are about one hour later each day.
- The height varies from day to day. The sun and moon acting in the same direction as well as the distance between the moon and the earth cause this.
- At certain times each month the moon is closest to the earth. If a full or new moon occurs at this time the tides are even higher. Conversely at another point in the month the moon is at its farthest point from the earth. When this occurs even spring tides can be diminished.
- The tides in the Bay are the highest because of two factors: resonance and the shape of the bay.
- The water is constantly rocking back and forth like in a bathtub. This motion is called a seiche. It takes 13 hours for the bay's water to complete one movement from the mouth of the bay to the end and back again.
- The North Atlantic current moves around the coastline in a counter clockwise flow constantly. This swell reaches the mouth of the bay every 12 hours and 25 minutes just in time to reinforce the seiche or sloshing. It is compared to pushing a child on a swing. Just a gentle push will keep the swing going. The current gives the bay a gentle push and sends the water sloshing back toward the head of the bay.
- The Bay's shape is narrower and shallower at the head, so when the water flows toward the head of the Bay, it can only go up.
- Fundy lies in a rift valley formed about 300 million years ago. There is controversy about the present name. Some say it derives from the Portuguese word "fondo" meaning deep and others say it is from the French word "fendu" meaning split.
- Closer to Hopewell, there are saltwater marshes known as the Shepody Marshes. It is said that while exploring the area, Champlain remarked that the fog lifting from the marshes looked like the God's Hat or Cap – in French, "chapeau de Dieu" – which eventually became Shepody.

- There are other places in the world where high tides occur (Bristol, England; Japan; Alaska; France and Ungava Bay, Quebec), but not as much water is moved at these locations.
- The Bay of Fundy's tidal flow is estimated to equal the daily outflow of all the world's rivers- 100 billion tonnes of water is moved.

THE REVERSING FALLS RAPIDS

The Reversing Falls Rapids is an interesting and unique phenomenon. When the tide is out, the river runs down to the sea like most rivers. Between Fallsview Park and the pulp mill, an underwater ledge, 36 feet below the surface, makes the water in the river tumble downward into the 175-200 foot deep pool under the bridge. The height from the water to the top of the gorge must be added to get the full depth of the gorge. At low tide, the water flows out into the Bay in a series of rapids and whirlpools, reaching speeds as high as 19 knots. As the tide in the Bay begins to rise, it starts to push on the river, causing it to slow down, and the Bay continues to rise until it reaches the level of the river, stopping its movement completely.

At this time, for 20 minutes at midpoint of tide, the water is completely calm. This is called **slack tide**, and it is only then that boats can navigate the Falls. As the incoming tide continues to rise, it continues to push on the river and forces the river to change its course. The river's direction is reversed, flowing more and more quickly until the rapids are seen again, but in the opposite direction – and the river is flowing upstream! The river is actually forced to flow backward by the gigantic power of the Bay of Fundy tides.

At this time the seawater is 14 feet higher than the river. The tides push the river back with such force the effects of high tide are felt as far upstream as Fredericton, sixty miles away. As the tide begins to recede, the river slows again until a "high" slack tide is achieved, and again the waters are still once more for a 20-minute period. Then the Bay of Fundy tides continue to recede toward low tide, and the river once again flows naturally and empties out into the Bay. The Bay of Fundy tide rises and falls about every twelve hours and twenty-six minutes.

Facts about the Reversing Falls Rapids

- The high tides of the Bay cause the Saint John River to flow backwards twice a day creating the phenomenon called the Reversing Falls Rapids. The Saint John River flows 450 miles from the northern part of the State of Maine through the province of New Brunswick and empties into the Bay at the Reversing Rapids.
- At low tide the river flows naturally downstream into the bay. At low tide the salt water in the Bay is approximately 14 feet lower than the river and the fresh water of the river flows through the gorge. It is at this time that the rapids and whirlpools are strongest under the bridges.
- The depth under the bridges is about 200 ft. About 15,000 years ago a waterfall existed in this area.

- As the tide rises, the Bay water gradually reaches the height of the river water. When it reaches this equilibrium, there is a short period of calm water called low slack tide. This slack tide only lasts about 15 to 20 minutes. At this point vessels can navigate through the falls.
- As the tide continues to rise, the river is forced to reverse direction and flow upstream. Rapids and whirlpools then begin to form near the pulp mill as the water is forced over a ledge near the mill.
- The topography of the river helps to create some of the turbulence as it flows over or around rocks or ledges of varying heights. There is a ledge 36 feet below the surface of the water near the pulp mill.
- A second factor in creating the rapids and whirlpools is the fact that the river water flows over the heavier salt water causing a natural rotation.
- As the tide recedes about three hours after high tide, another slack tide occurs. This is called high slack tide.
- In another approximately three hours the bay reaches low tide and the cycle begins again.

REVERSING FALLS RAPIDS ECOSYSTEM

Reversing Falls Rapids is a rich and dynamic eco-system. Because of the underwater ledges and the turbulence of the water a great many nutrients which are normally well below the surface are being churned to the surface. The surface light promotes rapid growth of these organisms which, in turn, provide food for many species of birds and animals. Of course, fish migrate up the river to spawn or congregate here to feed as well. This too is an added food source for birds and animals.

Note: To best appreciate the Reversing Falls Rapids, you should try to view them at least twice on a given day--near low tide and near high tide. A good water level vantage point from which to view the Rapids is Fallsview Park. If you see the falls at high tide, watch for harbour seals sometimes referred to as seadogs. The black bird often seen on the nearby islands is called the cormorant. This bird is found on lakes, rivers and coasts and swims with its body low in the water and can dive below the surface to catch fish. It often perches with wings spread in order to dry its feathers. It can have a wingspan of 33 inches across. The birds at the falls fly out to the harbour islands at night to nest.

The rocky cliffs around the gorge are part of the same glacial ridge running along Douglas Avenue. Some fifteen thousand years ago, the glacier deposited this terminal moraine and changed the river's course. The white rock you see on the east side of the gorge comes from Africa. Before this time, it flowed into the bay three miles away at Saint's Rest Marsh. The change in the course of the river provided the deep estuary style of river mouth without which Saint John would not have had its deep port. This is also an important site to the Stonehammer Geopark, as detailed in the section *Unique Eco-System and Geology*.

WILDLIFE IN THE BAY OF FUNDY

LOBSTER, SALMON & THE FISHING INDUSTRY

FISHING INDUSTRY

A thriving salmon aquaculture industry in the Bay of Fundy combined with growing expertise in the culture of mollusks, sturgeon and other aquatic species ensures New Brunswick 's position as the aquaculture leader in Atlantic Canada.

New Brunswick also has a well-established shellfish industry, producing mussels and oysters on the eastern coast. Over the past two decades, aquaculture has become a significant contributor and vital component of the provincial economy, especially in coastal communities where it supports more than 10,000 direct and indirect jobs.

The commercial fisheries sector is a vital component of the social and economic fabric of the province, particularly in many rural coastal communities. The sector is backed by a world-class research network and modern processing facilities which make New Brunswick one of the largest exporters of fish and seafood products in the country. New Brunswick's seafood industry is comprised of a vibrant aquaculture sector and a diversified traditional fishery. Export sales amount almost 20 per cent of annual Canadian seafood exports. Over 100 markets worldwide enjoy our New Brunswick products.

New Brunswick's seafood exports have grown considerably in value over the past decade, due to increased international demand for seafood products. New Brunswick's seafood exports were 66 per cent higher in 2020 than in 2011.

- New Brunswick exported more than \$2.2 billion in seafood products to more than 70 countries in 2021.
- New Brunswick's top export markets in 2020 were the United States, Japan and the Dominican Republic, representing 84 per cent, three per cent and three per cent of sales, respectively.
- Lobster exports were \$692 million in 2020. Sales of frozen lobster, live lobster and lobster meat all dropped.
- Salmon sales totaled \$242 million in 2020.
- Herring exports grew notably by \$13 million (18 per cent) to reach \$83 million in 2020.
- According to Statistics Canada export data, sales of sardines (juvenile herring) almost doubled (up by 98 per cent) to reach \$32 million in 2020, as New Brunswick product entered over 20 new markets, mainly in the Caribbean.
- The top destination market for New Brunswick's seafood products was the United States, with sales totaling \$1.17 billion in 2020.
- Other important markets in 2020 included Japan, Dominican Republic, China and South Korea.

With a fishing fleet of about 2,700 vessels the commercial fishing industry makes a significant economic contribution to the New Brunswick economy. The commitment of more than 6,000 harvesting fishermen, 4,000 processing plant workers, and 700 Aquaculture workers (2020) to deliver quality products makes New Brunswick a leader in the commercial and processing fisheries sectors.

AQUACULTURE

- The cultivation of aquatic plants and animals in natural or controlled marine or freshwater environments.
- Aquaculture facilities operate in all Atlantic provinces and include mussel farming in PEI and salmon farming in the Bay of Fundy
- Aqua culturists also grow rainbow trout, arctic char, Atlantic cod, halibut and scallops.
- Salmon are raised directly from the egg stage in freshwater hatcheries before being transported to the saltwater sea cages.

LOBSTER

A lobster is a cold-blooded crustacean that has a hard exoskeleton. Lobsters are carnivores (meat eaters). They eat crabs, worms, snails, mussels, flounder and other lobsters. They begin as a tiny floating organism. Here are some facts about Lobsters:

- At 5 to 6 years of age they reach canner size. It can take a lobster 7 years to grow one pound. Lobsters weighing 1-2 pounds average 4 to 6 years of age. The biggest lobster ever to be caught was 44 pounds. Lobsters can live to be 100 years old.
- A lobster grows by molting or shedding its shell. Molting, the lobster splits in half, dividing the head (carapace) away from the tail (abdomen). Pushing herself backwards, completely out of the carapace, the lobster then proceeds to pull out of the tail. It will then hide for 6-8 weeks until the new shell hardens.
- The mature female lobster leaves her den or lair, looking for a male. Going into male dens, they show her their claws. When she finds the claws she likes, she enters the den. Like humans, lobsters have a male and female with internal fertilization. The male deposits a sperm sack that can stay for up to one year in the female. The male lobster protects the female for the next week or so while her new exoskeleton hardens. The female then leaves and goes back to her own den. It can be as much as a year later before the female lays her eggs. At this time, she breaks the sack of sperm, fertilizing the eggs. The females are very selective on where to release their eggs; generally she picks where the water is the warmest.
- At 8 mm in size, the lobster are considered “planktonic” and float to the Bay surface where they feed and grow for roughly a 2-month period. At this stage, the lobster grows very rapidly and as it gets heavier, it slowly sinks back to the bottom of the Bay. Females lay between 10,000 to 100,000 eggs at a time, but only 1% survives. Only 1 in 5,000 return to the bottom. Rapid growth requires the lobster to shed their outer shell frequently (molt). The lobster is very vulnerable for

the next 24 hours until its shell hardens enough to protect it - mostly from other lobsters; they are cannibalistic.

- The larger claw is called the “crusher claw”. It is used to crush hard things, like shells. The smaller claw is called the “pincher claw” and acts as a shredding tool. Lobsters can be right or left-handed. The pincher claw determines this.
- You can tell a male lobster from a female by the first set of swimmerets. The male swimmerets are hard and bony and the females are soft and feathery. The female also has a wider tail.
- Lobsters migrate, play follow the leader, to deeper waters for the winter providing them protection from increased roughness in the Bay. The lobster generally has a long life span determined by the water depth and temperature. Lobster have been found as far down as 1000 feet (300 metres).
- A lobster trap has two sections. One is called the kitchen and the other is called the parlour (or living room). The lobster enters the kitchen and then continues into the parlour where the bait is located. The lobster has to enter the trap backwards and when it reaches the parlour it can't get out. Lobsters have a very small brain stem, thus they do not leave the trap the same way they came in. The plastic green piece located on the traps is biodegradable to allow any trapped lobsters to go free should the rope come dislodged from the trap. The little slot allows small lobsters to crawl out of the trap rather than being eaten by another larger, trapped lobster.
- The bait that is used in the traps is usually herring.
- The regulation size for lobsters in New Brunswick is 3-¼ inch length, which is measured from the base of the lobster's eye socket to the end of its carapace. If the measure is off, it must be thrown back, and females with roe (eggs) are also returned to the sea.
- Lobsters are banded to keep them from eating each other in a tank or pound. The bands are made of thick rubber and are applied with a tool similar to a pair of pliers.
- At the end of the day they are then brought ashore and placed in wooden lobster crates, which hold about 45kg or 100lb of table size lobsters. The crates are floated in structures called lobster cars for short periods until they are shipped elsewhere. Large structures for keeping lobsters for several months are called pounds.
- When you are buying live lobster look for an active one - it should flip its tail and move its claws when picked up.
- Steaming and boiling are two common methods of preparation. For Boiling, fill a pot with lots of salted water (you can use sea water). Bring to a boil and plunge lobsters into the water, cover and cook for about 8 minutes after the water returns to the boil for the first pound and 3 or 4 minutes per pound thereafter. (A 3 pounder should cook for about 15 to 20 minutes.) Lobster meat is done when it becomes opaque and firm. Remove the lobsters, which will be bright red and let them rest for 5 minutes before serving. Poke a hole in the crosshatch right behind the eyes to drain water. Enjoy with butter or lemon. 12or steaming fill a pot with a small amount of water, about 1 inch. Sometimes seaweed is placed in the pot as well. Follow the timing for boiling.

- Most parts of the lobster can be eaten. The green tomalley is a treat for many people. To eat a lobster, twist the claws to remove them. Use a nutcracker to crack the shells and a pick to remove the meat from the claws. Twist the lobster in half to remove the tail from the body. Cut through the soft side of the tail and crack it open to remove the tail meat. Cut the underside of the front part of the body and pick out the small bits of meat there.
- Nutritional info: (as if we care) 1 cup of lobster meat provides 142 calories and 29% of your daily protein needs plus no carbohydrates. Enjoy!

Lobster Fishing in the Bay of Fundy

Inshore lobster is one of the oldest managed fisheries in Canada. The harvesting of inshore lobster can be traced back to pre-colonial times when it was an important food source for Aboriginal peoples who harvested lobster (jakej) through the spring and fall using traps and spears. By the mid-eighteenth century, various trapping methods had been developed to catch lobsters, culminating in the evolution to the parlour trap in the early 1900s that still forms the basis for the types of traps in use today. In 1884, the first lobster cannery was established. This helped shift the sale of locally harvested lobster away from a strictly domestic market to a more international market, predominantly Great Britain. The sale of live lobsters has expanded significantly and this product form has been the mainstay of the industry since the Second World War.

Since the late 1800s, numerous regulations have been applied to the lobster fishery. Most regulations initially were based on market requirements and considerations and not on biological concerns. In 1873, the first regulatory measures were introduced to establish restrictions on soft shell lobsters and egg bearing females. Fishing seasons were introduced in the Bay of Fundy area as early as 1879, with additional size restrictions coming into play in 1899. However, throughout the late 1800s and up until the mid-1900s enforcement of these initial regulations was very sporadic and inconsistent. Following almost a century of varied and inconsistent management and regulatory approaches, the present day fishery is the result of a number of initiatives first introduced in the late 1960s. In 1967, Fisheries and Oceans Canada (DFO) introduced a limited entry licensing policy for portions of Prince Edward Island and New Brunswick and expanded this application of the policy to the remainder of the Maritimes in 1968. Prior to that, no restrictions were in place for acquisition of a lobster license. Along with limiting the number of licenses, the department introduced trap limits and defined boundaries for most of the modern day lobster fishing areas (LFAs).

In 1976, the so called moonlighter policy was introduced with the aim of removing from the fishery those not dependent on it for their primary source of income. Three categories of licenses were created:

- **Category A** license for those fully dependent on the fishery;
- **Category B** for those not fully dependent but with a historical attachment to the lobster fishery since 1968; and

- **Category C** licenses that had little or no dependency and which expired in 2 years.

Category B licenses were eligible to fish 1/3 of the trap limit for a Category A license. Under The Commercial Fisheries Licensing Policy for Eastern Canada , 1996, Category B licenses have never been transferable and expire upon the death of the license holder. The inshore Lobster fishery is a limited entry fishery managed through effort controls. Access is provided through commercial licenses identified as Category “A” (re-issuable) or Category “B” (non re-issuable; 30% the number of traps of a Category “A” license).

The lobster fishing season in St. Martins is from April 1st until June 30th and starting again on the second Tuesday in November until into January. Fisherman are licensed to set 300 traps in our zone running from Goose Creek (just above Martin Head) to Campobello Island. Roughly 80 to 100 miles, up and down the Bay. The price of a lobster vessel, when it goes up for tender, ranges between \$50,000-\$200,000 depending on age, but can be upwards of \$1 million. There are no more licenses being issued. Fishers must buy a license from another fisher. A license can cost between 30 and 50 thousand dollars. Licenses are often passed down. Before a new fisher can fish they must have fished with a licensed fisher for 2 years. Fees for fishing include: Boat Registration \$50 and Personal Registration \$50. Most local lobster traps are pulled two or three times a week. Fishers leave on a tide, check traps, either stay on the water or at another harbour, then fish home again the next day, conserving on gasoline costs and maximizing time on the Bay.

Pulling lobster traps is done hydraulically. Buoys, marking the traps, are pulled under by the changing tides. Consequently, lobster traps can only be pulled 2 hours before high tide and 2 hours after low tide. Each fisherman has their own colour coded buoy and a tag number licensing each trap. The best fishing is at the end of June or beginning of November season; water is warmest then and lobsters move around more. Often mussels, sand dollars, starfish, etc., are in the traps, few lobster. Fisherman have spotted Killer Whales or Tuna and lots of harbour porpoise. Buyers from Dipper Harbour purchase the majority of lobster, broken ones included, at wharf side. Buyers also supply the “herring” bait. Lobsters up to 20 lbs are caught in the traps. Larger lobsters which cannot fit inside the traps, are often found on top of the trap or with their claws wedged in the trap, hanging from the sides. Fishing is not easy along the Fundy Coast since boats ground out twice a day. Locally, traps are placed in water which is between 20 and 150 feet. Lobster harvests have reached record numbers here in the past few years.

Lobster harvested by over 2,700 inshore lobster vessels in the 2015-16 season generated revenues of \$876 million for commercial and communal commercial licence holders, a record for the region. The landings of inshore lobster in 2015-2016 also represented a regional record at 60,819 tonnes or just over 134 million pounds.

Lobster Facts that Sound Like Riddles!

What do you call a female lobster? A hen.

When is a lobster a chicken? When it weighs about one pound.

When is a lobster a pistol? When it has no claws.

Why shouldn't a lobster walk into a kitchen? Because it is the first part of a lobster trap.

How can you hypnotize a lobster?

Stand it on its head with its claws laid out in front of it and its tail curled inward. Rub your hand up and down the carapace making sure to rub between the eyes. Eventually it will stand by itself.

SCALLOPING

- A scallop is a filter feeding bivalve mollusk.
- The meat of the scallop is the adductor muscle of the mollusk.
- The shells are almost circular with two nearly symmetrical wings. The shape of the upper part of the shell is curved outward and reddish brown in colour with the lower part of the shell flatter and white.
- Because only the muscle is eaten, the scallop industry is not affected by toxic algal blooms, which can affect clams and mussels.
- Recreational diving and dragging are two methods of harvesting scallops.
- Drags are wide metal rakes attached to the back of fishing boats, which are lowered into the water at a harvesting site and towed along the bottom. At the end of the drag, the rake is raised and the scallop shells are removed and processed.
- Scalloping is regulated through licensing, designated fishing areas, seasonal closures, restricted working hours and days, minimum shell sizes and minimum number of "meat" per weigh, dockside monitoring, recording activities in fishing logs and in some areas satellite tracking of vessels. Some Lobster fishing boats are fitted with scallop dragging equipment from January 1st – March 31st in the Bay of Fundy as the Scallop season is complementary to Lobster season.

ATLANTIC HERRING

- Most abundant species fish on the planet
- Feeds on plankton. In the food chain many species of fish and bird life feed on herring.
- Along the Atlantic coast herring are caught in weirs. A weir is an open heart shaped trap designed to catch fish. It consists of a series of poles driven into the seabed in a rounded pattern. It is covered with netting from above the high water mark to the ocean floor. There is an opening on the shore side. Beside the opening there is a straight line of netting stretching toward the shore called the lead. As the fish swim along the shore they encounter the lead, which directs the fish into the opening of the weir. Once in the weir the rounded shape prevents them from finding the opening.

WILD ATLANTIC SALMON

- Atlantic salmon hatch in fresh water, travel to salt water to grow and return to fresh water to lay eggs.
- The life cycle of the salmon starts with the egg, which are fertilized by the male and then laid in a nest under gravel at the bottom of a stream or river. Spawning usually occurs in late fall.
- After the winter the eggs hatch, the tiny fish are called sac fry. They have a yolk sac attached enabling them to have food for 4-5 weeks.
- After a month they emerge to look for food and are known as fry. When they reach 8 cm in length they are called fingerlings.
- Then at one year they are called parr which become smolts during the 2nd -4th years of life.
- Smolts migrate to the sea. After 1-4 years the salmon return to the same river or stream where they were hatched to spawn. If they return after one year they are known as grilse and if they return later they are referred as large salmon.
- Many fish die after spawning, but some fish have been known to spawn up to 12 times.

HORNWRACK

Popular white coral like animal that often washes ashore. It has many pin sized holes that contain live organisms (much like the sponge, which is also an animal, not a plant).

SEALS, BIRDS & MARINE LIFE IN THE BAY

HARBOUR SEALS

Harbour seals are common along the coastline. Adults are about 5 ft in length and weigh about 200 lb.

- The colour of their coats varies from black to grey to brown on top. The base coat colour is mottled with dark irregular spots. The babies are white in colour.
- The head is small and rounded with large dark eyes. The shape of their heads and nostrils give them a dog-like appearance.
- They eat a variety of fish including haddock, flounder and hake and have been known to eat squid when abundant.
- In captivity seals can live up to 35 years. In the wild the life span is much shorter.
- A harbour seal eats about 8.1% of its body weight in food every day. If a 100-pound adult ate as much, they would eat just over eight pounds of food in a day.

NESTING GULLS

Because of the ready food supply and the relative safety of the off shore islands, two species of gulls as well as hundreds of double crested cormorants find this ideal nesting habitat. Often Gulls are called "Seagulls", but in actual fact, there is no such bird. They are just "Gulls".

GREAT BLACK-BACKED GULL

The world's largest gull, this bird is easy to identify because of its black back. The chick, however, is brown and is lighter than the herring gull chick.

HERRING GULLS

Best known gull in North America. Although it eats fish, it is a scavenger to supplement its winter diet. Like most seabirds the herring gull is able to drink seawater due to a gland in its head that processes the saltwater allowing the gull to drink it safely.

Smaller than the great black-backed, this gull has a grey back with black wing tips. The bill is yellow with a red spot. The chick is darker than the great black-backed chick.

DOUBLE-CRESTED CORMORANT

Large, blackish water birds. Commonly called a Shag by fisherman. They stand erect on rocks or posts with neck in an S. They may strike a spread-eagle pose drying their wings. This is because cormorants do not have the oil in their feathers to keep them from becoming waterlogged. In order to dry off, they literally hang themselves out to dry. This also explains why you often only see their neck sticking out of the water. These unique birds can often be seen at the Reversing Falls Rapids, drying themselves on the rocks located in the Rapids.

PUFFINS, TERNS AND OTHER SEABIRDS

At the mouth of the Bay there is an international bird sanctuary called the Machias Seal Island Bird Sanctuary. It is home to many species of birds including Arctic terns, common terns, razorbills, storm petrel and common puffins. Machias Seal Island is the most southerly breeding site for the puffin.

SEMIPALMATED SANDPIPERS

As many as 90% of the world's population of these tiny birds pass through the Bay on their southward migration. These birds have nested in the Canadian Arctic and are on their southward migration. The males and juveniles arrive first, the females later. They come to the Bay of Fundy to feed on mud shrimp. The Bay is seen by them as one huge smorgasbord. There can be as many as 60 thousand shrimp in a square meter of mud. The birds begin their migration near the end of July, peak numbers are in the first week of August. The numbers gradually decline into early September. When the tide is out, the birds are dispersed over the flats eating. They need to double their weight, which they can typically do in about 10 to 14 days, eating as many as 10,000 mud shrimp per day.

Once fattened up, they fly non stop, over water, to South America. Their total flight from the Arctic to South America is 4000-miles, and the Bay of Fundy is their only stopover. Semipalmated means semi-webbed. These tiny birds cannot swim. It is imperative to their very survival that they get enough energy from the food they eat along the bay to complete their flight.

BALD EAGLES

- Wingspan of 7 to 8 feet
- Males weigh up to 15.5 lb (7kg). Females are 25% larger.
- Identified by its white head and tail. Young lack the white markings.
- Nests by water to feed on dead or dying fish.
- Monogamous and thought to mate for life.

WHALES IN THE BAY

The Bay of Fundy tides flush and continually mix large quantities of the food that attracts whales each summer. The whales start to arrive in late May and some remain until December. For the most part they stay in the lower part of the bay. Four types of baleen whales may be found in the Bay of Fundy: finback, humpback, minke and right whales. There is a Right Whale Conservation Area established in the Bay and Roseway Basin off southern Nova Scotia. There are about 300 right whales in the world and care has been taken to avoid collisions between vessels and whales in this area.

- The word whale means “great fish”. A whale is really a mammal-warm blooded, breathes air, gives birth, and suckles young.
- All whales and dolphins are classed as cetaceans. (comes from the Greek word ketos for sea monster).
- There are two major types of whales: toothed and baleen.
- Whales have become quite adapted to their environment. Their hair has decreased to increase speed in the water. It has been replaced by blubber, which decreases drag and increases heat. They can remain submerged for long periods of time. It is suggested that they conserve oxygen while diving by reducing their heart rate. Once the whale returns to the surface they can exchange about 80% of the oxygen in one breath. Humans exchange only 15% of their oxygen in a breath.
- Whales are thought to have a well-developed sense of hearing and it is suggested that many species have a vocal range and seem to communicate.
- Baleen whales can grow to a length of 30m or 100ft. and weigh 90 tonnes. They do not have teeth and have to consume whole schools of fish in order to survive.
- They do this by filtering their food through a series of baleen plates. These plates composed of a material similar to fingernails extend down from their upper palate and act as a filter or strainer for food through this structure.
- An average humpback whale will eat two tonnes (5000 lb.) of plankton and small fish each day and live up to 77 years.
- Right Whale Fun facts:
 - Right whales sleep on the surface of the water.
 - They feed on small plankton called copepods.
 - Right whales can stay submerged for 10 to 20 minutes.

- Right whales are slow moving, seldom moving faster than 3 to 5 knots.

Note: There have been beluga whales and great white sharks spotted in the Bay of Fundy, but this is rare.

UNIQUE ECO-SYSTEM & GEOLOGY

Because of the continual movement of the water in the Bay, the small creatures that form the basis of the food chain in the bay are constantly being brought to the surface. This attracts all types of fish from herring to larger fish like tuna, sharks and whales. The salt marshes around the Bay grow salt tolerant vegetation and provide a home for animal life. Some of the marsh plants like goose tongue greens and samphire have been collected as food for generations.

UNESCO BIOSPHERE RESERVE

The Bay of Fundy and its adjacent landscape forms a unique region in its geological formations, terrestrial and marine ecosystems, cultural heritage, as well as a variety of rural communities and urban areas. It compares with more than 531 unique landscapes in 105 countries in the world that have been recognized as World UNESCO biosphere sites. The Fundy Biosphere Reserve designation by UNESCO provides not only international in addition emphasizes the importance of conservation and sustainability in the region.

The Fundy Biosphere Reserve is a community-based initiative comprised of individuals and representatives of various stakeholder groups, organizations and local communities working to promote the sustainable development of the region by enhancing the research and innovation capacity and by creating a forum for various groups to share information, knowledge and best practices. The Fundy Biosphere Reserve includes an area of over 430,000 hectares of the upper Bay of Fundy coast, stretching from St. Martins to the Tantramar Marsh near Sackville and inland to Moncton.

UNESCO GEOPARK

A geopark is an area recognized by UNESCO to have exceptional geological heritage. This simply means the area has a natural landscape that's good for education, has a significant scientific value, and is particularly rare or is beautiful to look at.

- In Saint John, we have the Stonehammer UNESCO Geopark, but rather than one location (like one park with gates to enter), we have a variety of notable geological sites throughout the region that makes up the Geopark. The Stonehammer Geopark is the first geological park in North America to achieve official designation.
- Stonehammer recognizes and promotes the region's importance in the science of geology and incorporates a billion years of geological stories.

- The Precambrian time period is equivalent to about 90% of geologic time. Rocks of the time period are located throughout this area. The geopark is composed of 15 geological sites from Lepreau Falls throughout the city to Moosehorn Creek trail in Norton. There are several key sites in the city, including Rockwood Park, Dominion Park, Fort Howe area, Harbour Passage as well as the Reversing Falls.
- Mining in this area dates back to the 1600's. Quicklime for mortar and plaster was extracted from this area and the Ashburn Formation yielded high quality quicklime. The Brookville Quarry continues to operate on the east side of the city where quarries were established in the 1800's.
- Dominion Park was the site of the discovery in the mid-19th century of pre-Cambrian fossils. The late Precambrian marble of the Green Head Group that forms a high ridge through the city contains *Archaeozoonacadiense*, the first stromatolite fossil and first pre-Cambrian fossil to be identified in scientific literature. The oldest rocks in Stonehammer belong to the Neoproterozoic Green Head Group and are believed to be about one billion years old.

GEOLOGY OF SOUTHERN BAY OF FUNDY AREA (SAINT JOHN)

- The mouth of the St. John River was altered 75 million years ago. It originally emptied into the Bay near Saints Rest Beach. About 15, 000 years ago as a result of the Ice Age the hill behind the Irving Nature Park was flattened and the rock was deposited into the beach area blocking the flow of the river. The river then changed course to flow through the Reversing Falls Gorge.
- As you pass under the Harbour Bridge refer to the area of what used to be called Navy Island: The rocks in this area are from the Cambrian (542 to 488 million years old)) and the Ordovician Period (488 to 444 million years old). The rocks here represent the upper Cambrian and lower Ordovician periods (500 to 480 million years old) Ordovician graptolite fossils were found here.
- Graptolites were animals that lived together in a floating colony in the ocean. The fossil site is now buried. So scientists examine specimens at the New Brunswick Museum. George Matthews gathered the samples in 1895.
- At this point the St. John River flows east west following the structure of the Cambrian-Ordovician rocks that are folded into a curve called a syncline. The river runs down the middle of the syncline along the younger Ordovician Rocks. Near the Reversing Rapids these rocks get thinner.
- As you pass the Gazebo, point out the Cambrian rock stacked like pages of a book under the gazebo. These rocks contain burrows of worm like animals that were discovered by the Natural History Society in the 1880's.
- Back to the story of the rerouting of the St. John River: When the river changed course 15, 000 years ago, it flowed over the rock ridges here to create this gorge. Thousands of years ago there was a falls here, but as the sea level rose and the riverbed eroded the waterfalls was drowned. The phenomenon of the Reversing Rapids is only 3000 years old.
- At the Reversing Rapids Bridge you can look at the area where two ancient continents collided. By looking at the area under the restaurant you can see the Caledonia Fault where Precambrian

and Cambrian terranes touch. A terrane is a geological term that describes the result when a piece of a continent is taken away from one place and attached to another. Geologists have visited this site since the 1830's.

- At one point in our geological history, a super continent Pangea was formed. It was composed of North and South America as well as Africa. These continents collided to form Pangea where the Bay of Fundy is located 350 million years ago. When these continents separated about 100 million years ago, it created the rift valley that forms the structure of the Bay of Fundy.
- If you are facing the restaurant, the rocks on the right/north side are the older light grey rocks called the Precambrian Brookville terrane (750,000,000 to 1.2 billion years old). The rocks on the left/south side are called the Caledonia terrane (500 million years old) come from the Cambrian and Ordovician periods. The Caledonia terrane was once attached to Africa and the Brookville rock was attached to South America.
- Plate tectonics created a shift and a new ocean (the Atlantic) was created. Pieces of the continents drifted and eventually attached themselves to ancient North America called Laurentia
- Plate tectonics is a term that explains how the crust of the earth moves or is created. The earth is broken up into 16 plates.
- The two terranes have a very different fossil record. The Cambrian rocks have trilobites, sponges, brachiopods and small-shelled fossils. Trilobites are distant relatives of crabs and other joint legged creatures that preceded the emergence of land animals.
- The Precambrian rocks contain stromatolites which are structures created by cyanobacteria.
- There is a fault line that marks the contact between the two. This fault line extends across the river under the bridge.
- This area has been studied since the 1830's. A major founder of geology, Sir Charles Lyell, visited the area in 1852.

Note: Information adapted from the Reversing Rapids Geology walk pamphlet.

GEOLOGY OF THE HOPEWELL CAPE AREA

- As the rift valleys formed in the North Atlantic more than 200 million years ago, sedimentary deposits were washed down from the Caledonia Mountains. The washed down deposits were compacted into layers of conglomerate rock that consisted of gravel, pebbles and rocks of different shapes cemented together and mixed with sandstone. About 15 million years ago forces tilted the layers upward creating vertical and horizontal fractures.
- During the Triassic and Jurassic periods it is believed that a lake covered the area.
- The Last Ice Age carved the Bay into what it is today and the melting of the glacier flooded the bay and created the tides as well as started the erosion along the shoreline, which have over time created the "flowerpots".
- The sandstone areas erode up to 0.6m or 2 feet each year.

WISH ROCKS

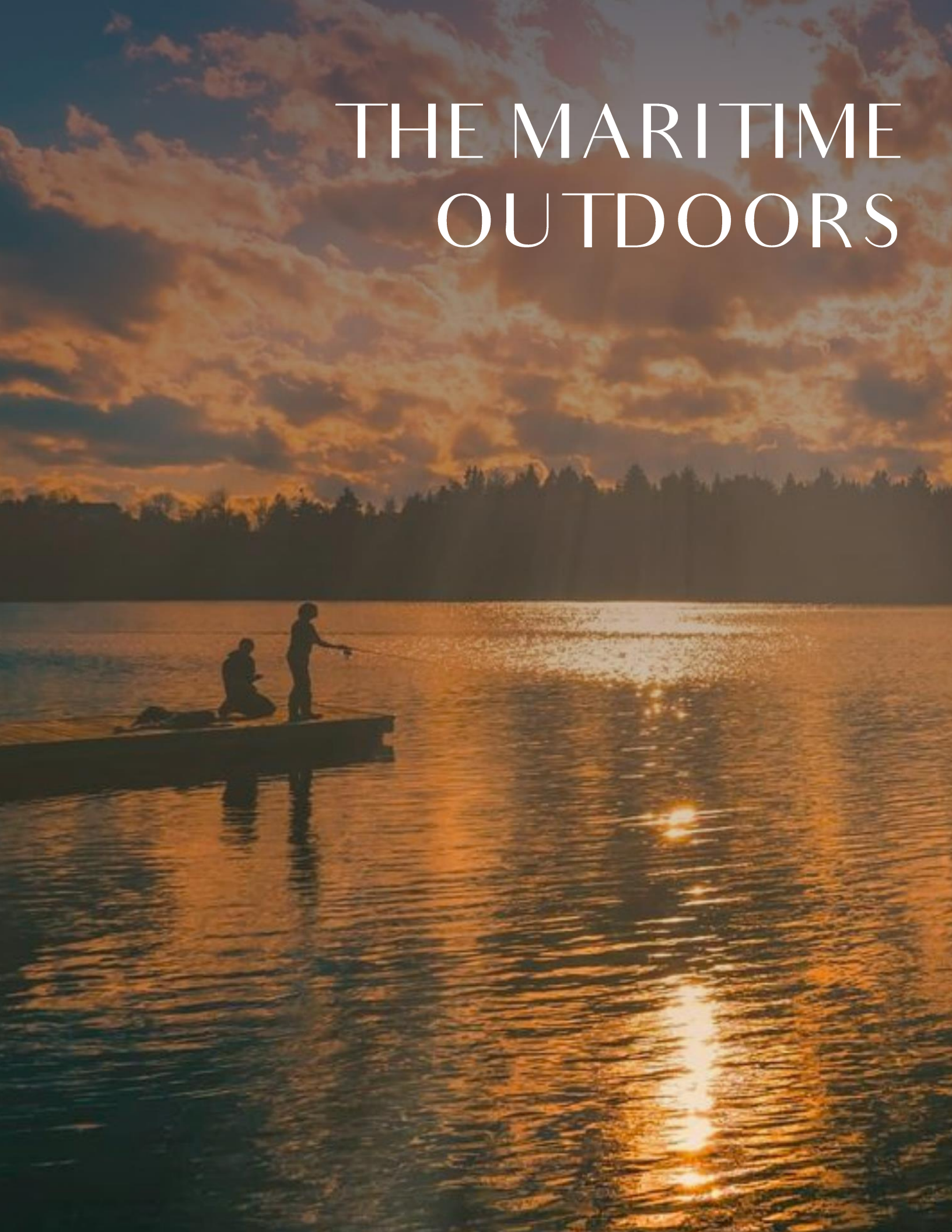
At the St. Martins Caves, the cobblestone beach is rocky, and at low tide you can explore the Caves. The Caves were formed by the highest tides in the world. The rocks on this beach and on the coast of the Bay of Fundy are around 250 million years old. There is one special type of rock you can find here, and we love to share this story with our guests when they visit.

There is a local legend that claims if you find a rock with a ring through it, that you have found a sign of good fortune from Mother Earth. With the wish rock in your possession, you make a wish. Once you've made your wish your return the rock to the beach so that someone else will be able to find it too.

Several rocks found on the beaches of St. Martins are granite or metamorphic sediment and have a ring of white quartz. Happy hunting!

Note: We used to say you keep the wish rock until your wish comes true, then, sharing your good fortune, you pass your wish rock onto someone else. However, due to sustainability and preserving our unique Bay of Fundy ecosystem we no longer encourage guests taking the rocks with them. In addition, the rocks are often confiscated by shipboard security when boarding the ship.

THE MARITIME OUTDOORS



THE MARITIME OUTDOORS

WEATHER

New Brunswick's climate is more severe than that of the other Maritime provinces, which are lower and have more shoreline along the moderating sea. New Brunswick has a humid continental climate. Elevated parts of the far north of the province have a subarctic climate.

Saint John's temperature averages approximately 22°C (72°F) in summer and -3.9°C (25°F) in winter. Compare that with the Bay of Fundy waters, which year round are near freezing at a constant temperature of 4°C (39.2°F)

WINTER

The first snowfall of winter for Saint John usually arrives in November, but can show up as early as October. The season's last snowfall typically happens in April although in some years a late snow lands in May. In winter, a single snowfall can be up to 42 cm (16 in), with an average snow depth of about 16 cm (6 in) through the season.

Atlantic Canadians enjoy the outdoors right into the winter months. Our landscape and province have so much to offer that makes it hard to resist, below are some of the examples of winter activity in New Brunswick.

- Downhill Skiing - Two local Ski Hills, Poley Mountain, Sussex NB (vertical drop of 660 ft) and Crabbe Mountain just west of Fredericton (Vertical Drop of 853 ft). Compared to Vail in Colorado with a vertical drop of 3450 ft.
- Cross Country Skiing/ Snowshoeing - Pack your gear of choice up in the car and head out to the great outdoors. We make use of our National, Provincial and Municipal Parks which are all accessible for these activities. If you don't have the equipment, rentals are available at countless cities, town and villages scattered throughout the province.
- Ice Skating/Tobogganing - One of the family favourites, many ice-skating facilities exist with just as many folks taking their shovels out to the lakes once the ice is thick enough. Groups and families will gather for some pond hockey and cocoa on the shore.
- Snowmobiling/ ATV's - With over 20,000 kms of developed, non-motorized snowmobile and ATV trails, New Brunswick is an outdoor enthusiast's paradise with its large number of diversified recreational trails located throughout the province.
- Winter Camping - Gather up some of your warmest gear and book with our National Parks to enjoy camping in one of the structures available, rustic cabins, Yurt, Otentik, or pitch your own tent.
- The World Pond Hockey Championship was first held in Plaster Rock New Brunswick in 2002. This is an annual event taking place during the last week of February each year and draws 120 teams from all corners of the globe for this 4-day event.

The winter of 2015 will be remembered in Atlantic Canada with record snowfall amounts. Saint John declared a state of emergency after multiple winter storms required removing 7500 truckloads of snow in six days - now dubbed "snowmageddon". The most amount of snow to land in one day at Saint John is 58.4 centimetres (23 inches) on March 30, 1878

Ice Roads

- For the past few years, New Brunswickers looking to shave a half-hour from their commute have skipped the ferry ride from the Kingston Peninsula to Saint John for a drive over the frozen water, despite the fact the ice road path is unsanctioned and potentially unsafe.
- Nicknamed "Hillbilly Highways", this is considered a risky crossing by some, and no problem by others.
- The Department of Transportation or local police can't do anything about closing or patrolling the route, since it's not officially a road. It's maintained and plowed by volunteers.

Ice Fishing at Renforth Wharf

- Fishing smelts primarily
- Dark Shacks (-29 C with windchill), light filters through ice
- Shrimp coated in cornmeal for texture in 3 pieces/3 hooks on line
- Gas heaters / wood stoves, lighting generators
- Smelts go up river to spawn in cold months

INTERESTING FACTS ABOUT FOG

Fog represents the collection of water droplets or ice crystals suspended in the air at or near the Earth's surface. Fog can be considered a low-lying cloud at ground level. The processes forming it, however, are usually different from those that form clouds. Like clouds, fog is made up of condensed water droplets which are the result of the air being cooled to the point (actually, the dewpoint) where it can no longer hold all of the water vapor it contains. For clouds, that cooling is almost always the result of rising of air, which cools from expansion. New Brunswick's Bay of Fundy is responsible for a very special eco-system, microclimate.

- The only difference between fog and mist is in their density.
- In order for fog to be created the difference between temperature and dew point needs to be smaller than 2.5 °C or 4 °F. In normal conditions fog will appear at a relative humidity near 100%. If the air has a 100% relative humidity this means that it can hold no additional moisture.
- Fog can have many different forms, depending on how the cooling that caused the condensation occurred. The forms of fog include Ground fog, Advection fog, Frontal fog, Freezing fog, etc. Some communities use special nets to collect fog moisture.
- But for fog which occurs next to the ground, there are usually other reasons for this cooling. For instance, rain can cool and moisten the air near the surface until fog forms. Or, as is more often

the case, infrared cooling of a cloud-free, humid air mass at night can lead to fog formation - this is called "radiation fog". Radiation fog is most common in the fall, when nights get longer, airmasses begin to cool, and land and water surfaces that have warmed up during the summer are still evaporating a lot of water into the atmosphere.

- Finally, a warm moist air mass blowing over a cold surface (usually snow or ice, or over a cold ocean surface) can also cause fog to form-this is called "advection fog".
- Fog reduces visibility to less than 1 km while mist reduces visibility to no less than 1 km.
- The foggiest place in the world is the Grand Banks off the island of Newfoundland, this is because this area represents a meeting place of the cold Labrador Current from the north and the much warmer Gulf Stream from the south. The foggiest area in the United States is Point Reyes, California with around 220 foggy days per year.
- Saint John & the Bay of Fundy is the second foggiest location in Canada (second to Grand Banks, NL). Saint John usually sees between 12-20 days of fog per month in the summertime, due to the warmer air over the Bay of Fundy, and the fog typically rolls in and out with the tide.

WILDLIFE IN NEW BRUNSWICK

MOOSE

Moose, (*Alces alces*), largest member of the deer family Cervidae. Moose are striking in appearance because of their towering size, black colour, long legs, pendulous muzzle, and dangling hairy dewlap (called a bell) and the immense, wide, flat antlers of old bulls. The name moose is common in North America; it is derived from the word moosh ("stripper and eater of bark") in the Algonquian language of the Innu people of Quebec, Canada. In Europe moose are called elk. Moose primarily exploit plant communities of deciduous shrubs that have been disturbed by flooding, avalanches, or forest fires. In winter they may also consume conifers such as fir and yew. In areas of very deep snow, moose may tramp a system of trails called a "moose yard." In summer they may also consume large amounts of aquatic vegetation. Moose may dive and stay up to 50 seconds underwater while feeding. Even calves are excellent swimmers.

More Moose Facts from Canadian Wildlife Federation:

- largest member of deer family, ranging from 1.4 – 2.1 metres (up to 6 feet)
- can weigh up to a ton, and have antlers spanning 70 inches.
- can dive more than 16 feet for food and run faster than 30 miles per hour
- average bull weighs 1320 pounds
- A 1600 lb moose will yield approximately 500 lbs of meat.
- moose have been known to swim 11 miles at a stretch
- moose calves can follow cow on long swims while very young, sometimes resting its muzzle on the cow's back for support
- even with huge antlers, moose can move very silently through dense forest
- estimated there are between 500,000 and one million moose in Canada.

Moose Calling Instructions

You will need:

- White cotton shoelace
- Can opener
- Empty large metal juice can
- Hammer
- Nail
- Moose picture
- Crayons
- Glass of water

Instructions:

1. Use a can opener to open one end of the juice can
2. Using the hammer and nail, poke a hole in the center of the other end of the can
3. Take a cotton shoelace and poke it thru the hole in the top of the can.
4. Tie a knot in the end of the shoelace that will be hidden inside the can
5. Decorate the outside of the can with your moose picture

To call a Canadian Moose:

1. Wet the shoelace in the glass of water
2. Take 2 fingers and grab the shoelace at the can and pull while moving the can away from you.

Note:

- The male or Bull Moose has a grunt, so short, quick pulls will simulate a Bull Moose
- The female or Cow Moose has a long, drawn-out call so long, slow pulls will simulate a Cow Moose
- If you are sharing this information with children, tell them to get help from a parent
- To see a demonstration and interpretation tips, visit Aquila's YouTube Channel to see Melanie using her Moose Caller: <https://www.youtube.com/watch?v=YIJAgMyBcGo&t=27s>

Moose Hunting Season

Residents apply each May to random draw for a moose license (must have Hunter Safety Course). If a hunter is successfully drawn, at the time of license purchase the applicant can then designate another resident hunter to accompany them. They must meet all regulatory requirements to purchase a license and have not been successful in the current years draw. This designated hunter must accompany the successful applicant and cannot hunt alone. The bag limit combined is still one. This season is always during the last week in September, this is to ensure that new calves are able to survive independently from their mothers. The resident license fee is around \$72.00, and you can bag 1 moose only. Non-resident licenses are available for around \$548.00 and you must be accompanied by a New Brunswick Resident guide. A successful hunter is permitted to share his yield with friends or family members but only with a proper transfer permit and to sell the meat for profit is illegal.

BEAVER

The beaver is Canada's national symbol. The quest for beaver (pelts) resulted in the country's (and much of the United States') exploration. Beavers live in lodges or boroughs. Lodges can be island lodges built in the middle of a pond (as in the Caribou Plain colony, Fundy National Park) or built on the sides of a bank of a river or lake edges. Both dams and lodges are built with sticks and mud. The mud is carried in their front paws. Their tails are used as an early warning device - not to carry or pat down the mud as many think. When alarmed they slap their flat tails on the water. This sound can carry over very long distances. The tail is also used to balance themselves when they sit up.

Beavers also live in boroughs in riverbanks. Not all beavers build dams. Those living in lakes or rivers where the water table is high year-round do not need to build a dam. All beavers, however, need to chew to wear down their continually growing front teeth. They can chew under water, being able to close off the back of their throat not allowing water to get in. Beavers have pieces of skin which close off their ears and nostrils when they are under water. Dams are made of sticks and mud. Their purpose is to increase the depth of the water. The water needs to be deep enough so it will not freeze to the bottom in winter.

Beavers must store food for the winter months. Their lodge openings are under water which freezes in the winter. They are locked in their lodges and under this ice. In the summer they cut off tree branches and stick these in the mud in front of their lodge. In the winter they swim under the ice to access this food supply. Beavers can stay under water for 15 minutes. They also utilize air pockets trapped under the ice in winter. Beavers do not hibernate.

Beavers are herbivores - only eating plants. Their favourite food is poplar, alder or birch. They also like the roots of water plants. Beavers have an average of 3 kits. When the mother gives birth, the males and yearlings leave the lodge to a nearby empty lodge or borough a hole in the bank to live in until the young are weaned. Young beavers live with the parents until they are two years old. They then take off over land to find a new body of water in which to establish a lodge of their own. Beavers can travel long distances over land. While they are on land they are very vulnerable to predators. Through banding programs, they have learned that children will continue to visit parents. They have an amazing social bond.

Beavers are the world's second largest rodent. The heaviest beaver was recorded at 110 lbs. They average 60 lbs. The Capybara - South American Guinea Pig is the largest rodent. Beavers live for about 15 years but have been known to have lived for as much as 23 years in the wild.

FIELDS & WOODLANDS

ACADIAN FOREST

Our forest is an Acadian Forest, The Acadian Forest is in a transitional zone (the Northern Boreal and the Southern Deciduous come together). The resulting moisture creates a rainforest-like eco-system and

tremendous diversity. If you were to count the number of plant species in a single hectare (2.5 acres) of land in an Acadian Forest, you would find more species here than in any habitat in the world at this latitude. Many species of lichens - up to 500 different species have been identified. On a single tree, subtropical lichens can be growing on one side while on the other can be subarctic lichens. As many as 300 species of mosses have been identified along the Bay.

FLOWERS

- Lupins in July
- Fireweed in August. Fireweed is tall hot pink plant named because it is the first plant to grow back after a forest fire
- Hop Clover is low yellow flower along the sides of the road in August
- Sweet Clover is the tall plant with a white flower in August
- Goldenrod in September

DULSE

Dulse is a red algae found at low tide growing on rocks and ledges in the Bay of Fundy. It is an edible seaweed and is most often harvested by hand, between June and September, with the harvesters navigating slipper rocks along the coastline to pick the fronds. Once collected the thin flat seaweed is taken to a drying location, generally a large open field and lain upon drying racks. A drying rack is usually a wooden frame with mesh inlay so that the air can circulate, and the algae fronds can dry under the sun. This sea snack is extremely nutritious and eaten locally like potato chips. You can also find flaked dulse to sprinkle on your meals to your taste and some folks even lightly toast it in a frying pan and create a D.L.T (Dulse, Lettuce and Tomato Sandwich). Just one handful of dulse contains 100% of the daily-recommended intake of Vitamin B6, 66% of B12, a day's supply of iron and fluoride and is also relatively low in sodium while high in potassium. Roughly 1 million pounds of wet dulse is harvested from Grand Manan's Dark Harbour annually. That's just 1 harbour. If you've never tried it, I challenge you to go ahead and be adventurous!

FIDDLEHEADS (OSTRICH FERNS)

- Early colonists thought Fiddleheads resembled the tuning end of violin or fiddle.
- This was known as one of the survival foods of the Loyalists.
- Fiddleheads are perennials which grow rapidly in spring when flood waters of river decline, usually April through May.
- They are sometimes referred to as the provincial vegetable.
- Fiddleheads are high in Iron, low in sodium, and have about 70 calories in a 1/2 cup.
- Cook fresh or frozen: boil in small amount of water until crisp, drain, and season with butter &/or vinegar.

SUGAR WOODS

Springtime in New Brunswick is maple syrup time. As the days grow warmer and the maple trees convert their stored starch to sugar, the sweet sap starts to flow and syrup producers across the province head to the sugar bush for the sweetest harvest in the forest. Here on Canada's Atlantic coast, our climate, soil and forest combine to create a uniquely flavourful maple sap that gives New Brunswick maple syrup a taste that's renowned around the world. The New Brunswick Maple Syrup Association represents a well-established industry that produces 1.8 million kilograms of syrup every year which is sold here and on the global stage. It takes 40 litres of sap to produce one litre of maple syrup.

IRISH MOSS

Irish Moss is the "frilly" purplish seaweed harvested at low tide in Prince Edward Island. Used for a substance called "carageenan" extracted and used in products such as ice cream, toothpaste, flavourings, and cosmetics. Its main function is thickening and gelling as it is colorless, odorless, and tasteless.

KELP

Kelp grows well below the low tide level and often is found washed ashore. Kelp is easily identified because of its large size compared to other seaweeds. This species has a long, thin blade that feels like a rubber sheet. Kelp provides extracts, most importantly, iodine. Kelp is also used in the development of fire-resistant textiles, jellies, ice cream and cosmetics.

ROCKWEED/BLADDERWRACK

These seaweeds or marine algae (plants that grow in salt water) are greenish-brown in colour and are the most commonly seen seaweeds of our shores. Rockweeds are a source of food directly and indirectly to marine life, and they provide a "first home" for the eggs and young of many species. This seaweed is easily identified by its many pairs of air bladders (look like bubbles). The air bladders keep the plant afloat at high tide.

Seaweeds are vital to the survival of our marine life. Note inside the air bladders the creamy substance. Nutrients are extracted from rockweed to use in chocolate milk to keep the chocolate from settling on the bottom.

RIVERS & WETLANDS

WOLASTOQ (THE ST. JOHN RIVER)

The Wolastoq, also known as the St. John River, is called the "Rhine of America". This 450-mile river originates in the State of Maine and winds through the province of New Brunswick before emptying into the Bay of Fundy. It is an ideal river for boating, sailing, and fishing because of its deep water and many bays and coves.

In 1816, the first steamboat, the General Symthe started travelling up river to Fredericton. Riverboat service on the St. John River continued for 124 years. In 1940 the last large riverboat, the D J. Purdy stopped running and became a stationary dining room until destroyed by fire. Riverboats left from a wharf just above the Reversing Falls Rapids, and there were many Riverboat stops all along the St. John River.

Here are some facts about Wolastoq (Saint John River):

- At 673 kilometres, Wolastoq (Saint John River) is one of the longest rivers in eastern North America, with a watershed in New Brunswick of more than 32,000 square kilometres. The lower floodplain is a diverse and fertile mix of freshwater marshes, swamps, lakes and agriculture lands, making it one of the most important areas for wildlife in New Brunswick.
- The Wolastoq and associated floodplain habitat supports 45 federally, or provincially, listed species at risk including the American eel, wood turtle and least bittern.
- The lower portion of the river and its tributaries, below Fredericton, has one of the most extensive freshwater wetland systems in eastern Canada. Here, there are 56,914 acres (23,032 hectares) of wetland habitat, much of it with a semi-permanent or seasonally flooded water regime.
- Ducks Unlimited Canada started investing in wetland conservation efforts in this area in the 1970s to help reverse historical loss and to support biodiversity. Since 2018, Ducks Unlimited have invested over \$700,000 into improving wetland habitat. Today, they play a key role in conserving wetlands in this landscape, which includes 17,253 acres (6,982 hectares) of freshwater marsh and an additional 3,270 acres (1,323 hectares) of upland habitat.
- Floodplain wetlands are one of the most important wetland habitats in New Brunswick and recognized as Provincially Significant Wetlands under New Brunswick's Wetland Policy.

MUSQUASH ESTUARY

Musquash Estuary is considered to be one of the most ecologically significant areas in Atlantic Canada. It has been identified as the last fully functioning estuary in the Bay of Fundy region. Conservation of the area is critical to the health of the Bay's ecosystem. The estuary contains all the habitat types found in the greater Bay from cobble and sand beaches to mudflats, salt marshes and coastal forests. It was designated as the first Marine Protected Area (MPA) in New Brunswick under Canada's Oceans Act in March 2007. There are 6 MPAs in Canada.

At the 2,200-hectare (5,500-acre) Musquash Estuary Nature Reserve, the majestic Musquash River winds through Acadian forest and vast marshes to meet the world's highest tides in the Bay of Fundy. NCC's largest nature reserve in Atlantic Canada is a haven for wildlife. At-risk species like peregrine falcon thrive here, as well as bobcat, moose, deer and harbor seal. Located along the Atlantic flyway, the Musquash Estuary is a key stopover site for many species of migratory birds, including white-winged scoter, surf scoter, black guillemot, common eider and semipalmated sandpiper.

Nature Conservation Canada has built a large conservation area around the Musquash Estuary that protects important coastal forest and wetland habitat. Just 20 kilometres from Saint John, this beautiful wilderness was once targeted for development. Led by the Nature Conservancy of Canada (NCC) since 2001, the reserve has grown piece by piece through land donations and community partnerships, and is still in progress: a conservation success story in the making. The goal is to see a total of 4,800 hectares (12,000 acres) conserved surrounding the Musquash Estuary, through the combined efforts of NCC and their partners.

DUCKS UNLIMITED

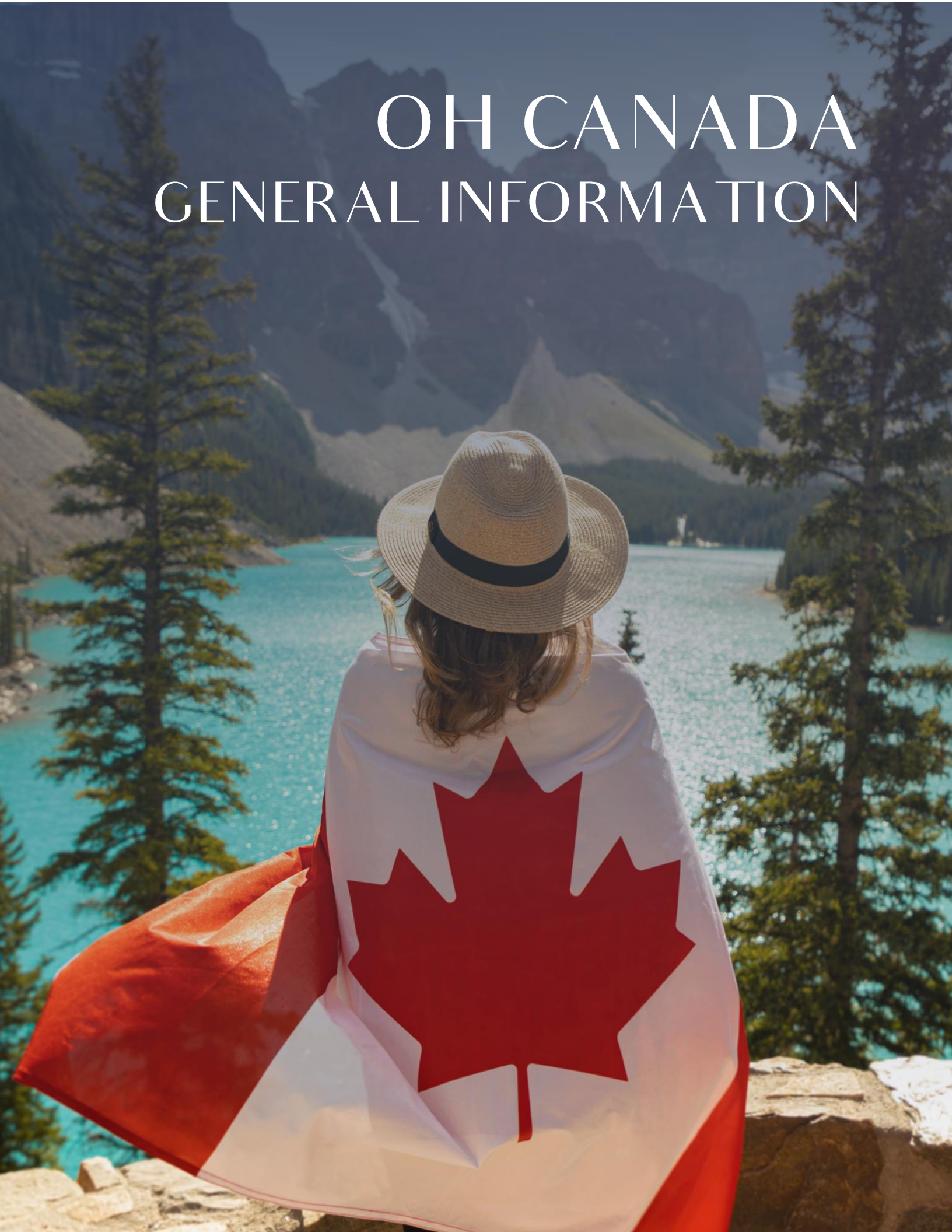
New Brunswick's wetlands and coastal areas support waterfowl from as far south as the Caribbean to as far north as the sub-Arctic. They supply birds with a place to nest and raise their young. They filter water, protect our coastlines, and give people a place to connect with nature.

Our changing environment is putting wetlands at risk. Extreme weather. Rising sea levels. Urban development. Land conversion. Sixty-five per cent of wetlands in Canada's coastal areas have been altered or destroyed. It's time for conservation efforts that will protect the defining natural features of Canada's east coast. These are treasures we can't afford to lose.

In July 2009, Mabel Fitz-Randolph, a lifelong local resident donated 680 acres of estuary habitat to the Nature Conservancy of Canada making almost 3,700 acres protected by the conservancy. The Province of New Brunswick and other organizations like Ducks Unlimited manage an additional 1,800 acres around the estuary for conservation. By accepting the gift from Mrs. Fitz-Randolph more than 86 % of the coastal area is in conservation ownership.

Ducks Unlimited is partnering with communities, government and industry to make sure that the important, biodiverse and beautiful wetlands on the Wolastoq (Saint John River) floodplain—and the many communities they support—remain for generations to come. They have embarked on an ambitious 10-year, \$3-million conservation project to renew and restore 4,700 acres (1,900 hectares) of vital freshwater wetland habitat.

OH CANADA GENERAL INFORMATION



OH CANADA - GENERAL INFORMATION

Canada, second largest country in the world in area (after Russia), occupying roughly the northern two-fifths of the continent of North America. Despite Canada's great size, it is one of the world's most sparsely populated countries. This fact, coupled with the grandeur of the landscape, has been central to the sense of Canadian national identity, as expressed by the Dublin-born writer Anna Brownell Jameson, who explored central Ontario in 1837 "the seemingly interminable line of trees before you; the boundless wilderness around you; the mysterious depths amid the multitudinous foliage, where foot of man hath never penetrated...the solitude in which we proceeded mile after mile, no human being, no human dwelling within sight."

Although Canadians are comparatively few in number, we have crafted what many observers consider to be a model multicultural society, welcoming immigrant populations from every other continent. In addition, Canada harbours and exports a wealth of natural resources and intellectual capital equalled by few other countries.

OFFICIAL LANGUAGES

Canada is an officially bilingual country in both English and French, reflecting the country's history as ground once contested by two of Europe's great powers. The Official Languages Act of 1969 declares that the English and French languages "enjoy equality of status and equal rights and privileges as to their use in all the institutions of the Parliament and Government of Canada."

New Brunswick is the only officially bilingual province, with most residents speaking either English, French, or both. The official language of the province of Quebec is French, while all other provinces are English. In the three territories of Canada, both English and French are recognized as the official languages as well as the following:

Nunavut: English, French and Inuit (Inuktitut and Inuinnaqtun) sometimes called Inuktitut

Yukon: English and French

Northwest Territories: Inuktitut, Inuinnaqtun, Inuvialuktun, Gwich'in, North Slavey, South Slavey, Tłıchǫ, Chipewyan, Cree, English, and French

THE NAME "CANADA"

The word Canada is derived from the Huron-Iroquois *kanata*, meaning a village or settlement. In the 16th century, French explorer Jacques Cartier used the name Canada to refer to the area around the settlement that is now Quebec city. Later, Canada was used as a synonym for New France, which, from 1534 to 1763, included all the French possessions along the St. Lawrence River and the Great Lakes. After the British conquest of New France, the name Quebec was sometimes used instead of Canada. The name Canada was fully restored after 1791, when Britain divided old Quebec into the provinces of Upper and Lower Canada (renamed in 1841 Canada West and Canada East, respectively, and collectively called Canada). In 1867 the

British North America Act created a confederation from three colonies (Nova Scotia, New Brunswick, and Canada) called the Dominion of Canada. The act also divided the old colony of Canada into the separate provinces of Ontario and Quebec. Dominion status allowed Canada a large measure of self-rule, but matters pertaining to international diplomacy and military alliances were reserved to the British crown.

CANADA BY LAND & SEA

In longitude Canada extends from approximately 52° to 141° W, a distance that spans six time zones. With its vast Arctic and subarctic territories, Canada is often considered a country only of the far north; however, the peninsula of southern Ontario juts deeply south into the heartland of the United States, and its southernmost point, Middle Island in Lake Erie, is at the same latitude as northern California. Canada occupies a strategic global location, lying on great circle routes (the shortest line joining any two places on the globe) between the United States and Europe and, to a lesser degree, Asia. As a result, many international commercial flights track across Canada.

The combination of physical geography and discontinuous settlement has led to a strong sense of regionalism in Canada. The Atlantic Provinces include all of the Appalachian region except the Quebec portion. If the province of Newfoundland and Labrador is excluded, the three-remaining east-coast provinces are called the Maritime Provinces or the Maritimes. Quebec and Ontario are usually referred to separately but sometimes together, as Central Canada. The West usually means all four provinces west of Ontario, but British Columbia may be referred to alone and the other three collectively as the Prairie Provinces or the Prairies. Yukon, the Northwest Territories, and Nunavut are referred to as the North.

Canada shares a 5,525-mile- (8,890-km-) long border with the United States (including Alaska)—the longest border in the world not patrolled by military forces—and the overwhelming majority of its population lives within 185 miles (300 km) of the international boundary.

With less than 1 percent of the world's population, Canada has some one-seventh of the world's supply of accessible fresh water. Much of this water is stored in lakes and wetlands that cover about one-fifth of Canada's total area. The Great Lakes—the world's largest surface of fresh water—are shared with the United States and form part of the international border.

THE CAPITAL OF CANADA

The national capital is Ottawa, Canada's fourth largest city. It lies some 250 miles (400 km) northeast of Toronto and 125 miles (200 km) west of Montreal, respectively Canada's first and second cities in terms of population and economic, cultural, and educational importance.

THE CANADIAN PROVINCES & TERRITORIES

Formally, Canada is a *constitutional monarchy*. The titular head is the reigning monarch of the United Kingdom (locally called the king or queen of Canada), who is represented locally by a governor-general (now

always Canadian and appointed by the Canadian prime minister). In practice, however, Canada is an independent federal state established in 1867 by the British North America Act.

The act created a self-governing British dominion (recognized as independent within the British Empire by Britain in 1931) and united the colonies of Nova Scotia, New Brunswick, and Canada into the provinces of Nova Scotia, New Brunswick, Quebec, and Ontario. Rupert's Land and the Northwest Territories were acquired from the Hudson's Bay Company in 1869, and from them Manitoba was created and admitted to the confederation as a province in 1870; its extent was enlarged by adding more areas from the territories in 1881 and 1912. The colonies of British Columbia and Prince Edward Island were admitted as provinces in 1871 and 1873, respectively. In 1905 Saskatchewan and Alberta were created from what remained of the Northwest Territories and admitted to the confederation as provinces. In 1912 the provinces of Quebec and Ontario were enlarged by adding areas from the Northwest Territories. In 1949 Newfoundland and its mainland dependency, Labrador, joined the confederation following a popular referendum (the province was officially renamed Newfoundland and Labrador in 2001). The Yukon Territory (renamed Yukon in 2003) was separated from the Northwest Territories in 1898, and Nunavut was created from the eastern part of the territories in 1999. Thus, ***Canada now consists of 10 provinces and 3 territories***, which vary greatly in size. All vestiges of British control ended in 1982, when the British Parliament passed the Canada Act, which formally made Canada responsible for all changes to its own constitution. The Canadian provinces and territories are:

Provinces

- British Columbia
- Alberta
- Saskatchewan
- Manitoba
- Ontario
- Quebec
- New Brunswick
- Prince Edward Island
- Nova Scotia
- Newfoundland & Labrador

Territories

- Yukon
- Northwest Territories
- Nunavut

THE CANADIAN GOVERNMENT

Federal legislative authority is vested in the Parliament of Canada, which consists of the sovereign (governor-general), the House of Commons, and the Senate. Both the House of Commons, which has 338 directly elected members, and the Senate, which normally consists of 105 appointed members, must pass all legislative bills before they can receive royal assent and become law. Both bodies may originate legislation, but only the House of Commons may introduce bills for the expenditure of public funds or the imposition of any tax. The House of Commons is more powerful than the Senate, whose chief functions include investigation, reviewing government legislation, and debating key national and regional issues.

The governor-general, who holds what is now a largely ceremonial position, is appointed by the reigning monarch of the Commonwealth upon the advice of the Canadian government. The governor-general formally summons, prorogues, and dissolves Parliament, assents to bills, and exercises other executive functions. After a general election, the governor-general calls on the leader of the party winning the most seats in the House of Commons to become prime minister and to form a government.

The **Prime Minister (PM)** is the head of the federal government. It is the most powerful position in Canadian politics. Prime ministers are not specifically elected to the position; instead, the PM is typically the leader of the party that has the most seats in the House of Commons. The PM then chooses a cabinet, generally drawn from among the members of the House of Commons from that same party. Almost all cabinet ministers head executive departments, and the cabinet, led by the prime minister, develops all policies and secures passage of legislation. The ministers of the crown, as members of the cabinet are called, are chosen generally to represent all regions of the country and its principal cultural, religious, and social interests.

Canada has three main levels of government.

The federal level: This level of government deals with areas of law listed in the Constitution Act, 1867 and that generally affect the whole country.

The provincial level: In each of the 10 provinces in Canada, the provincial government is responsible for areas listed in the Constitution Act, 1867, such as education, health care, some natural resources, and road regulations. Sometimes they share responsibility with the federal government. The three territories have their own governments, with responsibilities that are given to them by the federal government.

The municipal level: This is the level of government that is usually based in a city, town or district (a municipality). Municipal governments are responsible for areas such as libraries, parks, community water systems, local police, roadways and parking. They receive authority for these areas from the provincial governments.

Across the country there are also band councils, which govern First Nations communities. These elected councils make decisions that affect their local communities.

CANADIAN HEALTHCARE

Canada has a decentralized, universal, publicly funded health system called Canadian Medicare. Reforms have been made over the past four decades and will continue in response to changes within medicine and throughout society. The basics, however, remain the same - universal coverage for medically necessary health care services provided on the basis of need, rather than the ability to pay. Health care is funded and administered primarily by the country's 13 provinces and territories. Each has its own insurance plan, and each receives cash assistance from the federal government on a per-capita basis. Many Canadians also pay for private healthcare insurance to supplement what is covered by the public system.

The idea of Canadian healthcare can be a bit of a hot topic, so if it comes up, keep comments minimal, neutral and positive – and quickly move on. There are pros & cons to every system. For instance, we don't pay directly for basic healthcare, but do we have higher taxes. Generally speaking, our healthcare system seems to be working for Canadians.

CANADIAN EDUCATION

Canada is the most educated country in the world. More than 50% of the population has a post-secondary education. Plus, Canada has a 99% literacy rate. In Canada, it's the law that children get an education. It's the parent's responsibility to make sure children get enrolled in and attend school. Depending on where you live, there are many schooling options to choose from. Each province and territory run their own school system. Each system is similar, but there are some important differences. The difference reflects the priorities of that provincial or territorial government. In most Canadian schools, boys and girls learn together in the same classroom. Students are taught by teachers, who often have a university education.

Throughout the school year, students get a report card that shows their progress. Your child must show that they've learned the curriculum to go to the next grade. The province or territory sets the passing grade. There are 3 types of schooling in Canada:

- **Primary (elementary):** Generally for kids 5 to 12 years old including preschool (optional), kindergarten, and grades 1 to 6
- **Secondary:** Generally for kids 12 to 18 years old. This group usually includes grades 7 to 12
- **Post-secondary:** With the right educational credentials, anyone can apply to attend a post-secondary school

THE CANADIAN FLAG

The Canadian flag was presented to the people of Canada on February 15, 1965. It has red stripes on each side, representing the Dominion of Canada stretching from the Atlantic to the Pacific Ocean. The Maple Leaf in the centre has twelve points on it to represent the ten provinces and two territories at the time of its creation, but now we have a third territory, Nunavut.

THANKSGIVING IN CANADA

Because of the seasonal difference between Canada and the US, our harvest happens earlier in the year, as does our Canadian Thanksgiving. The other difference is that there were no pilgrims involved in our Thanksgiving.

Celebrated on the second Monday in October, by proclamation of Parliament in 1957, Canadian Thanksgiving is “a day of general thanksgiving to almighty God for the bountiful harvest with which Canada has been blessed”. The day is celebrated in Canada however as a national holiday rather than a religious one.

CANADIAN SPORTS

Canadians participate in a wide array of sports and other recreational activities. Sports play an important role in the Canadian school system, largely the result of the country’s well-coordinated network of governmental and nongovernmental agencies devoted to physical education.

Several of the sports played in Canada are derived from those of the indigenous peoples or the early settlers. **Lacrosse**, which had become Canada’s national game at the time of confederation, was played in many parts of the country and adopted by later immigrants. By 1867 definite rules had been established, and the game had become organized.

Ice Hockey is also Canadian in tradition and leadership. Its exact origins are disputed; one theory traces hockey to the Irish game of hurling and another to a French field game called hoquet, known in English as field hockey. The game has spread far afield since its rules were first codified in 1875, and it remains one of Canada’s most popular winter sports. The original teams of the National Hockey League were all Canadian; the league’s champion is awarded the Stanley Cup, which is named for Frederick Arthur, Lord Stanley of Preston, Canada’s governor-general from 1888 to 1893. “Hockey Night in Canada” broadcasts, originating with announcer Foster Hewitt on radio in 1931 and still televised, are popular with millions of Canadians. Many of the game’s best players are Canadians, and Wayne Gretzky and Gordie Howe are widely held to be two of the greatest hockey players of all time. Toronto is home to the Hockey Hall of Fame, founded in 1943. **There are seven NHL teams located in Canada.** From the date of their first NHL season the seven teams are:

- Montreal Canadiens (1917)
- Toronto Maple Leafs (1917)
- Vancouver Canucks (1970)
- Edmonton Oilers (1979)
- Calgary Flames (1980)
- Ottawa Senators (1992)
- Winnipeg Jets (2011)

Other team sports have been more strongly influenced by the United States. The Canadian Football League (CFL) plays a gridiron **football** game only slightly different from American football in the United States. The annual Grey Cup game that decides the CFL championship has become a national event.

Toronto has two teams, the Blue Jays and Raptors, that compete, respectively, in **major league baseball** and the **National Basketball Association**. There are even Canadian connections to the origins of baseball and basketball; a version of baseball was played as a modified game of rounders in the 1830s near what is now London, Ontario, and the basketball was developed by Canadian-born James Naismith while he was working in the United States.

Curling, a sport similar to lawn bowls and played on ice, is a popular recreation in Canada, and the national teams are among the most competitive in the world. Other winter sports widely enjoyed by Canadians, as both participants and spectators, include ice skating and downhill and cross-country skiing. Among the many warm-weather recreational activities, fishing, hunting, and canoeing are perhaps most associated with Canada.

CANADA'S CURRENCY: LOONIES AND TOONIES

One of the most fun facts about Canada is about our currency! First off, there's the "loonie," which is a \$1 CAD coin. We get this one, because on one side of the coin there's a depiction of a loon – that's a duck-type thing (a waterfowl, if you want to be picky). Then there's the "toonie," it's a \$2 CAD coin. "Toonie" is a portmanteau word combining the number "two" with the name of the loonie. In 2011, Canada's Bank Notes moved from paper to polymer banknotes. Canada's banknotes are Vision Impaired Friendly and have brail on them for the blind.

TRANS-CANADA HIGHWAY

Traveling all the way from the Atlantic to the Pacific Ocean, the Trans-Canada Highway is most definitely one of the world's longest highways. At 4,860 miles long, there's a lot of scope for road trips along this epic highway. To give it a number, it's actually the fourth-longest in the world.

TIM HORTONS

Canada is the number 1 donut consumer in the world. We only have 30-million people in Canada, but we eat 1-billion donuts annually. We can thank Tim Horton's for this title, Canada's most popular coffee and donut chain. When Tim Hortons first opened its doors in 1964 in Hamilton, Ontario, a donut would set you back a dime. The first Tim Hortons donuts ever made were classic Canadian favourites, including the Dutchie and the Apple Fritter. In 2017, Canadians ate so many Tim Hortons donuts that if you were to stack them horizontally on top of one another, it would reach the height of the CN Tower. You may never look at the Toronto skyline the same way again.

CANADIAN BAGGED MILK

Canadians Put Milk in Bags – Here's a very unique fact about Canada. Yes, we really do put milk in bags. This was the norm for many years and 75% of Canadians still drink their milk out of a bag. There is even bagged milk at Costco!

THE WHISKY WARS – CANADA & DENMARK

Canada has ongoing land disputes with Denmark. There is an island in the Arctic (between Greenland and Ellesmere Island) known as Hans Island that Canada and Denmark have been fighting over since the 1930s. The two countries battle it out by leaving a bottle of Canadian Rye Whiskey on the Danish side with the Danes leaving a bottle of Danish Schnapps on Canada's side to stake their claim.

OTHER FUN FACTS ABOUT CANADA

General

- Canada uses the British English system – Canada spells like the English, meaning we spell things like Color with a “u” Colour, and our “theaters and meters” are spelled “re” – theatre, metre.
- Apology Act it's the Law – In fact Canadians apologize so much, Canada passed the apology act meaning, you express sympathy or regret. It does not, in law, constitute an express or implied admission of fault or liability by the person in connection with that matter.
- The Canadian average life expectancy is 81 years old.
- Canada's Official Phone Number – 1-800-O-CANADA.
- Canada is one of the most multicultural countries in the world and Toronto is often considered the most multicultural city on earth!

Food & Drink

- Great Maple Syrup Heist – In 2012 the Great Canadian Maple Syrup Heist was national news when someone stole 3000 tons of maple syrup in Quebec valued at \$18 million dollars. Canada produces 80% of the world's maple syrup.
- Canada's National Drink is the Caesar – It's like a Bloody Mary, but instead of tomato juice, we use Clamato Juice (A mixture of Clam Juice and Tomato Juice).
- Canadians eat more boxed mac and cheese (Kraft Dinner) than anyone else in the world, eating 55% more per year than Americans.
- Poutine is a tasty meal made of French fries covered with fresh cheese curds and a thick, brown gravy. It originated in the province of Quebec in 1957, but has become a popular food throughout Canada.

Famous Canadians

- Schitt's Creek – Created by famous Canadians, Eugene and Dan Levy, this sitcom is set and filmed in Canada. It stars Canadians and the multitalented award-winning Catherine O'Hara.

- Marvel employs several famous Canadians – Most recently Simu Liu plays Shang-Chi. A Marvel character Canadians are very proud of. Other Canadians in the Marvel world are: Evangeline Lilly (Ant Man and the Wasp), Ryan Reynolds (Deadpool), Elliot Page (X-men), Cobie Smulders (The Avengers), Rachel McAdams (Dr. Strange).
- Famous Canadian Musicians – Drake, Justin Bieber, Michael Buble, Shawn Mendes, Alanis Morissette, Avril Lavigne, Sarah McLachlan, Rush, Neil Young, Celine Dion, Shania Twain, Rush, Barenaked Ladies, Brian Adams, Leonard Cohen, Michael Bublé, The Weekend, The Guess Who.
- Famous Canadian Actors: Keanu Reeves, Ryan Gosling, Jason Priestley, Ryan Reynolds, Ellen Page, Rachel McAdams, Donald and Kieffer Sutherland, Christopher Plumber, Joshua Jackson, Eugene Levy.
- Famous Canadian Actresses: Sandra Oh, Anna Paquin, Evangeline Lilly, Cobie Smulders, Rachel McAdams, Pamela Anderson.
- Famous Canadian Comedians: Seth Rogan, Jim Carey, Mike Meyers, Lorne Michaels, Howie Mandel, Martin Short, Dan Akroyd, Will Arnet, Catherine O'hara, Lorne Michaels, Samantha Bee.

Outdoors & Wildlife

- The first National Park in Canada was Banff National Park established in 1885. Three years after the first National Park in the world was established in the United States (Yellowstone National Park).
- Canadians love to skate – Canada has the longest skating rink in the world (located in Winnipeg) and Canada has the World's Largest Skating rink in Ottawa on the Rideau Canal.
- Wood Buffalo National Park is the second-largest national park on earth. Located between Alberta and the Northwest Territories it was established to allow the Wood Bison to roam freely.
- It is illegal to kill a Sasquatch in British Columbia – Bigfoot is legally protected in Canada
- Canada is the Polar Bear Capital of the World – If you want to see a polar bear in real life, the best place to visit is Churchill

Inventions

- The Telephone Was Invented in Canada – While Alexander Graham Bell wasn't officially Canadian, he spent most of his time between Brantford Ontario, Boston Massachusetts, and Baddeck Nova Scotia. and much of his work was done at his workshop in Brantford and then later in life in Baddeck.
- Superman was created by a Canadian – Canadian Joe Shuster co-created Superman with Jerry Siegel. The Daily Planet is actually based on the Toronto Star and Metropolis was modeled after Toronto.
- Insulin was discovered by doctor Frederick Banting in 1921 at the University of Toronto. It was developed further by him, Charles Best, Bertram Collip and John Mcleod.
- The Snowblower was invented in Canada in 1927

NEW BRUNSWICK GENERAL INFORMATION

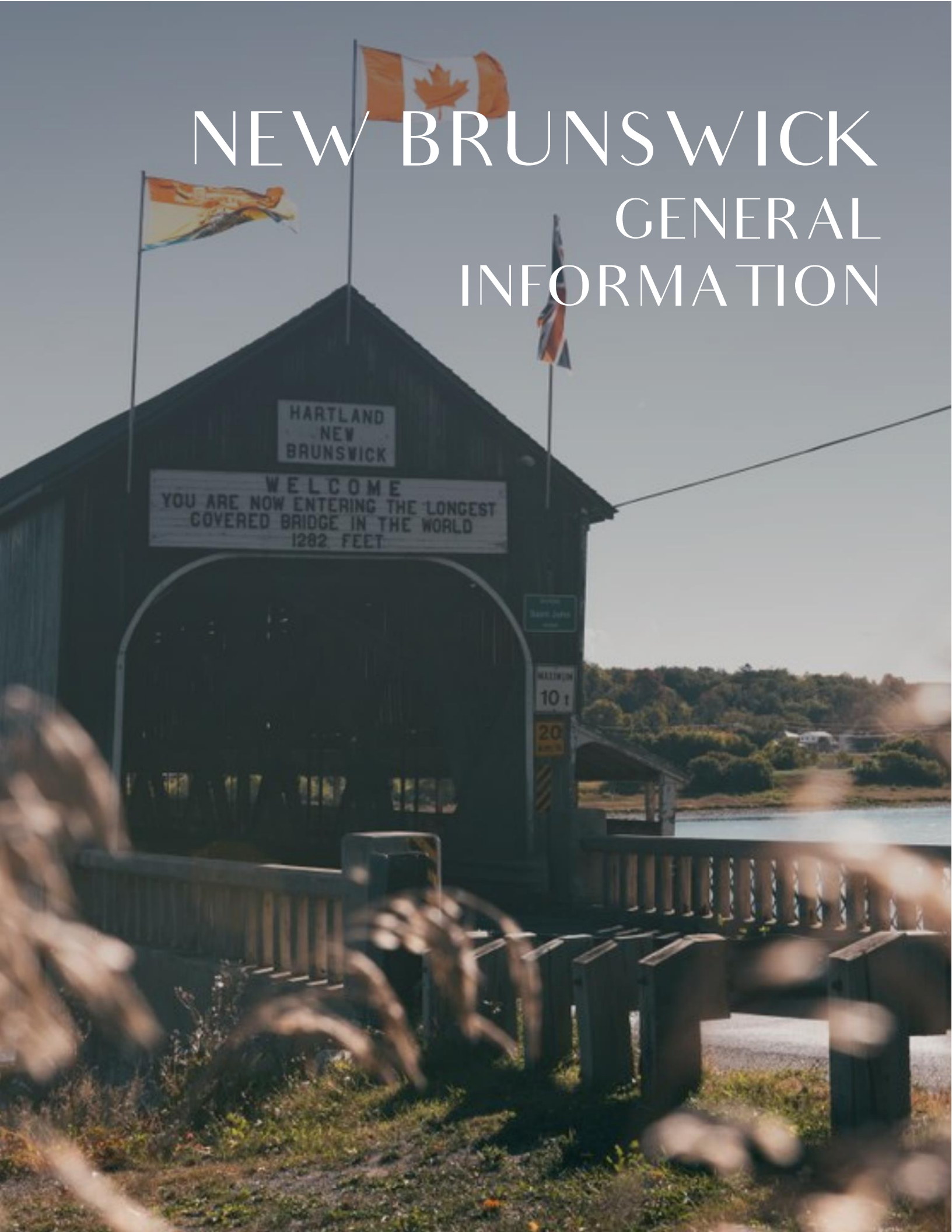
HARTLAND
NEW
BRUNSWICK

WELCOME
YOU ARE NOW ENTERING THE LONGEST
COVERED BRIDGE IN THE WORLD
1282 FEET

1000
Saint John
1000

MAXIMUM
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20
km/h



NEW BRUNSWICK GENERAL INFORMATION

NEW BRUNSWICK

New Brunswick, named in honour of Britain's Royal House of Brunswick, became a province in 1784, and was one of the four original provinces of the Dominion of Canada. It is 322 km (200 miles) from north to south and 242 km (160 miles) from east to west. The province is geographically a rectangle and roughly 73,440 sq. km (28,354 square miles) in area bounded by the Bay of Fundy, the Gulf of St. Lawrence, the province of Quebec and the state of Maine. The population is approximately 776,827 (census 2019). In NB, there are 8 cities, 26 towns, 61 villages, 1 regional municipality, and 8 rural communities.

The terrain of the province is rolling hills with 80% forest cover. The population is 57% Anglo-Saxon and English speaking in origin and 33% French speaking. Saint John itself has an English population of 95% with French making up almost 5%.

Fredericton is the Capital City where the Premier, Lieutenant Governor, Legislative Assembly and the Senate are located. Fredericton is also the home of the University of New Brunswick. Saint John is the largest city in the province and the most industrialised. Moncton is the centre for transportation and commerce and is split 50/50 French & English. It also contains the Universite de Moncton, a French language university.

NEW BRUNSWICK INDUSTRY

Forestry, manufacturing, mining, agriculture, fisheries and tourism are the province's major industries. Forestry products are one of the major exports from New Brunswick along with N.B. seed potatoes known around the world.

SAINT JOHN SHIPBUILDING

Shipbuilding was a major industry in Saint John and indeed throughout the province of New Brunswick. Across the bay the remains of the Saint John's famous ship building history can be seen— the dry dock belonging to Saint John Shipbuilding Ltd. When it first opened in 1923 it was the largest dry dock in the world. Many ships have been built there including barges, trawlers, mine sweepers, passenger and vehicle ferries, oil tankers, oil rigs, combined ore/oil carriers, Great Lake carriers, operation support ships and 6 Frigates for the Canadian Armed Forces. Owned by the Irvings, it has now been remodeled into a Wall Board Plant.

LUMBERING IN NEW BRUNSWICK

Imagine a river stretching away in front of you, one of many in New Brunswick. Before you on the shore you find a lumber camp, a place to sleep, food and occasional respite from a hard life in the woods. Ahead of you lies the work of cutting and hauling logs and rafting them downstream to the lumber mill, from where

the sawn lumber will be shipped to market. The sounds of axes and saws and the cry of "Timberrrr!" ring out around you.

New Brunswick's abundant forests became an important source of raw timber for Britain when the traditional supply from the countries around the Baltic Sea was cut off during the Napoleonic Wars of the early 1800s. During the winter months, trees were felled and collected. In the spring, the logs were floated down New Brunswick's rivers to mills downstream or along the coast. Wood processing techniques developed rapidly in the late 19th century, making it easier to turn raw timber into a variety of saleable commodities, such as boards, decorative woodwork and even the lowly but essential matchstick.

Life in the lumber camps was hard and dangerous, but it produced a breed of sturdy men proud of their skills, as well as a rough code of conduct that governed their lives in the forest. Living conditions in the camps were at best rudimentary. With no unions, the work of the 19th-century logger was defined only by seasonal conditions and available daylight. Perhaps the most exciting event in the life of a lumber camp was the spring log drive, an event that had all the elements of a thrilling adventure: exhilarating work, spine-tingling action and hair-raising danger.

T.S. SIMMS & CO. LTD

T.S. Simms & Co. has a long history as the foremost manufacturer of quality painting tools in Canada. The T. S. Simms Brush Company is the largest of its type in the Canada and has the most modern equipment for brush-making in the world. The Simms Company had its beginnings in 1866 when Thomas Stockwell Simms, an American civil war veteran, invested his soldiers back pay and bonus in a small brush and broom operation in Portland, Maine. This fledgling enterprise was enticed to move in 1872 to Saint John, New Brunswick which at the time was a bustling port city, world famous for shipbuilding.

The previous building (Simms corner, site now utilized by JD Irving operations) was built in 1912 and was the first all concrete structure in Saint John, as well as the first factory in Saint John to have both hot and cold running water and the first company to have an emergency sprinkler system. At one point, it had 25,000 panes of glass in its windows placing it in the Guinness Book of Records. It is a fourth generation family-run business. Simms has distribution plants in Montreal, Toronto, Winnipeg, and Richmond, BC. Its name is on over 700 products, which include various types of paintbrushes, rollers, brooms, etc. Today, their head office, customer service, marketing and sales are located in Saint John, NB (Hilyard Place). Their manufacturing and warehouse facility is in Erin, Ontario.

RED ROSE TEA

The origins of Red Rose Tea can be traced to Atlantic Canada over 150 years ago, when Theodore Harding Estabrooks was born in Wicklow, New Brunswick in 1861. The idea of a pre-blended and packaged tea was innovative, and the business quickly expanded throughout Atlantic Canada and, eventually, into the United States as well. Red Rose Tea is a beverage company established by Theodore Harding Estabrooks in 1894 in

Saint John, New Brunswick, Canada. Estabrooks began his career in trade imports and exports, and soon moved specifically to the tea trade.

The Red Rose Tea building was built in 1903 for the originator of Red Rose Tea, who got his start by trading wholesale tea shipments in the 1880's. He developed a blend and set up his own company. Realizing the inconsistency in loose leaf servings, Estabrooks began packaging his tea leaves into single-serving bags to ensure quality and consistency in every teacup. In 1932, Brooke Bond of England purchased the company. The company was the first to pack tea in gauze bags.

Red Rose brand tea has been available in the United States since the 1920s, but their Original Blend is a different blend of black pekoe and cut black teas, compared to the orange pekoe sold in Canada. The current building has been renovated into office space.

BARBOURS & KING COLE TEA

G.E. Barbour Inc. is a food company known for spices, peanut butter and of course, tea, and the famous brand King Cole. G.E. Barbour was founded by two brothers, William and George in 1867. They were an importer and wholesaler for the city. The company was located in the south end of the city, but the original operation was destroyed in the Saint John fire of 1877. In 1895, G. E. Barbour purchased the business from his father George Barbour. At that point it was rebuilt on Market Slip.

It was a successful business, but the product that changed the company's future was introduced in 1910, when it purchased a small local brand of tea called King Cole. This was after a New York tea merchant sent samples of his tea in small silk pouches. They mistakenly assumed the tea bags were to replace their metal tea infusers. Unintentionally, the tea bag is born! When you look at the number of companies purchased by G. E. Barbour between 1910 - 1925, it had continued to grow. By the late 1940s, with no natural heir in the family, a new owner was sought out.

In 1950, the Brennan Family acquired the Barbours Company. Ralph Brennan was a tea man, manufacturer, and he worked for the Red Rose company, so that's where he made all his contacts. He was a real visionary. He was one of the first people in the region to really understand and appreciate modern manufacturing practices. He was a great promoter of using computers when they first became available.

In 1966, Barbours was relocated to Sussex, New Brunswick. With the modernization of Market Slip, the company was forced to move, and took advantage of an offer from the Town of Sussex to relocate there. Shortly after in 1967, the Barbours General Store was floated down the Saint John River for the Canadian Centennial.

Barbours had significant changes in its entire model every 25 - 35 years, from being an importer and a warehouse and then a manufacturer, and then buying distribution companies all around the province and

into eastern Quebec and Nova Scotia. Now they are primarily a food processor. Nut butter has now become 80 per cent of the company's business.

Sylvia MacVey, granddaughter of Ralph Brenan, is now the President and CEO of Barbours. The key to the long success of the company, said MacVey, was its ability to change its business as the food industry developed. Today, Barbours brands include:

- Nut Butters
- King Cole Tea
- Morse's Tea
- Spices, Extracts, and Baking
- Pop'N Top Popcorn Seasoning

THE IRVINGS

Kenneth Colin Irving was one of Canada's most powerful industrialists. Mr. Irving was born of Scottish descent in Bouctouche, a small northeastern New Brunswick town, in the year 1899. His father was a merchant and Kenneth sometimes worked in his father's store. As a boy, he was very thrifty and enterprising. KC's mother gave him a strict Presbyterian upbringing and besides being a hard worker, he was a non-smoker and a non-drinker. He was in the army for a short while at the end of the First World War and in 1921, he went west on a harvest excursion. Upon his return, he started an Imperial Oil dealership station for his father. However, after a dispute with the Imperial Oil Company, he borrowed \$2,000.00 and bought his own oil tank which he installed himself. He bought his gas from Oklahoma and he drove his own tank truck. The new oil company was called Primrose Oil Limited.

After his father died, KC took over the family sawmill and woodland and greatly expanded the business. He married a girl from near Bouctouche and in 1927; they came to Saint John to take over the Ford dealership. At first they lived on Union Street above the car showroom. The Irving's moved into the house next door to the Estabrooks House, which is where their three sons grew up. In the early 1950's, Mr. Irving purchased local newspapers from Howard Robinson and bought his white mansion on Mount Pleasant Avenue. The Irvings lived there for twenty years as his enterprises grew in number.

In 1971, Mr. and Mrs. Irving moved to Bermuda. Five years after they moved to Bermuda, Harriet Irving passed away. Mr. Irving continued to return to Saint John with his second wife, Winnifred, from time to time until the time of his death in December 1992.

The three sons, Jack, JK, and Arthur (known locally by the nicknames Greasy, Gassy, and Oily) were involved in Irving operations all of their lives. Their children and grandchildren are now active in running the various Irving businesses. Some of the children have started major businesses of their own. Jack Irving passed on July 21st, 2010. JK and Arthur both passed in 2024 – Arthur on May 13th, 2024 and JK on June 21st, 2024. JK Irving had ownership of and responsibility for J. D. Irving, Limited, a conglomerate with interests in several

industries including forestry, pulp and paper, tissue, lumber, building supplies, frozen food, transportation, shipping lines, and ship building. Arthur had ownership of and responsibility for Irving Oil, its retail stores, oil refineries, oil tankers and distribution terminals and other facilities.

The Irving holdings are many and their enterprises have done much to make Saint John the industrial centre that it is today. Today, the Irving Empire includes the Irving Oil Refinery, wallboard plant, lumber and pulp mills, shipping and trucking lines, engineering and construction firms, communications, media, hardware and real estate companies. The Irving Empire also consists of the New Brunswick Southern Railway, which was bought from Canadian Atlantic Railway, the Atlantic division of Canadian Pacific Railway. Irving enterprises employ approximately 1/12 of New Brunswickers. The Irving family is considered to be in the top ten wealthiest families in Canada, and is one of the five largest landowners in North America.

IRVING PULP & PAPER DIVISION

The Irving Pulp Mill stands on the site of a former sawmill, which had been built around 1845. The present mill was acquired by the Irvings in 1948 and is one of several in the province of New Brunswick. The Paper Plant was built in 1965 and is very modern, producing top quality paper on two machines. The mill produces 900 tonnes of newsprint each day. Although the paper mill has a world market, its major markets are in the United States along the Eastern Seaboard, and also parts of Canada, Britain, France and Germany. Products are also sold to Boston, New York, and Philadelphia papers. It takes over two acres of N.B. trees to produce one edition of the New York Times. You can imagine how interested the Irvings are in reforestation. Many students in New Brunswick spend their summers planting trees.

The method of turning wood into paper is very interesting. The wood used in this mill is softwood. The 15-year-old pines are chipped and then cooked with chemicals for 2 hours. In a single day, 750 tons of wood chips are cooked. The mush is then screened, cleaned and pressed into long sheets and dried. The Courtenay Bay Generating Plant was built to meet the needs of the mill, and to sell the remaining power. It is said that the mill uses more power than the entire province of Prince Edward Island. The pulp, prized for its brightness, is known world-wide.

A short note on pollution: According to personnel at the Mill, if the colour of the smoke is white then the substance is steam. If the colour is black, then there is carbon in the smoke and if there is a green or a yellow tinge to the smoke, then there is chlorine present. The sea foam often found in the water can be compared to soap suds. The pile of wood chips is not a waste pile. The chips are used in the boiler to produce some of the energy needed to run the mill.

The "rotten egg" smell sometimes emitted from the pulp mill is caused by hydrogen sulphide produced in the recycling of chemicals in the kraft mill. The company has installed a Teller scrubber on the recovery boiler. This eliminates much of the unpleasant hydrogen sulphide smell. The Irvings have always been very environmentally conscious but in the late 1990's they took an extra step. They spent over \$200 million in

environmental renovations on the Pulp and Paper Mill. They focused on not only meeting government regulations but in surpassing them. Along with extensive pollution control program, the Irving Empire can now boast that it has planted four hundred million trees in its reforestation project.

The Irving Tissue Plant (previously Kimberley Clark Company) uses Irving paper for tissues and paper towels. Its brand name "Majesta" which covers products such as toilet tissue, paper napkins, and facial tissues is the only tissue made in the area that is completely New Brunswick. Everything contained in the product and all steps involved in its manufacture, from the tree right through to the finished product, are completely New Brunswick.

IRVING OIL REFINERY

This oil refinery is the largest in Canada and produces 300,000 barrels of oil a day. The oil refinery officially opened on July 20th, 1960. The oil is transferred by pipeline to Courtney Bay. A side product of the oil, lubricating oil, is packaged and distributed at the Irving Lubricating Plant at the side of the causeway. The refinery is built on a 780-acre site and was the lifelong dream of KC Irving to produce a quality petroleum product for his province. The original refinery was situated on the site to enable ease of expansions in 1971, 1974 and 2000. In the last 15 years Irving Oil is trying to lower sulphur levels in their fuel. They have produced an ultra-low sulphur product with levels of 15 parts per million or less.

Fun fact: Many members of the refinery team use bicycles to travel from one part of the refinery to another.

IRVING OIL CANAPORT

Canaport was the first deep-water terminal in the Western Hemisphere (opened in 1970). It enables offshore discharge of crude oil from super tankers. The crude oil is pumped from these huge oil tankers through a hose to a sub-sea pipeline and then to on-shore storage tanks which can hold six million barrels. It takes about 42 hours to unload the largest crude carrier. The terminal is 4100 feet off shore in approximately 128 feet of water allowing it to accommodate large ships to off load their crude oil. In late 2008, Canaport became the first receiving and regassification LNG (liquified natural gas) plant in Canada, now known as Saint John LNG.

SAINT JOHN LNG

Saint John LNG is a state-of-the-art LNG receiving and regassification terminal in Saint John, NB and is the first LNG terminal in Canada, sending out natural gas to both Canadian and U.S. markets. Saint John LNG is able to supply 20% of the natural gas needs of the north-east US as well as Canadian needs. It has a maximum capacity of 28 million cubic metres of natural gas per day, which is enough to heat 5 million homes. LNG arrives by ship to Saint John in specially designed LNG tankers and is offloaded by being pumped through pipes into LNG storage tanks at the Saint John LNG terminal. The LNG is then restored in a highly controlled process to its original gaseous form through a process called regassification. Then, the natural gas is distributed via the Brunswick Pipeline destined for use as fuel for markets in Canada and the US.

IRVING OIL LUBRICANT PLANT

It is the first alkylation plant in Canada and it has the most sophisticated equipment in the country, receiving the international ISO 9002 certification in 1995. The purpose of the Lubricants Lab is to manufacture and package motor oils and lubricants for all engine types. It also produces and packages windshield wash and anti-freeze and is equipped to produce its own one and four litre bottles. The plant uses computerised blending equipment to produce the lubricants. The plant has a staff of approximately 70 people.

Its construction was completed in 1990 at a cost of 60 million dollars, and in 1995 it received the international ISO 9002 certification. The purpose of the Lubricants Lab is to manufacture and package motor oils and lubricants for all engine types. It also produces and packages windshield wash and anti-freeze and is equipped to produce its own one and four litre bottles. The plant uses computerised blending equipment to produce more than 1,200 lubricant and chemical products for distribution around the globe. In May 2020, in response to the global Covid-19 pandemic, the plant was retooled to produce much-needed hand sanitizer. The plant has a staff of approximately 70 people.

MOOSEHEAD BREWERIES

Moosehead Breweries is the oldest independent brewery in Canada and the only locally owned and operated brewery in the Maritimes, presently managed by a sixth generation Oland family CEO. Moosehead began back in 1867 when Susannah Oland brewed a vat of beer from family recipes in her back yard. The beer proved to be so popular that she and her husband, John James Dunn Oland, were asked if they would like to produce their beer commercially. They formed and operated the Army and Navy Brewery until John's death.

Susannah continued to operate the brewery with her five children and changed the name to S. Oland Sons & Co. in 1877. The Halifax Explosion in 1917 destroyed the business. The family moved to Saint John, bought the Simeon Jones Brewery, changed the name to Oland's Red Bull Brewery and started again. During prohibition in the 1920's the brewery produced only soft drinks and 2 % beer. In 1947 that Brewery was renamed Moosehead Breweries. The name Moosehead was first used in 1928 as the name of a brand of beer the company produced. The name came to symbolise the whole company for the moose reflected majesty and strength.

Today Moosehead has breweries here in Saint John and in Dartmouth, Nova Scotia. They continue to produce beer that is very popular in North America and internationally and they currently have sales of \$100 million annually. Its exported beer, Moosehead Export, is the sixth most popular imported beer in the U.S. Besides exporting to almost every state in the U.S., Moosehead also exports beer to Australia, Great Britain, Ontario and British Columbia. Its Maritime brews include Alpine, Moosehead Ale, Moosehead Beer, Alpine Light, Molson, Moosehead Dry, and Alpine Genuine.

Moosehead's production capacity is 38,000 dozen per eight hour shift for local markets, and 56,000 dozen per eight hour shift for exported beer. The tanks, 8 large and 6 small, seen from Simm's Corner are called end-tanks and the larger tanks can hold approximately one million bottles of beer. There are 8 brews a day. It takes one week in the fermenting, one week in the primary storage, one to two weeks in secondary storage and 3 days in the bottling tank for a total of one month to make beer. The bottling line is fast putting through 1600 bottles per minute.

Facts about Moosehead

- Moosehead story begins when John and Susannah Oland left their native England for Canada and settled in Dartmouth, Nova Scotia
- Susanna began brewing small quantities of an old family beer recipe that she had brought with her from England - her Brown October Ale.
- 1867, the Army and Navy Brewery was born, named after its most appreciative customers
- In 1885 Susannah's health was failing so she moved to Richmond, Virginia where she was finally laid to rest in 1886
- When Susannah Oland died, her sons John Jr., Conrad and George took over the company and continued to grow the family business, which had now been renamed the Maritime Brewing and Malting Company.
- In December 1917, when the SS Mont-Blanc collided with another ship and caught fire in Halifax harbour, the resulting explosion destroyed nearly everything within 2 square kilometers, including the brewery. It was the largest manmade explosion to date and killed nearly 2,000 people, including Conrad Oland.
- After the devastation in Halifax, George Oland used the insurance money from the destroyed brewery and relocated to New Brunswick. In 1918 he purchased the Simeon Jones Brewery and restarted the family business.
- Because of his continued success there was quickly a need to expand, and in 1928 that resulted in the purchase of the James Ready Brewery, a second and much larger site in the city of Saint John. That second brewery is still in operation and remains the company headquarters to this day.
- In 1931, with the launch of Moosehead Pale Ale, the familiar moose icon was first introduced. The pale ale (and the logo that went along with it) would become so popular that in 1947 the family business went through one final name change and officially became Moosehead Breweries Limited.

Exporting

- Because of certain trade regulations between various Canadian provinces, the company wasn't able to expand westward and distribute to the rest of its native country. They instead opted to expand distribution southward, to the United States, and in 1978 (much to the delight of American beer lovers) they launched their famous Moosehead Lager. By 1982 the company was entering markets in Europe and beyond. Moosehead products are now distributed globally.

- Inter-provincial trade barriers that have prevented Moosehead Beers from freely travelling across Canada are finally lifted. Moosehead starts making its way across the country.
- Moosehead Lager wins Gold at the prestigious Monde Selection. This follows Gold medals at the World Beer Cup and 2003 Canadian Brewing Awards

James Ready Home

What is now Fallsview Funeral Parlor on Lancaster Ave., Saint John west (large red brick house) was built by and the home of the brewer-James Ready. James Ready's brewery on the westside of the city was bought by the Oland's later and it was under that brewery's license that the Oland's found the registered name of Moosehead and therefore they could use that licensed name for one of the Oland beer brands. Later it became the name of the company. No Oland ever lived in that house, however, and all the mahogany & chandeliers in the funeral parlor are original to James Ready's family.

Susannah Oland

Famous Canadian Business Woman - Susannah Oland. Born 1798, Died 1886. Susannah and her husband John immigrated to Canada from England in the 1860's. She first brewed her brown October ale in her back yard in Nova Scotia in 1867. By the 1870's Susannah found herself a single parent with 6 children to care for. She renamed her small brewing business to S. Oland and Sons to hide the fact that a woman was in charge of the company. She proceeded to build the company into the dominant brewer of beer in the Maritimes. She used her own personal recipe for her beer, a recipe which is still the base for the beer produced in the company that is the owner of the Oland beer label today. Moosehead Beer is enjoyed across Canada.

1st Stolen batch

In August 2004 a truck driver transporting 60,000 cans of Moosehead beer to Mexico for a Mexican supermarket chain disappeared with the beer, leaving the nearly empty transport truck abandoned in a parking lot located in Grand Falls, New Brunswick. Easily identified by the Spanish writing on the labels (which is not common in the English/French speaking country of Canada) the beer was slowly tracked. The first signs of the missing beer showed up in Fredericton, New Brunswick, with two empty cans; another report of two cans were reported later in northern New Brunswick. Police working on a tip eventually found the truck driver in Ontario; earlier in the same week, police discovered nearly 8,000 cans of the stolen suds in a trailer that went off the road near Woodstock, New Brunswick. With most of the beer recovered and the driver in custody, the police in the New Brunswick area began to look in wooded areas for the remaining beer. Knowing the area in which the police were looking, many civilians took up the search as well. Because of the media attention on the story almost all of the beer was quickly found by civilians and police, and most of it was returned to Moosehead Breweries.

The final piece of the story occurred in October 2004 when 200 cans of the stolen beer were found at a marijuana growing operation in the forest near Doaktown, New Brunswick about 100 kilometres northeast

of Fredericton. "Six of the cans were discovered with bite marks in them indicating a bear had, at one point, been into the beer," the RCMP said in a news release. The release said there was no sign of either the animal or the people who had stashed the beer. The unique and quirky nature of this crime story made international headlines and resulted in publicity for Moosehead; it has also been the basis of a book and a song.

2nd stolen batch

In September 2007, two tractor trailers carrying 77,000 cans and 44,000 bottles with a reported retail value of \$200,000 were stolen from a transport company in Mississauga, Ontario. Peel Regional police arrested a man from Vaughan, Ontario during the first week of October 2007 and charged him with possession of stolen property. Police believe he is responsible for the theft and of selling the beer to bars and after-hours clubs and that he may not have worked alone.

Moosehead in Hollywood

Popularity of the brand was unintentionally assisted by Canadian-American film star Michael J. Fox. In his autobiography *Lucky Man*, he said that as a guest on *The Tonight Show* he told Jay Leno that he did not like American beer, describing it as 'too watery' and that he instead would drink Moosehead Ale. Not long afterwards, a huge truckload of Moosehead Ale made its way to Fox's house as a free gift from the company. Cases of Moosehead have shown up in various episodes of *Entourage*.

OCEAN STEEL

Ocean Steel and Construction Ltd. was founded in 1955. It is one of the leading steel fabricating plants in Canada and the Eastern United States. Fabricated steel products are used for buildings, oil storage tanks, water storage tanks, pressure vessels, transmission towers, etc. The products are sent to New England and the Maritimes. Offshore products are sent to the Atlantic Rim and the Caribbean. Structural steel is used by the pulp and paper industry, office buildings, shopping centres and schools, to name a few. The capacity of the plant is 25,000 tons of steel per year on average. The whole building was built with products from within the company with the exception of the glass, which came from a Canadian manufacturer.

CROSBY'S MOLASSES

Crosby has been importing the world's finest molasses to the East Coast of Canada since 1879; supplying retailers across Canada and into New England. Five generations later, the Crosby Molasses Co. Ltd. continues to flourish as a small, independent, family-owned business. For the past several decades the source of their molasses has exclusively been from Madre Tierra, in Santa Lucia, Guatemala. Crosby's has always imported molasses by ship, and it continues to arrive by tanker ship to the Port of Saint John. Molasses is piped from the ship into huge storage tanks on the West Side of the harbour. Sometimes a molasses shipment arrives during winter. In order to unload in frigid weather, the molasses is heated slightly before pumping begins and once they start pumping they can't stop. It takes about 30 hours to unload a ship.

Before World War II molasses used to be delivered to every general store in the province in 96-gallon barrels. They'd place a barrel in stores on consignment in November and collect the money in April. Customers would bring their own containers to the store in order to buy their molasses. Molasses was delivered to all general stores along the Saint John River steamship route. The barrels would go upriver before it froze in the fall. Some stores might take two barrels depending on the size of the community.

Here are some facts from Crosby's:

- Some people give bottles of molasses as wedding favours.
- Corner stores used to order their molasses by the barrel. Customers would bring their own containers to fill.
- During summer haying season farmers would make a drink called switchel – molasses, water and cider vinegar – to stay hydrated and energized during the day.
- Crosby Molasses used to have its own delivery trucks and there was one time the driver arrived after hours to do a delivery in northern Maine. He was told to pump the molasses into the hole in the wall, so he did, and ended up filling someone's basement with molasses.
- For a time, our molasses shipments arrived monthly on a small tanker that travelled between Saint John and Barbados. Rum was especially cheap in Barbados and we came to learn that someone on board was smuggling bottles of rum to Saint John. As the ship approached port they'd secure the bottles of rum in burlap bags and drag them behind the ship so customs officers wouldn't find them. This caused the labels to come off so no one buying the rum really knew what they were getting.
- Molasses was rationed like sugar, butter and other grocery items during the war.
- All of the deceased Crosbys are buried at Fern Hill cemetery in Saint John, overlooking the Crosby Molasses plant.
- Molasses is sold by weight in Canada. It was considered a sugar and dry sugar products were sold by weight.
- Interesting (and tasty) molasses combinations:
 - Molasses on homemade bread is a very common snack in New Brunswick kitchens
 - Molasses and cheddar cheese on toast
 - Molasses and peanut butter
 - Molasses and mustard
 - Amazing Race Canada 2016 – Crosby's was featured in Amazing Race Canada. The challenge? Competitors had to make molasses pull taffy

THE POTASH TERMINAL

The potash storage and shipping facility has been constructed on the Lower Cove loop in the Saint John harbour. It has a storage capacity of 200,000 tonnes. The dry bulk cargo is delivered from as far away as Saskatchewan by rail. Potash has been exported to the U.S., Europe, South America, Far East, Africa,

Australia, New Zealand, Bangladesh, and the Caribbean. Potash is potassium salt (potassium chloride) potash, 99% is used for fertiliser. One-third of packaged fertilizer is made up of potash.

Facts concerning Potash Terminal:

- Potash Corporation of Saskatchewan-
 - Dimensions-195m by 50 m
 - Capacity- 75,000 tonnes.
- Potash Company of Canada Limited
 - Dimensions-237m by 53m
 - Capacity -25,000 tonnes.
- Potash is loaded from the warehouses on the conveyor system to the loading dock at a rate of 2700 tonnes per hour to the loading dock, which is served by a quadrant loader.

MCCAIN FOODS

McCain’s history began in 1957 with the founding of McCain Goods Limited in Florenceville, New Brunswick. The McCain brothers (Wallace, Harrison, Robert and Andrew) were entrepreneurs of their time. As sons of a third-generation farmer, they used their family knowledge of agriculture and combined it with innovation. By using frozen food technology, the brothers opened the first McCain Foods production facility in their hometown of Florenceville, New Brunswick, Canada – producing frozen French fries, which have become a signature product.

It was the start of a global journey. Under the family’s leadership, McCain Foods quickly became established within the Canadian marketplace. This was the start of an amazing journey to become the world's largest manufacturer of frozen French fries - with one in every four fries in the world being a McCain Foods fry! By embracing our entrepreneurial innovative beginnings, McCain Foods has grown significantly over the years. Their products are now available in more than 160 countries. While McCain is a primarily frozen food company, but have non-frozen products too. For instance, in some parts of the world, we produce a variety of chilled products including fries, mash and roast potatoes, as well as products such as potato flake. In many countries they also offer other great tasting products such as appetizers, pizzas, and desserts.

McCain Foods has a total production capacity of more than one million pounds of potato products per hour across their processing plants around the globe. Most of McCain’s potatoes used in their products are grown by independent farmers who contract with McCain Foods. With over 60 years of experience in delivering great tasting food, they continue to drive growth for future generations.

COOKE SEAFOOD (COOKE AQUACULTURE)

Cooke Aquaculture Inc. is a vertically-integrated aquaculture corporation based in Blacks Harbour, New Brunswick, Canada with salmon farming operations in Atlantic Canada, the United States (Maine and

Washington), Chile and Scotland, as well as seabass and seabream farming operations in Spain. Cooke Aquaculture Inc. is a family owned and managed company that has operated a sustainable aquaculture business in Atlantic Canada for over 35 years.

Started by the Cooke family in 1985 with one farm at Kelly Cove, New Brunswick and 5,000 salmon, Cooke Aquaculture has grown into an innovative, fully-integrated global seafood company. In 1989, they purchased their first hatchery at Oak Bay, New Brunswick and later in 1993 incorporated to Cooke Aquaculture Inc.

Later in 1994, Cooke establishes True North Salmon, begins processing, marketing and distributing salmon under True North Salmon brand in Canada and US and also establishes GMG Fish Services Ltd. Today, the Cooke family of companies includes Cooke Aquaculture, True North Seafood Company, Icycle Seafoods Inc, Wanchese Fish Company, Cooke Aquaculture Scotland, Grupo Culmarex, Cooke Aquaculture Chile, Cooke Uruguay, Cooke Seafood USA, Seajoy, and Omega Protein.

In Atlantic Canada, Cooke Aquaculture is involved in every step of the journey – from their broodstock and spawning and juvenile rearing to marine farming, feed manufacture and equipment development and maintenance. From sites around the Atlantic provinces, they grow, harvest and process fresh Atlantic salmon for customers who value our fresh, local flavour.

They've been fishing the Bay of Fundy waters for six generations. And while times have changed, their commitment hasn't. Like their ancestors, they're obsessed with finding better and smarter ways to bring you the very best seafood in the world. They operate in pristine marine environments, rely on science and experts to ensure sustainability, use feed from sustainable resources, and constantly search for ways to reduce their carbon footprint.

Over the past couple of years, Cooke took a vacant former synagogue, originally a brick Calvinist church dating from 1871, and converted it into three floors of bright, open offices, meeting rooms, and a cozy lunch room, with loads of historic architectural detail.

YIP CIDER

Yip Cider is a picturesque cidery, which began on Mackay Apple Orchard in Long Reach New Brunswick. Yip was born in Saint John, New Brunswick, where he developed a deep appreciation for its diverse forests, majestic rivers and people of character. Leaving New Brunswick in 1933 for military college, then WWII, and a career in Toronto, he was determined to come home someday.

On a visit home in 1964, Yip bought the farm adjacent to a camp owned by his father. He would return every summer to plant apple trees, raspberry bushes and a vegetable garden, until 1972, when he was able to move back home for good.

Yip enjoyed duck hunting, boating, and most importantly, making cider. He would pick the apples, enlisting anyone he could to help, then set out to craft his cider, which he would share with his family and neighbouring farms. Yip's son, Chas, caught the bug, changed careers, and became a full time apple farmer in 1980. Yip passed in 1986, but Chas and his family have been carrying on the tradition of everything apples and cider to this day. The trees Yip planted continue to produce fruit and they are open to the public as a U-pick, where people can pick apples, take pictures under apple trees, and buy craft cider.

In Yip's day, and up until recently, apples were pressed in the basement of the barn with a man-powered vertical rack and cloth press. Starting in 2016 they pressed and fermented in Chas Mackay's garage on Mackay Apple Orchard using a hydraulic vertical rack and cloth press. They upgraded in 2021 with a new building down the road from the orchard, where they have more room for bigger tanks, a belt press, and a beautiful taproom. Their cider is fermented, matured, filtered, and canned/bottled on site.

Yip Cider can be found at many local restaurants throughout New Brunswick, all ANBL stores, and of course at their cidery in Long Reach, NB. Their varieties include Yip's Original Blend, Hopped Cider, Golden Russet, Blueberry Picnic, Hope, Trip Passionfruit, Cherry Slim, Bog Berry, Raspberry Slim, River Valley Maple, and more. Yip Cider won a big award in May of 2022 at the Great Lakes International Cider and Perry Awards (GLINTCAP), the largest judged cider competition in the world. Yip Original Cider came second overall in the Modern Dry Cider category! The top three ciders in this category are awarded Best in Class Gold.

PORT OF SAINT JOHN

The Port of Saint John is located at the mouth of the Saint John River on the North Shore of the Bay of Fundy and is ice free all year round. The Port of Saint John is closer to major North American markets than any other Atlantic Canadian port. Saint John is a mere 120-km (68 miles), a one hour drive from the US border.

Saint John, one of Canada's busiest harbours, is a port of call for the top shipping lines from around the world. It ships approximately 28 million tonnes a year. It has one of the most modern and well-equipped docking facilities in North America. It is the fifth largest seaport in Canada but is currently the second fastest growing container port on the East Coast of North America. Both national and international highways and an airport serve the Saint John Port. It is also connected with New Brunswick Southern Railway, Canadian

Pacific (CP) Railway and the Canadian Northern (CN) Railway Co. This makes Port Saint John the only Atlantic Canadian port with access to two Class I rail lines. The Port's specialised terminals offer high speed handling of containers, forest products and bulk cargoes. The bulk cargoes include petroleum products, potash, salt, vegetables, fish, chemicals, auto parts, cement, metals and metallic ores, and alcoholic beverages. Major imports are crude oil, raw sugar, and molasses.

The port will continue to be a major player with international markets. With the growth of cruise ship tourism in the province, ships will visit our port annually from late May to the end of October. The first cruise ship to come to Saint John was in 1989 and came here because it was diverted from the Caribbean due to extreme weather. Since then Port Saint John has become one of the busiest cruise ports in Canada.

In 2017, Port Saint John in partnership with provincial and federal partners, embarked on a quarter billion-dollar modernization project of the DP World Container Terminal. This project will double their capacity and has already shown to be attracted new container lines and major private investment. There will be significant growth here in the next few years, resulting in a major economic impact on the local region and providing hundreds of great jobs for locals. The project is set to go online in early 2023, with new cranes, additional rail capacity and a second berth for ships.

The Port of Saint John is one of seventeen national ports under the Canada Ports Corporation Act, which is under the jurisdiction of the Federal Minister of Transport. The act provides for the establishment of local port corporations permitting a measure of local autonomy. The Port Corporation has its own Board of Directors, which is located in Saint John.

Major terminal operations at the Port of Saint John include:

- DP World Container Terminal
- The Barrack Point Potash Terminal
- Long Wharf Berth which handles cruise ships on 3 ship days and also provides space for project cargo to arrive such as wind turbine pieces
- Complementing Port Saint John's facilities are several private operations including, Irving Oil Limited, the Canadian Coast Guard, and the extensive Saint John LNG Marine Terminal. The Port was the home of Saint John Shipbuilding Ltd., capable of building or servicing the world's largest vessels. Sophisticated shipbuilding technology had enabled the yard to win contracts for projects as wide ranging as oilrigs, icebreakers, and state of the art naval frigates, but due to several factors the shipyard closed in 2004.
- The Port is frequently used for handling heavy items, like large power generators or chemical reactors. Special rail cars can be rolled up to the side of the wharf, making loading them easier. While these cargoes are heavy by our standards, they are usually carried on small, specialised vessels that have very large capacity cranes.

History of the Saint John Harbour

- A First Nations village called Ouangondy was located on Navy Island.
- On June 24th, 1604, Champlain named the St. John River.
- Until just before the Loyalists, the harbour was used as a small settlement and portage site. In the middle of the 1700's a group of New England businessmen from Boston-Hazen, Simonds and White came to the area to trade.
- The Loyalists were interested in producing trade goods for an expanding global market. They established a shipbuilding and timber trade. By the middle of the 1800's Saint John was ranked as the fourth largest ship building port in the world. The Marco Polo was a good example of the world recognition that Saint John enjoyed.
- This industry encouraged immigration into the port city and provided workers for this economy. Wooden shipbuilding ended with the introduction of steel-hulled ships in the late 1800's.
- With the construction of the railway into Saint John after Confederation, the city could move to the next phase of port commerce- the transportation of goods from the port overland.
- Montreal could not handle Canadian cargo during the winter. Saint John became the "winter port" for the Atlantic seaboard. Grain elevators were built on both sides of the main harbour to handle grain from the west.
- In 1907 William Pugsley became the Minister of Public Works in the federal government. He furthered the construction of facilities at the port by improving docks and piers in the main harbour and Courtenay Bay as well as bringing extra rail service to the city.
- During the late 1800's a steamboat dock was built at the Lower Cove Terminal site. Passenger steamboats connected Saint John to other cities along the eastern seaboard as far away as Boston.
- During both WW I and WW II, Saint John shipped supplies overseas to the battlefields. During WW I due to the US remaining neutral until 1917 troops could not be sent to Montreal to sail overseas as the rail lines went through the US. Therefore, Halifax became the departure for Canadian troops and Saint John handled supplies.
- In 1927 the federal government took control of the port management.
- By the 1960's forest products had become a valuable export and the port started to handle containerized shipping. In the 1970's the potash terminal was built.
- The Port of Saint John was the first port in the world to be listed on the Internet.
- The first cruise ship arrived in port in 1989 due to a storm off Bermuda. It was the Cunard Princess carrying 550 passengers.

A new fundraising project for our community began in 1998 called the Harbour Lights campaign. Each Christmas Port Saint John puts up a tree, which gets lit strand by strand as money is raised, with the star at the top lit when the goal is reached. In cooperation with CBC Radio One, each Christmas season the

project raises money for our food banks through the purchase of strings of lights. The mission of The Harbour Lights Campaign Inc. is to coordinate fundraising for 15 food banks in Southwestern New Brunswick, Canada on an annual basis and to disperse the funds raised to those food banks. The Campaign primarily occurs during the month of December each year via a founding partnership of CBC Radio One in Saint John and Port Saint John, and with supporting partner Saint John Energy and a Board of Directors with ties to the community and the food banks.

While the fundraising of this campaign occurs during the holiday period each year, food banks have the greatest needs outside the holiday period when people do not traditionally think of giving. For this reason, the campaign continues to receive funds into the New Year and the funds raised are dispersed at the end of January. The funds raised through Harbour Lights have become a staple for the food banks and see them through the hard winter months when their traditional donation streams are greatly reduced but their need is greatest.

Today, a few years into its third decade, the Harbour Lights Campaign continues to be a symbol of the holiday spirit and the generosity of the people of southwestern New Brunswick.

TROLLEYS & STREETCARS

Starting in 1866, public transit consisted of horse-drawn cars which mostly funneled traffic from the ocean to ferries on the Saint John River. Saint John residents gladly embraced the trolley and welcomed the changes which came in its wake. The first electrified trolley made its trial run in March of 1893 before a crowd of excited citizens. A year later this company was bought out by a group of Montreal businessmen, railway magnates W.C. Van Home, R.B. Angus, and T.G. Shaughnessy, who had special reasons for anticipating a profitable venture. Only a few years earlier their own Canadian Pacific Railway "Short Line" had been constructed from Montreal across American territory to Saint John; they invested the then-substantial sum of \$92,000 into the project, seen also as an investment in Saint John as a major Maritime winter port.

Positive public opinion on the trolley system quickly soured, with citizens complaining of infrequent service and overcrowded cars. The company delayed expansion of the system to Saint John's West Side, with contemporary critics. Bearing this out, the city refused to sponsor workingmen's tickets (then common in other street railways in Canada), cementing the trolley as a service inaccessible to many. By 1902, the company was belatedly forestalling attempts at a municipally run trolley service by laying track along Douglas Avenue, followed by street service throughout the West Side. This issue acted as a microcosm of political relations in the province. Following the Tory victory in the 1908 provincial election, a Board of Public Utility Commissioners was formed and given the ability to fine utility companies for violating utility regulations, raising the stakes of the struggle. A warning sign appeared on New Year's Eve in 1910, when 500-600 people vandalized a streetcar.

In 1913, with new suburban lines seemingly not forthcoming, the city introduced bills to charter a rival railway company. Further attempts by the city to purchase the railway failed, and the company executives issued even more stock to finance moderate expansions amid complaints of overcrowding in the downtown and the inaccessibility of suburbs.

Railway Union

In the midst of this crisis appeared Local 663 of the Amalgamated Association of Street and Electric Railway Employees, formed on May Day 1914. Saint John was no stranger to unions, but a lack of heavy industrialization had left the city mostly a bastion of old-style craft unions, with the more socialist-influenced industrial unions such as the Industrial Workers of the World more likely to exist in major centres such as Toronto or Montréal, or in the resource industries in Northern Ontario, Québec, and the West. Unions would become more common by the early 1910s, however, with longshoremen and other waterfront workers, building trades, printers, cigar-makers, and tailors all forming unions, along with a Saint John Trades and Labour Council being founded, which by 1913 would represent 4,000 workers, or about 40% of the labour force of Saint John. At 3:00am on July 22, 1914 the union declared a strike after the company reception to the formation of the eighty-member Local 663 had been abrupt and decisive, with ten-year employee and local union president Fred Ramsey being summarily fired.

Strike of 1914

The union began with pickets at the car barns where the trolleys were stored overnight, which prevented two-thirds of the trolley cars from leaving the barns. Meanwhile, the company had hired fifty professional strikebreakers from a Montréal agency and the mayor of Saint John swore in six "special" police officers. As the day went on, many of the non-union trolley operators simply abandoned their cars in the street and joined the strikers. The union also made the tactical decision to hire a horse-drawn bus to provide service to Saint John inhabitants who were inconvenienced from the strike, winning public support and denying the company fares in the same act. By the afternoon of July 22, crowds of bystanders had gathered to cheer on the strikers. By the evening, a crowd of 2000 people had gathered to cheer on the strikers, which swelled to 7-8000 in the space of a few hours.

On July 23, fifteen strikebreakers arrived from Montréal, but union business agent Sidney Mosher warned that the union had no ability to control the crowd if it turned violent. Numerous incidents occurred of citizens blocking tracks or otherwise delaying trolleys throughout the day. The situation peaked when a mob of up to 10,000 people tossed small stones at passing trolleys in King Square.

By 9pm, Mayor James Frink had made the decision to read the Riot Act to the crowd, which ignored him. The local police immediately requested backup in the form of a detachment of the Royal Canadian Dragoons, who charged the crowd on horseback, with the Globe later referring to the attack as "vicious". Incensed, the crowd overturned nearby trolley cars, then proceeded to the headquarters of

the St. John Railway Company, smashing windows and shutting down the city's electrical generators. The deadlock was broken by Fred Ramsey's resignation as union president in exchange for accepting a job with the city public works department, a deal negotiated between him and John B.M. Baxter, the city recorder, who acted as an informal negotiator. The company agreed to re-hire fired workers and to guarantee them a right of appeal against dismissals in the future, with an agreement ratified by 11:30 that night.

Aftermath

Saint John, seen as a conservative town with a highly established social order, was wracked with controversy as a result of the rioting. Politicians, conscious of the unpopularity of the railway company, refused to pay for the damages incurred (a total of \$15,560) by rioters. Additionally, almost all of the rioters escaped with minor injuries, and those who were arrested mostly had their charges dismissed. The railway company was bought by a local syndicate, New Brunswick Power Company, in 1917, its profitability having been damaged by wartime inflation of labour and materials costs.

NEW BRUNSWICK ICONS: LIGHTHOUSES, COVERED BRIDGES & CABLE FERRIES

LIGHTHOUSES

Lighthouses were built to protect ships and boats from running aground on rocky areas of the coast. There are currently over 60 remaining. They have now all been made electric, and many are even being sold. Nothing defines New Brunswick's coastline more than the lighthouses that still stand tall as sentinels of the sea. Getting close to them is feeling close to the seafaring history that shaped this place.

The lower St. John River has a unique inland system of lighthouses that was designed to safely guide the old paddlewheeler steamers along the river in days gone by. The coastal lighthouses were known as "sea lights," while the lighthouses on New Brunswick's inland shorelines were called "beacon lights".

As much as they helped ships of the past navigate safely, they'll help guide you in your quest to create iconic vacation memories. You can picnic, bird watch, kayak or hike near one of these age-old structures—and their stunning backdrops.

In early lighthouses, the light source was a kerosene lamp or, earlier, an animal or vegetable oil Argand lamp, and the lenses rotated by a weight driven clockwork assembly wound by lighthouse keepers, sometimes as often as every two hours. The lens assembly sometimes floated in liquid mercury to reduce friction. In more modern lighthouses, electric lights and motor drives were used, generally powered by diesel electric generators. These also supplied electricity for the lighthouse keepers. A lighthouse keeper or lightkeeper is a person responsible for tending and caring for a lighthouse, particularly the light and lens in the days when oil lamps and clockwork mechanisms were used. Lighthouse keepers were sometimes referred to as "wickies" because of their job trimming the wicks.

Historically, lighthouse keepers were needed to trim the wicks, replenish fuel, wind clockworks and perform maintenance tasks such as cleaning lenses and windows. They were also responsible for the fog signal and the weather station and played a major role in search and rescue at sea.

Lighthouses and Fog Horns have been connected for more than 150 years. The sound of the foghorn has bellowed out from Partridge Island in Saint John Harbour. It was on that very island that the idea of the foghorn was invented by Scotsman Robert Foulis in 1853. He had read in the newspaper about a shipwreck off Newfoundland, in the fog, great loss of life, and he figured there was a better way than just ringing a bell. Before there were bells, a series of cannons were fired during foggy weather to alert ships of navigational hazards.

Foulis' fog alarm was built in 1859 on Partridge Island, but he didn't receive credit for his invention right away. It wasn't until the release of a government report that he was recognized as the inventor of the world's first steam-operated fog alarm.

COVERED BRIDGES

Covered bridges were built for several reasons. First of all, there was an abundance of wood for making the bridges. Secondly, the bridges were covered to help preserve the floors. Uncovered, the floors would only last for 7 - 10 years. By covering them, it increased their life up to 70 years. Contrary to conventional wisdom, they were not covered to keep the ice and snow off, but to keep the rain off the floors. In the winter, people would have to shovel snow into the bridges so sleighs could pass through them. A law was enacted in 1845, declaring that all horses must be walked across a covered bridge. It was believed that if you galloped a horse or a team of horses through the covered bridge that a standing wave would be created that would result in the bridge collapsing.

This is the reason the bridges became known as "**kissing bridges**". Couples crossing the bridge had the privacy as well as the time, out of view of the neighbours, to kiss. When the **Hartland Bridge** (longest in the world at 391 metres -1282 ft), was built there was a community outcry. Churches circulated a petition to halt its construction, declaring it would corrupt the morals of its young people. The origin of the term "**wishing bridges**" stems from the fact that bridges can be quite scary to pass through at night. Many people thought they were haunted. They always made a wish for safe passage when crossing at night. When cars came into being you had to honk your horn upon entering a bridge to alert others.

Vermont is known for its covered bridges, but New Brunswick has the highest concentration of covered bridges in the world, including the longest, the shortest and the only place in the world where you can photograph **twin bridges** in one picture frame (St. Martins). In 1950, there were 307 covered bridges in New Brunswick. By 1975, there were 113. Today, there are less than 60 left.

- The bridges were covered to preserve timber from sun & rain. A covered bridge lasted 80 years, whereas an uncovered bridge lasted approximately 10-15 years.
 - Covered Bridges were shaped like a barn so a horse would go through easily, and they had a high entrance for hay wagons
 - At one time, there was a \$20 fine for anyone who allowed horse to go faster than a walk
 - In the winter, a snowman was employed by the government to ensure there was snow on the floorboards for the sleighs to get across the bridge
 - **“Wishing Bridges”**, people would lift their feet off the floor of the wagon as they wished for safe passage to other side
 - **“Kissing Bridges”**, out of sight and in darkness gave couples the opportunity to steal a kiss enroute to Saturday night dance
 - Most Covered Bridges are named after river or stream they crossed, although some had more colourful names. Among the colourful names that once graced each location of New Brunswick's covered bridges were: 'The Dan Cupid', 'The Travelling Bridge', 'The Bridge to Nowhere', 'Most Beautiful', 'Most Inaccessible', 'Youngest', 'Oldest', 'Grasshopper Bridge', and 'The Harry Jonah Bridge'. 'The Bridge to Nowhere' crossed the Nashwaak River, five miles above Stanley, and was the sole survivor until 1971 of 10 covered bridges that once crossed this river. This particular span was supposed one day to service a large new community, built on an election promise. The community was never built, thus the name 'The Bridge to Nowhere'. 'The Harry Jonah Bridge' got its name from a farmer, Harry Jonah, whose cows plunged through the waters below when the bridge collapsed as he was driving them across. The 87 feet long bridge met its permanent demise in 1970.
 - Instructions to Eugene Matchett, who lived at the east end of the Red Bank Bridge, upon his appointment as caretaker of the covered bridge on November 22, 1948:
 - *"Your duties in this connection will be to have general supervision over the bridge, see that the floor is kept clean of all hay, straw or any debris that might be a fire hazard to the bridge. Report to the District highway Engineer at any time that you consider the bridge needs repairs. You are to be courteous to the traveling public at all times. You are to see that the lights are hung out each night and taken in each morning, and that they are kept properly cleaned and supplied with oil. Invoices for the oil, etc. to be forwarded to the District Highway Engineer. It is possible that the bridge in the not too distant future will be wired and lighted by electric lights, in which case you are to see that they are turned out in the evening and turned off in the morning. Your remuneration for this position will be at the rate of \$35.00 per quarter or \$140.00 per year.*
- Yours very truly,
C. A. MacVey
Chief Bridge Engineer"

CABLE FERRIES

A cable ferry (also called chain ferry, swing ferry, floating bridge, or punt) is a ferry that is guided (and in many cases propelled) across a river or large body of water by cables connected to both shores. Cable ferries use cogs or drums to pull itself along by the cables. The cables or chains have a considerable amount of slack built into them, in order to sink below the surface as the ferry moves away, allowing other vessels to pass without becoming grounded, snared or trapped. Early cable ferries often used either rope or steel chains, with the latter resulting in the alternate name of chain ferry. Both of these were largely replaced by stronger and more durable wire cable by the late 19th century. In the early 1900s a cable ferry designed by Canadian engineer William Pitt was installed on the Kennebecasis River near Saint John, New Brunswick in Canada. There are eight cable ferries along the Saint John River system in southern New Brunswick. There is no charge to use the Cable ferries as they are considered part of the NB highway system. Experience the charm of N.B. on our 8 river ferries (3 Fundy Bay ferries) most free of charge as part of Dept. of Transportation

William Pitt

- The ferry was christened in 2007, Canadian engineer (across Kennebecasis)
- William Pitt was born on Reed's Point, 1821
- Operated small sail & oars scow ferry connecting Kingston to Kennebecasis Valley
- 1901..built steamboat (Adino Paddock after Dr.) lasted 1 year, auctioned off, later burned
- Invented the underwater ferry cable, installed across river to Gondola Point in 1904

Henry Nase (Woolostook) at Westfield

- The ferry was christened in 2009
- Colonel Henry Nase's Mount Hope Home #690 Nerepis Road, near Westfield
- Connecticut born Henry Nase joined the Loyalist Regiment known as the King's American Regiment in 1778 as a private soldier. He worked his way through to ranks to Regiment Sergeant Major and at the end of the American Revolutionary War was commissioned ensign. He saw extensive action in New York, Rhode Island and in the Southern Campaign. After the war he received a land grant on the Nerepis River and built this house in 1786. He eventually became a colonel in the local militia.

NEW BRUNSWICK SYMBOLS

NEW BRUNSWICK FLAG

Our provincial flag, based on the coat of arms, was adopted by proclamation on Feb. 24, 1965. The symbols depicted on the flag are taken from the Coat of Arms assigned by Royal Warrant of Queen Victoria on May 26, 1868. They are a gold lion on a red field across the top and an ancient galley with its oars in action across the base. The province takes its name from the Duchy of Brunswick in Germany, which in 1784, the year the province was established, was in the possession of King George III. The arms of Brunswick consist of two gold lions on a red field, and the arms of the King contained the three gold lions of England. The gold

lion in the flag therefore reflects New Brunswick's relationship both to the Duchy of Brunswick and England. The galley is the conventional heraldic representation of a ship and reflects the two principal economic activities, shipping and shipbuilding, carried on in New Brunswick when the coat of arms was assigned.

NEW BRUNSWICK COAT OF ARMS

The shield on our coat of arms, linking us with England, through the lion and celebrating our maritime location and shipbuilding prominence, was assigned by Royal Warrant of Queen Victoria on May 26, 1868. The crest and motto were assigned by Order of the Lieutenant Governor in Council in 1966. Other features were assigned by Royal Warrant of Queen Elizabeth II on Sept. 24, 1984, during a visit to Fredericton. Certain government documentation should use the coat of arms rather than official wordmarks. Legislative and judicial documents should carry the coat of arms as an identifying symbol. Some specialized items, such as certificates, can use this symbol. In such cases, contact Design Services, Government Services. The shield on our coat of arms , linking us with England, through the lion and celebrating our maritime location and shipbuilding prominence, was assigned by Royal Warrant of Queen Victoria on May 26, 1868. The crest and motto were assigned by Order of the Lieutenant Governor in Council in 1966. Other features were assigned by Royal Warrant of Queen Elizabeth II on Sept. 24, 1984, during a visit to Fredericton. Certain government documentation should use the coat of arms rather than official wordmarks. Legislative and judicial documents should carry the coat of arms as an identifying symbol. Some specialized items, such as certificates, can use this symbol. In such cases, contact Design Services, Government Services.

NEW BRUNSWICK TARTAN

The New Brunswick Tartan was officially adopted in 1959. The green block represents the province's traditional main industries: lumbering (forest green), agriculture (meadow green), and fisheries (the blue of our waters). This is interwoven with gold, representing the Province's potential wealth. The red block represents the loyalty and devotion to Crown and Country of our Loyalist Settlers. This block also contains the grey and gold of the Province's Coat of Arms and the Regimental Crest. The first weaving of the design was commissioned for Lord Beaverbrook. The red block highlighted by "beaver" brown. The New Brunswick Tartan was designed by the loomcrofters of Gagetown NB. It is registered at the Court of the Lord Lyon, King of Arms of Scotland.

NEW BRUNSWICK OFFICIAL BIRD

The black-capped chickadee was proclaimed as the official bird of New Brunswick in August 1983, following a contest conducted by the provincial Federation of Naturalists. A small, tame acrobatic bird, the chickadee is distinctly patterned with a combination of a black cap and bib, white cheeks and buff sides. Its distinctive "chickadee-dee-dee" is heard throughout the year. Its clear high-whistled "phe-be, phe-be-be" is a signal spring has arrived.

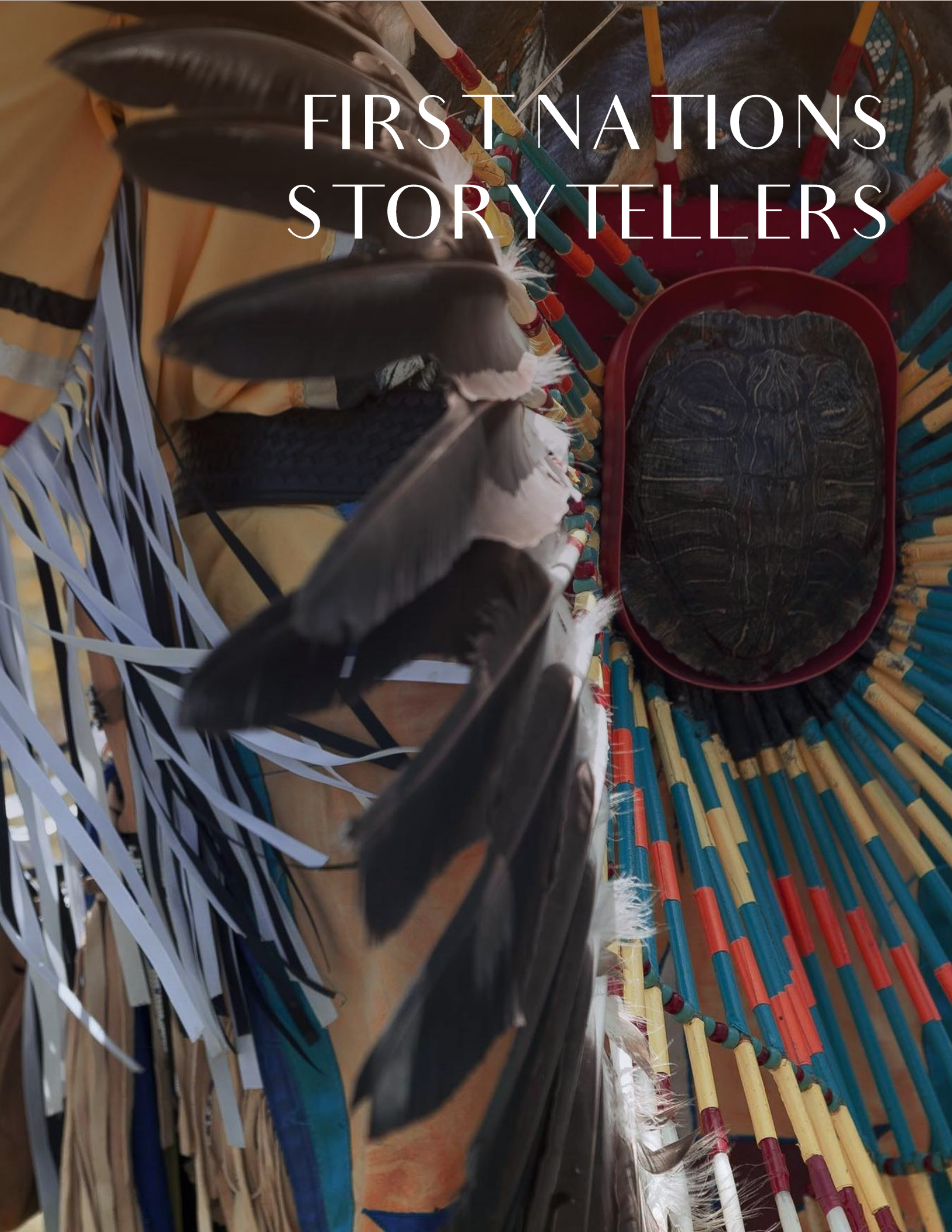
NEW BRUNSWICK PROVINCIAL FLOWER

The purple violet (*Viola palmata*, var, *cucullata*) is a perennial which flowers from May through July. It is stemless, with leaves and flower stocks growing directly from rootstocks. The flowers of the purple violet have been used in jams and syrups, and are supposed to have properties to soothe the digestive tract and suppress a cough. The flower was adopted as the New Brunswick floral emblem in 1936, at the request of the provincial Women's Institute, the Lieutenant Governor and New Brunswick schoolchildren.

NEW BRUNSWICK TREE

The balsam fir (*Abies balsamea*) was proclaimed to be an official symbol of New Brunswick on May 1, 1987. The balsam fir's narrow, flat needles are shiny dark green above and white below. Important today in the lumbering and pulp and paper industries, the balsam fir is one of the best Christmas trees on the market and adapts easily to a wide range of growing conditions. It thrives in almost any situation and can grow to a height of 20 metres. Its particularly long fibres produce a better quality paper product. The balsam fir accounts for 97 % of the New Brunswick Christmas tree industry.

FIRST NATIONS STORYTELLERS



FIRST NATIONS STORYTELLERS

The information that follows was provided to us by **First Nations Storytellers'** David Smith. We are honoured to incorporate this information into our History Manual, and to have the opportunity to share it with cruise guests as it is such an important piece of history. David has provided a general overview, pronunciation of important terms and their meanings, populations, and more. We encourage you to use the following on your tours where appropriate. Thank you to First Nations Storytellers!

BEFORE

The Saint John area is a land of rich and ancient Indigenous history spanning further back than the Egyptian pyramids. Before all these buildings and this infrastructure that you see here, (point to buildings, bridge, roads, etc.):

- before cruise ships,
- before the creation of Canada in 1867,
- before the incorporation of the city of Saint John in 1785,
- before the arrival of Samuel de Champlain and his French compatriots in this harbor in 1604,
- before Jacques Cartier's first voyage in 1534,
- before the Basque fishermen's arrival in 1517,
- before Christopher Columbus in 1492,
- before the arrival of the Vikings in 1021,

Before all of that, a well-established and ancient civilization lived on this river and in this area. The Wolastoqiyik (Wool-as-two-gwey-ig), also known as the Maliseet were one of the many Indigenous (Aboriginal for U.S. groups) people, who traditionally used the river for transportation, fishing, and farming. Their name means people of the beautiful river.

Samuel de Champlain arrived here on June 24, 1604, and promptly named the river "Saint John" or "Riviere St Jean" after John the Baptist, as he arrived on St Jean Baptiste day. This name was adopted by the French and English settlers who came after him, and it eventually replaced the original name "Wolastoq" which means the beautiful, bright and bountiful river. Wolastoq + iyik = beautiful river + people of = people of the beautiful and bountiful river. Champlain's naming of the river after a Christian Saint, reflects the influence of the Europeans who arrived here and the imposition of their own cultural values on the land and the people who have lived her for thousands of years.

OTHER USES OF THE SAINT JOHN RIVER AREA

The Passamaquoddy and Mi'kmaq peoples also frequented the region and regularly used the Saint John River. When European traders arrived, the river was found to be a crucial link between the interior and the coast for them, leading to the establishment of trading posts and forts. Unfortunately, this had a significant impact on the Indigenous communities who relied on the river for their livelihoods. Later, European explorers and settlers used the river for trade and transportation, leading to the development of cities like Saint John and Fredericton. Today, the Saint John River remains an essential cultural and economic resource for the people of New Brunswick and beyond.

MEETING PLACE (PLACE FORT LA TOUR)

In this area we have an important spot for the French, Place Fort La Tour. Prior to its existence however, this area was an important meeting place for the different nations in the region. The Wabanaki Confederacy was a group of nations made up of the Wolastoqiyik, Mi'kmaq, Passamaquoddy, Abenaki and Penobscot nations. If you were arriving to the area, you would stop in this area to cross the land on the portage route (Bentley Street) to avoid the treacherous reversing falls. If you wanted to know where someone was located, you could likely find out here. If you wanted to trade, this bottle neck was a perfect spot. If you wanted to know the best fishing or hunting grounds any particular year, you could get that information here.

The Chief that overlooked the business of the river lived in a village on what is today called Navy Island and was known as Ouigoudy (we-goo-dee). (Point out blue harbour bridge, island which no longer exists. Ouigoudy was located underneath the western end of the bridge). In fact, Champlain, on arriving here, was greeted by a chief named Chkouden, who was occupying the village at the time. He was welcomed onto the island and was hosted in the longhouse for a feast where Chkouden showed off his people to these newcomers, apparently wanting to impress him with hopes of initiating trade relations. Ultimately Chkouden served as a guide to Champlain on occasion and encouraged him to establish himself on another river, the St Croix, as opposed to the Saint John (Wolastoq) because Chkouden was well aware of the importance that this part of the river had to the people here and didn't want Champlain holding it.

This river is 673 km (418 miles) long and extends all the way north to northern New Brunswick and into the state of Maine. The river has a short portage to every other major river in the area and as such, they could paddle their birch bark canoes pretty much anywhere. (The canoes as constructed were both river and seaworthy.) Even to the St Lawrence River where Champlain had already met Chkouden the previous year in a place named Tadoussac in what is now Quebec. Chkouden likely mentioned his land and invited him down to see what he had to offer there. After this meeting Champlain had sailed back over the ocean and the next year when he came back, neither Chkouden nor Champlain were surprised to meet again at the mouth of this river.

The Wolastoqiyik, Mi'kmaq, Passamaquoddy and other nations that lived here were not a primitive society. They had full languages that impress linguists even today in their abilities to convey the physical world around us in colorful and creative ways. They had governmental systems, like the Wabanaki Confederacy which served much like the modern-day United Nations to protect its members from other nations as well as to grant safe travel and trade in all the territories. They had systems for marriage, commerce, and death. In fact, not far from Fort la Tour exists a burial ground that shows just how important this area was as a meeting place.

The original name of this place now known as Saint John was Menahqesk (men-ahhh-qwesk) which translates roughly to "place where the sea is eating away the land" which you can still see happening around the Saint John area (can talk about how the Redhead area is eroding).

THE PORTAGE ROUTE

It is said that the Wolastoq (Saint John River) has 2630 miles (4232 km) of water fit for canoeing amongst its many tributaries. If you flew a straight line from here to Vancouver or Mexico City, you can get an idea how long that actually is.

The Reversing Falls Rapids is safely navigable by canoe for only about 10 minutes, twice per day, when the waters are at slack tide. You can imagine if you were slow, or if you had a head wind you may pass through the falls slower some days. Instead, they used a well-known portage route that is underneath what today is called "Bentley St". A portage is when you must take your canoe out of the water and carry it, and your belongings across land to another waterway. This method of travel is what allowed most of Canada itself to be settled westward.

It is interesting to note that though the Reversing Falls Rapids is navigable at times, three thousand years ago it was a waterfall that did not reverse, and the portage route was absolutely required to access the river/bay and suggests that portage route had been in use for much longer, perhaps back to when this land was covered by glaciers 14000 years ago.

THE CREATION OF WOLASTOQ (SAINT JOHN RIVER)

The following story was told by Gabe Paul of Pilick/Kingsclear Community to ethnographer Frank G. Speck in 1917.

"Aglebe'm kept back all the water in the world; so that rivers stopped flowing, and lakes dried up and the people everywhere began dying of thirst. As a last resort, they sent a messenger to him to ask him to give the people water; but he refused and gave the messenger only a drink from the water in which he washed. But this was not enough to satisfy even the thirst of one. Then the people began complaining, some saying, "I'm as dry as a fish," "I'm as dry as a frog," "I'm as dry as a turtle," "I'm as dry as a beaver," and the like, as they were on the verge of dying of thirst. At last a great man (Glooscap) was sent to Aglebe'm to beg him to release the water for the people. Aglebe'm refused, saying that he needed it himself to lie in. Then the messenger felled a tree, so that it fell on top of the monster and killed him. The body of this tree became the main river... and the branches became the tributary branches of the river, while the leaves became the ponds at the heads of these streams.

HISTORICAL & GEOGRAPHICAL INFORMATION

It is important to acknowledge that the land in which we gather (travel) is the traditional unceded territories of the Wolastoqiyik (wool-as-two-wi-ig). Their ancestors along with the Mi'kmaq (mii-gê-maw / mee-gê-maw) and Peskotomuhkati (pes-ko-do-moo-ka-tee) signed multiple Peace and Friendship Treaties with the British Crown in the 1700's that are still in force and which protects their cultural and traditional use of this land.

The Wolastoqiyik are also commonly known as the Maliseet people, a term that is thought to originate from their neighbors, the Mi'kmaq, when speaking of them to early Europeans. The river in which their

lands occupy is called the Wolastoq (wool-as-took) which roughly translates to “beautiful river”. Their name Wolastoqiyik means “People of the Beautiful River”.

Wolastokuk (wool-las-two-gook), the traditional lands of the Wolastoqiyik spans along the entire length of the Saint John River (and its watershed) starting in the state of Maine, into parts of the province of Quebec and down the western borders of New Brunswick down to and including some of the Bay of Fundy.

The Wolastoqiyik shared the Maritime provinces with the Mi’kmaq Nation, the largest of the other Nations in the Maritime provinces, and the Peskotomuhkati. The Peskotomuhkati reside in South-Western New Brunswick and parts of Maine. The Mi’kmaq inhabited most of northern New Brunswick, down the east coast, Prince Edward Island, Nova Scotia and Newfoundland.

Both the Wolastoqiyik and Mi’kmaq are known for their fishing abilities. In the summers the Wolastoqiyik moved out to the waters of the Wolastoq and Bay of Fundy for salmon, sturgeon, porpoise, whale, walrus, seals, lobster, eels and shellfish. They gathered eggs from the nesting seabirds on the many islands in the Bay of Fundy, like Partridge Island. Some evidence suggests they also hunted swordfish and even great white sharks which were at one time in the area. All from their birchbark canoes which they adapted to be able to be used in both the rivers and open waters of the Bay of Fundy.

In the winters they moved inland and hunted moose, caribou, porcupine, beaver, bear and other game. The animals they hunted did not just offer food for them but also tools. For example, bone was used to fashion tools including hooks and needles. Porcupine quills for quillwork. Bear fat as an ingredient to seal their canoes. Not to mention the use of the plants like the ash tree for baskets, spruce roots for cordage, and the many medicinal and ceremonial plants.

Considering how long these Nations were in this area, their ancestors watched the lands change at the end of the last ice age which ended approximately 12000 years ago. Throughout the generations they had to adapt to a changing environment, and they did this skillfully and flourished. Archeology confirms their presence here for the last 10-12 thousand years though they were likely in the area much longer. One archeology site (Pennfield) yielded over 5000 artifacts after a single artifact was discovered on the proposed location of a highway in 2009.

One of the major features in the head of the Saint John River is its “Reversing Falls” that reverses its flow when the tides in the Bay of Fundy are high. Adjacent to the falls was a village called Ouigoudy (wygoody) which was where Samuel de Champlain was first welcomed when he arrived at the river in the 1600’s. The Wolastoqiyik were able to negotiate these falls twice a day when the tides were in balance to get to the village and beyond into the Bay of Fundy to fish. When they were not able to negotiate the falls, they landed their canoes and picked up all their belongings and moved it over land to the other side of the falls and continued. Today this portage route exists as Bentley Street and still bears archeological evidence of the generations that used it.

The Wolastoqey (wool-as-two-gway) daily life depended on the river. The rivers were the main mode of travel in Wolastokuk. There are portage routes like the one here in Saint John that connect all the rivers of New Brunswick. At the time their locations and routes were common knowledge. Even today you

could canoe from one city/town to pretty much any other city or town in New Brunswick if you know the location of these portage routes scattered through the province.

The Nations that lived here prior to the arrival of the Europeans were masters of their environment and understood its seasonal cycles and delicate balance, and their lives depended on this understanding. As such, even today they are looked at as stewards of the environment as their traditional culture, including language, was created from this intimate understanding.



PRONUNCIATION AND MEANING OF IMPORTANT TERMS

- Wolastoq = "The Beautiful and Bountiful River" - (WOOL-las-took)
- Wolastoqiyik = "People of the Beautiful River" - (WOOL-ah-stoe-gway-ig)
 - As opposed to Wolastoqew which is one person.
- Wolastokuk = When speaking of the territories - (wool-las-two-gook)
- Wolastoqey = (adjective) - (wool-as-two-gway) - (wool-las-two-gway)
- Mi'kmaq (mii-gê-maw / mii-gê-maw): Meeg-a-magh (The q at the end pronounce like the -ch in Bach)
- Peskotomuhkati (Passamaquoddy) – Bes-go-do-muh-gadi

POPULATION

According to latest census and includes on and off reserve:

- 6942 Wolastoqiyik (Maliseet)
- 8898 Mi'kmaq (Micmac)
- 1165 Peskotomuhkati (Passamaquoddy)

More specifically:

Buctouche	Tjipogtotjg	<i>Chebooktoosk</i>	Great Little Harbour	Vince Leblanc	Mi'gmaq	124	0.70%
Eel Ground	Natoaganeg			George Ginnish	Mi'gmaq	1083	6.40%
Eel River Bar	Ugpi'ganjig			Sacha LaBillois Kennedy	Mi'gmaq	815	4.80%
Big Cove	Elsipogtog		River of Fire	Arren Sock	Mi'gmaq	3524	20.70%
Burnt Church	Esgenoôpetitj		a lookout	Alvery Paul	Mi'gmaq	1940	11.40%
Fort Folly	Amlamgog			Rebecca Knockwood	Mi'gmaq	139	0.80%
Indian Island	L'nui Menikuk			Ken Barlow	Mi'gmaq	213	12.50%
Kingsclear	Pilick			Gabriel Atwin	Wolastoqey	1064	6.25%
Madawaska	Matawaskiye			Patricia Bernard	Wolastoqey	379	2.25%
Red Bank	Metepenagiag			Bill Ward	Mi'gmaq	707	4.25%
Oromocto	Welamukotuk			Shelley Sabattis	Wolastoqey	824	4.80%
Pabineau	Oinpegitjoig			Terry Richardson	Mi'gmaq	353	2.10%
Saint Mary's	Sitansisk			Allan Polchies Jr	Wolastoqey	2087	12.25%
Tobique	Neqotkuk			Ross Perley	Wolastoqey	2588	15.25%
Woodstock	Wotstak			Tim Paul	Peskotomuhtaki	1165	6.85%

Total 17005

DISCOURAGED TERMS

- Micmac
- Maliseet
- Passamaquoddy

BEAVER

The following section was in our previous version of the History Manual but has been confirmed with First Nations Storytellers that we may continue to use it. It is a creation story kept by the storytellers of the Wolastoqiyik (Maliseet) about their ancestors in the communities of the Wolastoq (St. John River) where it meets the Bay of Fundy.

For Wolastoqiyik, Koluskap is the traditional ancestor of all their peoples who lived with them and cared for them. The stories of Koluskap are legends, passed through thousands of generations, about the world in the beginning and the people who lived here then. [Information from Patricia Bernard, Madawaska-Maliseet First Nation, 1996]

In times long ago, beaver were huge animals that the Wolastoqiyik feared. One giant beaver lived in a great lodge on an island in a smaller river joining the mighty Wolastoq (St. John River) that flowed from the north.

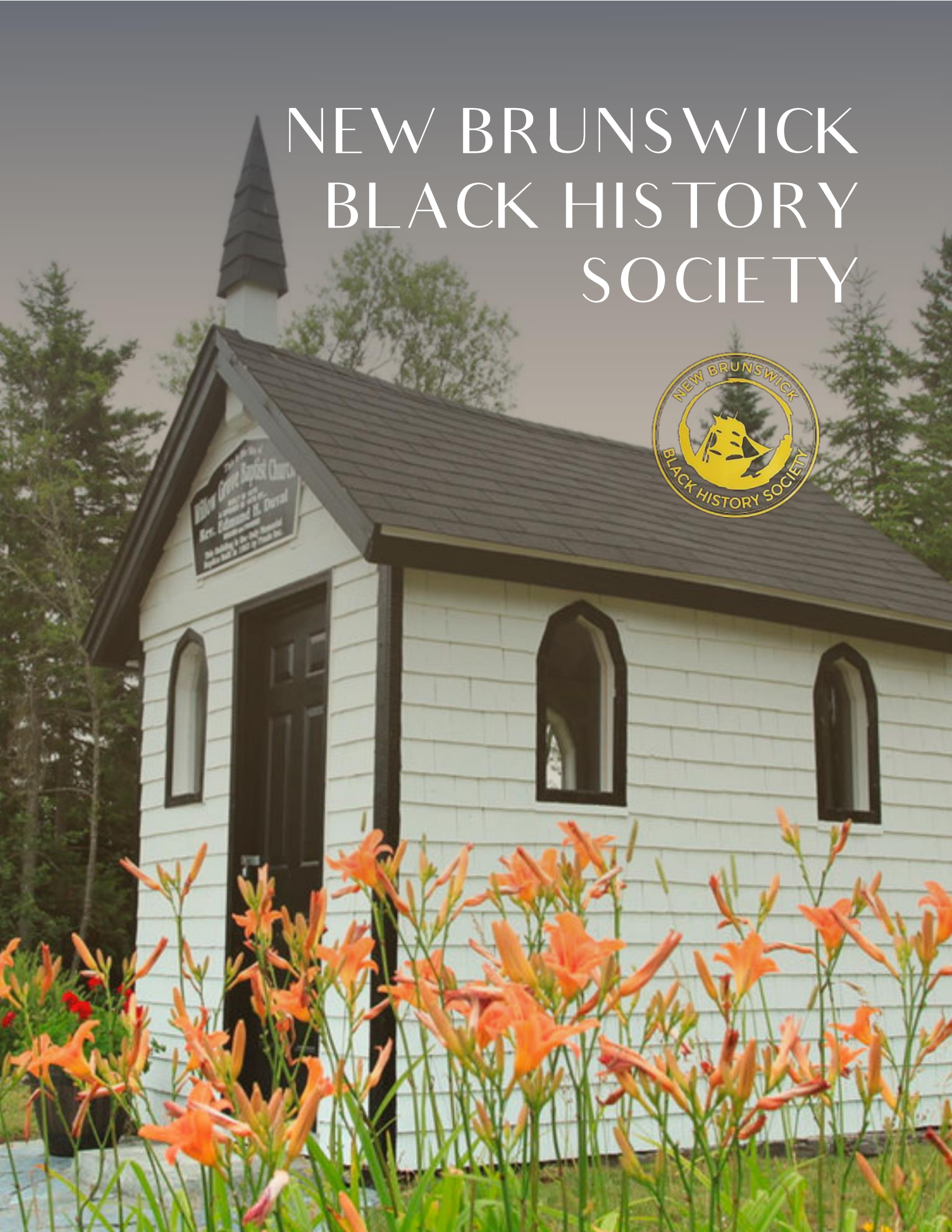
Where the mouth of the Wolastoq foamed into rapids as it met the ocean bay, Beaver decided to build a dam. You can see those rapids from here, for they are now called Reversing Falls. The people of the Wolastoq watched angrily, as their beautiful camping grounds farther up the river valley were gradually flooded. Soon the grounds would disappear under the water, the ancestors feared, and then the whole country. They took their fears to the powerful Koluskap who listened to their pleas.

Koluskap saw the damage Beaver's dam was already causing. Koluskap called on Beaver to take down his dam — once, twice, three times — but Beaver refused. Then, with one blow of his great club, Koluskap smashed the dam and the river rushed out once again to the bay. The wild surge of water carried along a piece of the dam right past the shoreline. It finally came to rest as an island in the bay. We now know it as Partridge Island.

Koluskap's tremendous blow made other changes to the river. Some of the floodwater farther up the Wolastoq did not drain out, but remained, creating broad and shining lakes for the Wolastoqiyik to use forever after. Also, the force of the blow broke off a piece of split rock beside the rapids. If you look along the right shore of the Reversing Falls you can still see that rock today. Koluskap was determined that beaver should never again have the power to endanger his people's lives. So he made beaver, forever after, animals of small size. This text was edited by Wolastoqiyik (Maliseet) Consultant Doreen Saulis.



NEW BRUNSWICK BLACK HISTORY SOCIETY



NEW BRUNSWICK BLACK HISTORY SOCIETY

The information that follows in this section was provided to us by the **New Brunswick Black History Society** and is just a small sampling of their wonderful historical research. There is so much great information available, and so while we selected the information most relevant to the tours we provide we encourage you to learn more at <https://www.nbblackhistorysociety.org/> and visit their location in Brunswick Square. Thank you to the New Brunswick Black History Society!

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2. **HISTORICAL SITES**
3. **ARTS & ENTERTAINMENT**
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HISTORICAL INFORMATION & EARLY SETTLERS

EARLY SETTLERS OF GRAND BAY WESTFIELD



During the American War of Independence, the British tried to cripple the American economy by offering freedom to any slave who could escape and join them in their fight. Many slaves jumped at the opportunity, especially when freedom came with promises of land grants and free provisions. The war did not go well for the British and during their retreat, many escaped slaves were recaptured by the Americans and returned to their slave owners. Those that remained with the British were employed cleaning, cooking and doing menial jobs. They were not allowed to join a regiment and bear arms.

When the war was lost, the British granted freedom to those slaves who had remained with them. General George Washington demanded a return of all slaves but the British refused and offered to pay compensation (which was never paid). More than 3500 slaves, then free, left by boat from New York for Nova Scotia and New Brunswick (which was still part of Nova Scotia at the time). Between April and November 1783, several hundred free Black ex-slaves arrived in Saint John. Although the British promised them land and supplies, very few ex-slaves received any. Many became slaves or indentured servants to the White Loyalists. Others worked menial jobs at low wages while waiting for the British to make good on their promises.

In 1785, 31 free Black ex-slaves each received a grant of 50 acres in Westfield near Negro Lake and Robin Hood Lake. The group was led by Richard Corankapone Wheeler. Some of the surnames were Morris, Heron, Malaby, Hutchins, Sampson, Cole, Cox, and Wansey. These "grants" were really annual leases

with rent and were too small and too wooded to grow crops to support a family. The Black community struggled to survive and many left to go to Saint John. Life there was no better, as the city charter of 1785 prevented them from voting, practicing a trade, fishing in the harbour or selling goods. Also, Blacks could not live in the city unless they worked as menial labourers or servants.

By 1790, many of the free Black ex-slaves had become disillusioned with life in Westfield and abandoned the land or sold out to White settlers. Some of the land reverted back to the government and was re-granted to Whites. One of the free slaves, Thomas Peters, went to England and persuaded the British to provide free transport to Sierra Leone and provide land grants there for anyone interested. Richard Corankapone Wheeler was so desperate to leave Westfield that he and several companions spent 15 days walking to Halifax from Westfield in December 1791 to catch one of the ships going to Sierra Leone. On January 15, 1792 he and approximately 1200 free slaves left Halifax in a flotilla headed for Sierra Leone. Many died en route and when the survivors arrived there, they faced more challenges. Many never got the promised land grants. Slave traders and hostile native people made life difficult for them. They did build a town called Freetown and many descendants of the first New Brunswick Blacks still live there. Those that remained in New Brunswick had to endure discrimination, harsh winters, poverty, and ill health.

Tales of the suffering can be found on many websites devoted to those brave, determined souls who made tremendous sacrifices for their freedom and the freedom of their children. In 2017, two history panels were built and placed in Grand Bay explaining the history of Black Loyalists and Black refugees in the area. *(Submitted to the River Valley News, 2011 by Ray Riddell)*

THE BLACK SETTLEMENT BURIAL GROUND 1831-1941



The Black Settlement Burial Ground, located in Willow Grove, near Saint John, is the site an actual burial ground. The sculpture and church replica placed there in the 1980s commemorates the community of Black Loyalist refugees who lived in the area beginning in the late 18th Century.

Willow Grove Burial Permits

Name	Age	Date of Death
Boyd, Frederick	3 months	October 15, 1910
Boyd, Prince Arthur	11 months	June 19, 1912
Bree, Douglas	6 years	June 29, 1935
Bree, Marsha Elizabeth	76 years	July 30, 1940
Cole, Donald H.	8 months	August 29, 1931

Cooper, Benjamin	48 years	November 30, 1927
Cooper, Francis	30 years	October 22, 1903
Diggs, Alexander	52 years	April 23, 1917
Charles Hall, Child of	2 days	January 28, 1910
Charles Hall, Child of	stillborn	March 13, 1911
Charles Hall, Child of	1 day	May 20, 1917
Hall, Charles T.	4 days	June 07, 1921
Hall, Emily	44 years	January 28, 1922
Hall, Emily	23 years	May 31, 1934
Hall, Irene	17 years	June 28, 1916
Harrison, Almon	48 years	December 31, 1913
Harrison, Blanch	10 months	May 27, 1903
Harrison, William	1 year	February 09, 1910
Harrison, Willis	2 years	June 04, 1903
Hector, Joseph	55 years	May 09, 1912
Hill, Rachael J.	39 years	March 03, 1920
Jackson, George	59 years	December 12, 1892
Jackson, Mary	92 years	September 07, 1926
Kennedy, George	70 years	April 28, 1900
Kennedy, Georges	52 years	March 17, 1935
Kennedy, William	26 years	August 24, 1904
Parrot, Julia	75 years	August 12, 1913
Roach, Ronald	1 month	June 17, 1943
Roche, Edward	50 years	June 05, 1939
Roche, William Percy	4 months	November 10, 1921
Sasso, Anne	39 years	July 22, 1935
Shears, Joseph W.	66 years	February 23, 1941
Shears, Walter	1 year	January 05, 1906
Snead, Bertha	89 years	June 22, 1935
Snead, John	65 years	November 18, 1922
Taylor, Daniel	50 years	December 20, 1910
Thompson, James	72 years	December 02, 1935
Thompson, Hannah	78 years	December 21, 1940
Williams, Freda St. Clair	20 years	December 18, 1919
Williams, Henry John	Very Old	December 31, 1925



(Sculpture created and donated by W.(Victor) Wojcik)

APRIL 1916: FIRST HUMAN RIGHTS PROTEST IN NEW BRUNSWICK HISTORY



In 1916, most of Saint John's Black community took part in protests over the showing of the controversial American movie "The Birth of a Nation," directed by D.W. Griffith. The film, based on the novel and play *The Clansman* by Southern writer Thomas Dixon, was released in 1915 and became the top grossing movie of its age.

The historical epic told the story of two families caught up in the turmoil of the American Civil War and the subsequent Reconstruction era (1865-77). Because of its negative depictions of African Americans and its portrayal of the Klu Klux Klan as heroes, "The Birth of a Nation" set off a wave of protests in the United States and was banned in some cities and states. It helped grow the membership and profile of the National Association for the Advancement of Colored People.

The movie, which began playing in other provinces in 1915, was set to be released in New Brunswick in 1916, the third year of Canada's involvement in the First World War. As in other provinces, it would be reviewed by the provincial board of censors, which could pass it as is, order certain objectionable scenes to be cut, or censor it completely. Starting in March, the Black community in Saint John, centered on St. Philips African Methodist Episcopalian (AME) church (was on the corner of Pitt & Queen, and then it moved to another site in 1940), began to organize to oppose Griffith's film. It argued that the movie would harm relations between Whites and Blacks and went against Canada's traditions of British fair play. The protesters also pointed out that New Brunswick Blacks had attempted to volunteer for combat units to fight for Canada and Britain overseas but had been denied. They tried to negotiate with the provincial government to allow the censor board to view the film a second time and consider cutting two objectionable scenes that stereotyped and demeaned Southern Blacks. The board watched the film a second time but "The Birth of a Nation" was displayed at the Opera House on Union Street without any scenes being deleted. *(Image of St. Philips AME Church courtesy of Harold Wright)*

HISTORICAL SITES

COLOUR PEOPLE'S ASSOCIATION (CPA) BUILDING



The CPA (Coloured People's Association) was an organization started by Black Saint Johners for Black Saint Johners to have a place of their own to host weddings, dances, and other events. At the time many White-owned venues would not allow Blacks to use their venues for such events. This building, owned by Nick Skinner was located on Main Street in Saint John where the ***Lord Beaverbrook is now located.***

THE IRON DUKE RESTAURANT

In 1976 David Peters opened Saint John's first elegant dining room, combining excellent food with exquisite surroundings. The Iron Duke on Leinster Street was the forerunner of today's heritage inns. The restaurant, built in 1878 as a home for Andrew J. Armstrong, offered both the charm and beauty of Victorian architecture along with the specialty of the house, Creole cuisine. The location even had the ghostly image of a young girl's face on the metal basement door. The Iron Duke Restaurant made 1978's "Where To Eat In Canada" restaurant guide.

GRAVE OF THE UNKNOWN BLACK MAN

Sunday October 20th, 1996 was the day that Mr. Clifford Skinner and Mr William Titus did the unveiling of the grave site marker for the "Unknown Black Man". Service was done by: Rev. Warren Brothers, Rev. Anthony Basset & Eulogy - William Titus.



The Story

As it was told to Mr. Skinner, and myself, by Mr. William Titus. He took us to a spot in the cemetery where he said that a coffin was thrown in a snow bank. In the coffin, was an unknown black man. No one seemed to know who he was or where he was from. In the Spring instead of a grave being dug, earth was mounted over the coffin. Years later, after walking through the cemetery, Mr. Titus believed that he found the mound and worked to have a marker placed on the unknown man's grave so it would never be disturbed. Mr. Titus and Mr. Skinner were the two people

that put this story and person to rest. *(Story shared online by Ruby Cusack)*

ARTS & ENTERTAINMENT

THE BOHEE BROTHERS

James Bohee was born in Indiantown, New Brunswick, Canada on December 8th, 1844 and died in South Wales on December 8th, 1897. James was an Afro-Canadian song and dance artist, composer, instrumentalist and theatrical manager. Both James and his brother George went to school in Canada but later moved with their parents to America. He gained professional experience by playing his banjo in Boston beer halls in the late 1860's.

Around 1876, along with his brother George, he organized his own Bohee Minstrels. They then joined the Callender's Georgia Minstrels and Haverly's Genuine Colored Minstrels in 1878, touring the United States of America. The company then sailed to England in 1881. When the company returned to America in the middle of 1892, the Bohee Brothers stayed behind in England. James organized another minstrel troupe and also set up a banjo instruction studio at No. 7A Coventry Street, London, where he gave lessons to the Prince of Wales. He was also involved in the manufacturing of banjos.

GEORGE HECTOR



George Hector was born in Gagetown, New Brunswick. His interest in music came from his mother who played accordion. At an early age he became fascinated by the banjo. His father bought him a secondhand banjo. He did not take lessons and he was soon good enough to play on the radio CFBO at the Admiral Beatty Hotel. In 1935 he was hired by Don Messer and made his first professional concert appearance. At the time George was a chauffeur for the late Howard P. Robinson.

"I was making \$22.50 a week just for driving a car and keeping it shined...not bad for the hungry thirties". Billed as the "Singing Chauffeur," he gave up chauffeuring in 1946 and joined the Maritime Farmers. He played with them on TV, radio and in concerts for the next 15 years. In 1966 he went to Toronto. There he worked a day job and played clubs in the evenings. In the 1970's he had a one-man show with patter, jokes and sing along. George considered himself a banjo-playing Country-music singer. Some of their songs in their repertoire were: The Darkey's Wedding, The Darkey's Patrol, The Yellow Kid's Patrol, Bohemian Gallop, The Darkey's Dream, The Darkey's Awakening, Medley of Airs, Restless March, March in C, Hunter's March and Niagara March.

EDWARD BANNISTER

Edward Bannister was a Canadian success story who became one of New England's most popular painters of the 19th century. Born in St. Andrews, New Brunswick in 1828 to a West Indian father and a mother native to St. Andrews but of West Indian descent, Bannister was recognized by age 10 as an artistic talent. An appropriate future was prophesied for him. He drew caricatures of his classmates and teachers at school. After being orphaned at a young age and adopted by a local lawyer, he drew on barn doors and fences, perhaps for want of suitable materials. He shipped out on a coaster around the age of 17, and a few years later made his way to Boston. There he worked as a hairdresser and barber, finding time in between cuts to dabble on canvas in a back room. He eventually married his employer Christiana Carteaux, a successful businesswoman and Black activist. With her help he was able to start his own business as a portrait painter. He also took the time to study and practice photography to earn extra money. The years between 1860 and 1890 were good years for Bannister. He attracted a following of wealthy and influential clientele, both White and Black. Many of Bannister's clients were from Boston and Providence, where he moved in 1869. He won a first class medal in the Philadelphia Centennial Exhibition of 1876, the first Black artist to win a national award. Bannister never returned to St. Andrews or Canada. The closest he ever came was Bar Harbor, Maine, where he would sail his yacht in order to paint and sketch.

POPULAR PEOPLE

WILLIE O'REE – TRAILBLAZER IN HOCKEY



Willie was born in Fredericton, New Brunswick in 1935. He started to play hockey at the age of 5. Willie was considered to be the “Jackie Robinson of Hockey” for being the first Black Hockey player in the NHL. O’Ree was noticed by the Boston Bruins and first played with the Bruins for 2 games in 1958 and from 1960-61 playing full season. He was inducted into the NB Sports Hall of Fame in 1984. Willie was also a heck of a baseball player. In 1956 he was invited to the Milwaukee Braves Minor league facility in Waycross Georgia. Willie stated he preferred hockey as his sport but played baseball in the summer just to keep his legs in shape and reflexes sharp. Willie retired in 1979. The most fitting tribute to Willie’s

career came when the NHL created an all-star game for young minority hockey players , which was named in Willie’s honor. The Willie O’Ree All-Star Game is held every year at the World Junior Championships. In January 2008 an arena was built on Fredericton’s North side and it was named The Willie O’Ree Place. This facility is a state of the art multi-purpose facility. *(Photo courtesy of The New Brunswick Sports Hall of Fame)*

MEASHA BRUEGGERGOSMAN

Measha Brueggergosman is a Canadian soprano who performs both as an opera singer and concert artist. She has performed internationally and won numerous awards. Her recordings of both classical and popular music have also received awards.

- Education: University of Toronto
- Albums: Dead Man Walking, I've Got a Crush On You, Night Dreams, So Much To Tell, Extase, Wesendonck-Leider/Orchestral Music, Surprise
- TV Shows: 2007 East Coast Music Awards
- Awards: Juno Award for Classical Album of the Year - Vocal or Choral Performance, Gemini Award for Best Performance or Host in a Variety Program or Series

JOHN CADMAN “CADDY” NORRIS

John Cadman "Caddy" Norris was a labourer and a delivery man in the Saint Andrew's area. Norris was the last visible remnant of a Black population that dated back to the founding of the town in 1783. In 1948, he suffered a fatal heart attack. Norris's funeral was said to be the largest funeral held in Saint Andrews at the time. *(Information courtesy of David Sullivan, The Blacks of Saint Andrews)*

THE STEWART FAMILY

The Stewarts were the largest Black family in Saint Andrews in the early 19th Century. They may have arrived with a troupe of Loyalist Black American ex-slaves called the Black Pioneers, who were granted

their freedom by the British in exchange for helping the British in their fight against the Americans in the American War of Independence. The captain of this troupe was a White man named Charles Stewart and since it was common for Black slaves and servants to take the name of their master, this may explain the many references in early records to various Black Stewarts. (*Information courtesy of David Sullivan, The Blacks of Saint Andrews*)

MAJOR WALTER PETERS (1937-2013)

The First Canadian-born Black Jet Pilot in the RCAF; first Human Rights Officer for the Canadian Armed Forces. Walter “Wally” Peters was a man of many accomplishments. Born the youngest of six children in Nova Scotia’s Annapolis County during the Great Depression, he relocated with his family to Saint John, N.B., where he graduated from Saint John High School. A gifted athlete, he switched from rugby to football when he moved on to Mount Allison University, graduating in 1959. He went on to further studies at the University of Southern California. Returning to Saint John, he worked for the municipal government and for the Canada Mortgage and Housing Corporation. At 24 years of age he enrolled in the Royal Canadian Air Force (RCAF). At this time there were very few African Canadians in the RCAF. Peters was accepted into the jet pilot training program and completed the course with top honours, becoming the first Canadian-born Black jet fighter pilot. He would have a distinguished career in the Canadian Armed Forces as well as the broader realm of aviation. Based in Saskatchewan, his skills were put to good use as a flying instructor. He also flew the C-100 “Canuck” fighter/interceptor in a number of air shows. In the early 1970s he was involved in organizing the famous Snowbirds air demonstration squadron, which flew the iconic CT 114 Tutor jet. In addition to being the first human rights officer in the Canadian Armed Forces, Walter Peters was an advisor to the United Nations Security Council in New York. In 1983 he briefed the Security Council on the shooting down, by the Soviet air force, of a Korean civilian airliner with the loss of nearly 300 lives. He retired from the RCAF with the rank of Major in 1984 and worked until 1988 with Transport Canada. Many testify to his importance as a role model for both visible minorities and all members of the RCAF. Walter Peters was the first president of the New Brunswick Association for the Advancement of Coloured People.

FRED HODGES (1918-1999)

First Black New Brunswicker to Serve as a City Councillor (1974-77). Fred Hodges was a trailblazer on many levels. Son of Lloyd and Drusilla Oliver, he was descendant of Black Loyalists who arrived in New Brunswick in the 1780s. During the 1940s he began working as a freight handler for the Canadian Pacific Railway. During the Second World War he served in Nova Scotia as a radio-telephone operator for the Royal Canadian Air Force. In 1947 he became the first Black member of the freight handlers’ union. An active union member, in 1964 he broke new ground by being elected the president of the Saint John District Labour Council, a post he held for more than a decade. He also served as a vice-president of the New Brunswick Federation of Labour. Mr. Hodges’ social activism extended well beyond the labour movement to include human rights, civil liberties, the John Howard Society, cooperatives and the fight against the death penalty. He was an important member of the New Brunswick Association for the Advancement of Coloured People. He served all New Brunswickers with his appointment to the

provincial Human Rights Commission and was honoured with the Order of Canada, the Queen's Jubilee Medal and an honorary degree from the University of New Brunswick. In addition to being the first African Canadian to be elected to the city council, Fred Hodges was also the first member of a visible minority to serve in this role. He was also a strong promoter of Saint John, where he was elected as a Common Councillor in 1974. By virtue of his civic duties he was involved in the Saint John Port Industrial Commission, an economic development body. His experience was recognized by his appointment as a labour representative to the New Brunswick Labour Relations Board and on a number of conciliation and arbitration boards.

ABRAHAM BEVERLEY WALKER

Abraham Beverley Walker (1851-1909) was Canada's First Canadian-Born Black lawyer (1881). Walker was also the first law student of any colour enrolled at UNB, as well as the first Black New Brunswicker to Publish a Magazine (1903). Abraham Beverley Walker was born in Belleisle, NB in 1851 and was of Loyalist descent. He appears to have attended school in Kingston, on the Kingston peninsula, the former shiretown of Kings County.

As a young man, Walker worked as a stenographer and secretary for a touring lecturer in various provinces of Canada. Walker attended the National University in Washington, DC, a small institution that became part of George Washington University. He then studied law with a lawyer in Saint John and supported himself as a shorthand reporter. Walker was recognized as an attorney by the Supreme Court of New Brunswick in 1881; a year later he was admitted to the bar as a barrister. Unable to earn a living representing Saint John's small Black community, he also faced racial discrimination from his white colleagues. Undeterred, Walker was active in the community, including the African Methodist Episcopal Church, and his many letters were published in local newspapers. His wife operated a shop in Saint John. For a brief period he tried his prospects in Atlanta, Georgia, where he published the pamphlet *The Negro Problem, or the Philosophy of Race Development*. He returned to study at the Saint John Law School, enrolling as its first student. The school was later absorbed by the University of New Brunswick. It would take almost 70 years before another Black student would enter the UNB Law School.

Between 1893 and 1899 he served as the librarian for the Saint John Law Society. Walker was active in federal politics, and worked for both the Conservative and the Liberal parties. In 1903 he was responsible for another 'first': the literary and public affairs magazine *Neith*, named after the ancient Egyptian goddess of war, the hunt and wisdom. The publication, which was advertised as a Canadian, not a Black journal, folded after five issues. His last crusade was his interest in the African Civilization Movement, which aimed to recruit educated and skilled Blacks from Canada and other developed nations to build a model colony for Blacks in Africa. Abraham Beverly Walker died of tuberculosis in 1909.

ELDRIDGE EATMAN

Eldridge Eatman was inducted into the New Brunswick Sports Hall of Fame in 2016 and into the Saint John Sports Hall of Fame on June 5, 2002. From 1904 -1907 he was one of the greatest sprinters ever produced in New Brunswick. His athletic career began in the early 1900's. Mr. Eatman defeated Tom Keen, world 120 yard champion and later U.S. Olympic coach in Saint John, (1903) and won the prestigious Powderhall title for the world's 120 yards Championship at Edinburgh, Scotland (1906). Eldridge raced against a horse and a train, to win betting purses. He traveled to Europe and competed successfully as a professional sprinter, often returning home to Saint John, Eldridge competed against local sprint champions including Jim Humphrey of Moncton. Considering the era, Eldridge gained significant press coverage in his glory days and upon his passing in 1960.

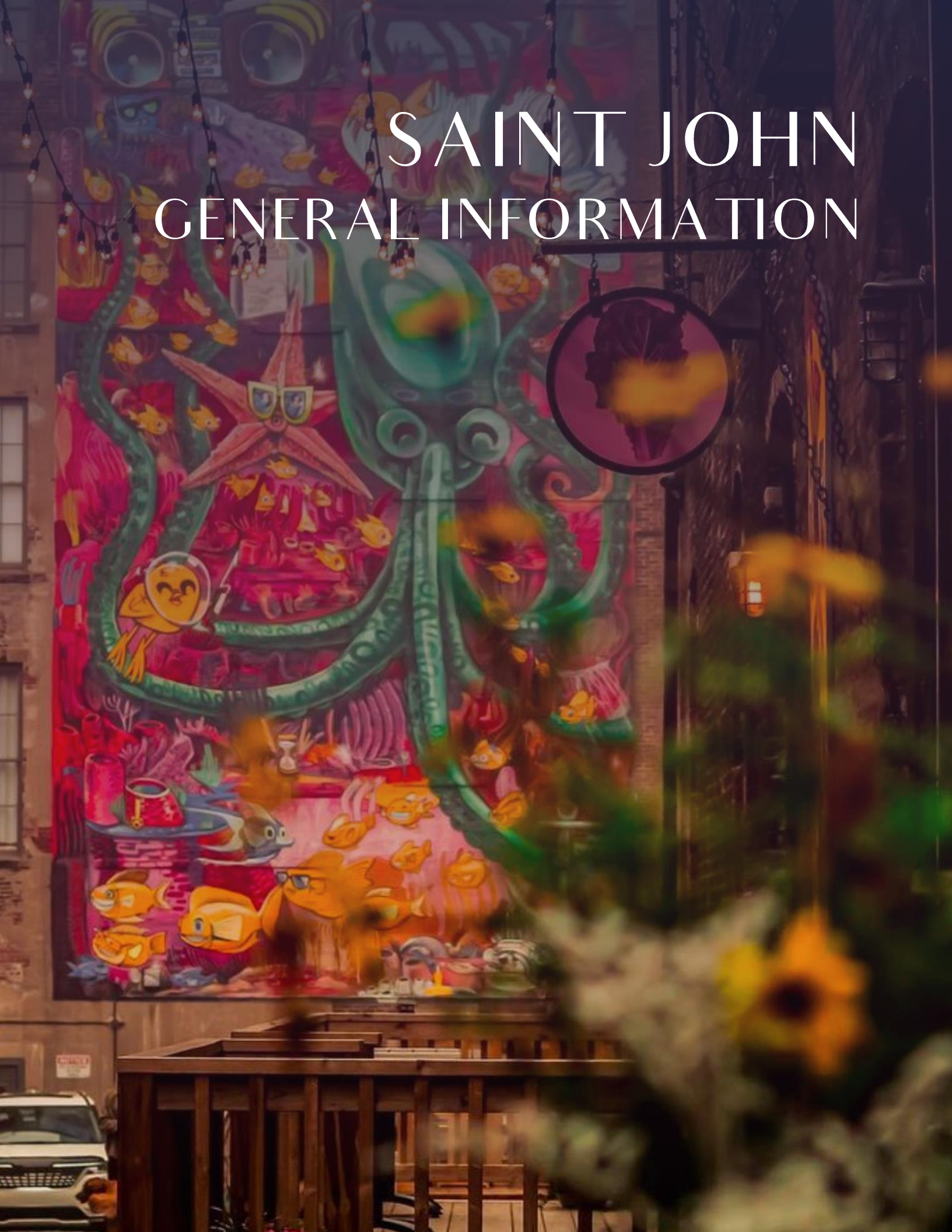
NANCY MORTON

The Trial of Nancy Morton vs. Capt. Caleb Jones in 1800, played an important role in the abolition of slavery in New Brunswick. Nancy was a slave and Caleb Jones was her master. After escaping, Nancy was brought to court in attempt to gain her freedom. Nancy was represented by Ward Chipman and Samuel Denny Street who were both very well recognized lawyers at the time. Although unsuccessful in gaining her freedom and forced back into slavery for fifteen years, once Nancy's case was brought before the Supreme Court the decision was split which marked the unofficial decline in the popularity of slavery in New Brunswick. The court could not prove that slavery existed or did not exist making the ownership of slaves of little value to people.

ANNA MINERVA HENDERSON (1887-1987)

First Canadian-Born Black Woman to Publish a Book of Poetry (1967). Anna Minerva Henderson was born in Saint John to William R. Henderson, an African American Civil War veteran who moved to New Brunswick, and Henrietta Leake, who was born at Kingsclear, York County, N. B. Mr. Henderson worked as a barber and his wife as a school teacher. After obtaining her teaching certificate, Anna Minerva Henderson taught briefly in the Black community in Nova Scotia. In 1912, after completing a business program, she wrote the federal civil service exam for clerical workers and scored one of the top marks. This began a 33-year career in Ottawa, where she worked as a stenographer for the Dominion Land Branch of the Department of the Interior and later for the Immigration Board of the Department of Mines and Resources. At this time there were few visible minority people working for the federal government. During her years in Ontario she wrote poetry and contributed a column to the Ottawa Citizen newspaper. Her poems were published in Canadian Poetry Magazine and an anthology of poetry from 1937 to 1939. Ms. Henderson retired from the civil service in 1945 and worked in a law office in Saint John for three years before moving to Washington, D.C. where she was employed at the American University. In 1967, Canada's centennial year, she self-published, at Fredericton, a "chaplet" or small book containing 22 poems. Her publication Citadel made both Canadian and New Brunswick literary history. At the time she was 80 years of age. This lover of books and the written word passed away in 1987 and was buried at Saint John's Fernhill cemetery, with her parents.

SAINT JOHN GENERAL INFORMATION



SAINT JOHN GENERAL INFORMATION

THE ARRIVAL OF EUROPEANS TO THE SAINT JOHN AREA

SAMUEL DE CHAMPLAIN ARRIVES AT THE ST. JOHN RIVER ON JUNE 24, 1604

The first Europeans to visit and take an interest in the Saint John area were Samuel de Champlain and his partner, DeMonts. DeMonts and Champlain arrived at the mouth of the Saint John River on June 24, 1604. This is the feast day of St. Jean Baptiste, so in honour of the day, Champlain named the river the St. John; the city later took the name of the river. In the charter of 1785, the city lengthened the St. to *Saint*, which has helped serve to differentiate between our city and St. John's, Newfoundland.

On March 7th 1604, Samuel de Champlain, map-maker for Henry IV of France, sailed for L'Acadie with its newly appointed Lieutenant-General, Pierre du Gua de Monts. A second ship followed with Pont-Gravé who had explored the St. Lawrence River region of Tadoussac a year earlier (1603) with Champlain. The ships carried some 100 men, either skilled tradesmen or former prisoners, as settlers.

In early May the ships reached Nova Scotia. Rounding the southern tip of the peninsula (Cape Sable), Champlain and de Monts continued to look for a suitable settlement site along the southern shore beside la Baie Française (Bay of Fundy). In his writings, Champlain says they had found a good site in the Annapolis Basin, an area he named Port Royale. The expedition's Lieutenant-General de Monts was not satisfied, so they continued along the northern coastline of the bay.

Then, on June 24, 1604 (Saint's Day for John the Baptist) they entered the mouth of a great river. "One of the largest and deepest rivers we had yet seen which we named the river St. John because it was on that day [June 24] we arrived here." The men were not interested in exploring the river further as the reversing falls stopped the sailors and frightened them. Champlain writes, "After rounding a point it narrows again and forms a waterfall between two lofty cliffs where the water runs with such great swiftness that if a piece of wood be thrown in, it sinks and is never seen again."

The expedition continued exploring the coastline. Later that month Sieur de Monts selected a tiny island in the St. Croix River as the first settlement for Acadia. While that settlement was not successful, Champlain's detailed maps, charts and writings of his 1604 explorations along the Atlantic coast to Cape Cod helped guide others in their explorations along that coast for the next 100 years. The harbour and St. John River were now recorded on European maps.

STRENGTHENING OF ACADIA

Shortly after Champlain's explorations, Acadia began as a settlement. The first settler at the mouth of the Saint John River was Charles La Tour. He declared himself to be the Governor of Acadia. His rival, d'Aulnay de Charnisay, also claimed that he was the rightful Governor of Acadia. The two men fought over the

boundaries for years. In 1645, LaTour feared an attack from d'Aulnay so he sailed to Boston to recruit men. Nicolas Denys, a contemporary of La Tour, left the following account of d'Aulnay's capture of Fort La Tour:

"The fort which the late Sieur de la Tour had built, and which was destroyed by d'Aulnay after he had quite wrongfully made himself master of it, as he had no right to do. This he would have had great trouble in accomplishing had he not been informed of the absence of the said Sieur de la Tour who had taken with him a part of his garrison, and had left only his wife and the remainder of his people as a guard to the fort. She, after having sustained for three days and three nights all the attacks of d'Aulnay, and after having compelled him to withdraw beyond range of her cannon, was in the end obliged to surrender on the fourth day, which was Easter Day, having been betrayed by a Swiss who was then on guard, whilst she was making her men rest, hoping for some respite. The Swiss yielded to bribery by the men of d'Aulnay, and allowed them to mount to the assault, which was again resisted for some time by Lady La Tour at the head of her men. She only yielded at the last extremity, and under the condition that d'Aulnay should spare the lives of all her men. This he did not do, for, having become master of the place, he threw them all into prison, including Madame La Tour, and later, by advice of his council, hung them with the exception of a single one who had his life spared on condition that he would perform the execution; and that Lady La Tour accompanied them to the gallows, with a cord around her neck as though she had been the greatest villain. It is said that after d'Aulnay's death by drowning, that Charles La Tour took over the fortress again in 1651 and had married d'Aulnay's widow and they had 5 children. He was declared the Governor of Acadia."

EXPULSION OF THE ACADIANS

English colonists gradually displaced the French settlers from what is now known as the Saint John area. In 1685 the English captured Saint John, and the battle between the French and English went on, with control of the area shifting back and forth. In 1755, while under English rule, the expulsion of the Acadians was ordered. This meant that every Acadian had to leave the area – some fled to Louisiana (Cajuns originated from Acadian), some fled to France, some fled to the dense woods to live in hiding. The French at the mouth of the Saint John River remained in the area despite the expulsion order; however, in 1758 Colonel Monckton was sent to drive the French from the Saint John River. The French could not resist the superior English force. They blew up their fort and fled up the river in small boats. Monckton, for whom the city of Moncton is named, sent the armed sloop *Ulysses* after them, but it was wrecked in the falls. The English rebuilt the fort and named it Fort Frederick.

The French took refuge at Ste. Anne's point (the present-day Fredericton), but in 1759 Quebec fell to the English under General Wolfe and the Acadians realised they had no hope of remaining on the Saint John River without aid from Quebec. Two hundred Acadians surrendered at Fort St. Anne and were expelled. The francophone community eventually re-established itself in New Brunswick and today the French population comprises approximately 40% of the total population of the province.

THE PARTNERSHIP OF SIMONDS, HAZEN AND WHITE

In 1762 three young ex-officers of provincial regiments (units of Americans within the British army) joined in a trading venture. The Boston friends - James Simonds, James White and William Hazen - were attracted to the free land at the mouth of the St. John River, by the fur trade with the Indigenous Population, the potential fisheries, and the available local limestone (required for agriculture).

James Simonds chose the harbour site for their business. It was directly across from Fort Frederick, on the former site of Fort LaTour. The trading post would be in a strategic position. It looked out to the Bay of Fundy; on the right towards the mouth of the St. John River as it passes the cliffs of Reversing Falls; and behind the close proximity to the portage routes of the Indigenous People.

James White had learned accounting in the army as an assistant to the provisions master. He became bookkeeper for the new company and its principal agent for the fur trade. William Hazen at 21 had fought (1761) at the battle for Quebec. As founding partner, he looked after business at their New England office in Newburyport, Mass. Simonds, Hazen & White's post at Portland Point was essential to the survival and comfort of new settlements upriver. James Simonds arrived with the first settlers in late summer 1762. James White arrived soon after.

By 1764 they had built a large store, a large shed containing a cooper, a kitchen and living space for workmen. Partners Simonds and White shared a finished large house whose stone cellar stored apples and potatoes. The company's own ship brought more workers (laborers, fishermen, lime burners and coopers) to Portland Point. Commerce flourished with the fur trade, contracts for Fort Frederick garrison, and supplies to the expanding settlement upriver where farming was thriving. From 1764 to 1775 Simonds, Hazen and White shipped out \$100,000 worth of local goods — furs, oak staves, lime and fish.

As unrest and anger against Britain increased in the American colonies, in 1768 the garrison at Fort Frederick left for Boston. The fort's four soldier caretakers looked to Simonds and White for support. Founding partner William Hazen moved his family from Newburyport, Massachusetts to the more peaceful Portland Point in the early 1770's, as the American Revolution was beginning.

PORTLAND POINT DURING THE AMERICAN REVOLUTION

August 1775 the 140 residents of Portland Point were attacked. A Machias war sloop burnt Fort Frederick, carried off its four soldiers and a ship full of supplies from the upriver farms. The 3000 people living between the Bay and a settlement just above Maugerville had no protection. By May 1776 more privateers invaded the harbour and threatened residents with more attacks if they refused to join the revolution. At Portland Point, Simonds, Hazen and White refused to sign, making their goods and buildings vulnerable to the privateers. Halifax sent a detachment but it left in June, at which point there was little allegiance to the revolution.

In spring 1777 the three partners were taken prisoner, and held for a month, but British soldiers from Halifax came to the rescue, freed Simonds, Hazen and White, but then returned to Halifax. The ordeal continued, as the Portland Point families remained defenseless against attacks. At one point, a privateer ship attacked and carried away 21 boatloads of goods from the trading post.

At last the Halifax government sent a permanent force to the area. In 1777, Major Studholme arrived with a precut blockhouse, four cannons, and 50 handpicked men. The traders offered him land on the cliff overlooking their stores and homes, which would become known as Fort Howe. By midwinter of 1777 - 1778 the blockhouse was up and occupied. No privateers tried the harbour again. But James Simonds who chose the Portland Point location had had enough terror. In the spring of 1778-he left the company he had founded and moved with his young family upriver to become a farmer.

Part of the East Side of the city is still named Simonds after the merchant pioneer.

THE ARRIVAL OF THE LOYALISTS

Shiploads of Loyalist refugees began arriving in the St. John harbour as early as May 1783, and on May 18th, over 3000 Loyalists arrived to make this their home, the largest influx in a single day. British authorities promised assistance to retreating Loyalist troops and their families. The Simonds, Hazen and White firm supplied the materials. With the treaty in November 1783 between Britain and her American colonies, British trade was renewed with other parts of the world, and Simonds, Hazen and White shared in this trade, too.

James White was named Justice of the Peace in 1779, and held other civic offices in the growing harbourside community. William Hazen was appointed a member of the first governing Council for the new province of New Brunswick in 1784. The work of 22 years by the Boston partners Simonds, Hazen and White established a vital commercial centre at the mouth of the St. John River. The partners' struggles, sacrifices and dedicated work during this period of violent conflict and losses laid the foundation for the community that today is Saint John, New Brunswick.

SAINT JOHN: A GROWING COMMUNITY

The early homes and businesses of the Loyalists were in the south end of the Peninsula. This was known as Parrtown, after Governor Parr. The settlement across the harbour (the West Side) was named Carleton, after Thomas Carleton, who was the first Lieutenant Governor General of New Brunswick from 1784 – 1817. His brother Guy Carleton was the Lieutenant Governor-General of Upper Canada at the same time. The upper region just north of Parrtown was Portland.

In 1784 New Brunswick became a province and in 1785 Saint John came into existence with the amalgamation of Parrtown and Carleton. A Royal Charter was granted and the new city became the first incorporated in Canada. Saint John was considered the capital, until Thomas Carleton decided to move

inland and establish a military base at the old French village of St Anne's Point. In 1785 after a miserable winter that took many lives, Carleton announced the new capital would be Frederick Town in honour of George 3rd's second son.

Saint John was very successful during the nineteenth century. Timber was in demand around the world due to the Napoleonic Blockade and a lack of timber in Europe. This made Saint John a busy port, both exporting and constructing new ships. It was the fourth largest port by registered tonnage in the British Empire and the third largest city in the Canadian Colonies. However, the Great Fire in 1877 caused setbacks to the growth of the city. The fire provoked an intense building period and many of the homes and businesses seen today are from that reconstruction period.

COL. GABRIEL G. LUDLOW - FIRST MAYOR OF SAINT JOHN

Born to a wealthy American family in 1736, Gabriel Ludlow grew up a supporter of the King. When the American Revolution came Ludlow raised a battalion for General DeLancey's Brigade. He was commissioned colonel of the Third Battalion, part of His Majesty's colonial troops known as Royal Provincials. At the war's end Col. Ludlow joined other defeated loyalists in England. A new colony, New Brunswick, was created on the north side of the Bay of Fundy. In autumn 1784 its new governor Thomas Carleton sailed from Britain with Loyalist elite to reward their colonial service. Two Ludlow brothers, Gabriel and George, were with him.

By 1785 Governor Carleton had joined the communities of Carleton (on the west of the harbour) and Parrtown (on the south side) into the City of Saint John. Carleton appointed Gabriel Ludlow the first mayor of Saint John, made him a member of the new colony's governing Council, and judge of the Vice-Admiralty Court. Col. Ludlow's wife Ann sailed from New York to join him. The refugee ship, *Martha*, one of the last to sail from Long Island, went down in sight of the Saint John harbour at Saints Rest Beach. Ann was saved but many men of DeLancey's Brigade, who remained after the war-organizing refugees' departures, were lost in the wreck.

For 10 years Mayor Ludlow was responsible for developing the rapidly expanding city's laws and regulations. From his home on the west side of the harbour Mayor Ludlow was rowed over every day to the city centre on the south side to attend to his own drygoods business and to the city's business. Council meetings in Fredericton rarely saw him.

When Governor Carleton returned to London in 1803, Col. Ludlow, the senior military officer, became the colony's new Commander-in-chief. As the senior councilor Ludlow also became the administrator, and president of the Council. During his 5 years' tenure he left the colony's Council responsibilities to his brother George Ludlow, the Chief Justice.

In 1807 Britain feared a new threat of war from the United States. New Brunswick was ordered to prepare. Commander-in-chief Col. Ludlow called out the colonial militia in January 1808. The great response from the former Royal Provincials proved New Brunswick could defend itself and possibly even defend Halifax. Ludlow did not believe the Americans would attack. He planned to disband all troops in March. However, on February 1808 Col. Ludlow died. Col. Gabriel Ludlow and his wife were buried in the Old Carleton Graveyard. Their grave markers today are in the courtyard of Carleton Kirk United Church. Ludlow Street in west Saint John is named after him.

THE HISTORIC SAINT JOHN OLD CITY MARKET

The present City Market was built in 1876 and escaped the Great Fire of 1877. Construction was done by ship builders; the great arched beams of the roof constructed of hand-hewn timbers have no centre supports and are reminiscent of a ship's hull. Our market is the only functioning indoor market in a city of this size in Canada. The day's market business commences with the ringing of the original market bell and closes for business when the bell is tolled. This old ship's bell which hangs by the Clerk's Office is the original market bell. The existence of this type of city market has a special status in Canada due to the fact that King George III issued a special grant from the Crown making it the only common law market in Canada. All other markets exist by statute.

The Market runs an entire block, and at one time the street used to run right through the centre of the market. The centre aisle is still called Market Street with the side streets called North and South Market Streets. The original gates at the Charlotte Street entrance are a fine example of blacksmithing. They were commissioned from the company of Banfill and Aiken. The design of circles, arabesques and straight lines give an impression of lightness, but the gates are very heavy.

CITY MARKET FACTS

- Early 1800's, City of S.J. controlled 6 markets (fish & wharf, shed on Market str., hay, cattle, Sydney at Lower cove)
- 1st bldg. 1830 at Market Slip, wooden, burnt
- 2nd bldg. 1837, brick & destroyed in 1841
- Present Market result of competition between local architects...McKean & Fairweather won best design and awarded the \$200 prize...
- Location on Market Street, ran from Charlotte to Germain, cost \$150,000
- Built for health reasons so farmers/butchers could sell under one roof. Center aisles used by farmers to sell produce, could not be turned down. Side aisles & stalls bid for yearly.
- 1950's, trinkets & novelties sold. Now restaurants, clothing, art, pottery, wine
- Building Construction
 - Features: Large, endless space, good lighting, easy entrances
 - BEST Clay bricks from East S.J. Lee Brickyard

- Sloping floor -10 ft. from Charlotte (4 stories) to Germain (3 stories)
- Roof: 20 queen post trusses, dove ended together & held together with wooden pegs
- Roof has curved arches to prop posts, which makes it look like the upsidedown hull of a ship
- Gas lamps hung from trusses
- Large side doors to drive cart into market for loading /unloading

CITY MARKET BELL & MARKET GATES

- Rung each day to signal opening & closing of market
- Traditionally rung at noontime in 1970's: everyone checked their watches to synchronize time
- 1880 wrought iron gates installed at top & bottom of market. Designed / built by local craftsman. Closed at each end to secure market.

DEPUTY MARKET CLERK

- S.J. received Royal Charter in 1785, granting city right to operate public markets
- Historically, Mayor: Market clerk, council appoints deputy clerk. Full authority over market.
- Today, Deputy clerk looks after daily operations as a municipal employee
- Historically Mayor collected fees as this was his pay. Now job of deputy clerk.
- Deputy clerk had 3 jobs....clerk, administrator, police officer (wore uniform with ID badge "Market Police" until 1979. Right to take & destroy products unfit for human consumption. Troublemakers were arrested, put in furnace room until regular police came. Any clerk who neglected duties received \$20 fine per refused duty. Usually went by rules!!

STALLS & BENCHES

- Stalls: along outside walls, rent by year. In early years, highest bidder in yearly auction got the stall. Today lease: Price depends on space, seasonal or year round, cooler needed, space in basement
- Benches: along center & side aisles. Traditionally & today both rented by day or week, merchants changing with seasons. Many at benches for 10+ years.
- Floor was dirt, got so cold that merchants had to wear coats, hats, mitts, scarves
- Sawdust on floor of meat stalls, things fell & swept up at day's end
- McDonald's Stained glass window: office & storage space over stall. Shows extent merchants went to leaving their legacy/name in market

MOUNTED MOOSEHEAD (3 IN TOTAL)

- Moose above washrooms killed by hunters near Musquash in 1910, Brought to market to be butchered with butcher bartering to keep head to display as trophy over his shop

SCALES NEAR H&S MEATS

- Weighed between 1000-2000 lbs, mostly meat
- Deputy clerk weigh butcher's meat and charge according to weight

- Scales used to settle disputes between merchant & customer. Merchant fined if under weighing items
- Scales and individual merchant scales inspected and stamped for accuracy in accordance with City Market by-law

DELIVERY / RECEIVING ENTRANCES (8 LEADING TO NORTH AND SOUTH MARKET ST)

- Horse & wagons driven into market to make loading & unloading easier
- Ice-Room held Block Ice used for refrigeration, walls insulated.
- Overhead rail used to ferry meat into cooler (picture carcasses being hung)
- Meat hooks at benches, nothing above or under so easily see to other market areas

SLOCUM & FERRIS TALKING POINTS

- 1895, George Slocum (New England) & John Ferris (New York) Loyalist Farmers
- Linked with local farmers up S.J. river, goods sent by riverboat to market
- Commissioned merchants
- Mid 1900's sold spices. Canned goods, fancy groceries to complement the butchers, fishmongers, & green grocers
- 1910 ledger still in office upstairs listing specific transactions in fine cursive script
- Expanded from 1 stall into 2
- Today a lunch counter selling ice cream, soup, sandwiches, dulse, maple syrup
- Dave Forestall (5th owner) purchased in 1989 (25+ years)
- Joanna Killen and Corey Dugas (6th owner) purchased in 2020

OFFICIAL CITY CREST (ABOVE GERMAIN ST. DOORWAY)

- 4 symbols indicating fishing, shipping, forestry and industry

VICTORIAN ARCHITECTURE IN SAINT JOHN

TRINITY ROYAL HERITAGE CONSERVATION

Trinity Royal (called such because of the three original churches along Germain - Holy Trinity Church, Church of St. Andrew-St. David, and Germain Street Baptist Church) was designated a Heritage Preservation Area in 1981. Heritage Preservation improves the look of the area and gives a constant reminder of Saint John's rich history and past. In simple terms, a heritage preservation area is a geographic area in which development is subject to a Preservation Area by-law that is designed to protect and retain the character and spirit of the area. The by-law also ensures that any development is sympathetic to and fits into the fabric of the neighbourhood. Whenever a person wishes to change the outside of a home or building, the proposed work will be reviewed to ensure it fits the guidelines. Blue street signs with white lettering designate the Historic Trinity Royal area.

The Trinity Royal Heritage Conservation Area has more than a dozen blocks, relatively small, containing late Victorian buildings that house shops, restaurants, pubs, art galleries, other businesses, and private homes. It is bounded by King Street, Water Street (beside the cruise ship terminals), Queen Street, Charlotte Street, and includes the adjacent Sydney Street. Within these boundaries, it includes the following streets: Prince William, Canterbury, Germain, Queen Square North and Queen Square South, Princess, Duke, Harding, and Horsfield, as well as Grannan Lane.

Although the nearby streets also include a large number of late Victorian buildings, the Trinity Royal area was the focus of conservation efforts as it contains many ornate brick commercial buildings, historic churches, other public buildings such as the Saint John High School, and public green spaces including the Loyalist Burial Ground, Queen's Square and King's Square. Much of the area consists of Victorian brick buildings raised after The Great Fire of Saint John, New Brunswick that destroyed much of the city's central peninsula in 1877.

The area includes the following designated National Historic Sites of Canada:

- Bank of New Brunswick Building
- Trinity Anglican Church
- Imperial Theatre
- Saint John County Courthouse
- Number 2 Mechanics' Volunteer Company Engine House
- Prince William Streetscape

THE GREAT FIRE OF 1877

Every household had to have 2 buckets of water in case of fire – and we had a few fires – in 1823, 1824, 1837, 1841, 1849, 1877, and 1899.

The greatest disaster to strike Saint John occurred on June 20, 1877 when two thirds of Saint John was destroyed by flames in the Great Fire. It started at 2:30 PM in Fairweather's hay shed close to Market Square, which was known as York Point Slip. Within nine hours, the fire had wiped out the entire peninsula. Fanned by extremely high winds, it engulfed 1612 wooden buildings in the south end of the city leaving 13,000 people homeless.

The damage was estimated to be over \$27 million (in 1877 currency). Relief and emergency assistance during the reconstruction of the city came from as far away as New York. We still send New York City a Christmas tree every year to thank them for their help. (This is placed in Bowling Green Park.) King Square became a tent city for those whose homes had to be rebuilt. After the Great Fire, the city passed a by-law stating that new buildings must be made of brick.

In rebuilding the city, magnificent mansions and stately homes were designed by local architects as well as those from Boston and New York. These south end homes were built in rows with their gardens in the back and their doorsteps adjoining the sidewalk, in the European and English style of the day.

OTHER TALKING POINTS ON ART & ARCHITECTURE

- Germain Street Entrance of Market – Beautiful public art above the Germain Street doors of the market. Named “Figurehead” and created in 1995 by Saint John artist Carol Taylor, the concept for this piece came from the market itself. The ceiling timbers supporting the market’s roof are similar to the hull of bygone wooden vessels. The artist designed a figurehead, such as those placed on these historic ships.
- Union Street – once was the boundary between Parrrtown and Portland. The street names on one side don’t match on the other side where they cross Union.
- Peel Plaza – with the Police Station and Saint John Law Courts, two very modern buildings designed and built in the last several years amid these historic buildings

FAMOUS SAINT JOHN FACES

WALTER PIDGEON

A Hollywood personality, Walter Pidgeon, was born in 1898 in an area of the North End where his father owned a shoe store. Walter Pidgeon had his stage debut at a patriotic rally on the stage of the Imperial Theatre in 1916. He went on to appear in many films, including “How Green Was My Valley”, “Madame Curie” (for which he was nominated for an Oscar), “Big Red”, and “Funny Girl”.

DONALD SUTHERLAND

Donald Sutherland, who became a famous actor, grew up on Elliott Row in the South End of Saint John. Born in 1934, Sutherland starred in movies such as “The Dirty Dozen”, “M*A*S*H*”, “JFK”, and “Bethune”. In the 1970’s, Sutherland founded McNichol Pictures, a company based in LA that encouraged movie making in Canada. He was the father of Kiefer Sutherland. Donald Sutherland passed on June 20th, 2024.

ALDEN NOWLAN

Alden Albert Nowlan was a Canadian poet, novelist, and playwright. Nowlan's most notable literary achievements include the Governor General's Award for Bread, Wine and Salt (1967) and a Guggenheim Fellowship.

DAPHNE H. PATTERSON

Saint John’s Daphne Patterson became the first female commercial pilot in Canada in 1930. She was the first Canadian female to qualify as a commercial pilot, back in 1929, when commercial aviation was in its infancy in this country.

FRED ROSS

Frederick Joseph Ross CM, ONB, LL.D, RCA was a Canadian artist best known for his figurative drawings, paintings and murals. Ross received the Order of Canada in 2004. He was awarded with an honorary doctorate of laws from the University of New Brunswick in 1984 and the Order of New Brunswick in 2008.

LOUIS B. MAYER

Louis Burt Mayer was a Canadian-American film producer and co-founder of Metro-Goldwyn-Mayer studios (MGM) in 1924. Under Mayer's management, MGM became the film industry's most prestigious movie studio, accumulating the largest concentration of leading writers, directors, and stars in Hollywood.

STOMPIN' TOM CONNORS

Charles Thomas "Stompin' Tom" Connors, OC was a Canadian country and folk singer-songwriter. Focusing his career exclusively on his native Canada, he is credited with writing more than 300 songs and has released four dozen albums, with total sales of nearly four million copies. Connors' songs have become part of the Canadian cultural landscape. Among his best-known songs are "Sudbury Saturday Night", "Bud the Spud" and "The Hockey Song"; the last is played at various games throughout the National Hockey League, including at every Toronto Maple Leafs home game. In 2018, the song was inducted into the Canadian Songwriters Hall of Fame in a ceremony at a Leafs game.

MILLER BRITTAIN

Miller Gore Brittain was a Canadian artist from Saint John, New Brunswick. Brittain is considered one of Canada's most prolific painters. His work broke from contemporary style at the time of the Group of Seven when landscapes of the country dominated Canada's art scene.

SAINT JOHN FIRSTS

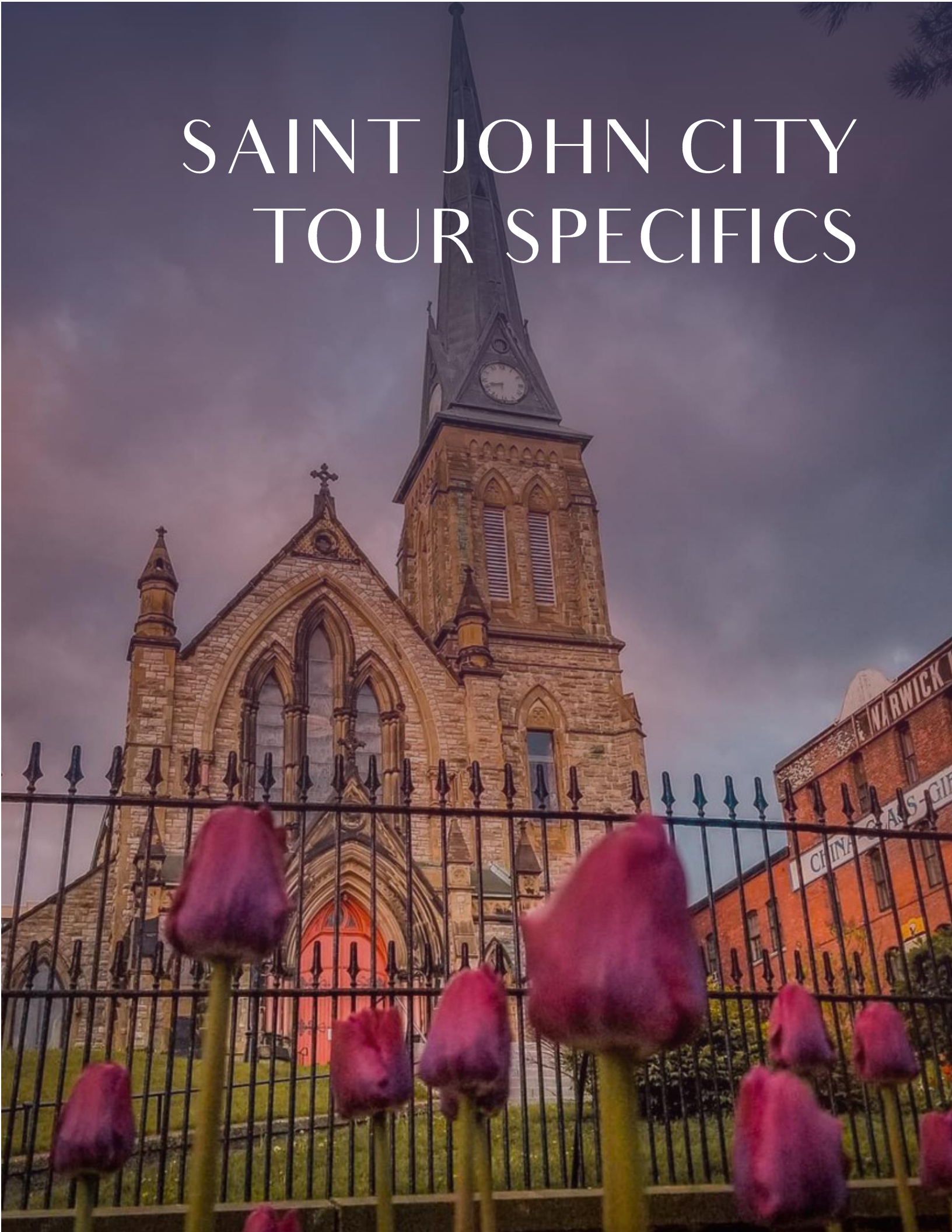
- **1785** Canada's first incorporated city, created by Royal Charter
- **1820** Canada's first Chartered Bank established in Saint John Canada's first Fire Insurance Company
- **1826** Canada's first Police force established in Saint John
- **1838** First penny newspaper in British Empire, The Saint John News, a tri-weekly, was established
- **1840** First balloon ascension in Canada from Saint John
- **1842** First public museum in Canada opened in Saint John, now called the New Brunswick Museum
- **1847** The first antiseptic operation in Canada was performed here
- **1851** Canada's first automobile, a three-wheeled horse-less carriage, driven down Saint John's cobblestone streets by Thomas Turnbull.
- **1858** Canada's first steam locomotive built in Saint John
- **1859** World's first steam fog whistle erected on Partridge Island in Saint John Harbour
- **1870** Canada's first YWCA
- **1883** Canada's first free public library

- **1919** World's first police union formed here First Public Health Centre in the British Empire established here
- **1923** First Miss Canada, Winifred Blair, on Feb. 11
- **1927** Dr. W.R. Turnbull invented the first variable-pitch airplane propeller and other pioneer developments in aeronautics at nearby Roth say where he had his laboratory

STREET NAMES

- Water Street- situated on the water
- Union Street – in commemoration of the union of Parrtown and Carlton to form the City of Saint John
- Sydney Street – Right Honourable Thomas Townsend, “Lord Sydney”, secretary of State founded British colony of New South Wales (Australia). Sydney, Australia was originally called Fort Jackson and was later named after Townsend.
- Duke Street – named after the Duke of Kent, father of the late Queen Victoria. He visited Saint John in June 1784.
- Prince William Street – named after Prince William, brother of George III, afterwards King William IV. (He followed the call of the sea and was known as “The Sailor Prince”.)
- Douglas Avenue – named after Sir Howard Douglas, Lt. Governor of New Brunswick.
- King Street – originally called “Great George Street” after King George III.

SAINT JOHN CITY TOUR SPECIFICS



SAINT JOHN CITY TOUR SPECIFICS

HIGHLIGHTS ROUTE

PUGSLEY WHARF

During the Port of Saint John's long history, the name of William Pugsley (1850-1925) stands out. As minister of public works, Pugsley spearheaded construction of several new docks and piers at the Port of Saint John. He pushed to develop the Courtenay Bay section of the harbour and to build a dry dock there. Pugsley was also instrumental in bringing additional railway service to the port. In honour of Pugsley's many contributions, authorities named Pugsley Terminal in the Main Harbour for the man who had accomplished so much for the Port of Saint John. In January 2004, the Marco Polo Cruise Ship Terminal was built here, completed in 2009 at a cost of \$10 million dollars. Today, the Area 506 Container Village is also located on the site, and the wharf is still known as Pugsley Wharf. From near Pugsley Wharf at the foot of Princess Street, there was a harbour ferry that linked the uptown to the west side. Because there wasn't a bridge linking both sides of the harbour for many years, the Carleton ferry provided transportation to and from the west side to the peninsula. The first electric streetcars arrived in the city in 1893 and service ended in 1948.

ST. PATRICK'S SQUARE

The patch of land at the end of Prince William Street on which stands The Trinity Lamps and the Celtic Cross, the Harbour Pilots memorial and the monument commemorating the 150th anniversary of the Irish Potato Famine is called St. Patrick's Square.

THE IRISH STORY

With the Industrial Revolution in Europe an influx of European immigrants came to America. More than 150,000 immigrants from Ireland arrived on our shores in Saint John between 1815 and 1867. At the peak of the Great Irish Potato Famine between 1845 and 1847 some 30,000 Irish came to the city. The Irish Catholic community was the largest ethnic group in the city by 1850.

CANADA'S (SELF-PROCLAIMED) MOST IRISH CITY

Saint John is Canada's (self-proclaimed) most Irish city, and at one point in our history, it was likely very true. There were at least three waves of Irish immigration, the first being Irish American Loyalists following the American Revolution, and the second following the Napoleonic Wars, when thousands of unemployed Irish workers and ex-servicemen took advantage of cheap fares to Saint John associated with returning timber ships. The third saw the largest influx of Irish immigrants to Saint John and occurred during the Great Potato Famine of the 1840's, with over 15,000 Irish Immigrants arriving in the year 1847 alone. Sailing to Saint John from Ireland was considerably less expensive than sailing into Boston or New York, and while many arrived with no intention of staying longer than it took to raise the capital to move on, a great many did indeed stay, and according to the 1871 census data, more than half

(54%) of the population in the city was Irish in origin. To this day, many Saint John families can trace their lineage to Irish immigration, and Saint John claims to be one of the most Irish cities in Canada.

PARTRIDGE ISLAND

Partridge Island, the first quarantine station in Canada, is visible from several spots in Saint John, but perhaps best from here at St. Patrick's Square. It is the site of New Brunswick's first lighthouse and the world's first steam foghorn. Partridge Island was known as the "Ellis Island of Canada". Its role as a quarantine station had been established when Saint John was incorporated in 1785, and the city had experienced epidemics in the early 1800's when immigrant ships began arriving at Saint John. All immigrants were examined and had to be in good health before coming to the city; many died of cholera and were buried on the island.

The 24-acre island was a major quarantine station from 1830 to 1938, making it the first of its kind in North America. An estimated two thousand perished due to illness. One victim was Dr. James Patrick Collins, a young Saint John doctor, who had just begun his practice in 1847. He agreed to assist on Partridge Island during a typhus epidemic in May of that year. He died of the disease himself after caring for thousands of immigrants. He was buried in a lead coffin, after one of Saint John's largest funeral processions. The quarantine station closed in 1941. Partridge Island was also a major military site from 1791 to 1947 at which time its role ended. The island is both a National and Provincial Historic Site. Partridge Island was also the location of the first steam fog horn in the world. A Saint John native, T.T. Vernon Smith, placed it there in 1859. The foghorn and a lighthouse on the island are no longer in use.

- Island rock composed of 350-million-year-old volcanic ash deposit.
- The original lighthouse burnt in 1832 and the replacement lasted until 1880. The third tower was modified in 1911 by adding 15 feet to the tower and installing a more powerful light. The present tower replaced it in 1959.
- In 1989 the present tower was automated and still functions today as a Coast Guard light station. With automation manned light keeping of the island ended after almost 200 years.
- It flashes every 7.5 seconds (8 flashes per minute).
- The Celtic Cross was placed on the island to remember the Irish immigrants who came into the harbour during the Great Potato Famine and died of typhus on the island.
- Partridge Island was the only site in Saint John to be manned during both WWI & WWII.
- During WW I the island was equipped with six field guns and a searchlight. The hospitals were used as barracks.
- During WW II some of the trees on the island were cleared to prevent them from being used as enemy cover. Several underground magazines, two observation posts and gun and searchlight emplacements were built. Three of these underground rooms are now sealed off.
- The defenses were closed in 1947.

THE TRINITY LAMPS

The earliest light at the present location of the Three Lamps was a single oil lamp placed there in 1842 in direct line with the steeple of Trinity Church. The harbour pilots and captains used it to find their way into the harbour safely at night. It was changed to a gas lamp in 1847 and a year later replaced with the three gas lamps – red on the site facing the sea, and white on the side facing the street. They were visible from five miles seaward. The lights shone red or white depending on the vessel's position in the water, and seeing all three red lights clearly was a navigational aid. Even now, some of the older harbour pilots watch for the Three Sisters when nearing the harbour. It is now illegal to come into the harbour without the accompaniment of the harbour pilot. The lamps became known locally as the "Three Sisters". As the story goes, three sisters would sit under the lamp and wait for their lovers and husbands to return from sea.

In 1967, local companies did a restoration of the 27 foot high Lamps and a plaque dedicated to the men who drowned with the sinking of pilot boat No. 6 on January 14, 1957. The lamps were restored in 1997.

CELTIC CROSS

Standing beside the "Three Lamps" is a replica of a larger Celtic cross placed on Partridge Island, which you can see at the mouth of the harbour. The large cross was erected in 1927 to commemorate the Irish immigrants who perished of typhus fever on Partridge Island in 1847.

262-268 PRINCE WILLIAM STREET

This delightful row of Queen Anne Revival style frame houses was built in 1895. They have a commanding view of the harbour.

SAINT JOHN HIGH SCHOOL

This structure was built in 1932 but the high school itself dates back to 1805, making it Canada's oldest publicly funded secondary school. It began as the Saint John Grammar School for Boys at another location, but the building burned in the Great Fire. Following the fire, it was located in various locations before becoming a co-educational high school in 1897. When it moved to this location in 1932, there were approximately 1200 students, similar to the population of today. At that time the classes were segregated, as were the stairways and entrances (boys entered on Duke Street and the girls on Prince William Street).

The school features the International Baccalaureate Program, a rigorous academic program that is standardized for students throughout the world. When the school first allowed women to attend, the story is told that these women had to arrive to in class after the men, leave before the men, sit in the back of the classroom and wear black.

PRINCE WILLIAM STREET

Prince William Street was the heart of the business and financial district in the last century. The late Victorian style architecture and dates on the structures indicate that the present buildings were all built immediately after the Great Fire of 1877. Prince William St. is the first Canadian streetscape to be designated by the Historic Sites and Monuments Board of Canada as “National Historic Streetscape”, meaning the whole streetscape is of National historic and architectural significance. It was once dubbed the Wall St. of Saint John.

SEAMAN'S MISSION - 152 PRINCE WILLIAM

Founded in 1897 by Lady Tilley, wife of Sir Leonard Tilley, former Lieutenant-Governor of New Brunswick and Father of Confederation. Its purpose was to provide lodging, meals and recreation to sailors from around the world. The mission moved to this location from Water Street in 1908. It still exists today, although it is called the Seafarer’s Mission, and it is currently located on Port Property on the west side of the city, from where serves visiting seafarers to Saint John.

BANK OF NEW BRUNSWICK- 119-125 PRINCE WILLIAM

Founded in 1820 as Canada's first chartered bank. Built in 1877, the dominant architectural feature of the building is the huge Corinthian columns. This chartered bank amalgamated with the Bank of Nova Scotia in 1913, which occupied the building until 1977.

PALATINE BUILDING - 124 PRINCE WILLIAM

The building was originally designed and built for the Bank of Nova Scotia, but was taken over by the Palatine Insurance Corp. It was built using a combination of Second Empire and Italian designs. The mansard roof is of Second Empire style while the pillars and intricate carvings are of Italian style. The building is richly adorned with a floral and fruit motif and gargoyles. Of particular interest is the carved stone face of a man spitting coins, representing money as the root of all evil. The squirrel represents a thrifty saver and indicates one should store his money in a bank. The railings are original and served several purposes including a place to tie up horses, scrape muddy boots before entering the businesses or homes, and discourage loitering.

OLD CITY HALL - 116 PRINCE WILLIAM

The old city hall was constructed immediately after the Great Fire for \$32,500. This was the first City Hall built in Saint John solely for that purpose. During the reconstruction of the building after the fire, the cornerstone of the 1839 building was uncovered and included in the new building.

OLD POST OFFICE - 113 PRINCE WILLIAM

This post office of second empire style replaced the previous building which was destroyed in the Great Fire. The original cost of the building was \$120,000. Note the three figures carved in the keystones above the entrance and the ground floor windows. The middle figure represents the Greek God of speed, Mercury, a nod to the speed of Canadian postal service.

CHUBBS CORNER - 111 PRINCE WILLIAM

The gothic building was designed by Saint John architects McKean and Fairweather. Chubb's Corner on Prince William Street was one of the locations in the city designed as a "public place" where election lists and notices for public viewing were placed, and you can still see notices posted on this corner today. In the 1800's and early 1900's, public auctions were held regularly to sell stocks, bonds, and other securities. Prior to the Great Fire of 1877 Chubb's corner had a newsroom on the second level filled with newspapers from London. The stone faces above the third storey windows were reportedly carved by James McAvity, who was born in Portland in 1845. He became one of the finest stonecutters in Canada.

As the story goes: The 16 heads carved into the building aroused much controversy, and are said to represent colourful characters and leading citizens of the day, including George Chubb himself, a prominent publisher. When the councillors and mayor of the day saw the heads, some say they were outraged and asked, "What buffoonery has taken place in our city?" Others say they were quite pleased to find their likenesses immortalized in the side of the building.

CITY HALL

The city hall was completed in 1971 on the site of the previous city hall. The previous city hall on this location had a stock and pillory, as well as a cage for boys who were bad on Sundays. The stained-glass windows commemorate the Royal visit of 1983 and Saint John's Bicentennial. The three fingers of colour represent the 3 communities of Parrtown, Portland and Carleton that joined to form Saint John. The artist who created the piece was Claude Roussel.

City Hall was purchased by the Fundy Harbour Group in late 2018 and has since undergone some major changes. From a renovation of the City of Saint John's new space on floors 1-4 to exterior upgrades to a major energy efficiency project, this building is on its way to reclaiming its spot as the premier commercial building in Saint John. This is the first time this building has been owned by a local company since it was first built in the 1970s.

KING STREET

King St. is the shortest, steepest, and widest main street in Canada. When travelling around the city, have visitors look up to the second and third story and not at the updated storefronts of the first level to see the history of the buildings. For many buildings, the second story and higher have not changed over the years. Looking up onto the second and third floors of many buildings on King St., you will notice crosses below some windows – especially prominent beneath the third story windows above the Tim Hortons. They were painted onto buildings after the Great Fire so that firemen would know where women and children would gather to be rescued in the event of another fire.

20 KING STREET

At the corner of King and Canterbury Streets is the site of the house and store of Benedict Arnold, where he lived from 1787-1791. Originally, it was a 2 1/2 - storey building with a gable roof and three dormer windows.

Benedict Arnold was a controversial figure in the minds of Saint John citizens, as well as the United States, they looked upon him as a traitor. To many people in Saint John, he was considered a “tainted Loyalist.” Among many upper-class citizens, such as Ward Chipman and Jonathon Bliss, Arnold seems to have found friends.

Benedict Arnold was known as a shrewd businessman. Many feared him, as he was known to sue people. At one point, he bought insurance on his store and warehouse in Lower Cove. When he was away in England, the store and warehouse burned down, almost killing his son, Richard. Arnold’s ex-business partner, Munson Hoyt, publicly accused him of burning the buildings for insurance purposes. Arnold sued him for slander. It was the first slander trial in New Brunswick. Benedict won the trial, but only received 20 shillings damage, 20 shillings cost. At one point, at the height of his unpopularity, Arnold was burned in effigy in front of his home. He returned to England in 1791, where he died in 1803.

91-99 KING STREET

Developer Percy Wilbur purchased 91 King Street — known to many as the former Woolworth’s Department Store — and the building next to it in December. The two buildings, which sat vacant for nearly 10 years, were demolished in early June 2021 in preparation for the new construction. Initial plans for the building are for three floors of commercial space, including ground-floor retail, and around 93 residential units on the top nine floors. It is a \$40-million project. Construction on the project is expected to take around two years to complete.

KING’S SQUARE

The Square in the middle of the city was part of the original design for Saint John when it was first incorporated in 1785. The square is named after King George III. The site for the square was not cleared until 1847. If one could view the pattern of the pathways in the square from above, it would show the design is that of the old Union flag. It was designed this way to show the loyalty felt by the Saint Johners of the day toward England. Even to this day, there are many ways to see connections between Great Britain in Saint John. The two-storey bandstand, named The King Edward VII Memorial Bandstand, was constructed in 1908 by the City Coronet Band and donated to the City of Saint John. It has become a Saint John Landmark.

KING’S SQUARE MONUMENTS

This park hosts many monuments. The monument facing the harbour is dedicated to Sir Leonard Tilley, a former Lieutenant Governor of New Brunswick and New Brunswick’s Father of Confederation. Tilley coined the phrase the Dominion of Canada from a Bible verse.

A monument to our world Speed-Skating Champion, **Charles Gorman**, is also in King Square. In 1926, Gorman set a world speed skating record, which still stands today, as the distance for his race is no longer skated.

The "**Young Monument**" commemorates the efforts of Frederick Young who died trying to save a boy from drowning in Courtenay Bay, Oct. 30th, 1890. It is believed that two young boys were throwing railway ties into the water when Fred Mundeel fell into the water. Fred Young, age 18, was the first to arrive at the scene. He grabbed a life preserver, handed one end of the line to someone on the wharf and dove in to save the boy. He was a strong swimmer and had no problem reaching the boy; however, when he yelled to be pulled back to shore he discovered that the person on shore had let the line slip through his fingers. He tried for over an hour to swim to shore, but it was no use. Young finally gave up. He let go of his hold on the boy and the thousands of people who had gathered on the shore saw his arms disappear beneath the water. There was a HUGE funeral, probably the largest in Saint John at that time. The monument was constructed in his memory. There were so many people that wanted to donate money for the monument that officials had to limit the donations to one dollar so that everyone could contribute.

There was a meteor-like clump at the far end of the graveyard, which was thought to be the remains of some contents of a hardware store that was burned in the Great Fire. It was moved to Kings Square during the restoration of the burial grounds.

TRINITY ANGLICAN CHURCH

This church was built in 1880 in the English Gothic style to replace the previous church, which had been destroyed in the Great Fire. The original church was erected in 1791, established by Loyalists, who came from Boston. It is the oldest established Christian congregation in the city of Saint John.

These Loyalists brought the Boston coat of arms (Lion and Unicorn-House of Hanover-Boston) with them. The coat of arms still hangs over the west door of the church. Besides the Coat of Arms, Trinity Church has another very significant historical ornament in it: the silver communion set given to the church by King George III in 1790, which contains pieces that date back as far as 1694.

The church is 150 feet in length and seats approximately 800. The bell-tower and steeple, 210 feet in height, are surmounted by a weather vane in the form of a fish (an early symbol of Christianity) 6 feet long, and covered with gold leaf. It was a navigation point for ships coming into the harbour. You may notice that the steeple has an extra piece added at the top. When the Catholic Cathedral on Waterloo Street was built, their steeple was higher than Trinity's, so Trinity added the extra height, which kept them closer to God than the Catholics. There are 147 steps to the bell tower, leading up to the clocks.

As the story goes: There is a bullet hole in one of the clock faces. Evidently someone got annoyed one night at the chiming of the clocks and took a shot at the tower. The police were able to apprehend the culprit by looking through the hole in a direct line to figure out where the shot came from.

QUEEN SQUARE

Queen Square designed by Paul Bedell. The pathways are also laid out in shape of the British Union flag. The square was named for Queen Charlotte. Every tree in the square has been planted to commemorate a special occasion. The last people to plant a tree in the square were Prince Charles & Princess Diana in 1983.

The monument in the centre is of Samuel du Champlain, erected in 1904. He is pointing to the mouth of the St. John River, where we arrived on June 24th, 1604, St. John the Baptiste Day. The monument was erected on the three hundredth anniversary of his arrival. Queen Square was once a centre of activity. Many wealthy ship owners lived in beautiful homes around the square. There were, as well, a few stores. Notice the interesting architecture of the merchants' homes. After the fire, artisans came in from Europe to do paintings, carvings and murals in the homes and on the exteriors of these fine buildings. Today, Queen Square remains a gathering place, and is host to the Queen Square Market every Sunday from Spring through Fall.

CAVERHILL HALL

This house was built from 1881 to 1884 and was used as a private residence by Simeon Jones. Simeon was a local brewer and mayor during the construction period of the home. The Jones family saw a home in Montreal, and they decided to build a similar one for themselves which they named after Simeon's grandmother, Jane Elizabeth Caverhill. Upon completion, the family hosted a reception for Sir John A. Macdonald and Lady Macdonald and 250 guests. The Duke and Duchess of York at the time used the home during their visit in 1901. It was said that the ballroom floors were so shiny that the ladies were frightened to dance in case people could see up their dresses. During World War II, Caverhill Hall was the District Medical Health Centre. After the war it housed the local Air Force Club until 1980, when it was turned into a club and lounge under the name the 1880 Club. The home was then sold and is a private residence once again.

COUNTY COURTHOUSE

The courthouse was built in 1829 from more than 100 tons of freestone. The front wall is composed of massive sandstone blocks imported from England. The stone on the back wall is local. It is also said that the stone used to build the spiral staircase came from Scotland. Each step is made of one solid block of stone, and they are interlocked in such a manner that they require no central support. This is the only freestanding, stone spiral staircase known to exist in Canada. The Court House did not only house court proceedings, but it was also used for public receptions for Royalty and other important dignitaries. Executions were held on site as a public spectacle. The practice ceased with the execution of Patrick Slavin on December 11, 1857 for murdering the McKenzie family. The first execution at the Courthouse was on

February 11, 1785. In early 2021, the Saint John Theatre Company revealed plans to build a 3-story multi-use, performing arts space to the back of the courthouse. The old courtroom, where jury trials were held until 2013, will become the main theatre space and a floating mezzanine will increase seating capacity to 220. Plans are to maintain the historic qualities of the original courthouse building, including the spiral stone staircase.

As the story goes: The government of the day would not pay for the construction of the staircase as they felt that it was unsafe. The designer of the staircase took 49 prisoners from the jail behind the courthouse and had one stand on each of the 49 steps. When the stairs did not collapse, the government paid the bill.

NO. 2 ENGINE HOUSE – SAINT JOHN FIREFIGHTERS MUSEUM

No. 2 Engine House is a two-storey stone structure constructed in 1840-41 in the Neo-classical style, representing over one hundred years of firefighting. Located on Sydney Street in Saint John, it includes the front and oldest portion of the building, measuring approximately 25 feet wide by a depth of 50 feet from the building's Sydney Street façade. No. 2 Engine House is designated a Provincial Historic Site for its architecture and for its association with the architect, John Cunningham.

No. 2 Engine House is recognized for being the earliest known Canadian example of a fire hall designed to house a volunteer brigade using manually drawn and operated pumper fire engines. No. 2 Engine House was first occupied in 1841 and closed as a station in 1949. After its closure, the building was used by different organizations until opening as The Saint John Firefighters Museum in 1991. This museum houses a collection of artefacts related to the history of firefighting in Saint John. From hand pumps and brigades to the advanced methods of today's firemen, it shows the extreme difference in the methods used throughout the years. The Firefighter's Museum is operated by volunteers.

This building is a rare and unique surviving example of the first phase in fire hall design and in the development of municipal firefighting in Canada. John Cunningham also designed the adjacent Court House. The character defining elements that describe No. 2 Engine House include:

- Location of the building at the city's centre facing King Square, with its frontal orientation to the street, creating a highly visible civic presence;
- Interior plan, although somewhat altered from the original, consisting of a large double bay at the ground floor, with a staircase leading to the upstairs meeting hall and offices.
- Collection of artefacts relating to Saint John's firefighting history, including: 1852 hand pump truck used in the Great Saint John Fire of 1877, an electronic telegraph notification system, Station number 2's circa 1863 Fire Union sign, a brass pole from a demolished Saint John station, ladders, buckets, hoses and several prints, photographs and artefacts from the Great Fire of 1877.

THE OLD BURIAL GROUNDS

Known as the Old Loyalist Burial Grounds they are included in the original city plan that was drawn up in 1783. After it closed as a cemetery in 1848, the site became a memorial garden with tree-lined walkways and flowerbeds. The oldest stone in the grounds belongs to Coonradt Hendricks who was buried in 1784. The graveyard was supposed to be on the outskirts of the city, but the city grew and the Old Burial Grounds is now in the centre of the city. The grounds were renovated in 1994 by the Irving family and reopened in the summer of 1995 as a gift to the people of Saint John.

There are approximately 3000 people buried in the graveyard. Despite this population, less than 500 tombstones remain. The tombstones in the Burial Grounds were imported from England. The stones could have been imported at a cheaper rate from the United States; however, it would have been unthinkable to bury a Loyalist under a "Yankee" tombstone. The area near King St. East was reserved for middle and upper class. The lower sections where no headstones appear were for lower class. It is believed that many markers were wooden crosses and they were destroyed in the Great Fire of 1877.

The grounds closed by Legislative Act in 1848. The last interment was on April 30th, 1848, William Henderson, shoemaker, died in the morning and was buried before midnight so he could rest beside his wife and daughter.

ADMIRAL BEATTY HOTEL

In 1925, this luxury hotel opened with a per night rate of \$3.50 and remained a hotel until 1982. Over the years, it hosted such notables as President John F. Kennedy, Queen Elizabeth and Prince Philip, the Queen Mother, Eleanor Roosevelt, and many former Prime Ministers. It was renovated to provide 112 subsidised apartments for seniors. The exterior however has not been altered. This is another example of the city preserving a heritage building

IMPERIAL THEATRE

Opened in 1913, the theatre was originally built by a team of craftsmen and artisans from large centres in the United States and Canada. It was proudly billed as "the finest in Eastern Canada." It has housed renowned performers including John Phillip Sousa and his band, Gracie Fields, Ethel Barrymore, Edgar Bergen, and Saint John born Walter Pidgeon, who made his debut on the stage of the Imperial. In 1929, the ownership changed and it became the Capitol Movie Theatre. The theatre ceased operation in 1957 and was purchased by the Davis Sisters from the USA who donated it to the Full Gospel Assembly Pentecostal Church for use by their congregation. In 1982, citizens of Saint John began the task of raising \$1 million dollars in a year for its purchase. After the purchase it took 12 years for the restoration to be completed and the theatre reopened in May 1994.

KING STREET EAST

King Street East is 100 ft. wide. Because it was so wide, the flames from the great fire of 1877 could not jump the street, and this is where they were able to stop the fire.

166-168 KING STREET EAST

The plans for this house were featured in the American Architect Review in 1878. The first letters of their respective family names (Taylor and Dearborn) are carved above the doorways.

218 KING STREET EAST

Note the face carved above the doorway. Supposedly, it is the face of the builder's wife.

THE WILSON ESTATE

Owned by C.N. Wilson who built the shipyard, which can be seen directly across the Courtenay Bay from this home. It now contains apartments and sold once for \$82,000.

As the story goes: One young lady who owned the property discovered she had a resident ghost who possessed very strange habits. He made his presence known whenever the young lady had a date show up that he did not approve of.

COURTENAY CAUSEWAY

The Irvings built the causeway for their employees so they would have a quick and easy access to their industries located on the East Side. When it was built, the Irvings made an agreement with the city that the causeway would be open to the public, on the condition that they could have the land on both sides. Today, many Irving-owned businesses continue to be found in this part of town. When crossing the causeway, you can notice the drastic tidal difference.

THE MARCO POLO

On April 17, 1851, the Marco Polo was launched from the James Smith yard at Marsh Creek beside the causeway. When the boat was launched, she slipped off the cradle and became lodged in the mud. When she was finally righted a twist was noticed in her keel. It was feared that this might negatively affect her speed. In fact, it was considered to be a determining factor in her being declared **the fastest ship in the world** – circumnavigating the world in 5 months and 21 days. Because of her regular cargo-passenger route between England and Australia, it is estimated that 1 in every 20 Australians can trace their roots to passengers of the Marco Polo. She made her last voyage in 1883 when she ran into a storm off the coast of Cavendish, PEI and slipped quietly beneath the waves. A little girl stood on the shore and watched the event, only to go on to write a prize-winning essay called “The Wreck of the Marco Polo”. This helped to launch the writing career of the now famous Lucy Maud Montgomery, author of the “Anne of Green Gables” books, among others.

HORTICULTURAL GARDENS

The gardens were established 1893 as a nursery centre for the city's parks and squares. The carefully tended flowerbeds and gardens has become a popular spot for wedding photos and walks. Home to the Saint John Horticultural Association's three greenhouses, it is a green oasis of sweet scents, colourful flowers, and shady resting spots. Friends relax on the benches, parents push strollers along the pathways, and walkers pause to admire the flowers. You'll see wedding parties and graduates taking pictures, and families enjoying a picnic. It's your place to relax, so drop by and enjoy the beauty and tranquillity that 'Johners' and visitors to the city have loved for more than 125 years.

GREATER SAINT JOHN COMMUNITY GARDEN – ROCKWOOD PARK ENTRANCE

One of the joys of a tight-knit community is the growth we all experience—sometimes, quite literally! Community gardens have sprouted up all across Saint John in recent years. The Greater Saint John Area Community Garden (G.S.J.C.G.) began as a volunteer project with about 100 small plots on the former site of the Rockwood Elementary School. Since then, many more neighbourhoods have developed volunteer-led community gardens of their own. Here are the community gardens currently growing in Greater Saint John:

- Greater Saint John Community Garden (Rockwood Park Entrance)
- Shamrock Park
- Rainbow Park
- Forest Hills Baptist Church
- Market Place
- Crescent Valley
- Courtenay Bay High Rise
- Victoria Street
- Martinon Community Centre
- Street Hope
- UNBSJ

The volunteer-led community garden is located on Mt. Pleasant Avenue, directly across from the Lake Drive entrance to Rockwood Park. The plots and raised beds offer local apartment or condo-dwellers an opportunity to grow fresh produce. Conversations about having a community garden began in the fall of 1999. A committee was formed of stakeholders and interested people, chaired by Jude Carson, who was also chair of the Saint John Communities in Bloom committee. Bill Butler, who was commissioner of community services, suggested that the vacant field across from the Lily Lake entrance to Rockwood Park would be ideal. It already had a water access. It was in an open area so in full view of passers-by, and it was close to bus lines. They had the soil tested for any contaminants and had the ground ploughed and tilled. Saint John Hydro installed an extra light in the centre of the garden and Leisure Services donated an old

shed, which was refurbished by the gardeners. Bill Butler helped lay out a master design for the Garden and it was also through his efforts that a deer fence was obtained.

That first season began with approximately 30 garden plots and one raised bed for the mobility challenged. There are now three raised beds. The first gardeners were a keen group and met regularly for socials and garden projects, like making scarecrows and painting the shed. The Garden is open to anyone living within the Greater Saint John area. For a fee of \$15, a gardener receives access to a 25 by 4 foot bed. As a totally volunteer organization, gardeners are expected to share in jobs that need to be done to maintain the overall garden area. The fee money is used to buy soil, compost, equipment, etc, but the Garden also continues to receive generous support from the City. Every year now, there is a waiting list of eager gardeners.

ROCKWOOD PARK

Rockwood Park is Canada's largest park contained wholly within a city. Located in the heart of the city of Saint John, Rockwood Park offers 2,200 acres of unspoiled natural beauty, with ten lakes and 55 trails and footpaths. A Stonehammer Geopark site, Rockwood's billion years of history can be seen in unique rock formations, caves and waterfalls. Discover all the fascinating treasures in New Brunswick's all season natural amusement park. The park features include:

- Arboretum
- Beaches & Lakes
- Bike and Hiking Trails
- Bark Park
- Campground
- Gardens
- Golf Course
- Horse Stables
- Pavilion
- Restaurant
- Spa
- Inside Out Nature Centre
- Stonehammer Geosite

Of the 13 lakes, 5 of them are man-made, and the Aquatic Driving Range in Rockwood Park is the only one of its kind in the Maritimes. Special floating golf balls make collection by boat possible. Rockwood Park traces its origins back to the mid 1880's. The park's architect was Downing Vaux, the son of Calvert Vaux, who was a member of the architectural team responsible for the design of Central Park in New York City. This park is approximately three times the size of Central Park. In the Winter, locals and visitors can skate on the lakes and some are open for Ice Fishing. If you were to drive through the park, you will see the flags and an information plaque for each Canadian province and territory.

LILY LAKE

Located in Rockwood Park, Lily Lake was one of Saint John's first sources of fresh water. It was hauled from the lake in tanks and sold for one cent a bucket. Lily Lake is the site where Charles Gorman won the World Speed Skating Championship in 1926. He broke 6 world records. These records stand today because skaters no longer race these distances. His athletic success is all the more amazing as Gorman suffered shrapnel wounds in World War II.

As the story goes: The park hosted a permanent amusement park from 1907-1912. On July 27, 1907, the Shute the Chute, a structure similar to the modern-day Flume ride opened at Lily Lake. A large dory was connected to a cable and pulled to the top where it was loaded with passengers. It was then released and traveled via steel railway skids at a great speed down to the bottom where it shot across the surface of Lily Lake for a distance of 100 feet. The new attraction was heavily advertised along with the announcement that Jack Armour, a well known American stuntman would appear to ride down the structure on a child's bicycle. When he arrived the day of the stunt, a crowd of 5000 had gathered to watch the event. Armour took one look at the structure and quit. The owner of the attraction with the anxious crowd waiting started looking for a volunteer within his staff to complete the stunt. A candy apple vendor by the name of Crowell Fish volunteered. In front of the cheering crowd he completed the feat which was so popular he was hired to repeat the stunt every evening and twice on Saturdays for the rest of the summer.

SCULPTURE SAINT JOHN – ROCKWOOD PARK SCULPTURE

Sculpture Saint John is an initiative that brings sculptors from around the globe to carve New Brunswick granite into works of public art, in a public setting. Granite-dust flies and visitors learn about the process as the giant stones are transformed in the heart of Uptown. Currently 30 finished pieces are available to visit as part of the Sculpture Trail, including 22 locations in and around Saint John.

In Maine, spearheaded by sculptor Jesse Salisbury, the Schoodic International Sculpture Symposium held its first event at the Acadia National Park on the Schoodic Peninsula in 2007. This resulted in seven sculptures placed along coastal towns in Maine and began a new trail system. There are now thirty four sculptures along the Maine coast.

In 2012, the New Brunswick International Sculpture Symposium held the first symposium in Atlantic Canada under the name Sculpture Saint John. Sculpture Saint John has hosted five successful symposiums in 2012, 2014, 2016, 2018 and 2021 resulting in a Canadian sculpture trail of thirty large scale sculptures. Combined, the two trails make up a unique international art exhibition of over sixty large scale granite works of contemporary art by world renowned artists.

The sculpture at the entrance to Rockwood Park, "*Sunshine and Moonlight Over Saint John*", was crafted by Japanese artist Hiroyuki Asano in 2012. The complete list of sculptures is:

1. St. Stephen - "Time and Universe" 2014 - On the waterfront on Budd Avenue by Jhon Gogaberishvili, Republic of Georgia
2. Saint Andrews - "Story of the Stone" 2014 - Prince of Wales St. at Indian Point by Karin van Ommeren, Netherlands
3. Saint Andrews "Song of Deep" 2018 - At the top of Frederick Street, Kingsbrae Garden entrance by Oliver Harwood, Canada
4. St. George "Water Stone" 2012 - Wallace Street next to the Post Office/Town Hall by James Boyd, New Brunswick
5. Blacks Harbour "Passage of Light" 2014 - Main Street Park next to the Blacks Harbour School by Petre Petrov, Bulgaria
6. Saint John - "Last Love-8" 2018 - Queen Square West - Square is bordered by St. John Street, Watson Street, St. James Street West, and Lancaster Street by Patrick Sullivan, Canada
7. Saint John Waterfront Development "Window on the Waterfront" 2014 - Harbour Passage near HMCS Brunswicker on Fort La Tour Drive by Hitoshi Tanaka, Japan
8. Port Saint John "Wind and Water" 2016 Harbour Passage near HMCS Brunswicker on Fort La Tour Drive by James Boyd, New Brunswick
9. Rainbow Park "Pod" 2018 Rainbow Park on Broad Street, Saint John by Phil Savage, New Brunswick
10. Saint John Horticultural Association "Seeking Zarathustra" 2016 The Public Gardens on Seeley Street by Vasilis Vasili, Greece
11. Saint John (Rockwood Park) "Sunshine and Moonlight Over Saint John" 2012 At the entrance to Rockwood Park by Hiroyuki Asano, Japan
12. University of New Brunswick Saint John "First Day" 2012 UNBSJ campus near Oland Hall by Jhon Gogaberishvili, Republic of Georgia
13. New Brunswick Community College Saint John "Door to Dreams" 2014 NBCC Saint John Campus by Hiroyuki Asano, Japan
14. Saint John Airport "Icarus" 2016 On the grounds of the Saint John Airport by Janine Kortz-Waintrop, France
15. Rothesay "The Arc" 2012 On the Rothesay Common by Jo Kley, Germany
16. Quispamsis "Cascade" 2012 Located behind the Town Hall by Agnessa Petrova, Bulgaria
17. Hampton "Peace Wing" 2014 Town Square near the bandstand by James Boyd, New Brunswick
18. Cambridge-Narrows "Peace" 2016 Pines Conservation Park at 1307 Bridge Drive on Route 695 by Fetiye Boudevin, France
19. Sussex "Sense of Place" 2014 Located at the intersection of Magnolia and Main Streets by Hew Chee Fong, Australia
20. St. Martins "The Light Keeper" 2018 Lighthouse Visitor Information Centre Big Salmon River Road by Domenico Di Guglielmo, Canada

21. Riverview “Third Wave” 2016 Coverdale Road, near the Gunningsville Bridge by Julie Glaspy, New Brunswick
22. Grand Bay-Westfield “Love” 2014 Unity Park on Mullen Lane by Fetiye Boudevin, France
23. Grand Bay-Westfield “Rivergate” 2012 Brundage Point/Ferry Crossing by Radoslav Sultov, Bulgaria
24. Grand Bay-Westfield “Untitled” 2016 Brundage Point behind the River Center by Alessio Ranaldi, Italy
25. Grand Bay-Westfield “My Town” 2018 Located on River Valley Drive near Station Street: in a small park beside the town clock by James Boyd, New Brunswick
26. Gagetown “Formations” 2018 Sculpture is located in a small park on Front Street by Rafael Georgiev, Bulgaria
27. Oromocto “The Gathering Place” 2016 Wharf Road at Sir Douglas Hazen Park by Jesse Salisbury, USA
28. Fredericton “Transformations” 2018 Fredericton North, on the North Fredericton Riverfront Trail, near Carleton Park by Anna Rasinska, Poland
29. Fredericton “Rendez-vous” 2016 St. Anne’s Point Drive, on the Green next to the St. John River, behind City Hall by Catherine Leva, France
30. New Maryland “Entropy” 2018 Victoria Hall Park, 466 New Maryland Highway, New Maryland by Songul Telek, Turkey

MOUNT PLEASANT AREA

This neighbourhood reflects an age of gracious living with large houses set in their own grounds.

THE IRVING MANSION

James Reed, a prominent shipbuilder in the city originally occupied this house. The castle of pure Italian style remains and is now locally known as the Irving mansion. The house was built in the 1850's by Mr. Reed, and became the property of K.C. Irving in the late 1940's. Arthur Irving, K.C. Irving's son, and his family live here now.

HARRIET IRVING MEMORIAL PARK

Located across from the Irving Mansion, Harriet Irving Memorial Park was created around 10 years ago. It is a private community park, meaning it is privately owned but people can visit. There is one path that goes through the park, and the park is meant for members of the community to be to sit and reflect. It is not a garden so there are no flowers, just trees that are around 100 years old to preserve the natural beauty of the park. It is maintained by Arthur Irving, and in the centre of the park stands a bronze statue of K. C. Irving who faces the front door of his former home. The park was designed by a landscape artist, Alex Novell of Bristol, England. The park is still part of K. C. Irving's original property.

THE FOUR SISTERS HOMES

These homes are situated at the base of a hill on top of which stood a castle. Robert Reed owned the castle, which had a magnificent view of the city. After Mr. Reed died it was used as a hotel and then as the

residence for a religious order. Eventually it was torn down leaving ruins, and that land is now part of the Irving home next door.

As the story goes: There seems to be several beliefs concerning the construction of the four identical homes. When the castle was a hotel it is said that the homes provided extra guest space as well as residences for staff. A more romantic story says that Mr. Reed built a home for each of his four daughters as a wedding gift.

IRVING'S FIRST HOUSE

Located next to the Estabrooks House was Irving's residence from 1928-48. KC started his family here with his wife Harriet. Their three sons, Arthur, Jack and Jim spent part of their childhood there.

T.H. ESTABROOKS HOUSE

T H Estabrooks founded the Red Rose Tea Company in 1903. He was the inventor of the gauze tea bag. In 1907, G. Ernest Fairweather, a well-known local architect, built this Queen Anne style house for Mr. Estabrooks. The 23-room house (six of which are bathrooms). The home has 10-foot ceilings throughout.

BURPEE HOUSE

The Burpee house is located at the corner of Burpee and Mt. Pleasant Ave. Before the house was built, there was a tavern on this site called the Crow's Nest. When the tavern was torn down, the stones from the establishment were used to build a stone wall that surrounds the house. The Burpee family built the house 112 years ago as a wedding gift for their daughter. A few years ago, when the house was sold, it came with a 17-year-old cat.

PARKS SISTERS MANSION

Loam, soil and stone were used as ballast in ships from Europe. This ballast was unloaded on the docks and many homeowners in this area brought the soil to the Mount Pleasant area. This house was one of the first stone houses to be built in Saint John. It was built completely from the stone ballast of the ships coming from England. Originally, it was occupied by the reclusive Parks sisters, Margaret-Jane and Ann. Their father, William Parks, a sea captain, built it for them. The sisters were rarely seen by the public, had few friends and neither of them were married.

As the story goes: Some people say that on a dark and foggy night you can catch a glimpse of the Parks sisters wandering around their gardens in the back yard admiring their rose garden .

Note: The belvedere on the roof is a good example of a cupola added to the homes of sea-going captains. It was used as a private room. The captain could view the harbour for his ships. Many ships never returned in those days and the captain's wife would be left a widow, hence the name Widow's Walk. A true Widow's Walk has an iron railing around the outside of the structure and the cupola in the center.

FORT HOWE

When the Americans destroyed Fort Frederick in 1775, the English along the St. John River looked to Halifax for protection. In 1777, a blockhouse was constructed in Halifax. The blockhouse was marked, disassembled and re-erected at the Fort Howe site. When Captain Guilford Studholme arrived from Halifax in 1778 he decided not to rebuild Fort Frederick but to make a new fort on top of the second highest point in the city. Fort Howe was not constructed to withstand a heavy siege, but served to protect the vital St. John River areas from American privateers. By 1783, there were eight cannons, a barracks for 100 men, two blockhouses and an outer wall composed of fascines, sticks and sods. In 1785, with little further use for a military contingent at the fort, Captain Studholme's soldiers became the City's (and Canada's) first police force. The blockhouse became the jail. (The blockhouse there today is not the original, but a replica that is about half the size of the original.)

On Fort Howe there is a monument in the gully of the hill. This was placed here in honour of Lord and Lady Baden Powell, founders of the Boy Scout and Girl Guide movements.

As the story goes: Captain Studholme retired to a plot of land as a farmer and died in supposed poverty. Some say that he left a pot of money buried on his property, and that his ghost is sometimes seen galloping along the highway in the area with his strongbox under his arm.

MAIN STREET

Depending on the time of year, you can see the beautiful marigolds that fill the median in the middle of the street. School children are given seeds in the spring. They nurture them in their classrooms before planting them in June. It is estimated that over 150,000 marigolds are planted each year. The city maintains the plants during the summer. Marigolds on Main is a school project started by a local teacher. You may also notice marigolds in other spots around the city as schools may choose to plant their flowers in their own neighbourhoods.

THE LORD BEAVERBROOK RINK

The Lord Beaverbrook Rink, opened in November 1960, was donated by Lord Beaverbrook, a New Brunswick benefactor, to the children of Saint John. The rink was built principally for the use of schoolboy hockey, student skating, and figure skating as well as ice games. Today, the LBR is used year-round for a wide variety of events and activities.

Note: **William Maxell Aiken**, Lord Beaverbrook, was born near London, England in 1879. He came to New Brunswick as a boy and was educated in the province. He was a well-known publisher and philanthropist. It is said that he made his first million before he was 30. He moved back to England in 1910 and was elected to the House of Commons. Knighted and granted a barony he was elevated to Baron Beaverbrook in 1917. He chose the name title Beaverbrook from the name of a small stream near his childhood home in

Newcastle NB. He is best remembered in the province for the numerous cultural gifts he showered on NB, such as the public library in Newcastle, the Beaverbrook Art Gallery and The Playhouse in Fredericton as well as additions to the University of New Brunswick, including a law building, gymnasium and student residences. He passed away in 1964.

ST. LUKE'S ANGLICAN CHURCH

Descendants of the Loyalists built the church in 1876. It was the third church built in the Parish of Portland at that time. It had a very high steeple, which was used to guide ships into the harbour. The steeple was continually being damaged in windstorms and was shortened. The interior of the church is 12th century Gothic design. Plans for St. Luke's Church were begun in 1875 and presented for approval to the Vestry on June 4th of that year. Its construction was completed exactly one year later. The nave of the church is openly timbered, built by men skilled in shipbuilding. The arches spring from clusters columns of quartered ash with heavy Georgia pine capitals. The spandrels of the curved trusses to the roof over the Chancel aisles are filled with trefoil and quatrefoil tracery in ash, as are those of the arcade between the nave and the aisles. The roof of the Chancel is sheathed to curve with molded ribs and the walls are panelled with basswood, ash, and black walnut. The stained glass windows were made in Canada. They are all over 100 years old and may well be one of the best-preserved sets of windows in the area.

THE COUNT DUBURY HOUSE

The large brick house across from St. Luke's Anglican Church was built by Count DuBury in 1875. He was with the Belgian council in 1873. Some say that he was a count from Belgium who had fallen into disgrace. Others say that he was not a real count and that he bought his title in Italy. An engineer by profession, he was one of the builders of the railway. He married Lucy Simonds, the daughter of a prominent family in Saint John. They raised 9 children in this home. The house originally had a huge ballroom that could hold 150 people.

As the story goes: The house is reported to be haunted, as are many houses in the Saint John area. Evidently there are cold spots in the house and when you feel one of these temperature drops, it is said that a presence can also be felt in the room. One gentleman, who encountered one of these cold spots and heard the tolling of a bell on a visit to the house, died a week later of unknown causes. Others have heard a child crying, or heard the whoosh of the crinolines of a lady's dress who was reported to have hung herself in an upstairs room.

NORTH END

The north end of the city, called Portland, was not originally part of the incorporation of the City of Saint John. Today it boasts being the childhood neighbourhood of Louis B. Mayer who grew up here and worked with his father as a junk dealer. He went on to establish Louis B. Mayer Production Corporation, which merged with Samuel Goldwyn's company in 1924 to form Metro-Goldwyn-Mayer (MGM) Studios. The small

chapel in the Shaarei Zedek Cemetery was funded in part by Mayer as a memorial to his mother, who is buried there.

SAINT PETER'S CHURCH

Saint Peter's Church, located on Douglas Avenue, was built in 1884 in Gothic Style. It is built of brick with stone accents around the three massive doorways. Inside the church is the original pipe organ which is one of the largest and the oldest in Atlantic Canada. The Redemptist Fathers administered it until 2005 when the diocese of Saint John took over responsibilities for the church. As of 2018, the church is permanently closed.

DOUGLAS AVENUE

New England settlers, Hazen, White and Simonds originally owned this land. Architectural styles progress from the mid-19th to the mid-20th century as you move from Main Street to the bridge. The houses along this street were originally homes of shipbuilders (usually on the side of the street with harbour views) and lumber barons who built mansions of wood from their own nearby yards(usually on the side of the street that back on the St John River). The homes were built back from the street and elevated so that when traveling past them in horse and buggy the viewer was at eye level with the home. Streetcars ran first along the street after 1900 and the street prospered as a residential area. The street was named after the New Brunswick Governor, Sir Howard Douglas. Sea Captains built many of the houses on Douglas Ave, particularly on the side of the street with harbour views. Porthole windows and the belvederes or cupolas, sometimes known as "Widows Walks", characterize these homes. These cupolas are the windowed rooms on top of the houses. They were a spot where the wives could watch for their husband's ship to return. Because the ships on many occasions did not return, they were dubbed "widows" walks.

80 DOUGLAS AVE - HOMEPORT BED AND BREAKFAST

This site is originally two Italian style homes. The Roberts family of ship builders built them. They were known as the wedding cake houses because of their tiers and intricate design. They are now joined in the middle by a large banquet room.

108 DOUGLAS AVE.

A Scotsman by the name of Macdonald owned this home. There are beautiful stained glass windows throughout the home. The windows and the wrought iron fireplaces in the home have the Scottish thistle engraved in them.

114 DOUGLAS AVE.

Mrs. Baizley resided in this home and grew white roses and sold the blooms to raise money to build a library. She reportedly organized a giant bake sale and used the proceeds to purchase and develop Riverview Park next to the New Brunswick Museum building.

132 DOUGLAS AVE.

The central door was once a passageway for the horses to go into the yard to the barn. The house was actually two houses at one time.

127 DOUGLAS AVE.

The Stockton family from the USA were the original owners. The home has some of the most intricate carving around the eaves. This family owned the land on which Princeton University now stands.

139 DOUGLAS AVE.

The Rivers family owned this home. They owned lumber mills up and down the St. John River Valley. The large round turret on the house should have a spire on the top but it has been missing for some time.

153 DOUGLAS AVE.

This is a Gothic Carpenter Style home, originally owned by the Hamm family grocers in the North End. All the beveled stained glass windows are original to the home.

158 AND 170 DOUGLAS AVE.

These were twin houses. The large blue one #170 has been extensively renovated over the years and was once owned by the Murray and Gregory families.

161 DOUGLAS AVE.

This home was owned by Captain Taylor, one of the last paddlewheel captains. He died in 1996.

169 DOUGLAS AVE.

The McCready family were the owners of this home. They owned and operated large pickle vats located near the present Lord Beaverbrook Arena. The centre room is a bedroom whose closet has a secret door leading to the turret. One son found the door and decided to hide there for a long period of time before the family found him.

216 – 218 DOUGLAS AVE.

A Queen Anne style home and note the fish scale roofing.

232 DOUGLAS AVE.

A Georgian Style home with all leaded windows. The Coach House is behind the home.

248 DOUGLAS AVE.

The home was built around 1895. There is a large carriage house in the back that has an apartment in it. The original owners were into the theatre business and there was one located in the basement at one time.

THE OLD NEW BRUNSWICK MUSEUM

The former museum constructed in 1934 is now the home to the Saint John Archives and Library. The first New Brunswick Museum located in uptown Saint John was established in 1842 by a distinguished naturalist, Dr. Abraham Gesner. It was the first organized museum in Canada.

Abraham Gesner was the inventor of kerosene fuel. He applied for a patent in 1854 and by 1859 had helped to establish a factory in New York producing some 5000 gallons a day. Gesner is better known to Americans for this invention as he developed the fuel in the US. There is a portage route that was used by the Indigenous people to navigate the Reversing Falls at high or low tides found behind the museum.

RIVERSIDE PARK

Located in the park is a monument to the Boer War soldiers. The war lasted 12 years and was fought between the British Empire and the Boers (descendants of Dutch and French settlers) who lived in South Africa. The monument was erected in 1902. Mrs. Baizley who lived at 114 Douglas Avenue raised the money to buy the park.

297 DOUGLAS AVE.

This home, known as the Gregory House, was built for a newly married couple. While they were on a European vacation the husband had the stained glass window in the turret commissioned in the image of a Victorian woman portraying Portia from Shakespeare's play, *The Merchant of Venice*. He had the workman try to make the face look like his wife. While in Europe, the couple bought furnishings for their new home. They returned from their trip, but their purchases, which had been shipped earlier on the Titanic, did not arrive in Saint John. The Gregorys were owners of lumbering and retail properties. The house became the showcase for all they sold in their store: stained glass windows, beveled glass, and wood trims.

HARBOUR VIEW HIGH SCHOOL

Previously known as Saint John Vocational School, Harbour View High School was renamed in 1997. The school used to offer trade courses such as carpentry and beauty training to high school students. It is one of four high schools in the Saint John area. Inside the school are murals done by Fred Ross, a famous local artist who painted the interior of the school while he finished high school. The pool in this school was used in the filming of *Children of a Lesser God* during the 1980's. There are approximately 900 students enrolled at Harbour View High School each year. The building was built in 1926.

FALLSVIEW PARK

The large white building at the corner of Fallsview Terrace and Douglas Avenue used to be a bakery, but it is now apartments. People say you can still smell the bread baking in the walls!

THE REVERSING FALLS BRIDGE

The first attempt at placing a bridge across the harbour was in 1837 between Watson St. West and a location near Ocean Steel a distance of only 1400 feet.

As the story goes: Due to insufficient engineering skills and a lack of proper construction equipment, the first attempt at bridging the harbour was disastrous. The workers heard the bridge starting to break and rushed off the bridge. Seven men were killed and many others were injured. One man washed onshore at Market Slip and was presumed dead until he started moving under the sheet that had covered his body.

In 1853, a suspension bridge was built at the present site as a toll bridge. There were large stone pillars at each end to hold the suspension cables, which stretched part way along Douglas Avenue. One night during a storm, a carriage returning from Fredericton attempted to cross the bridge and suddenly the horses stopped. The driver could not understand why they had stopped. He went out to investigate. As he left the carriage, a bolt of lightning lit up the area. The driver saw that the bridge had been blown out by the storm.

The present bridge over the Reversing Falls was built between 1915 and 1916. It is 565 feet long and cost \$415,000.00. The first rail bridge was built in 1885 making it the longest steel span Canada for its day. It has been replaced by the current rail bridge in the 1920s.

As the story goes: A young lady was to meet her beau at a party. When she arrived she found the fickle young man dancing with another lady. Devastated she left the party and went to the Falls to jump and end her life. In those days the large hoop skirts that the lady wore acted much like a parachute and as she floated gently down to the smooth waters of a slack tide at the falls, just as a ship came through the falls. She landed on the deck of the ship and was rescued by a very handsome captain of the ship. They sailed off into the Bay of Fundy and lived happily ever after.

WOLASTOQ PARK

Wolastoq Park was built in 2004 by J.D. Irving, Limited, overlooking the Reversing Falls Rapids, and features a collection of statues of historical Saint John figures. The carver, Albert Deveau, has produced thousands of pieces for communities across Eastern Canada, the Eastern United States and at big festivals in Ottawa, Quebec City and France. He works in wood, concrete, fiberglass, snow and ice. The Wolastoq Park sculptures are carved from a single log and coated with a protective stain. The characters are Samuel de Champlain, Madame La Tour (Francoise Jacquelin), William Hazen, James White, James

Simonds, Col. Gabriel G. Ludlow, George B. Oland, William Kilby Reynolds, Thomas Stockwell Simms and Benedict Arnold each of whom has a fascinating story to tell.

THE EARLE HOUSE

This Second Empire house was built in 1870 by Thomas William Robinson. It was developed into apartments when the Earle family bought it in 1900. The home has well preserved interior features like scalloped friezes, 13-foot ceilings, sparkling chandeliers and miles of decorative woodwork.

As the story goes: It has always been known by local children as the "witch's house". There are a number of reasons for this title:

- The windows are tall and pointed at the top so that the witch could fly in and out of the windows without knocking her hat off.
- One of the trees in front of the house is stunted and would provide the witch with a clear flight path as she approached the house.
- There are also witch hazel trees on this property.
- For many years, the house was just around the corner from a broom factory! (Simms)

SUWANNA RESTAURANT AND INN

Andre Cushing who came to Saint John in 1851 to start the first sawmill at Reversing Falls constructed this building which actually consists of two houses. The first, called "Spruce Cottage" was built for Andre about 1855 and the second was finished in 1872. This 2 1/2 storey Second Empire house was originally called the "Keystone". The building to the right of the house is the original stable for Keystone.

After Cushing died in 1891, the property was eventually sold to Lewis Simms, son of the founder of Simms brush factory. The painted ceilings in the Second Empire house are the only surviving examples of Valentine Keillor's work in Saint John. Mr. Keillor was a Danish immigrant who did trompe d'oeil painting. In 1988, new owners bought the house, restored it to its original condition and renovated it to incorporate a restaurant. It has been a restaurant since, today known as Suwanna Restaurant, specializing in Thai food.

CEDAR HILL CEMETARY

Built on the site of a former dairy farm, Cedar Hill was the prime cemetery in west Saint John for many years. Extensions have been built on Sand Cove Road and Manawagonish Road. A member of the famous Paris Crew of scullers is buried here as well as Reverend Coster, the first minister at St. George's Anglican Church.

FUNDY HEIGHTS

In Saint John following WW II, there was a shortage of housing for returning veterans. A basic stick construction type housing (pioneered in Leavittown, USA) was used in Fundy Heights to solve the problem.

These houses sold in 1945 for \$50.00 down payment, firstly to veterans and then to others as a starter home. Today, many have been modified from the original design.

SEASIDE PARK

At the turn of the 20th century, Seaside Park was a very popular place for a Sunday afternoon excursion. Families from all over the city would take the streetcar to the Reversing Falls Bridge, walk across the bridge, and then come by open trolley to this recreation area by the seashore. In fact, the first streetcar track on the West Side led to Seaside Park. There were ice-cream vendors, bandstand, a teahouse, and a merry-go-round. Wooden steps on the far side of the park led to the beach where the water is always cold but still enjoyed by all. The water in the Bay of Fundy only varies by 5 degrees throughout the year and usually hovers around the 12-degree Celsius or 56F mark.

THE CARLETON MARTELLO TOWER

Martello Tower was built in 1813 - 1815 as a coastal fortification. It was not armed until 1866. The English copied its design from a stone tower at Cape Mortella in Corsica, which withstood several attacks by a British fleet before finally surrendering. Deciding that it would be particularly suited for coastal defence in its long war with France, the British built 200 similar structures along the east and south coasts of England. They also built 16 in British North America. Aside from Prince of Wales tower in Halifax, this is the oldest still standing.

Martello Tower was never used in the War of 1812 since a peace treaty between Britain and the United States was signed before it was completed. After standing empty for many years, it was used to store gunpowder in the 1840's when the tension between the United States and Great Britain rose once again, and it was garrisoned during the Fenian threat in 1866. The Fenians were a radical Irish-American group who wanted to capture North America and use it as ransom for Irish independence. The tower acted as a detention centre for deserters during the First World War and also had 12 soldiers stationed there during the Second World War. In the latter conflict, the steel top was added. The tower acted as a fire control centre for various gun emplacements around the port. The prime concern was German submarines. It is amazing that the tower could still be used in a military capacity well over a hundred years after its completion.

The walls of the structure are 8 feet thick at its base and 5 1/2 feet thick at the top. The base is designed as a bombproof powder magazine. The only entrance is through a doorway on the second level. If the tower was attacked, the entrance ladder could be pulled in and the door bolted. The height of the tower door seems low compared with today's standard door, with a height of only 5 foot 2 inches. Firstly, a smaller door opening is easier to defend, and secondly, people were shorter than they are today. The ceiling of Martello Tower is both a clever and unique engineering feat. The bricks were put together in such a way as to compress as more pressure was put on them from above or from the side. This unique architectural idea was stolen from the French and used by the English.

The guns planned for the tower were cannons with a firing range of one mile. For short-range defence, the soldiers could fire muskets through the loopholes in the stone walls at the basement level. The tower was able to defend the city when it was armed in 1866, but it has never actually been a "fighting fortress." Now, each of the three levels represents a different time period. The gun powder magazine located in the basement has been restored to the 1840's, the second floor is a barrack in 1866, and the superstructure is in the period of the Second World War.

Martello Tower is currently undergoing a major and required restoration that is taking place over several years and 3 phases to complete. First closing in 2016 after deterioration was found in the mortar between the stones. With the structure being close to 200 yrs old, the mortar ages and cracks and with the erratic maritime weather, rain and snow, this moisture freezes and causes these cracks to widen and deepen. With a heavy command post sitting atop the tower, it was determined that the structure needed critical repair to continue to support this massive structure.

Here is a timeline of Martello Tower:

- 1859 – 1866 – the tower was modified for use as a gunpowder magazine
- 1865 – manned by the New Brunswick Garrison Artillery during the Fenian raids
- 1866-1869 – it was used a barracks
- 1915-1916 – during WW I the tower was used as a detention barracks for deserters
- 1939 – 1945 – it was the site of an anti-aircraft gun position in WW II
- 1941-1944 – the concrete super structure was added to the tower and used as a Fire Command Post for all artillery defensive positions in the area, including batteries and guns at Partridge Island, Fort Dufferin, Fort Howe, Courtenay Bay Breakwater, Red Head Point and Fort Mispec.

TOWERHILL CEMETERY (GOD'S LITTLE ACRE)

The cemetery at the top of the hill across from Martello Tower is known as Tower Hill Cemetery. It has a sweeping view of Partridge Island. First used by the Assumption Church, it became one of the original cemeteries for many of the Irish immigrants who died on Partridge Island escaping the Potato Famine in Ireland. Some 25 to 30 stones are partially legible. Only one stone is completely intact and is the final resting-place of Thomas O'Mullay, who died May 31, 1878 at the age of 33. His 29-year-old wife and their 10-month baby son are also buried here. As part of the plans for the 150th anniversary of Assumption Church in 2002, extensive work was done to add markers, redo walkways and install gates in the cemetery.

ASSUMPTION CATHOLIC CHURCH

The first church built in 1849 on this site was known as "The Little Church". It was built in the Romanesque style of architecture and was not really very little, as it was an eight hundred-seat

structure. In 1904, lightning struck the church and sparked the fire that destroyed the wooden building. Reopened in 1907 with a new Byzantine design, it is constructed of gray limestone with red sandstone trim. Lightning rods located on the roof were placed there to prevent another disaster. In 1992 a fire broke out in the basement and quickly spread to the vestry. The parish did extensive renovations to the church. A large Rose Window, which had been removed in 1967 due to deterioration, was replaced through the monetary assistance of many parishioners. In 2002 the church celebrated its 150th anniversary.

QUEEN SQUARE (THE FUNDY ROSE)

At the ferry terminal in west Saint John, which is visible from Queen Square West, the Fundy Rose transports passengers and vehicles across the Bay of Fundy to Digby, Nova Scotia. This 400-foot vessel owned by Bay Ferries has a service speed of 24 knots and makes the 40-mile crossing in about 2 1/2 hours. It can carry 774 passengers and a separate deck for vehicles. In 2015, when Bay Ferries began operating a renewed ferry service between the Annapolis Basin in Digby, Nova Scotia, and the historic port of Saint John, New Brunswick, they selected a name for their new vessel—the former Blue Star Ithaki from Athens, Greece—that paid homage to the legacy and trailblazing spirit of Rose Fortune. The Fundy Rose is a replacement for the former Bay Ferries ship “Princess of Acadia”.

Born the child of runaway slaves in Philadelphia, Fortune and her family fled during the American Revolutionary War, becoming Black Loyalists and pledging their loyalty to the British Monarchy. Among some 3,000 Black Loyalists, Rose, age 10, and her family arrived in Annapolis Royal, Nova Scotia in 1783. Not one to take her freedom lightly, Rose made a successful life for herself and her children. First, operating a luggage transportation business from the Annapolis ferry docks to nearby hotels and houses, then as Canada’s first female police officer. Rose died at the age of 90 on February 20, 1864, leaving a modest grave, but bold impact on the history of the Fundy region.

The Fundy Rose was built in 2000 by Daewoo Industries. During the summer months, the ferry makes three crossings daily to Nova Scotia. The Fundy Rose as she was christened, replaced the Princess of Acadia in May 2015. Marrying the resilience of this region with the people who have built it, the mv Fundy Rose connects passengers to the festivals, forts, and southwestern fishing communities of the ‘Scallop Capital of the World,’ Digby, and the parks, heritage sites, and natural wonders of Canada’s oldest incorporated city, Saint John.

THE HAMMOND HOUSE

Located on the corner of Watson St. & Guilford, there are a few stories that surround this house. The Hammond family first occupied the house. Every woman who has lived in the house has had the initials of J.H.

As the story goes: The house contains a secret room. The residents say that the first night you stay in the house you could be awakened by the ringing of a servant's bell coming from the secret room.

ST. GEORGE'S ANGLICAN CHURCH

Although deconsecrated and sold in 2015, St. George's church was the oldest wooden church on the west side. Construction started in 1819 and in 1821 the first service was held on November 6th. It was intended to be a chapel of ease to Trinity Anglican Church. A special feature of the church is the tower, which was added in the 1890s, and replaced a spire that had graced the roof of the building from its construction. The present clocks replaced a three-faced clock that had been in the spire. The present clock was moved to the tower from the old post office building on Union Street West when the port expansion took place in 1932. St. George's clock, the stained-glass windows, and some very old silver marked simply "Carleton Church" are some of the more tangible treasures in this church. Apparently, the wood used to build the church came from the square directly across the street. King Square West was known as Courtenay Square. *Supposedly* the square received its name because it was a popular spot for courting!

Reverend Coster, the first rector of St. George's was the first person to devise a method to bring fresh water to the west side of the city from Spruce Lake, one of our present-day water suppliers. He engineered the whole idea, as well as financed the plan. When the work was completed, the city council levied a new water tax which so enraged the citizens that for a time the Reverend Coster had to do his house visits accompanied by church wardens for protection. St. George's was used as a schoolhouse by the Methodists when it was first built. The pews in the church were auctioned off to the highest bidder and when they were obtained, the pews belonged to the family for life.

As the story goes: It is said that one evening while preparing his sermon for Sunday service, the minister heard strange noises coming from the basement of the church. On inspection he discovered four of his parishioners playing poker. He was outraged and threatened to tell their wives of their activities but being a quick thinker he told them that he would keep their secret if they would purchase the clocks for the tower with their winnings and never play poker in his church again. Evidently three of the men paid up and three clocks were placed in the tower. The fourth was a fake clock face and as the story goes, the minister had it positioned so that it faced the home of the man who did not pay up.

KING STREET WEST

King Street is now a commercial area; however, a century ago, it was purely residential. The turnover took place when Union St. West was demolished to make way for the expanding port. The trees seen on this street were planted at the same time as the first trees in Queen Square. The seedlings came from Boston and the trees in Boston originated in England. The trees served as a link to Boston and England for the Loyalists. At the time they were planted, over 125 years ago, the citizens were trying to make King Street resemble a street in Boston. The west side of the city was the slowest to develop because it was so rocky. In fact, by 1941 there were still only 1400 residents living in Carleton.

LUDLOW STREET

On May 18, 1784, the communities of Carleton and Parrtown were combined into the city of Saint John with the first mayor being Gabriel Ludlow.

SEWELL HOUSE

Located on the corner of Duke St. W. at Ludlow, Sewell house is the oldest wooden house in Saint John. The Georgian style house dates back to 1791, which was determined by observing the foundation. It was thought to have been built for Jonathan Sewell Jr., a Loyalist from Massachusetts and former Attorney-General of that state. It had eight spacious rooms and a servant's quarters in the attic. The house was remodelled into four Senior Citizens apartments in 1980, but has not fared well in terms of restoration over the years.

CARLETON COMMUNITY CENTRE

Carleton Community Centre is the oldest civic building in continual use in the city. It was originally the City Hall for the Carleton area and at that time it was three stories high. In 1925, the building burned and when it was rebuilt, the top floor was omitted. Church groups were very upset at this because they had been using the large auditorium in order to have fund-raising meetings for new churches. The top floor auditorium was the only room large enough to hold such events. There was a jail situated in the basement which was used until 1977 and which is still in usable condition today. Over the years, the community centre has been used as a theatre, a church, a movie house, a Legion Branch, a soldier's comfort station, a lockup, a health centre, a senior citizens' meeting hall, and as headquarters for city officials serving the West Side. The Carleton Community Centre is presently used for various community activities.

TILLEY SQUARE

The Tilley Square bandstand has been restored to its original condition. The name Tilley originates from Sir Samuel Leonard Tilley who was one of New Brunswick's Fathers of Confederation. Located in the square is a marker commemorating Fort Frederick, a fort erected in the area in 1758 by General Monckton and his English force of 2000 soldiers. Next to the Tilley bandstand is the water trough dating from 1890 donated by the Band of Mercy from the Ladies of St. Jude's Anglican Church (an equivalent to the Kindness Club). It was intended as a source of water for the port workhorses. The trough originally stood on Rodney Wharf near the ferry dock and was moved to this site when the port needed the land it had occupied.

THE HARBOUR BRIDGE

This Bridge which spans the Saint John Harbour was completed in 1968 at a cost of more than 25 million dollars as part of the Saint John Throughway project. It is one of two bridges in Saint John that join the west side to the rest of the City. The bridge complex is 1-¼ miles long and 80 feet high above high slack tide.

The bridge links two eras of the city's distant past. Fort LaTour, a French fort, constructed in 1631, was located near the eastern approaches of the bridge. Fort Frederick, an English fort, was directly under the bridge on the West Side.

FORT LATOUR

The site of Fort LaTour on Harbour Passage has deep cultural and historic roots for the First Nations and Francophone communities, as well as the Loyalist settlers to Saint John. It has a long history as a trading and portage location for thousands of years for First Nations and the location of the first Acadian settlement in New Brunswick.

A heritage gem in the centre of Saint John, Fort LaTour was originally built in 1631, and became one of the earliest centres of the French fur trade with the region's aboriginal peoples. The French, and the British after them, continued to trade at this site which eventually grew into the City of Saint John.

The present-day replica of the fort and structure, sits in the same location and will be open for the first time on June 1, 2022. Visit the site and take in the interpretation located throughout, visit the blacksmith shop, check to see if the outdoor bread oven is fired. Interpreters in period costume can transport you back 5700 years to learn about where it all began and the many adventures that took place at the Fort.

The Battle for Fort LaTour by Charles LaTour's wife, Françoise Marie Jacquelin

In 1640 Françoise Marie Jacquelin from France stepped onto the shores of Acadia to marry Charles Etienne, Sieur de La Tour, the 46 year-old Governor of Acadia. With her marriage the young bride joined the war for Acadia and its furs and timber. His rival for control of Acadia was Charles de Menou, Sieur d'Aulnay who lived across the Bay of Fundy near Digby, Nova Scotia. Charles LaTour and his younger rival Charles D'Aulnay of Port Royale had already spent a decade fighting over Acadia's power and wealth the French Court had ordered them to share. In marriage Françoise Jacquelin retained her own name (as was the French custom) and became a full partner with her husband. Her new home was Fort LaTour (also known as Fort Ste-Marie) at the mouth of the St. John River.

In marriage Françoise Jacquelin retained her own name (as was the French custom) and became a full partner with her husband. Her new home was Fort LaTour (also known as Fort Ste-Marie) at the mouth of the St. John River. Over the next 6 years Françoise twice went alone to France to plead her husband's cause against D'Aulnay before the royal court. The first time she had great success and brought ships, supplies and LaTour's restored titles home to her husband. The second time Françoise braved potential imprisonment and death in France to plead her husband's cause, LaTour lost his titles and rights in Acadia.

Escaping to England Françoise hired and stocked an English ship. Its captain sailed for six months using her supplies for his own trade before meeting D'Aulnay's blockade in the Bay of Fundy. The frightened English captain immediately sailed for Boston where he left Françoise without supplies or a ship. Promising furs at Fort LaTour Françoise safely took 3 ships to Acadia while the December storms in 1644 kept D'Aulnay's vessels at home. D'Aulnay's long sea siege of Fort LaTour had stopped its fur trade. By February 1645 LaTour, seeking more help, took the 3 empty ships back to Boston. Françoise was left in charge of Fort LaTour blockaded by D'Aulnay.

In April 1645 D'Aulnay captured a supply ship with letters to Françoise promising LaTour's return.. Learning that La Tour was away in Boston gathering more troops and leaving Françoise in charge of the small Saint John garrison, d'Aulnay attacked in force. Late in the afternoon of April 16, 1645 –Easter Day—d'Aulnay withdrew his forces for a time beyond artillery range. Glad of the respite, Françoise ordered her embattled men to rest. The fort's few men, led by Françoise, fought bravely, but lost to the stronger force. Triumphant D'Aulnay gave orders to hang the LaTour men. The bound Françoise, a rope around her own neck, was forced to watch their slow strangulation. She fell ill, died and was buried behind the fort soon after.

As the story goes: Madame LaTour is said to have died of a broken heart three weeks later. It is also suggested that d'Aulnay poisoned her. News of the fort's surrender and his wife's death only reached Charles LaTour in June 1645. The former Acadian governor never regained Fort LaTour. Madame La Tour is called the heroine of Acadia. This story is unique as it chronicles fighting between two French settlers for control of land and not between the French and English.

Marie Françoise Jacquelin's marriage to Charles lasted 5 years and produced one son. The marriage contract was signed and dated on December 31, 1639. It was a generous contract for the time. She was to keep all her property and any inheritances that may come to her, and have a half share of anything acquired during the marriage. If widowed she would be entitled to half her husband's estate, with an inheritance fund of at least 10,000 francs, and have guardianship of any children. Although she brought no dowry, La Tour gave her 2,000 francs to buy jewellery or anything she wished, before leaving for Acadia. On her marriage, which took place on her arrival at La Tour's fort, Françoise would become a full partner in her husband's life and concerns. He could not have had a better ally. She never took La Tour's name, for at this period Frenchwomen did not change surnames when they married. (Information from NB Reader, April 10, 1999)

HARBOUR PASSAGE

Approximately 2 km walking and biking trail opened on the Saint John waterfront in June of 2003. Along the trail visitors may stop and read about the history of Saint John and the harbour at the interpretation kiosks. There are benches to rest on along the way. The trail is paved and painted a cranberry colour. It is lined down the middle so that walkers stay on one side and bikers/skateboarders stay on the other side to avoid

mishaps. The trail is fully lit for night-time walks. The trail is accessible to wheelchairs and it is also ploughed during the winter.

TD STATION

TD Station, which opened in October 1993, is used for trade shows, hockey games, concerts, conventions, and other large events. It can accommodate 9000 patrons in its four levels. It is linked to other uptown establishments by an enclosed pedestrian walkway called the INSIDE PASSAGE. The site was the former home of Union Station, an impressive old railway station. It was the home of the American Hockey League team, the Saint John Flames up until 2002. The team was an affiliate of the National Hockey League team, the Calgary Flames. Three years later it became the home of the Saint John Seadogs, a Quebec Major Junior hockey league team.

MARKET SLIP

On May 18th, 1783 the Loyalists landed where Market Slip is located. The slip was just a small inlet at that time with the water reaching into where the foot of King Street begins. At one time there were warehouses on both sides of the slip and merchants would bring their wagons down to the wharf to load the produce and supplies that arrived by ship. By 1867, the market slip area and the adjacent long wharf ruled the city.

MARKET SQUARE

Opened in 1983, Market Square is on the site of the original hub of the port of Saint John. A series of enclosed overhead walkways links the core components with the rest of downtown Saint John known as the “Inside Connection”.

NEW BRUNSWICK MUSEUM

Prince Charles opened the NB museum in Market Square in 1996. It is the official museum of the province of New Brunswick. Currently the museum is closed and plans for it’s future are being made.

IF YOU ARE TRAVELLING DOWN UNION STREET:

UNION STREET

Union St. marks the union of Parrtown & Portland. You will notice that many of the streets that run through Union have different names on each side of Union Street. This is because they could not decide what to name the streets when the two communities amalgamated. Many cities built during this time period were laid out in a grid pattern. It was the influence of the British and French engineers of the time.

PEEL PLAZA

Peel Plaza was developed in 2013 with the opening of the Saint John Law Courts and the Saint John Police Station, both built around a courtyard in the center of the buildings and including the Saint John Arts Center as part of the plaza. The permanent home for both the Law Courts and the Police Station were welcomed,

following their “temporary” location in City Hall, where they were in fact housed for more than 40 years previous. The Law Courts were designed by local Saint John architecture firm Murdock & Boyd, who featured interesting materials throughout the building, including sandstone reclaimed from the old Saint John Jail. Renowned New Brunswick master stained glass artist Paul Blaney came out of retirement at the age of 78 to create a piece of art that showcases architectural features of historical courthouses in the region, which was commissioned by the Saint John Law Society. The Police Station was designed by the Saint John firm of DFS Architects, and is home to one of the oldest police departments in the country. The Police Station is linked to the Law Courts building by an underground tunnel, enabling easy movement of people between the two buildings.

LOYALIST HOUSE

The Loyalist House is a museum of life in the days of Loyalist Saint John. It was built for David Merritt, the son of an American Loyalist from New York, between 1817 and 1820. It stands today practically as it was built and contains most of the original furnishings. Much of the furniture was hand carved by Saint John craftsmen out of mahogany. Five generations of the Merritt family lived in this house, until purchased by the Historical Society in 1959.

The Loyalist House is one of the few structures that survived the great fire. The servants wet blankets and linen and strung it about the roof to protect the home from burning. It was constructed of pine with Cyprus shingles on the south and west walls. The front door still has its original fanlight and brass knocker. Notice the foundation of the house on Germain Street is solid rock. The Loyalist House stands directly across the street from the oldest brick building in city, which was built for Joseph Nutting, Collector of Customs in 1819.

STONE CHURCH

Built in 1825, it was made in Gothic style from the ballast off a ship. Selling pews raised the money used to build this church. The windows of the church, widely known for their beauty and design, have their own unique story. The windows were sent from England and assembled in Saint John. It is said that during their assembly, the bodies of St. Mark and St. Luke were interchanged and attached to the wrong heads.

SYNAGOGUE SHAAREI ZEDEK

The Jewish community was founded in Saint John by Mr. and Mrs. Solomon Hart, upon their arrival from England in 1858. The congregation today in Saint John numbers approximately forty families and has had no rabbi since 1984. Currently there are roughly 60 Israeli Jewish families and 30 Canadian Jewish families in Saint John, improved educational opportunities have resulted in upward mobility and children moving to other locations. The Synagogue Shaarei Zedek, which translates to the "Gates of Righteousness" was closed and a new building on Leinster Street was converted for use as a synagogue and museum. The Jewish Historical Museum houses permanent displays such as religious artefacts and a chapel. Visitors can also view ritual baths as well as a small though still working Hebrew school, which four students presently

attend. The mandate of the museum, founded in 1986, is to preserve the Jewish heritage and share it with the rest of the community.

SAINT JOHN ARTS CENTER

This building was originally a library that opened in 1904. The money used to build the library was donated by Andrew Carnegie. Inside the centre is a huge ceiling stained glass window. The window was covered up in the 1950's to conserve energy and was not uncovered until the building was being restored to become the cultural centre. The art centre has five galleries of permanent and temporary design.

The Saint John Arts Centre is a Regional Facility serving the communities of Greater Saint John. It is home to five public galleries for contemporary art, including the City of Saint John Gallery, a program of the Cultural Affairs Office of the City of Saint John. SJAC's programming also includes educational workshops in visual arts, printmaking and pottery studios, performing and literary arts events, and many advocacy roles and partnerships with organizations in the arts community of southern New Brunswick.

The Saint John Arts Centre is housed in a building that is a well-known historic landmark in the City of Saint John, constructed in 1904 with funds provided by the American philanthropist, Andrew Carnegie. Of more than 2,500 buildings that Andrew Carnegie gave to communities throughout the world to be used as free public libraries, many have been lost to urban renewal throughout North America, and the Carnegie Building in Saint John is believed to be one of only a handful left in Canada outside of Ontario.

The building was constructed in the Beaux-Arts style from plans drawn by local architect, G. Ernest Fairweather. The masonry work was done by Robert Maxwell, a Saint John City alderman who went on to become a Member of the Legislative Assembly of the Province of New Brunswick. An intricate stained glass skylight was designed by Frank Reardon of Halifax, N.S. and after being hidden by a dropped ceiling for several years was rediscovered, removed, cleaned, and restored to its rightful dramatic setting over the rotunda-style foyer in 1985. The original mosaic floor in the foyer was created with tiles imported from the Minton Hollins China works in England and laid in a beautifully elaborate pattern.

Contemporary additions to the building include a mural of Delancey's Brigade painted with historical accuracy by internationally renowned Saint John artist, Fred Ross; a Bicentennial Quilt hand embroidered by local craftspeople Myrna London and Donna Holland illustrating 200 years of women's fashions; and two stained glass windows designed by Douglas McKiel and crafted by Frans Cuppens commemorating the Saint John Bicentennial and the Canada Summer Games of 1985.

Although alterations to the interior of the building were necessary to provide a venue for visual art exhibits, care was taken to maintain its architectural beauty by preserving as much of the original carved oak woodwork and fixtures as possible. The acoustics in the renovated gallery spaces have been found to be excellent for concerts and recitals.

CHIPMAN HILL PROPERTIES

These houses were built in the 1850's by two brothers-in-law, Armstrong and Hastings. The hall and drawing room of one home were decorated with ceiling and wall murals painted by an Italian master brought to Saint John to do the work. The front doors were carved by John Rogerson, Saint John's best know wood craftsman of the time. The houses have been totally renovated into luxury short term accommodations.

AQUATIC CENTRE

Directly across the street from the Market Square Complex, the Aquatic Centre forms an integral part of a revitalised downtown core and was designed and constructed for the Jeux Canada Games '85. The Canada Games brought young Canadian Olympic hopefuls to compete in many different events. The Centre spans two levels and houses five bodies of water. The main 50-metre, eight-lane pool can play host to Olympic level swimming events.

IF YOU ARE TRAVELLING ALONG CHESLEY DRIVE:

HMCS BRUNSWICKER

The HMCS Brunswicker is New Brunswick's sole naval reserve division. It is one of 24 naval divisions housed in Canadian major cities. This facility contains a variety of classrooms; a computer based training lab, an operations complex, a diesel trainer room, and administrative offices.

Established in 1923 as a full company of 100 sailors, the unit was reduced in 1927 to a half company of 50. Throughout the interwar period, in addition to basic seamanship skills such as semaphore and rope work, the company personnel trained in the use of the 12-pounder, Lewis gun, rifle, and cutlass. With the onset of the Second World War, the division became the primary recruiting and training establishment of the RCN in the province of New Brunswick. As the war progressed, the division was commissioned in 1941 as HMCS Brunswicker, named for a pre-confederation provincial government vessel of the War of 1812.

HMCS Brunswicker was housed "temporarily" for 27 years in an annex of the Barrack Green Armoury in South Saint John, NB. Brunswicker's new facilities inaugurated in May 1995 are situated prominently on the city waterfront. Participation in civic events, combined with a demanding training commitment, keeps the ship's company especially active and always prepared to answer the call "In the cause of peace."

Date commissioned: 1 November 1941

Motto: "Pacis tuendae causa" (In the cause of peace)

UPTOWN SAINT JOHN WALKING TOURS

ADDITIONAL INFORMATION AND STORIES

BARLOW'S CORNER

As the story goes: Located at the corner by City Hall, this corner was originally granted to James Putnam, who erected a three-storey building with a store on the lower level. When he died, the site was sold to Ezekiel Barlow, who had to comply with some unusual terms of sale stated in Putman's will. Putman did not trust paper money, so he said payment was to be made in 2,000 Mexican Silver Dollars. The money had to be counted in coin before the lawyer. To the surprise of the spectators, Mr. Barlow pushed a wheelbarrow filled with the money up Chipman Hill to the lawyer's office.

BARBOUR'S GENERAL STORE

In 1967, to mark its own 100th birthday and that of Canada, the G.E. Barbour spice company decided to restore an old village general store. When this one was found, after a two-year search, it was being used as a chicken house. It was originally built in 1860 and owned by the same family until the 1940's. The building came from Sheffield, NB and was floated down the river on a barge in two pieces and originally situated behind the old Courthouse on King Street East. Later it was moved to the foot of King Street.

The store is constructed of hand-hewn timber and contains carved shelf-work finished in an interesting mixture of ox blood and goat's milk. Upon entering the museum, one is transported into a world of the past. Barbour's General Store houses over 2,000 artifacts that reflect the 1840-1940 period, the time during which the store was in operation. Visitors to the store can view a wide selection of authentic grocery items: china, yard goods, farm implements and cooking tools. The store includes a Barber Shop with a cane-bottom barber's chair and large collection of shaving mugs. As well, the general store boasts a pharmacy section with approximately 300 samples of "cure all or kill all's."

The restoration of such a store is unique to North America, and it was internationally recognised by an award of excellence from the American Association for State and Local History.

Early on the morning of January 25th, 2022, the general store suffered significant damage from a fire. The plans for the restoration of the building have not yet been announced.

SIR LEONARD TILLEY STATUE IN KINGS SQUARE

Born in Gagetown, Tilley began his business career as a Saint John druggist. In the 1830s he experienced a religious conversion and spent much of his early career in the evangelical temperance movement. He is remembered for introducing Prohibition to New Brunswick, and was burned in effigy as New Brunswickers rejected his call for temperance. As the leader of the Provincial assembly he became committed to the building of the Intercolonial Railway and the union of British North America. When he first put the question

of union to a vote, New Brunswick became the only province to reject Confederation, but a second election in 1866 confirmed Tilley with a mandate for political union. In 1873 he was appointed Lieutenant Governor of New Brunswick, where he immediately banned wine from formal receptions. At age 76 he quit federal politics to become, for the second time, Lieutenant Governor of New Brunswick, a post he held until 1893. (Born 1818-1896)

GRANITE CROSS IN KING'S SQUARE

Dedicated to those who worked to create a new province separate from Nova Scotia in 1784. With the influx of Loyalists, the British Government was convinced of the need to create a new province (Aug. 16, 1784). The first council was established and Civil Government was proclaimed on Nov. 22, 1784. The City of Saint John was the Capital for a one-year period.

PARKER HOUSE INN (71 Sydney Street)

This was the home of Jacob Troop's daughter, Edith, who married Dr. Walter White. From the 1840s to the 1890s, the Troop name and the ships of the Troop Line were famous around the world. All vessels were built in New Brunswick and Nova Scotia under the direction of the founder, Jacob Troop (1809-1881), who was born in Granville Ferry, Nova Scotia, and moved to Saint John in 1840. With limited capital he opened a grocery and general trading business and became interested in West Indian trade, acquiring the first vessel to carry fish and lumber to that part of the Caribbean.

The grandfather, Valentine Troop was a trader and merchant in Boston, Mass. He was a soldier, a Loyalist and founder of the Canadian branch of the family in Nova Scotia. Jacob and his son, Howard, constituted the firm of Troop and Son, owners and operators of 93 sailing ships, the largest fleet of any Canadian owner of the time. In 1881, Howard Troop started a steamship run between Saint John and Liverpool, England. The house flag was a large "T" in a white diamond on a blue field.

MARKET SQUARE

Market Square was a major step in the redevelopment and revitalisation of the downtown area. The central building complex opened on May 17, 1983 and comprises a 45,000 sq. ft. Trade and Convention Centre, Regional Library, retail shops and restaurants, office space and underground parking for nearly 700 cars.

Beginning on North Market Wharf, you will see the seven rehabilitated warehouses that were originally built in 1877 immediately following the Great Fire that for Market square. In the main portion of the central building complex is the Atrium - the focal point of Market Square. The concept reflects a friendly atmosphere normally found shopping in a downtown area. Merchants have always played an important role in the vitality of the uptown area.

In 1984 The Market Square Timepiece was erected at the front entrance. It is a unique clock tower with no face or hands. Designed and carved by John Hooper of Hampton. His wife, Cathy assisted and acted as

colour consultant. The clocks' mechanism and wood construction are by Jack Massey of Darling's Island. It is motor driven. The carvings symbolize different aspects of time. The Serpent symbolizes eternity - you tell time by seeing where the tail and head meet. The people at the top are "passing time". There are astrological time symbols along the sides. It is made of Honduras mahogany, sealed with epoxy. The bench is stained and the carvings painted with acrylics, the gilding is gold leaf.

FUNDY QUAY WATERFRONT DEVELOPMENT

The Fundy Quay project is a catalytic project for Saint John involving a key waterfront development site which has been actively pursued for many years. The multi-phase mixed use development by Fundy Harbour Group will include five buildings having a total floor area of 69,700 square meters. At full build out this project will add 677 top-tier dwelling units and over 400 internal parking spaces. The ground floor of each building will be commercial/retail space in order to bring a vibrant tenant and public experience to the site. The mix of uses will bring additional residential density to the Central Peninsula and will bring additional animation to waterfront on a 24/7 basis through increased activity and public space improvements including an extension of Harbour Passage, publicly accessible open space and through leveraging improvements to the adjacent market slip public space. Construction of the first building of Fundy Quay, a large waterfront commercial and residential project in uptown Saint John, is passed zoning stage in January 2022. Construction of the building is expected to begin this summer. Phase one of the project is a 16-storey building on the southeast corner of the site with 165 apartment units and retail, according to a staff report to the committee. All three levels of government pledged a combined \$24 million to support the construction of the multi-building project over the next 10 years. The site is expected to have recreational spaces and parking, as well as commercial and residential apartments.

Fundy Quay project focuses on scenery at Saint John waterfront. The plan is for the first building to be 16 storeys high at 35 Water St. The first building is going to be in the southeast corner of the site, with retail space on the ground floor with the remaining 15 storeys being residential. In total, five buildings are being proposed for the waterfront site, ranging from six storeys (25 metres) to 19 storeys (70 metres) in height. The first four buildings will be mixed-use with up to 637 apartment units and 177,000 square feet of retail and office. The fifth building is "envisioned to house uses such as a community centre, cultural establishments, and commercial entertainment," along with the potential for 40 apartment units. The estimated build-out dates range from 2024 for the first building to 2032 for the proposed cultural building.

AREA 506 CONTAINER VILLAGE

AREA 506 celebrates the best of New Brunswick every year through music, culture and goods. What started out in 2016 as a local festival has turned into a permanent east coast experience on the Saint John waterfront. Whether you like the funky sounds of the saxophone or the upbeat rhythm of electric pop, we have it all!

In June 2022, Area 506 will be opening the full waterfront experience with a diverse collection of retail shops, a performance space, a waterfront container bar, food trucks, public art and pop-up activities. All wrapped up in more than 60 shipping containers, celebrating everything that's cool about our identity as a Port City. They've focused interest into five categories to help curate a well-rounded group of vendors and satisfy anticipated interest and demand from cruise passengers, residents and regional tourists: Local Products, National Retail Brands, Services, Local Art & Gifts, Food & Beverage. There will be both 40' containers with two retail spaces and 20' containers with one retail space. Each retail shop will include a garage door and a person-door to ensure retailers have options depending on how beautiful a day it is. The insides of the containers? At the end of the day, those will look however the individual vendors decide to deck them out and bring the space to life! What's it going to look like?

- **Retail Space:** Modified shipping containers designed for vendors to showcase the best of NB goods.
- **Graffiti Alley:** A 120 foot long, 20-foot-high feature of mural and graffiti work from local and international artists.
- **Crew Lounge:** An area to allow our friends and staff from the many visiting cruise ships to catch up and put their feet up.
- **Stage:** The stage will be set for great entertainment all season, from extending the crowd-pleaser Waterfront Concert Series to other entertainment — all summer long!
- **Waterfront Beer Garden:** Three levels of outdoor patio creating the best views of the Bay, and an incredible view of the AREA 506 stage!

OTHER SAINT JOHN CITY SITES (FOR STEP ON TOURS)

THE UNIVERSITY OF NEW BRUNSWICK SAINT JOHN CAMPUS

The University of New Brunswick Saint John was established in September 1964 following the recommendation of the Royal Commission on Higher Education, chaired by the late Dr. John J. Deutsch of Queen's University. The Deutsch Commission emphasized the need for facilities for higher education in this metropolitan community of over 100,000 persons. During the first five years of operation, classes were offered in the first two years of degree programs in Arts and Science, Business, Engineering, Physical Education, Forestry and Nursing. Classes took place at various locations in the city of Saint John, including Beaverbrook House, formerly the home of the UNB Faculty of Law. In the first few years of its establishment, it made use of many uptown buildings. For example, a barn was converted into a classroom, and the first-year chemistry lab was held in an old liquor store. In the fall of 1969, the new campus at Tucker Park was opened consisting of three buildings – Sir Douglas Hazen Hall, William Ganong Hall and the Ward Chipman Library Building. This site, proposed by the City Council as early as 1963, was originally bequeathed to the City of Saint John for park purposes. At the request of the City, the New Brunswick Legislature authorized the conveyance of a portion of this land for the new campus.

In 1975 the G. Forbes Elliot Athletics Centre was added to the physical plant. Since its opening, the versatile, well-equipped building has served the recreational needs of both the campus and greater Saint John communities. In 1985 the Jeux Canada Games Stadium was constructed on campus, and in 1986 the Thomas J. Condon Student Centre was opened. UNB Saint John's physical facilities expanded again in the 1990s with the opening of the new academic building, Phillip W. Oland Hall, in late 1992, and the addition of the campus's first on-site student housing facility, the Sir James Dunn Residence, in the fall of 1993. K.C. Irving Hall opened in January 1999, followed by the Colin B. MacKay residence and Saint John College in 2003. A special feature of UNB Saint John is the fact that many of the permanent buildings on the campus are connected by a series of tunnels and walkways, allowing comfortable access to all facilities during inclement weather and the months of winter.

UNB Saint John now offers full four-year degree programs in Applied Management, Arts, Business Administration, Computer Science, Data Analysis, Economics, Education, Health Sciences, Information Sciences, Nursing and Science. Students now enroll in the first two years of Engineering programs on the Saint John campus, after which they would transfer to the Fredericton campus to complete the degree. The campus is also home to a number of Masters students whose research is contributing to regional, national, and international endeavours. UNB Saint John's language institute, Saint John College, and UNB's College of Extended Learning welcome hundreds of international students every year, helping them to improve their language skills for academic purposes.

UNB's student population (Fredericton and Saint John campus) is made up of over 10,000 students from more than 100 countries. UNB Saint John, in partnership with Dalhousie University and the government of New Brunswick, is home to the province's first English-language medical school. UNB offers exchange programs in 36 countries, providing students with opportunities to explore the world without putting their education on hold. UNB has over 95,000 living alumni around the world, of which more than 41,000 live in New Brunswick.

Quick facts about UNB

- UNB is the oldest English-language university in Canada. UNB's Fredericton campus, located in New Brunswick's capital, was established in 1785; its Saint John campus, located in New Brunswick's largest city, was established in 1964.
- UNB's motto is Sapere Aude, which means "Dare to be wise."
- UNB has more than 75 undergraduate and graduate programs. There are 14 faculties on the Fredericton and Saint John campuses.
- UNB is home to Canada's first engineering program, forestry program and faculty of computer science.
- UNB employs more than 3,700 full and part-time staff, including faculty, support staff and students.
- UNB is responsible for 70 per cent of all publicly funded research in the province of New Brunswick. UNB attracts \$55.67 million in external research funding annually. Since 2000, UNB has managed

332 invention disclosures and filed patent applications for 117 separate technologies; 117 patents have been issued. UNB has become a global leader in powered prosthetic research and is home to the Atlantic Clinic for Upper Limb Prosthetics. The Canadian Rivers Institute, based at UNB, works to understand, protect and sustain our water resources.

THE SAINT JOHN REGIONAL HOSPITAL

The Saint John Regional Hospital, which opened in 1982, is a 524 bed hospital which provides a wide range of both general and specialised diagnostic and treatment facilities. It is the region's primary source for acute care and one of only two accredited tertiary trauma centres in Atlantic Canada. The Regional is the largest hospital east of Montreal, with a base of 235,000 square feet, which is equal to seven football fields. There are enough pipes to run all the way from Saint John to St. Stephen, and enough drywall gypsum board to build an 8-foot wall all the way from Saint John to Fredericton. The Regional Hospital is an integral part of the Dalhousie University Interns' and Residents' Training Program.

HAYMARKET SQUARE

The area in which Haymarket Square is situated was originally a drainage site for a river. The Acadians built dykes in this area in the 1600's. Before the causeway was built in 1958, Haymarket Square was the gateway to the city. It was at Haymarket Square that the first sawmill in the city, run by tidal power, was located. The triangle "square" was first established in the 1800's as a place where local farmers bought and sold their hay, which grew in the marshes. Later on, a bandstand, a statue, and cannon were situated in the square. The Haymarket Square region was mainly a business area, in which there were a few hotels, a beer manufacturer, as well as a quarantine station.

ROTHESAY AVENUE

A very long time ago Rothesay Avenue used to be a riverbed. In the 1800's it was used as a raceway for horses. The course went 3 miles and at its end was a tavern- the 3-Mile Tavern.

FERNHILL CEMETERY

The Fernhill Cemetery, established in 1847, encompasses 200 acres. In 1848, the commissioners of the Marine Hospital purchased a lot which they named the Marine Lot for the merchant sailors who died on ships on the way to or at port- 433 men are buried here. There are also naval and military lots. Some notables buried at Fernhill Cemetery are: 35 mayors of Saint John; Manchester, Robertson and Allison, owners of the MRA department store which was once the largest in Saint John; Fathers of Confederation Hon. William Henry Sleeves and Sir Samuel Leonard Tilley. It is the only place in Canada where two Fathers of Confederation are buried.

THE STELLA MARIS CHURCH

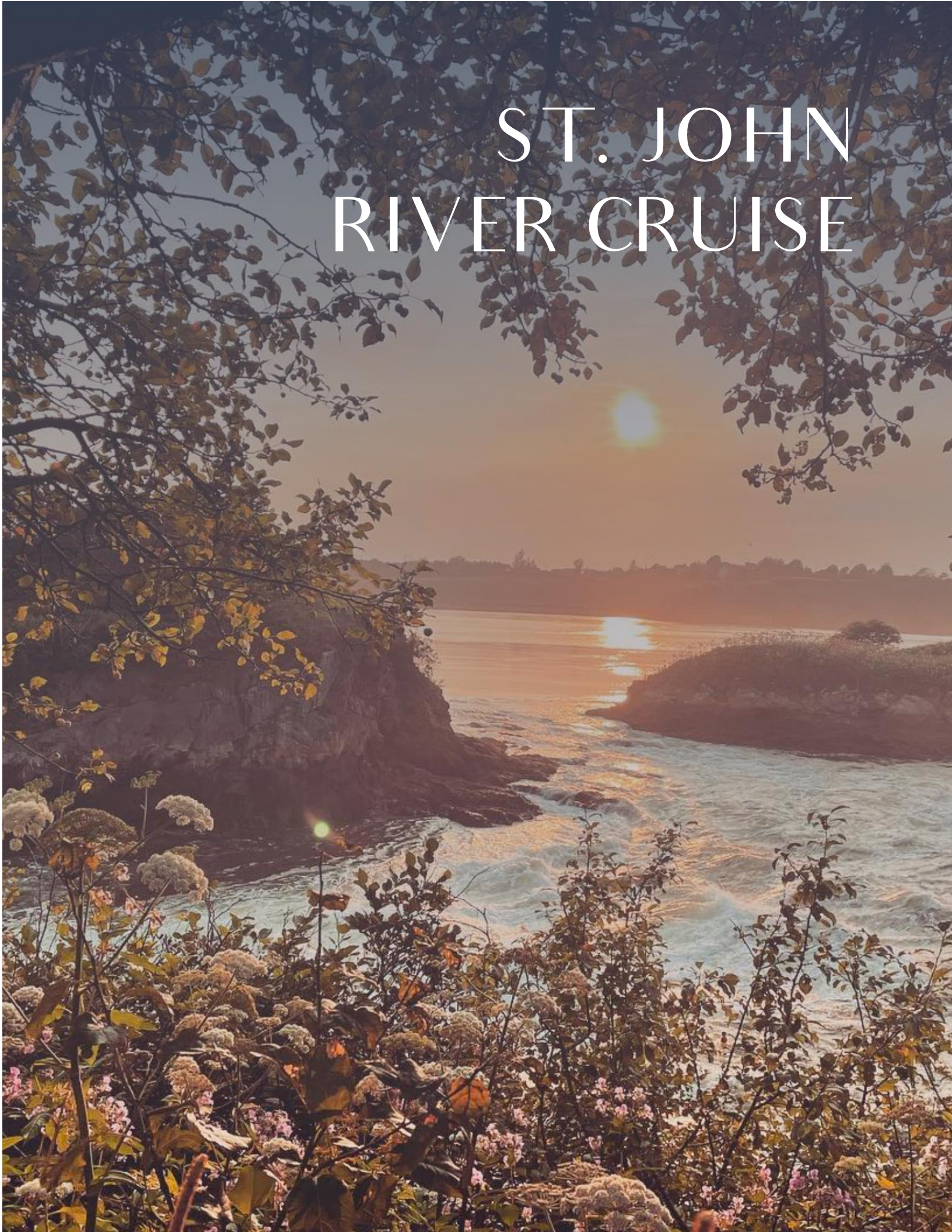
The name Stella Maris means, "Star of the Sea" and this Catholic Church was built in 1924. The bell in the belfry was dedicated as a memorial to the longshoremen and placed in the church on December 7th, 1923. The bell first tolled at Market Slip in 1849. It was erected by Canada's first labour union.

CHURCH INFORMATION

The City of Saint John has some very interesting churches and it is noted that we have just about every steeple design ever made.

Types of Steeples: Crown of Thorns (looks like a crown around the top), Rock of Ages (looks like a big square rock), Jesus in the Temple (roofed with columns), Pierced Hand (has a hole through the middle), Savoir of the World (dome with hand on top, popular in Quebec), Jacob's Ladder (looks like an apple ladder), Bishops Mitre (looks like a pointed hat).

ST. JOHN RIVER CRUISE



ST. JOHN RIVER CRUISE

The St. John River is the longest on Canada's east coast, nurturing people for thousands of years. Its shores touch lush farmland, villages, towns and cities, and it is known as Canada's most storied river. Most know New Brunswick's greatest waterway as the St. John River, the name given by Samuel de Champlain as he sailed into its mouth at the Bay of Fundy on June 24, 1604, the feast day of John the Baptist. For the Indigenous People of the area, who had camped along its banks for centuries, the river was known as the Wolastoq; for them, it was a bountiful river that led to a bountiful sea. It was their refuge, but it was destined to become the refuge of other cultures, as first the Acadians, and then the Loyalists, fled from persecution and personal danger to the safety of its valley. The St. John was also destined to become both an international boundary and a major artery of culture and commerce through the heartland of New Brunswick, leading, ever so conveniently, to one of Atlantic Canada's most important harbours. Stretching 673 kilometres from its rugged headwaters in the woods of northern Maine, running southeast to its mouth at the city of Saint John, and draining a vast area of 55,000 square kilometres, this is one of Canada's greatest workhorse rivers. Forests, farms, massive hydroelectric projects have all left their mark on the beloved Wolastoq, but its rank as one of eastern Canada's greatest waterways remains unchanged. The River formed part of the Temiscouata Portage, an 18th century canoe and footpath route that connected the Bay of Fundy to the St. Lawrence River.

The lower 150 kilometres of the river has been named the best inland boating in Atlantic Canada. Long reaches mean you can stretch your sails or your motor, and there is always a quiet cove to spend the night. This portion of the river is designated Trans Canada Trail Water Trail-one of 3 in Canada. Wharves dot the length of this part of the river, so access to restaurants, charming B&B's and campgrounds is easy. The Lower St. John River has a long and rich human history. First Nations peoples have lived along the river they call Wolastoq for 10,000 years. Samuel de Champlain's first stop in present day New Brunswick was at the mouth of the St. John River on June 24th, 1604. Following the American Revolution, thousands of Americans loyal to the King fled to the St. John River searching refuge and a new home.

NARROWS AND GREENHEAD

After only a few minutes of entering our beautiful waterway, few signs of city life can be seen. The traffic on the river is very light and safe with very little or no commercial water traffic. The beauty of the river is evident everywhere as we travel through the Narrows. It is time to keep your eyes peeled for one of the historical lighthouses for which New Brunswick is noted at Swift Point to your left as well as wildlife that exists around the river. There are many new properties, some of which sell for one million dollars or more at Cedar Point.

BOAR'S HEAD

After leaving the Narrows on the starboard side (right side) of the boat is a group of rocks that look like a boar's head. This is where the mouth of the Kennebecasis River starts. As we pass Boar's Head we will reach Ragged Point where visitors can see more of the magnificent properties that exist in Saint John.

INDIAN AND GOAT ISLANDS

These islands are known as “The Brothers” and are sacred to the Indigenous people, who make a yearly effort to visit. Together the islands provide protection from prevailing winds for the Royal Kennebecasis Yacht Club (RKYC), which is the oldest yacht club in New Brunswick.

MILLIDGEVILLE FERRY

Off to the starboard side of the boat runs the Millidgeville Ferry. It travels from the mainland to the Kingston Peninsula. This ferry operates on diesel power. Many of the ferries that operate in New Brunswick are cable ferries. There is no charge to use the ferries as they are considered part of the NB highway system.

KENNEBECASIS ISLAND

To the left is Kennebecasis Island which was a gathering place for Indigenous people and European Settlers to trade fur and socialize. Today, the island has many homes that are occupied during the summer months only. The only access to the island is by boat or a cable ferry. As we pass the ferry to the right, keep your eyes on the rocks as you might get a chance to see the harbour seals known locally as seadogs sunning themselves on these rocks.

MILKISH CREEK

A bit further along to; the right, you will see one of the few remaining covered bridges in the province. This bridge is 210 feet long and used by traffic on a regular basis.

MAN OF WAR LEDGE

As we proceed around the island, the Man of War Ledge in the middle of the channel is named for a British Military boat that ran aground while chasing French fur traders. It is marked so other boats will not run aground.

SAINT JOHN MARINA

Straight ahead is the main channel of the St. John River. A right turn will take you 450 miles up the St. John River, which starts in the State of Maine. We turn left, back down the river. On the right is the Saint John Marina. This is the only full service public Marina on the lower St. John River.

THE EAGLES

This is the most popular part of the tour. The Captain takes the boat close to shore where you can see a huge Bald Eagle’s nest. Keep an eye out for the Eagles either in the nest, above the nest in the trees or soaring high above the trees looking for fish in the river or food in the wild.

ST. MARTINS TOUR SPECIFICS



ST. MARTINS TOUR SPECIFICS

- Population 320, taking in the outlying areas 1177
- Located on the shores of the Bay of Fundy, home of the World's highest tides
- Founded in 1796, date of the land grant, settled in 1783

Situated on the Bay of Fundy, thirty miles eastward from Saint John, is one of the prettiest villages of the Maritime Provinces. One of nicest features of St. Martins is its **beach**, which is **crested shaped** and extends a distance of **three miles**. The beach, which consists of pebbles and sand, **slopes gradually** down to the flats which become exposed at low tide - great for exploring marine life in tidal pools. It's like hiking the ocean floor.

On either side of the harbour is a headland jutting out into the Bay. The **headland** jutting out into the Bay on the west is known as Quaco Head and has a lighthouse and fog alarm, and the eastern one is called McCumber's Head. Two **breakwaters**, at Echo Cove and Razorback Point, have been built to light and assist vessels when entering the harbour. The maintenance on these breakwaters is vital in limiting the amount of water allowed to enter the harbour. These breakwaters protect the harbour from the full force of storms. They have been repaired or rebuilt several times, but continue to collapse beneath the constant onslaught of the sea.

St. Martins is built at the foot of a low range of hills and is close to the waterfront. During severe storms the water occasionally surrounds or enters cellars of some of the buildings.

The climate is very healthy and over the years St. Martins has become a summer resort for tourists, with many summer cottages (in landers) having been built along the shore. Within a few miles of the village are between ten and fifteen lakes. Quaco Ledges are fished for pollock and cod.

HISTORY OF ST. MARTINS

St. Martins was incorporated as a Village in 1966 and it includes Victorian properties, unspoiled beaches, two lighthouses, a garden park, an active harbor and the world famous Sea Caves. Ship builders left a magnificent architectural legacy of homes throughout the village. It is the gateway to the Fundy Trail. The red sea cliffs make a wonderful back drop for artists and the World famous Sea Caves that are only accessible during low tide. The harbor has many colorful fishing boats and they may be seen sitting in the mud during high tide or floating next to the wharfs during high tide. This is the only place in the world where you can take a picture of two covered bridges at the same time.

The village of St. Martins is located at Quaco Bay on the northwestern shore of the Bay of Fundy. Although the present village is just over two hundred years old, prehistoric relics found at Quaco Head suggest that this part of the Fundy shore was first occupied 10,000 years ago. The earliest historical inhabitants of St. Martins were the Mi'kmaq, who roamed over much of coastal New Brunswick and Nova Scotia before the arrival of European colonists, and continued to hunt and fish here long after the modern village was established. The original name of the village, Quaco, comes from the Mi'kmaq word "Goolwagagek", meaning "home of the hooded seal". The village was established in 1786 and may take its name from Maryland in the US.

The first European to visit this area was the French explorer, Samuel de Champlain, who mapped the Bay of Fundy in 1604. Although Quaco appears on several maps dating from the Acadian period, it is not known for certain whether French settlers ever lived here. There is some evidence that the marsh may have been dyked in Acadian times, and that a few French families were living in the area when the first British Loyalists arrived to take possession of the land in the 1780's; these may have been refugees from the Acadian Expulsion of 1755.

By most accounts, the first permanent European settlers at Quaco were members of the King's Orange Rangers, a Loyalist regiment recruited in Orange and Dutchess Counties, New York, who were granted land for their service to the Crown during the Revolutionary War. The original Quaco grantees were soon joined by other Loyalists who had been temporarily resettled in Nova Scotia. One of these early settlers, Matthias Moran, is said to have renamed the settlement, St. Martins, after his family's ancestral parish in France.

Finding themselves with little acreage suitable for farming and a land-locked harbour, the settlers of St. Martins soon turned their backs to the land and began to look to the sea for their livelihood. Bountiful supplies of timber and nearly three miles of accessible beaches made St. Martins an ideal location for the shipbuilding industry, which by 1800 had already taken root in the Loyalist settlements of Saint John and St. Andrews.

The family of David Vaughan, is credited with building the first sailing vessel in St. Martins, a 30 - 70 ton schooner christened the "Rachel" after its owner's wife, which was launched in 1803. Compared to later vessels launched at St. Martins, the Rachael was very crudely constructed; not knowing how to bend timbers to the shape of her ribs and keel, the carpenters instead scoured the forest for trees which were naturally curved. Those who swore she would never float must have felt vindicated when, during her launching ceremony, the Rachel rolled on her side and stuck fast in the sand. However, this proved to be only a minor setback. Once the rising tide had floated her free, the Rachel performed admirably, making several successful commercial voyages up and down the Atlantic coast to the profit of her owners. Other entrepreneurs soon followed the Vaughans' example, and by 1820, a shipbuilding boom

had begun which was to last another 60 years, and over that time, 500 ships were built and launched from St. Martins.

As the Story Goes: When The Rachel got caught in the mud as the tide went out and tipped over, the builder panicked, and did not know what to do. Many people had come to watch including Rachel, the ship's namesake. She calmly told him not to panic but to invite everyone back at high tide when "the other Rachel" would right herself and sail away -which she did.

One of the most distinctive features of the shipbuilding industry in St. Martins was its organization along lines of kinship. Most ships built at St. Martins, from The Rachel onward, were family ventures: parents, brothers and cousins would pool their financial resources to purchase the necessary materials, rent or clear space along the shore for a shipyard, and gather as many male family members as possible to provide the manual labour. On its maiden voyage, the resulting ship often would be crewed entirely by the men who had laboured to create it. Some families only produced one or two vessels before retiring from the industry to invest their profits or mourn their losses; others became totally committed to shipbuilding, raising their own sawmills and shipyards, and recruiting each new generation to the family business. This was particularly true of the families who built ships at small coastal settlements such as Melvin's Beach, Fownes' Beach, Gardner Creek and Tynemouth Creek which lie several miles east or west of the village.

Within St. Martins, the Vaughans remained the pre-eminent shipbuilding family for many years, but their accomplishments were soon equalled by the descendants of James Moran. Moran, who studied the operations of the Vaughan shipyard carefully, began building his own vessels in 1814, concentrating upon the construction of larger, square-rigged vessels designed for trans-Atlantic trade. It was the practice of both families to secure financial alliances through marriage, so that by the 1860's, when the Vaughans had been building for three generations and the Morans for two, each family could boast of controlling a large shipping fleet supplied by several family-affiliated shipyards. In 1863, considered to be a representative year at the peak of the industry, as many as 27 ships could be observed under construction in St. Martins at any given time.

At the height of its prosperity, St. Martins was the third largest ship producing center in New Brunswick. Its inhabitants are said to have enjoyed a higher per capita income than those of any other similarly sized town in the British Empire. Their needs were served by a railroad, several hotels, five churches, four public schools, a Baptist Seminary, a public racetrack and a score of trades shops, general stores and taverns. This prosperity was also reflected in the village's many splendid homes, some of which may still be seen.

In the last quarter of the 19th century, as the age of sail gave way to the age of steam and the great European and American shipyards began turning out handsome vessels made of iron, the shipbuilding

industry in St. Martins declined dramatically. In 1879, the Vaughan shipping empire went bankrupt. Conscious of changing times, the Moran-Galloway company divided its interests between Saint John and Liverpool, and gradually got out of the shipbuilding business. By 1896, St. Martins' official centennial year, the shipyards had been dismantled, and the village was subsisting almost entirely on profits from the coastal lumber trade. The final blow to the village's prosperity was dealt in the spring of 1900, when a disastrous forest fire swept down through the village, destroying nearly 60 homes and commercial buildings.

Today, St. Martins is a comfortable village with a population of under 500, roughly what it had been at the beginning of the 19th century. While tall ships no longer grace its shores, St. Martins is still very much a maritime village, whose character has been shaped by the sea. Here, visitors and residents alike may discover the wild beauty of coastal habitats teeming with life, surrounded by tantalizing reminders of past glory in the age of sail.

ACADIAN SETTLEMENT

When the French first arrived here in 1604 they picked the Bay as the best place in North America to establish a settlement. It was very important for France to establish a settlement in order to lay claim of ownership to North America. Possession is 9/10 of the law. Those who came were peaceful farmers with the skills and knowledge necessary to dyke the vast tidal marshes (You can see remnants of these today in the marshes as you approach St. Martins, as well as near Hopewell Rocks). It is reputed that the name Acadia comes from the word L'Acadie meaning "Paradise". The peaceful Acadians were subject to a great deal of harassment throughout the ages. They were victimized by British raiders, as well as from rival French factions. But the greatest insult began in 1755. Britain and France had been at war for years. Prior to 1755 Britain controlled Acadia. Britain asked the Acadians to take an oath of Allegiance to Britain. They said they would comply but only if it meant they did not have to fight for the British. At first the Brits took little notice. But with the ever increasing hostilities between the two countries, Britain decided to once again, insist that the Acadians pledge allegiance. The Acadians refused. It is important to remember that the Acadians had been here for several generations. They had no particular allegiance to France. They felt they were a people unto themselves. They even had their own flag. On July 28, 1755 the decision to move the Acadians and disperse them among the British colonies was made public. Of 12,000 Acadians 9,000 were forcibly evacuated - some as far away as the Falklands. Although there was not a policy to exterminate the population, fully 1/3 of those evacuated died as a result of the evacuation. Conditions aboard ships were over crowded. Epidemics resulted. Families were broken up and separated. They were given no choice as to their destination. Many escaped to the forests only to be pursued relentlessly for years. Others found their way to France, only to find they were not accepted there, and then in turn, forced to go to Louisiana. (This is the origin of Cajun). They were not accepted in New England or the southern Colonies and continued to be persecuted for generations - many who found their way back were deported again. Others escaped to Quebec, the Ohio Valley, Maine and islands off the coast. After peace was signed many tried to make their way back. You can find Acadian

names all along the Atlantic seaboard where they stopped and settled. Those who did complete the journey found their lands gone. The expulsion has been the subject on many narratives - the most notable being Henry Longfellow's poem *Evangeline*.

The ***King's Orange Rangers*** was raised by the efforts of Lieut. Col. John Bayard, in Orange County, New York, whence it derived its name. After the War of Independence in 1776, Lieut. Col. Bayard and some of the troops were forced to flee from the United States. They settled in Wilmont, Nova Scotia. They embarked for Halifax, October 27, 1778. Later, this same Corps participated in the attack on Fort Montgomery. In the year 1778, a detachment of the King's Orange Rangers, then chiefly employed in garrison duty at Halifax, were assigned a tract of land at Quaco Head, where they were disbanded in October, 1783, and became the first Loyalist settlers in the Parish of St. Martins, NB. Most of the King's Orange Rangers had been farmers in New England, before they were soldiers. Since there was little top soil along the coast, the resourceful settlers made use of the tides and the forests. They became shipbuilders, the tides offering a natural dry dock.

Grant of Lands (9,020 acres) by Crown, dated November 10, 1796 received by sixteen of the original settlers, as follows (a copy of the original grant sent to Matthias Moran, a member of the King's Orange Rangers): George Rogers, Alan McLean, Casper Maybee, Isaac Springstead Jr., William Carnell, Catherine Jacobs, George Price, Michael Ambrose, Daniel Vaughan, James West, Matthias Moran, Roger Welch, George Huit, Jacob Berry, Isaac Springstead Sr., William Moran.

The original name of community was QUACO. De Moulles (French) map of 1686 translates the name as "Araquaki". A later (English) map of 1712 translates it as "Roquaque" (it kept losing syllables as it was translated). By 1762, it appeared on a map (now in the Library of Massachusetts Historical Society) as QUACO. One of the original settlers, Mathias Moran, is said to have been responsible for changing the name from Quaco to St. Martins in 1820, after his ancestral home in France (Mathias was from the Parish of St. Martins, Angaulimo, France). The western area around the village, however, is still known as Quaco.

Third largest producer of wooden sailing vessels in New Brunswick (next to Saint John and St. Andrews). St. Martins became one of the most important shipbuilding centres producing more tonnage per capita than any other place in the British Empire. The first keel laid in St. Martins was that of the schooner "RACHAEL" 30-35 tons register, built by Captain David Vaughan and named after his wife. From 1803 - 1880, one or more vessels were launched every year, ranging in size from 18-1800 tons. In 1863, eighteen vessels were in the course of construction at the same time. Between 1803 and 1900, over 500 ships were built (approximately 517) and launched in over a dozen shipyards along the beaches and coves of St. Martins. Vessels built included 238 square-rigged vessels, 182 schooners, 63 brigantines, a few sloops, a yacht, and a cutter. Families built and sailed the 7 seas for 4 generations.

Even though, at this period, Quaco had become a thriving settlement and already had concerned a business which made it the most extensive shipbuilding centre on the Bay of Fundy, there was no direct way of getting to St. Martins except by water. There was a roundabout way by driving to Hampton and then proceeding by horseback through the wood, but all freight and most passengers went by sailboat or schooner to Saint John. A Steamer from 1874 - 1878, ran on a daily basis carrying passengers and freight between Saint John and St. Martins. A road as far as Loch Lomond had been opened for a considerable time and people had commenced to settle there. On June 9, 1818, commissioners were appointed for surveying the road from Loch Lomond to Quaco. The railway opened in 1878 and was used until 1940, when motor cars were then used to carry freight and passengers.

Shipbuilding was dominated by two families: Vaughan and Moran who between them were responsible for more than 90 vessels built locally with a tonnage of 68,000. Both families built vessels in other yards as well - Vaughans 43, Morans 15. The Vaughans also owned shares in an additional 60 vessels built here and elsewhere. Both families sailed fleets under their own House Flags. The family shipbuilding endeavours of the Vaughans dated from 1803 to 1882 and the Morans from 1805 to 1877. The largest vessel built at St. Martins was the barque "Longfellow" of 1811 tons, built by the Vaughan Shipyard. The largest Moran vessel built was the ship "Prince Rudolph" of 1400 tons. Both of these vessels were built in 1874. Shipbuilding at St. Martins was a family tradition as was sailing. At one time, seven of nine sons in the Vaughan family were Master Mariners and the other two sons built the vessels. Morans also both built and captained their vessels. One of the most distinctive features of the shipbuilding industry in St. Martins was its organization along lines of kinship. Most ships built at St. Martins, from the Rachael onward, were family ventures: parents, brothers and cousins would pool their financial resources to purchase the necessary material. On its maiden voyage, the resulting ship often would be crewed entirely by the men who had laboured to build it.

The following families were responsible for the construction of the balance of all vessels built at St. Martins, building for 40 years or more:

- Bradshaws, Browns, Marrs, Moshers, Carsons, Delongs, Vails, Parks, Fownes, Melvins. Building for 40 years or less: McLeans, Rourkes, Marchbanks, Smiths, Swims, McQuistons.

Lumbering was an important industry as all lumber used in the vessels was local.

St. Martins was largely self-sufficient as a community in the early years of our history. Since the only roads out of the community were little more than "horse paths" to Saint John and Hampton (the nearest larger communities), the people required local services to serve their economic, social and other needs.

The following is a list of some of the more important services available locally:

- Banks, Undertaker, Justice of Peace, 6 Churches, Undertaking Parlour, Livery Stables, 5 Schools, Cabinet Makers, Brick Yard, Union Baptist Seminary (an institute of higher education), Local Militia, Doctors, Spool & Bobbin Factory, Publishing Company, Dentists, A Horse Racing Facility,

Eating Establishments, Hotels, Publishing Business, Newspaper, Grocery Stores, Drug Store, Meat & Dairy Store, Hardware Store, Lumber Mills, Ship Repair Business, Shipyards, Grist Mill, Dry Goods Store, Millinery Store, Photographer (and developer)

In its heyday, St. Martins had a population of about 1000 people, 30 stores, 7 saloons and a Baptist Seminary (whole parish 1896 a population of twenty-five hundred). After the demise of the shipbuilding industry, the people of St. Martins turned to the forest for survival. Forestry was not able to sustain the former population, shrinking to below 500 people, (with 1500 residents in the outer areas). The population remains stable with many of the families being descendants of the original settlers.

A unique part-time electric service was provided by an enterprising local resident (Vaughan). Power would be turned on at dusk each day and a blinking of lights a few minutes before 11 p.m. would warn that it would be "lights out". Night owls would then have to resort to burning the midnight oil. Extra hours of power were supplied for dance nights, special occasions lasting later than 11 pm., and for washday mornings. Street lights were also provided by this service. It is noteworthy also, that the wealthy shipbuilders and owners in the area had large, impressive and expensive homes built using architectural styles from all over the world. They imported much of the furnishings and in many cases brought renowned artisans from around the world to decorate them and paint muraled ceilings for them.

Incorporated as a village on November 9, **1966**. (Logo: a ship within a circle alluding to the shipbuilding heritage of the community).

HIGHWAY 111 (EXIT 125 A) TO AIRPORT

Our forest is an Acadian Forest, The Acadian Forest is in a transitional zone (the Northern Boreal and the Southern Deciduous come together). New Brunswick's Bay of Fundy is responsible for a very special eco-system, micro climate. The Bay is the second foggiest place on earth! The Grand Banks of Newfoundland is the foggiest. The resulting moisture creates a rainforest-like eco-system and tremendous diversity. If you were to count the number of plant species in a single hectare (2.5 acres) of land in an Acadian forest, you would find more species here than in any habitat in the world at this latitude. Many species of lichens - up to 500 different species have been identified. On a single tree, subtropical lichens can be growing on one side while on the other can be subarctic lichens. As many as 300 species of mosses have been identified along the Bay.

HALFWAY HOUSE (#625, Route 111 going to Saint John)

This house was a stage coach rest stop. People would spend the night and continue on to Saint John or back home, the next morning. A coin was found in the walls here, dating 1828. The house has Tamarack beams running from the floor to the attic. There was once a carriage house across the street. Can't you imagine the conversations going on during the trip to town?

SAINT JOHN AIRPORT

This is the Saint John International Airport (only 3 gates). Flights arrive daily, largely from Montreal and Toronto. Fog conditions may cause flights to land in nearby Moncton and passengers are then bused back to Saint John. A lot of dynamiting was done to level this area enough for the runways.

GARNETT SETTLEMENT

A small community located on the outskirts of Saint John with a population of approximately 100 people.

EXIT #825 – COASTAL DRIVE

3 beaches highlight your trip out to St. Martins: Black River Beach, Gardner Creek and Forbes Beach. All these beach sites were shipyards in the 1800's. Visitors to New Brunswick can choose from five scenic drives outlined to give you panoramic views and the very best scenery – This one highlights the Fundy Scenic Drive, as well as the rugged coastline of the Bay of Fundy.

Photo Stop along Coastal Drive

This field gives an excellent view of "Split Rock" for photo seekers (if the wonderful fog is not too heavy). Field flowers make great conversation from inside the Coach. Locally grown vegetables are often sold at roadside - using the "on your honor" policy. Leave the money for what you take.

DUCK POND

About 10 years ago there was a gold rush along the Bay of Fundy. There was gold found at Duck Pond but not in commercial quantities. On top of Split Rock are many indentations and impressions on the Rock. This is reputed to have evidence of hidden pirate's treasure. On top of the Split Rock, around September of each year, the grass spontaneously combusts because it is so dry. Eyewitnesses to this phenomenon describe it as appearing like a huge torch.

PARKER HOUSE

Up on the hill is the Parker House. This was the home of wealthy shipbuilders. The grandson, however, reached international fame... the infamous **Painless Parker** which his legal name was Painless, practised painless dentistry throughout the US. Painless left Tynemouth Creek to attend Dentistry School in New York. While there he became friends with Barnum and Bailey of circus fame. He returned home to practise dentistry but found life very boring and mundane. He returned to the US and organized a travelling side show with jugglers, a band, glitz, and pizzazz, advertising painless dentistry. He would fortify his patients with an elixir and while the patient was in the chair, the band played loudly. Painless wore a necklace of extracted teeth.

Painless had seven sisters. Being genteel ladies, they had servants to do all the hard work. In those days, most passed their days engaged in needle point or embroidery, while awaiting a suitable mate. Not so for the Parker Sisters. They took up taxidermy! For many years, the third floor of the Parker House bore the results of their work - stuffed birds (including Great Blue Heron) or small animals.

MITCHELL FRANKLIN

One of the wealthiest residents of the area, Mr. Franklin was an instrumental member of this community, with facilities that he extended to the public (Boy Scouts, orchestras, church groups). Here, groups can enjoy bunk house lodging, swimming, a ride in the fully restored antique fire engine, or calling moose from the platform. Mr. Franklin's family-owned Odeon Theatres and later bought into hotel chains, and real estate holdings. Mr Franklin was a great promoter of tourism in the area and is largely responsible for the Fundy Trail Parkway development. The Fundy Trail Parkway is a road which has been built just east of the Village along the coast. It has many scenic look-offs, a multi-purpose trail and an interpretation centre.

THE CATHOLIC CHURCH

The church on the right is St. Williams Catholic Church, the only church built on the outskirts of the town. The Catholic Church was founded in 1847 it took a lot of convincing for the Diocese to build a church here in such a predominately protestant village. The original settlers of St. Martins were Protestant. It was not until the Irish came during the potato famine of the 1850's that Catholics moved into the community. As the story goes, no one would sell them any land on which to build. They tried to build once and the partially built building burned. Finally, a rival undertaker moved into town. The existing undertaker, feeling it would give him a competitive edge, deeded a parcel of land to the Catholics on which the church now stands, and this church was built in 1900. Imagine the hardship travelling to church in the winter by horse and buggy.

4 SEASON COMPLEX

This complex was built in 2006 to serve the community year round. Major events are held here during warmer months – weddings, suppers, benefits. Ice hockey and Learn to Skate programs are popular during the winter. The facility is operated by local volunteers and a Recreation Committee.

LIONS MANOR – 36 MAIN STREET

A 10 unit senior apartment complex, managed by the local Lions Club.

FORMER WESLAN INN - 45 MAIN STREET

Built in 1844 on 110 acres of land, by local shipbuilder and sea captain, Robert Skillen. Later owned by George Marr, who immigrated from Scotland in 1789. This building originally sat near the site of the present day St. Martins rink. The house was moved in 1886 to its current position when the land was divided.

ST. MARTINS SCHOOL (BRICK BUILDING)

Grades K-5. Less than 70 students due to some children going to school in Saint John for French immersion. Children are bused in from outlying areas like Burchill's Mountain, Shanklin, Bains Corner and Bayview.

LEGION BRANCH #63 (TUCKED BEHIND SCHOOL PLAYGROUND)

Twenty-five members presently volunteer at the Legion – darts, cribbage, bingo and sponsor the Cadets. This building built in the early 1950's.

MILLER'S PIGGERY – 98 MAIN ST.

Bertrum Miller & son, Donnie, operated the piggery from 1957 – 1990. The Miller's are a four generation Meat Shop/Butcher family that operated a Meat Store in the front of the house (now brown shingled) from 1855-1872. In 1872, the meat shop moved to the small building that still remains. At one time, the small building beside the home (100 Main St.) was a meat shop, with sawdust over the dirt floors, and a 'freezer' in the back where the meat hung, with the door and walls being at least a foot thick, to keep things cold. The butcher block table is still inside, with the top being a single block of wood, at least a foot thick and too heavy to move! It has also been home to "Quacocrafts", a local craft co-op. The building is still there but has not been used in several years.

CENTURY FARM CAMPGROUND - 67 OCEAN WAVE DR

Owned & Operated by Byard Moran, a descendent of the St. Martins Moran Shipbuilders. The Campground site is located where the Moran ships were built.

CHESTNUT TREES - 139 MAIN ST.

This marks approximately the halfway mark of the village. These trees are not native to Canada but were brought here as saplings from India by the owner about the turn of the century.

BUILDING FORMERLY HODGSON'S GIFTS – 179 MAIN STREET

Built in 1890 by shipbuilder George McDonough to be used as a grocery store for the convenience of his workers. Original tin ceilings and hardwood floors still remain. At one time this was the customs building.

CAPTAIN JAMES H. MORAN HOUSE - 183 MAIN ST.

This family was one of the original 15 families given land grants in the area. They built and sailed their own fleet of ships with their own flag in 1850. Although best known as a ship builder and shipowner, the Morans were also considered to be successful farmers - one farm near the family home in the village and the other at Little Beach, three miles east of St. Martins. The Morans also had a store that supplied the domestic needs of the shipyard workers and their families for at least thirteen years from 1863-1876.

Still owned by descendants of Captain James Moran, portraits painted in Antwerp of Captain James Moran on his honeymoon in 1870, still grace the hallways. Several ceilings in this home were painted by an artisan brought to Canada from Italy. Arthur and Laura (Hopey) Moran once operated the telephone system.

THE WEDDING GIFT HOUSE - 184 MAIN ST.

A unique wedding gift by Captain George Marsters in 1862. A veil was kept over this house during construction. Marsters married Louisa Moran and the home was unveiled to the bride and groom. Captain Marsters worked the first and only tannery, and in connection with the tannery, he worked at the shoemaking business before becoming a master mariner.

MCINTYRE HOME – 190 MAIN STREET

190 Main Street (Flat-roofed, approx. 125 years old). Home of Whitfield (born 1879) and Maude McIntyre. Whitfield had the first Taxi business in St. Martins.

THE “PINK HOUSE” - 197 MAIN ST.

(Wishart Home 1816-1888) - Used as a hotel with rates of \$1.50 and up; a livery service in the rear and free carriage meets to all trains. One of the first homes to have indoor plumbing and in the bathroom upstairs there is a large tank over top of the bathtub which had water pumped from the kitchen for bathing. Butter churning lessons were taught at one time on the 3rd floor.

COASTAL TIDES RESTAURANT – 7 BEACH STREET

Like most of the other restaurants in the village, generally open during May – October.

HUTTGES GENERAL MERCHANTS – 223 MAIN ST.

Huttges General Merchants has been owned and operated by the Huttges family for more than 40 years, and is presently owned by the third-generation, Peter Huttges, and his wife Rebecca. Huttges General Merchants first opened their doors in 1964, and is a true community general store, offering fresh cut meats, produce, groceries and sundries. They are one of the few country stores with a butcher, and their sausage meat (still made following Henry Sr's recipe) is very popular and found on the menu of several Saint John restaurants.

QUACO MUSEUM – 236 MAIN ST.

The legacy of sea captains and shipbuilders endures not just in the architecture of historic homes throughout the village, but also in the Quaco Museum, where the village's rich history is brought to life. The Quaco Museum first opened its doors in the late 1980's and is committed to preserving and promoting the rich history of the village of St. Martins. It tells the story of a thriving shipbuilding community that launched over 500 wooden sailing vessels, and is home to a piece of marine art history - the restored figurehead from the ship The Prince Victor. The figurehead was brought back home to St.

Martins, unveiled 147 years to the day from when the ship was launched, and housed just ¼ mile from where it was originally built. This figurehead has a storied history, having been at the helm of the vessel on voyages around the world from 1870 to 1887, when it ran aground on the Severn River in England. The ship was broken up, with pieces placed in many homes up and down the riverside, and the figurehead salvaged and chained to a plum tree in the garden of a secluded cottage, where it stood for 70 years or more. It was eventually donated to a museum, purchased for restoration, and then purchased by the Quaco Historical & Library Society and brought home to the Quaco Museum in 2017.

ST. MARTINS COUNTRY INN - 303 MAIN ST

The “castle” or “Vaughan Villa” situated on 100 acres was built in 1857 on part of the land grant issued to David Vaughan in 1796. Modelled after a villa on the French Riviera, seen by David and Rachel Vaughan while on their honeymoon. This wonderful building boasting European craftsmanship has been restored to its former glory, and each room of the present day Inn carries the name of one of the Vaughan family (Daniel, etc.).

ST. MARTINS HARBOUR

Originally the Vaughan family shipyard, which was part of the original Quaco land grant issued to Daniel Vaughan. The shipyard was in operation from 1803-1882 - the Rachael was built here. The reason there are very few pleasure crafts in the area is because of the tides. Boats ground out twice a day; you need good weather and a day off. These factors do not coincide enough to make it worthwhile.

Colourful fishing boats rest on the ocean floor at low tide. 6 hours later, they are 38 feet higher and leaning into the wharf. Fisherman can only get their boats in and out for about two hours on either side of high tide, so that’s when they come and go, setting out to check their traps and unloading their catch of fresh lobster or scallops on the wharf upon their return. No matter what time of day or night high tide falls, the lives of Bay of Fundy Fisherman revolve around the tides. The St. Martins Harbour is a working harbour, surrounded by authentic fishing boats, lobster traps, and more, and the harbour buildings all would have originally supported the fisherman, as bait shacks, for storage, and so on. Today, many of those buildings house quaint shops and feature the work of local artisans or other locally made goods. The harbour is surrounded by some beautiful homes that now also support businesses, including gift shops, a café, and an outdoor adventure company that offers kayaking and zodiac adventures from the Harbour area, as well as other outdoor adventures.

Buying Lobster at the St. Martins Wharf: On high tides, when the lobster boats are returning to the harbour, you may be able to purchase fresh lobster from the fisherman providing the catch is good. Buyer trucks are at the harbour to purchase the majority of the catch.

HARBOUR LIGHTHOUSE

Village tourist information centre. Washrooms available during July & August when students work government grants. Fall tours, the lighthouse is open only when volunteers are available.

ST. MARTINS COVERED BRIDGES

St. Martins is the only place in the world where you can photograph two covered bridges and a lighthouse in one frame. The Hardscrabble Covered Bridge (c. 1946) is further from the harbour, close to the park, and the Vaughn Creek Bridge is close to the Harbour, crossing the Vaughn Creek to take you to the Beach and Caves. The Vaughn Creek Bridge was built in 1935, and in recent years, it had become unsafe to heavy traffic. It was clear that something needed to be done, and a temporary bridge was erected alongside the covered bridge while a decision was made. Many heritage advocates, including the Covered Bridges Conservation Association of New Brunswick, advocated for keeping and restoring the bridge, and many locals were also reluctant to see a modern metal or concrete bridge replace the charming structure.

The New Brunswick Department of Transportation & Infrastructure compromised by agreeing to design and build a new timber bridge, with a two-lane structure designed to resemble the original, but with the capacity to withstand heavy traffic, including commercial trucks. This type of bridge is a first for New Brunswick, and the new bridge is scheduled to be complete in 2022. The façade of the original covered bridge was dismantled and given to the Village of St. Martins, who has plans to place it in a nearby park to commemorate the landmark.

HARDSCRABBLE BRIDGE (1945)

Originally, the Irish River could only be traversed by a private footbridge which was located about three hundred feet up river from the site of the present day Hardscrabble bridge. This is the covered bridge near where the busses turn around when parking at the St. Martins Harbour.

VAUGHAN CREEK BRIDGE (1935)

In the harbour where the Vaughan Creek Bridge stands today, travellers could only ford the river at low tide, unless they wished to cross in a rowboat. One of the early shipbuilders, Robert Dennis Vail, used to cross the creek to his shipyard in high style, on a pair of stilts. Other workmen simply rolled up their trouser cuffs and waded across. The first permanent crossing for vehicles at Vaughan Creek was erected in the mid-1800's; it was a swing bridge which opened outward to allow ships constructed above the bridge to pass through into the harbour at high tide.

As of 2022, The Vaughan Creek Covered Bridge has been replaced by a new wooden two-lane covered bridge on the same alignment as the existing bridge. The new bridge was designed to accommodate larger vehicles, 2 lanes of traffic and have a pedestrian passageway. The front façade of the original Vaughan Creek Covered Bridge will be preserved in partnership with the Village of St. Martins

QUACO FOUNDERS MEMORIAL LIGHTHOUSE

Constructed as a bicentennial community project and completed in 1984. Built as a replica of the original Quaco Head Lighthouse, the bottom floor was not constructed so as not to dwarf the covered bridges. The top of the lighthouse is the actual lantern house from the last non-automated lighthouse at Quaco Head. Automated lighthouses operate with ultraviolet beams bouncing off fog. The present lighthouse was erected in 1968. It became fully automated in the 1980's.

The first lighthouse was built on the reef of Quaco Head about 1835. This reef is separated from the mainland by the Race. This old lighthouse was completely destroyed by fire and a new one was built on the Head, where it now stands. A few miles off Quaco Head is a group of rocks known as "Quaco Ledges," lying below the surface of the Bay. These rocks are very dangerous to seamen.

19 SALMON RIVER ROAD - LARGE HOUSE IN HARBOUR (THROUGH VAUGHAN CREEK BRIDGE)

This house was built by H. Bradshaw and the Bradshaw shipyard was located here. The large barn, when owned by James DeLong, was used as a community horse stable, free of charge, until James' cow was let loose to make room for a horse. This site, at one time, was also a blacksmith shop. Until automation, the breakwater lamp was lit faithfully by Mrs. DeLong, travelling daily down the ladder of the cliffs, onto the breakwater, even when she was into her seventies.

BURCHILL'S LUMBER FIRE

In 1900 there was a tragic fire that began in Burchill's lumber mill located on the outskirts of the village. The fire burned through the woods until reaching the village at the top of Park Avenue (almost opposite Beach St. and the Coastal Tides restaurant). Sixty buildings, including 26 homes, were lost. Some of the finest buildings were destroyed; however, some very interesting ones remain.

CAVES FAMILY RESTAURANT - 82 BIG SALMON RIVER RD

Bruce and Nancy Huttges have operated their family restaurant for over 30 years. It wasn't long before The Caves Restaurant developed a reputation for superb seafood items and the rest is history, as they say. The recipe for their famous chowder is a family recipe. And it's easy to taste why their chowder is world famous with lots of fresh seafood in each bowl. It is prepared fresh each morning personally by Bruce and is cooked in such a way to make it absolutely delicious.

ST MARTINS OLD HOME WEEK

An annual community celebration held every 3rd full week of July in the Village of St. Martins since 1966. Numerous activities and events are planned all through the community throughout the week, with something for the whole family. Examples of the activities and events that would commonly be held during Old Home Week include Fireworks, a Parade, Bingo, Washer Toss Competitions, Softball Tournaments, Country Music Shows, an Antique Car Show, Bicycle and GoKart Races, Fishing

Tournaments, and more. There are also a lot of activities specifically for children, including field day (sack races, beanbag toss, obstacle races, etc), carnival games, princess tea parties, doll carriage & trike decorating contests, and more. Old Home Week is also often a common time for families to get together, family reunions to be held, and folks who have moved away to come “home” to St. Martins for a visit.

RETURNING TO SAINT JOHN VIA ROUTE 111:

EARL MARCH’S HOUSE - 1443 ROUTE 111

It is on top of the hill, with a big red barn on the property. Patience Howard lived there. She was the illegitimate daughter of Hannah Lightfoot. Hannah was the mistress to King George III. Patience had three grandsons whom she brought up in this house. One was John (the eldest) who entered a life of crime and was considered a notorious criminal having 5 murders to his credit including his wife and child. He was hung in 1871. The second son - Ruloff Isaac Allen - became a prosperous business man. The third was William Herman who became a world famous photographer. On the leading edge of this new medium, he took a series of pictures of a horse running. As a result of this series, motion pictures were invented.

BRIDGE AT FOOT OF QUINN’S HILL – 1255 ROUTE 111 (BY RANKIN ROAD)

This bridge was built in 2010 as a replacement for the previous bridge built in 1945. The 1945 bridge replaced a covered bridge. The foot of the existing bridge is where the roof of the covered bridge was. There also was a dam and three sawmills on the river. There was a large bunk house which housed up to 100 men.

Midway up Quinn’s Hill is a wood road to the right. On this road lived two bachelor brothers named Ned and Alfie Riggs. Ned was a peculiar sort with long unkept nails. When he drank his tea his nails would stick into the tea. He also liked to pour his tea into the saucer and drink from it. Alfie was a very, very gifted inventor and was well known for his carvings. His most famous piece is a totem pole and is on display at the NB Museum. It was taller than it is now. The top was either shot or broken off. Alfie used to spend his time carving partridge which he would place in trees around his home. Hunters would mistake them for the real thing and shoot them. Alfie would find this very amusing. The totem may have had a bird on the top of it which met such a fate. Alfie has words carved on the totem but because he was illiterate many are misspelled. Alfie is locally most famous for his decision to fly. To accomplish this, he carved a pair of cedar wings which he would strap to his arms. He announced to the community that he was going to fly and that he would jump off the peak of Olie Patterson’s barn .

This was an exciting community event drawing a large crowd. Alfie climbed to the top of the barn, strapped on the wings and declared loudly “When yonder crow flies, so fly I”. Alfie leapt from the peak of the barn flapping wildly, dropping like a stone headfirst into a manure pile. The stunned spectators

extracted the unhurt, but fragrant Alfie from the excrement, encouraging him to head directly to the nearby brook. Later in Alfie's carving career, he became so well known that he was invited to England and was commissioned to carve for the Queen. These carvings are still in the Royal Palace.

IMPORTANT DATES IN THE HISTORY OF THE ST. MARTINS COMMUNITY:

- **1783 (Autumn):** Arrival of the first settlers.
- **1790:** Brown's House, West Quaco, oldest.
- **1796 (November 10):** Crown Grant of lands received from Gov. Carleton.
- **1803:** First vessel built and launched at St. Martins (by David Vaughan), the schooner "Rachel", 78 tons. This was the beginning of a family dynasty of shipbuilders.
- **1836:** First Lighthouse built at Quaco Head Reef, 3 miles west of St. Martins.
- **1870:** Mr. Seymour ran stage coach daily to Saint John.
- **1879:** First train ran on the new St. Martins Hampton Railway.
- **1884:** Wreck of the vessel "Annie Currie" off St. Martins with all hands disappearing, never to be found.
- **1885 (January):** Wreck of the American schooner, "Arcana" off Quaco Head. Only the mate survived.
- **1900 (May):** Great St. Martins fire destroyed 68 buildings - many of them the original homes built in 1783.
- **1901 (December):** Schooner "Westfield" lost off Quaco Reef with all hands.
- **1917:** Mysterious sinking of the vessel "Union" off St. Martins Harbour when she flipped in calm seas (2 saved).
- **1919:** Last vessel built at St. Martins - launched "Quaco Queen" a schooner of 479 tons.
- **1929/1930:** Stock Market Crashed - Families from Salmon River moved St. Martins.
- **1938:** NB Power Commission now serviced St. Martins.
- **1939 (June):** School Children went by Train to Saint John to see King George VI & Queen Elizabeth.
- **1940 (August):** Last train from St. Martins to Hampton as the ill-fated Railway folded
- **1945:** Barge loaded with scrap munitions caught fire and exploded in Harbour.
- **1966 (November 9):** Incorporation of village.
- **1967:** Street lights were installed and Old Home Week held for the first time, a tradition that still continues today.
- **1978 (July):** Opening of the Quaco Museum & Library to house the permanent history and archival collection of the community.
- **1983:** Bicentennial of Quaco - St. Martins 1783-1983.

EMPLOYMENT TODAY

Unless self-employed, most of the population of St. Martins now travels to Saint John and Sussex for work. Local jobs are created in the tourism industry during May - October, then the shops are boarded over, and the Parkway closed until next season. Year-round village employment would also include truck drivers, pulp cutters, scallop fisheries, teachers, government road crews, and clergy. The Village has a volunteer ambulance service and fire department; a branch of the Royal Canadian Legion; and Lions Club.

ISLE OF HAUTE (MEANING HIGH ISLAND)

There is a wonderful story of buried treasure on this island. One summer day in the middle of the 18th century, a British Gunship gave chase to a four-masted Barquentine. However, this was no ordinary four-master. The ship belonged to none other than the infamous North Atlantic Pirate, Edward Low. To avoid losing his treasure, he ordered his men to sail to the Isle of Haute. He said, "I'll bury the gold and come back for it later". To ensure its safety, he left one of the crew to guard it. Since that day long ago, rumours and legends about Edward Low's treasure have hung over the village of St. Martins like the thick fog of the Bay of Fundy.

One of the stories tells of a local sea captain, the late Charles Smith, taking a group of New Englanders to the island in the early 1900's. According to local legend their trip was shrouded in mystery. Many of the townspeople watched as the men boarded the ship with suitcases the locals say were empty. However, when they returned a few days later, the same suitcases were so heavy they could hardly carry them.

In 1952, Edward Snow, a world-renowned treasure hunter and adventurer, visited the Isle of Haute. Snow carried a copy of Low's original map which he'd obtained after seven years of intense negotiations. There is an article in the July 21, 1952 issue of Life Magazine, where the map is reproduced with Snow's recounting of his treasure find. The article goes on to say other treasure hunters were there before him and had taken out \$20,000 in gold. Still Snow's search was quickly rewarded. He uncovered a small cache of old bones and eight gold coins dated 1710 (worth perhaps \$1200). Many still visit the Isle of Haute.

We have third generation women who every year go to the island for a week of rest, relaxation, hours of exploring and treasure hunting topped off with nightly bingo games. They are taken out by a fishing boat with a ham radio set for emergency use only. Trips by boat can be taken across the Bay to the Isle of Haute within a day.

The Island is also known to naturalists as The Island Of the Giant Clumsy Deer Mice. There is a thriving population of deer mice on the island. It has been separated from the mainland for so long that these mice have evolved differently from their mainland cousins. Mainland deer mice are small and excellent jumpers - hence the name "deer" mice. Isle Haute deer mice are almost twice the size and can't jump

worth a darn - they are clumsy. Not having any natural predators they don't require the ability to jump. They also have only 1 or 2 young in each litter while mainland mice can have 8 or more.

TALL TALES OF THE SEA

THE RACHEL

The first ship built in St. Martins was the creation of David Vaughan, the eldest son of Daniel Vaughan of the 1796 Grant. In 1803, David mortgaged his farm in order to finance the construction of a schooner. The master builder was a Frenchman named Tellar. Although the vessel is said to have floundered on her side in the mud when launched at low tide, she floated upright upon the tide's return. That year the schooner was captained by her builder, David Vaughan. The ship, at first, was engaged in carrying coal to Halifax, but the next fall took a load of cattle from Nova Scotia to Newfoundland. Given the lateness of the season, the schooner and the crew had to overwinter in Newfoundland. Due to the severity of the winter, the crew was unable to get any mail out to New Brunswick. Consequently, Rachel Vaughan and her family spent an anxious winter not knowing either the whereabouts or the welfare of the ship and her small crew.

The Spring saw the safe return of David and his crew, apparently with sufficient profit to pay off the entire mortgage. Surprising her husband, Rachel, in David's absence, had begun preparations for the construction of a new vessel. She had sent men into the woods in order to secure timber for another ship to be built. With the timber already in place and Rachel urging him on, David began construction of a second vessel. From these humble beginnings, St. Martins was launched into a remarkable era of wooden ship construction.

THE 'ARCANA'

The most notorious disaster by far was the wreck of the American schooner, Arcana, which occurred in a blinding storm on January 28, 1885. Of a crew of ten men, four were lost without a trace, while five others managed to cling to the reef, only to die of exposure. Only one sailor was able to pull himself up the icy cliff to the safety of the lighthouse.

THE 'UNION'

A well-known St. Martins mystery is that of the schooner Union which, while drifting offshore on a windless day in 1889, flipped on her side in a matter of seconds, killing three of her crew. The survivors and their rescuers could find no explanation for the vessel's strange behaviour; her cargo hadn't shifted, she hadn't run aground, and after being towed ashore and righted, she sailed another 28 years without accident. The Union fell off the horizon explained crewmen from other ships on the water that day. It was like she fell into a large pocket, perhaps created by lightning. Stranger still, one man who should have been aboard the Union when she sank, a cook named Jack Dyre, had quit his position in fright that

very morning, claiming that he had been awakened three times in the night by a voice commanding him to leave the ship. Dyre's replacement was drowned in the ship's cabin when the Union overturned.

THE 'PHANTOM SHIP'

Something recurs on the Bay of Fundy waters usually preceding a storm. Dozens of eye-witness sightings claim to see a burning ship complete with flames tearing through the rigging and figures rushing to and fro on the decks. New Brunswick sightings are almost too familiar to be scary; an acknowledgement perhaps of the presence of our ancestors and the lives lost on the sea. Is this the ship of John Craig of the 1700's perhaps? That is just one of a number of vessels wrecked in gales off these waters.

THE 'MARY CELESTE'

Undoubtedly, the best known ship on the Bay of Fundy to be labelled a "jonah" (ships dogged by ill-luck, who could neither attract good crews nor make money). The Mary Celeste was a brigantine (2 masts carrying square sails), launched in Nova Scotia in 1861. On her maiden voyage, the vessels newly-married captain died before the brigantine cleared the Bay of Fundy. Six years later she went ashore near Glace Bay, Cape Breton, and was extensively damaged. In December, 1872, the Mary Celeste was found "sailing" off the Azores, without a soul on board. What happened to her crew of seven, Captain Benjamin Spooner Briggs, his wife and their two-year-old daughter remains a mystery to this day. Everything aboard, even lunch, remained untouched as if the crew were to return at any moment. Once again, the Mary Celeste was salvaged and on her final voyage in 1885 off Haiti, she ran aground on a reef. The Captain was indicted, although never convicted, of attempting to defraud the insurance companies.

THE 'MARCO POLO'

The discovery of gold in Australia in 1851, demanded of England, fast vessels to carry the thousands who wished to seek their fortunes in the goldfield. British shipyards simply could not meet the demand and a number of North American yards moved quickly to fill the void. It was in this milieu that some Saint John vessels would gain world-wide fame on the Liverpool to Melbourne run. The first and best-known ship was the Marco Polo launched in James Smith's shipyard on Marsh Creek in 1851. Purchased by James Baines in Liverpool, she was placed on the runs to Australia. The ship would be the foundation for Baines' great Black Ball Line which by 1860 comprised 86 vessels employing 300 officers and 3,000 seamen. On Marco Polo's first voyage to Australia, she was under the command of the hard-driving and well-named James Nicol 'Bully' Forbes who boasted that he would have the ship back in the Mersey River within six months. Bully cleared Liverpool in July 1852 and took the ship to Melbourne via the Cape of Good Hope and brought her back by way of Cape Horn. Circumnavigating the world in just 5 months, 21 days, proclaiming to be the fastest ship in the world. (Marco Polo made 7 more trips to Australia, but none matching her initial record). In 1883, reduced to the role of a timber drogher, the old vessel was caught in a gale and driven ashore at Cavendish, PEI. Within a month, she had slipped quietly beneath the waves. A little girl stood on the shore watching the fateful event. She wrote a prize winning essay

called "The Wreck of the Marco Polo" which launched her writing career. The girl was Lucy Maud Montgomery.

FUN ST. MARTINS STORIES

In 1942 during World War Two, a German U- boat managed to let off a secret agent at the mouth of Salmon River. He hiked into St. Martins where he managed to get rid of some discontinued Canadian currency. Then he moved onto Saint John, Moncton, Montreal and finally Ottawa where he lived for two years, then turned himself in to the secret intelligence. An investigation revealed him as "the spy that never was" for he did not engage in espionage activities. He was more concerned about getting out of Germany.

ST. ANDREWS BY-THE-SEA TOUR SPECIFICS



ST. ANDREWS BY-THE-SEA TOUR SPECIFICS

HISTORY OF SAINT ANDREWS

Like all of New Brunswick, the Indigenous people lived on this land for thousands of years. In 1604, European settlers began to arrive, as Sieur de Monte from France was granted full authority of land between the 40th and 46th parallels. In June of 1604, they arrived on an island in the middle of a river. The party named the river and the island St. Croix, due to the cross formation made by the river and two coves. The island was situated on the flowing river, protected from all sides, and located on the 46th parallel. The Mediterranean and the Riviera in Europe being on the 45th parallel had them believe the mild weather conditions would exist here. It was soon decided to set up camp and begin a settlement on the island for the French. In early fall, one ship left for France for fresh supplies promising to return in early spring. Time passed slowly and much to the surprise of those left behind the first snow fell in early October and stayed. As the winter progressed the St. Croix River partially froze. It was not safe to pass on foot or by boat. There was no firewood as the trees on the island had been used for lumber. Fresh water had to be melted (which was difficult considering lack of wood) and supplies were short. The settlers were said to have perhaps accidentally created the first Popsicle as the wine rations were broken up and eaten like snow. When spring and the other ships arrived most of those first settlers had died of scurvy and exposure.

By the end of the American Revolution, St. Andrews saw its first colonized settlement. In 1783 the Penobscot Loyalists who wished to remain loyal to the crown after the independence movement came to these shores. Like other Loyalists they brought various articles and personal belongings. Some also brought buildings and houses, three of which are still in existence today. Houses were moved by barge first to Maine and then across the Bay to St. Andrews. St. Andrews is one of Canada's oldest towns. It is also one of the best preserved. The town has been spared a major fire and was by-passed by the main currents of 19th century industry and commerce. The heart of the town looks today much as it did in its early days.

Like many towns in New England, St. Andrews was laid out in a grid of square blocks and straight streets. To confirm its Loyalist origins, the streets were named after King George III, the Queen, the Princess Royal, the Prince of Wales and the other royal children.

Until the mid-1800s, St. Andrews prospered by selling lumber and wooden ships to Great Britain and dried and salted fish to the West Indies. With the displacement of sail and wood by steam and iron and the loss of its traditional markets for lumber and fish, the fortunes of the town declined. They were restored only after the building of railway and the arrival of summer visitors in the last quarter of that century. The construction of the Algonquin Hotel by local businessmen was the start of the tourist trade in the area. When William Van Horne purchased the property for the CP Rail his vision was to make St. Andrews a destination for tourists.

IRVING NATURE PARK

The Irving Nature Park, which opened in June of 1992, is a peninsula of volcanic rock and forest on the Bay of Fundy shoreline. Mud flats and salt marches are on one side and a long sand beach on the other. This area nurtures one of New Brunswick's richest marine ecosystems. 248 species of migratory birds are regularly sighted there. A boardwalk has been built out over the mudflats and an observation deck at the island's highest point.

This particular park hosts over 125,000 visitors yearly. There is an information booth in the central area of the park that is open daily from the months of May until October. The park contains beautiful landscapes of lush woods, black cliffs, mud flats, and gravel beaches. It symbolizes the Irving Family's commitment to the environment in all their operations as well as a promise to protect and preserve the environment for the benefit of future generations.

TAYLORS ISLAND OR MAHOGANY ISLAND

Gold was found on this island in 1936. It was not mined and is still there today. On the backside of the island, there is a herd of harbour seals. The island is known as Mahogany Island because mahogany, that was ballast on ships, was dumped into the harbour during the years of the three-masted schooners and often washed out to this location.

Note: The visitor information centre seen from the highway was built to resemble a clipper ship's sail.

LORNEVILLE

Lorneville is a little fishing community that has an industrial park with some storage sheds. The name Lorneville comes from the first Governor General of Canada, the Marquess of Lorne, Sir John Douglas Campbell, the ninth Duke of Argyle. In 1939 a ship sank off the shore at Lorneville. With the quick thinking of one of the Norwegian sailors on board the crew were all saved. This brave man tied a rope around his waist and dove into the icy waters of the Bay of Fundy, swam to shore, tied the rope to a sturdy tree and each man climbed to safety.

In the spring of 1999, the man's three sons came to Lorneville to see where their father had become a hero. They were, greeted by the locals, many of whom had witnessed the sinking of the ship and who had artifacts from it. They held a reception for the boys and gave them a platter and a lantern that had been on their father's ship. It was a very emotional evening, and a very happy one.

SPRUCE LAKE

Spruce Lake Reservoir is one of Saint John's sources of drinking water. There is no fishing or swimming allowed. The first rector of St. George's Anglican Church was instrumental in bringing drinking water from this source to the city in the 1800's.

COLSON COVE

Colson Cove is an oil fired thermal generating plant that has three units. Each unit produces 245 megawatts or 345 million watts per hour; therefore, it produces more than 972 megawatts. The plant was completed in 1976 and provides one third of New Brunswick's energy requirements during the winter months. In 2002, NB Power commenced a refurbishment project that resulted in the station implementing state of the art environmental controls. In the winter of 2008, another project ensued at Colson Cove with the test burning of Petroleum Coke, which sells for approximately 20% of heavy fuel oil. Petroleum Coke will be co-fired with heavy oil, which is expected to reduce fuel costs, which will benefit all New Brunswickers. Colson cove is currently the largest generating station in Easter Canada.

PRINCE OF WALES

Members of the Prince of Wales Regiment settled this area following the American Revolution. It was founded prior to the visit of Prince Edward in 1860. There is a story that says that Edward's party had to stop in the area so that he could relieve himself. They named the fertile land after him.

MUSQUASH MARSH

The marsh was irrigated for farming at one time and channels were dug out for the river. Dykes can be found all along the marsh. It has become a marshland once again since Ducks Unlimited restored it to its natural condition. The group turned the marsh into a game reserve where no hunting is allowed. It is one of many found across Canada. Concerned citizens fund the marsh as well as the government.

MUSQUASH

The community of Musquash is now mainly a residential area that is riddled with lakes, ponds and streams where many camps and cottages are located. Fishing and hunting are very popular in the area.

The Musquash powerhouse produces 1 megawatt or 1 million watts per hour. The bearings that run the machinery are made of hardwood with leather inserts. The turbine is run totally by water so it is mainly free power. Bombs were dropped in the marsh during WWII for practice, and locals watched as a pass time, like a fire works display.

CHANCE HARBOUR

Southwest of Saint John it was settled by Loyalists in 1784. First known as "Harbour by Chance," indicative of the navigational hazards that mark the harbour entrance. Even today The Bay of Fundy Pilot warns mariners by listing the reefs and ledges, concluding: "Small vessels with local knowledge can anchor in the inner part of Chance Harbour."

DIPPER HARBOR

Although some say that the harbour was named because of its dipper shape, the community actually got its name from a species of duck known as the "bufflehead" or "dipper duck" that fishes in the region. The

Dipper Duck is named for the way it dips when catching its prey. In 1786, Dipper Harbour had its beginning as a Loyalist settlement with the arrival of Hugh Campbell. With the exception of Lepreau, Dipper Harbour has the most protected anchorage on the coast between Black's Harbour and Saint John. On some early maps it appears as Duck Cove. The post office dates back to 1852.

MACES BAY

The settlement of Maces Bay began with a variety of land grants totalling over 1400 acres. Maces Bay and Passamaquoddy are two of the most important bays in Charlotte County. Maces Bay is exposed to Southwest winds and has shallow water on its eastern side. It faces the Bay of Fundy. Maces Bay, although the origin of the name is uncertain, may have been named for a surgeon, Benjamin Mace, who was in the 22nd Regiment (Rayburn). There have been various spellings of the name but it has been known as Maces Bay since 1854.

LEPREAU

Point Lepreau is 25 miles from Saint John and is in direct track of vessels bound in either direction. In 1831 a fog alarm and a light were erected at the site. At one time Lepreau was a major train station from Maine to Saint John. There was also a port at Lepreau Harbour in the late 1800's.

As the story goes: There was a huge fire in the late 1940's that burnt acres of land. Men were hired from Saint John to help fight the fire. Some fought all night to save a cabin. When morning came the wind shifted and the cabin was saved. The men were tired and hungry so they went into the cabin to rest. There was a pot of beans on the stove left behind by the owner. The men were so hungry they ate the beans then left to fight the fire again. When the man came home and found his beans gone he was so upset that he found out who the men were and sued them. The case was thrown out of court.

POINT LEPREAU

Is the first nuclear generating station in Atlantic Canada and the only operating nuclear plant in Canada located outside Ontario. During its first seven years in production, the plant remained in the top five most efficient nuclear power stations in the world. It has had a capacity of over 92% during these years. Construction for the plant started in 1975 and was completed in late 1981.

The Point Lepreau reactor is a CANDU, which stands for **Canadian Deuterium Uranium**. This type of reactor uses Uranium as fuel and heavy water (deuterium) as a moderator and a coolant. The difference between this style and the one the Americans use is in the moderator. American reactors use normal water, whereas the CANDU reactors use the heavy water. Heavy water slows down the neutrons significantly more than the normal water does.

The plant has a gross output of 705,000 kW. Since opening in 1982, the plant has produced over 35 billion-kilowatt hours. It not only supplies New Brunswick with 30% of the total electricity needed but it also

exports the excess power to the Eastern United States. The plant went through a major 4-year refurbishment starting in 2008 and returned to service in November of 2012.

Lepreau Falls was at one time a very tall waterfall, but as time went on the land erosion knocked the falls down to what it is today. The Lepreau Falls Bridge was built in 1894.

NEW RIVER BEACH

New River Beach Provincial Park has a glorious white sand beach and the closest thing to surf swimming. The water may be chilly, as it is the Bay of Fundy water, but New Brunswickers swim in it and the sand is warm. The beach is the site for many summer events, including a sand sculpture contest, a volleyball competition, as well as walks and talks by a local Historian, David Goss. The Barnaby Head Nature Trail goes around to Haggerty's Cove. There are also many homes that overlook New River Beach. One of the sons of the Oland family, president of Moosehead Breweries, has a home there.

Arthur Irving's summer home sits on the point of land in Haggerty's Cove where the old Chittick/Travis House used to stand. The Chittick family made a lasting impression on Charlotte County and beyond. Local legend says that Ned Chittick, a coachman to a prominent family in England, fell in love with the boss's daughter and her with him. The father of the girl refused to give his consent to the marriage, so the young couple ran away and were married. They immigrated to Canada and settled in New River where they built a house on land above a beach, which bears the name Chittick's Beach. Ned sold the house to Charles Travis, which then became known as the Travis house. The house was the oldest standing house in the area until 1990 when Arthur Irving purchased the property and built the one you see there today.

FISHING WEIRS

There are more than 200 fishing weirs along the southern Fundy coast. Every one of them has its own special name like Rattle Rock, The Old Maid, Pig In, Dog Fish Hole, The Mumps, and the Buttercup. The most productive weirs in the region can harvest as much as 14,000 hogshead of herring in one season. One hogshead of hearing is approximately 1250 pounds. The weir is a trap for catching herring and sardines.

A series of wooden stakes 15 to 50 feet in length are driven into the sea floor in a circular pattern and wrapped with netting from the high water mark to the sea floor. An opening exists on the shoreline side, from which runs another net or lead to the shore. As herring move along the shore feeding they hit the lead and are directed into the weir. Once in the shape of the weir prevents them from finding the exit. A fairly ancient method of fishing, Indigenous people used a variation, which used interwoven tree branches instead of a net.

The first method of herring fishing used by the European settlers was a torch made of wool, dipped in kerosene and carried in a basket attached to a long handle. The torch was lighted and placed in a dinghy to be rowed around to attract herring to the light. Then fishermen would use a dip net to scoop the herring

aboard. The rigged torch was called a devil. The earliest weirs were built on beaches and herring would come in on flood (high?) tide, then at low tide fishermen would scoop the herring into a horse-drawn cart.

The offshore weirs began to appear in 1830. By 1850 there were 60 weirs in Charlotte County. This number increased to 507 in 1919 and World War I had driven the price of herring to \$89.00 a hogshead. The fishermen now sell them in crates weighing 250 pounds each. (Fundy Bay Seafood, Dipper Harbour)

POCOLOGAN

Margaret, wife of James Dawson, was the first grantee of land in Pocologan in 1809. The families that settled here were mainly farmers but they quickly adapted to any work at hand or set up new services as needed. Moses Vernon was the first settler to build a sawmill on the Pocologan stream. At one time Pocologan had a clam factory and still today you can see people on the mud flats digging. Some locals use a toilet plunger for collecting clams. The plunger is put over the hole in the sand and pushed up and down. The clam comes to the surface without the risk of being broken by a shovel or fork. Please note that one should use a brand new plunger for health reasons. Also there is a lot of fishing done here.

PENNFIELD

This community was named for a Pennsylvanian Quaker, William Penn. On August 18, 1932 the British aviator, Captain James Mollison departed Ireland and 30 hours, 15 minutes later set down at Pennfield Ridge, making him the first pilot to solo the Atlantic westward. (Five years after Lindbergh flew his solo flight in the other direction) His destination was New York but bad weather forced him to land here.

Later that month he returned to the province landing in a field near Nerepis. He had planned to land at Saint John airport but bad weather changed those plans once again. Amelia Earhart stopped here May 20, 1932 and she had told him he must stop here to experience the wonderful hospitality of the people who had greeted her. The old airstrip, which is still here today, has been used for drag racing, as well as a location for a Trucking company to train transport truck drivers. During the summer, you can watch the blueberry pickers harvest blueberries from the many fields in the area. This is normally done in August.

Pennfield suddenly came to life during the Second World War, when the government built an airbase there. Young pilots, mostly from Britain, arrived for a stint of hard work. The men were trained vigorously, both day and night, to prepare them for the perils of war.

As the story goes: One night in 1943, a young officer climbed into his plane. This was his first trip out alone, and he was to scan the Bay for "anything suspicious", make the loop around the community, and then settle his plane back to ground. He made the loop successfully, and although updrafts were causing a bit of trouble, he slowly forced the plane down. It jolted as it touched the tarmac and the tail bounced several times. The pilot knew his superior wouldn't think much of such a clumsy landing. The tail was still bouncing and grinding on the strip's hard surface when he smelled the gas. He knew instinctively that the jolting had

caused some spillage into the plane's bilges; it wasn't uncommon. What he didn't know was that within seconds, sparks from the dragging tail would ignite the gas and his plane would be engulfed in flames. In just a few seconds, the plane exploded. Folklore has it that late at night the dead pilot walks the lonely deserted runway. Through a veil of fog, people have seen this ghostly young man, dressed all in white, his face burned and frightened.

There is supposedly a restless spirit through the Pennfield Ridge and in some areas no one will go berry picking. A long time ago, the workers who picked blueberries had to walk to the barrens or take the Grand Southern Railway that cut along the loneliest section of the barrens. In one section was a pond where the pickers liked to gather, that is until the ghost started appearing. Some say there are no ghosts only the vapours that rise from the pond and streak across the field.

BLACKS HARBOUR

The ferry to Grand Manan leaves from the pier about 3 miles outside the village of Blacks Harbour. Sardines, really herring, are put up in their flat cans at Blacks Harbour by Connors Brothers, the largest sardine cannery in the British Commonwealth. Connor's Brothers was the proud host of the North American Sardine Packing Championship that is held at the plant on an annual basis. Sardines are whole with the exception of the heads and are placed in the cans and cooked in the cans. A sauce of oil, water or mustard is added and then the can is sealed.

CONNERS BROTHERS

When Patrick and Lewis Connors first fished in the little open boat they call the Hummingbird; they began to chart a course that would steer them towards the creation of a family business that has experienced exponential growth for over a century. Connors Bros. Ltd. now operates the largest sardine factory in North America and has become a major marketer of all types of quality seafood. The fame of the Canned Division rests on quality sardines, kippered snacks, and other canned herring products.

Connors Aquaculture Division has put Canada's East Coast on the map for Atlantic salmon exports. The company has a fully integrated aquaculture business, operating a hatchery and producing quality salmon feed to support its own salmon farming operation as well as supplying other farmers.

The company operates canneries in Blacks Harbour and Seal Cove on Grand Manan Island, which is capable of producing over 1 million cases of sardine and herring products each year. Connors Brunswick brand is the Canadian market leader and Connors successfully competes in 49 other countries around the world.

DEER ISLAND

It takes twenty minutes to reach Deer Island by free government ferry. The trip takes you through scenic waterways with islands on either side. The children have to travel by bus and ferry to school in St. George. You can explore Deer Island in a couple of hours. Only seven and one half miles long, it varies in width from

three miles, to a few hundred feet in spots. On the northern end of the island, at Fairhaven, you can inspect the world's largest lobster pound. Just off Deer Island is the world's second largest whirlpool. It is called the Old Sow because you can often hear it sighing and grunting.

CAMPOBELLO ISLAND

This Island has always been a matter of controversy between Canada and the USA. The border dispute between the two countries was settled peacefully in 1842. The locals say that the border was decided in a more disorganised fashion. After the Border dispute was settled, two unbiased surveyors were asked to chart the borderline on the St. Croix River. This was quite a boring task and soon the surveyors started looking for a distraction. After a bit, the two men met with an entrepreneur who had a few kegs of rum to sell. Well, this provided the distraction the men were looking for. By the time the men had reached the bay, the fog had rolled in quite thickly. To make matters worse, the sea was getting rougher and the rum sloshing around in these men's bellies was not helping their sense of direction. The locals say that it was under these circumstances that the surveyors paddled down the wrong side of Campbello Island, thus making it part of Canada.

The island was called the "beloved Isle" by Franklin Delano Roosevelt who spent many a summer there, both as a young boy and after he became President of the United States (1932-1945). Roosevelt International Park features the 34-room "cottage"; complete with childhood photos and sketches, just as it was in the days it belonged to the former US president. Visitors are welcome. Thirteen thousand tourists per year, many of whom are Americans, visit Campobello. The International Roosevelt Park is operated jointly by, the governments of the USA and Canada. The Franklin Delano Roosevelt Bridge, opened in 1962, links Campobello with Lubec, Maine.

GRAND MANAN

Grand Manan is the largest and most remote of the three Fundy Isles. The island has much to offer those who enjoy peace, quiet, and outdoor activity. It is a birdwatchers paradise; more than 240 species have been sighted in the area. Whale watching, photography, painting and rock hunting are popular island pastimes. There are 17 walking and nature trails and 18 miles of road along the shore on the island. One side of the island is volcanic and the other is sedimentary rock. Fishing is the major occupation and fresh seafood is plentiful in season. The island is also known as the Dulse Capital of the world. Dulse is edible seaweed, harvested on the island and exported around the world.

LAKE UTOPIA

The world knows about Nessie, the alleged sea monster of Loch Ness in Scotland, but few people outside of New Brunswick know about the sea serpent that dwells in the depths of Lake Utopia. Sightings of the Lake Utopia Monster were reported as far back as 1870, with the last important one in 1951.

The Lake Utopia Sea Monster is said to follow a waterway route from the Atlantic Ocean to the fresh water feeding ground of Lake Utopia. The Canal, where the monster enters the lake, is documented as being one of the deepest natural freshwater canals in the world. Known as a toothless plant-eating reptile, the Lake Utopia Sea Monster is believed to feed on small fish and vegetation. Despite this, locals still worry about encountering this mysterious creature while swimming or boating in the lake.

The lake holds yet another mystery. In 1826, a red granite medallion, on which was carved the head of a man, was found near the western end of the lake. Now in the New Brunswick Museum in Saint John, it has never been properly explained. Some historians believe a stonemason who was with the DeMonts or Champlain expedition of 1604, made it, and it is believed to be the first example of European sculpture ever carved in North America.

ST. GEORGE

The small town of St. George has its main streets surrounding a town square complete with town pump set in a block of red granite. The town was named after the patron Saint of England, St. George. Most public buildings in town are constructed with red granite from a nearby quarry. In fact, granite from St. George was used for the interior of the Museum of Natural History in New York. St. George was first settled in 1783 by a group of disbanded Loyalist soldiers from Fort Cumberland.

The community of St. George, incorporated in 1904, is well known for several things besides the red granite. In St. George, there is a large gorge and waterfall. The gorge is 30 feet wide and contains 100-foot waterfall. It's reported to have the best drinking water in Canada.

Also notable is the old mill on the Magaguadavic River (pronounced Magga-dave-ic), which is used now by salmon going up stream to spawn. There is a fish ladder to make their trip somewhat easier. The scenery of the mill is so beautiful that it has been used for TV interludes and is a popular spot to take pictures.

BOCABEC

The community and cove take their name from the river. The place name has given rise to a folk expression in the form of a curse: "Woe unto you ye Bocabecers!" Although today the expression is repeated only in jest by older residents, it is deeply rooted in the folklore of the area. The curse refers to an early nineteenth century incident involving two of the founding families, the Hansons and Turners. The younger men of these families were working in a winter lumber camp, miles from Bocabec. One of their Patriarchs, a Hanson, died in his home at Bocabec. During the funeral service the officiating clergyman, the Reverend William Mullen, condemned the non attendance of the younger generation with the words: "Woe unto you ye Bocabecers, ye Hansons and ye Turners that ye would not come out of the woods to bury your father." Although probably embellished over the years, the mere survival of the "curse" is an indication of the strength of folk tradition.

ATLANTIC SALMON INFORMATION AND VISITOR CENTRE

The ASF opened to the public the summer of 1988. Situated in Chamcook, an outlying community on the St. Andrews Peninsula; the Centre provides an interpretation of the story of the Atlantic salmon. The ASF studies the life cycle of the fish and breeds new salmon to be released to our waterways.

Chamcook Creek empties into a tidal estuary and then into Passamaquoddy Bay, a subsidiary of the Bay of Fundy, which has become a location for the rapidly growing Atlantic salmon aquaculture industry. A millstone, taken from a water-powered mill, which once operated on the Chamcook Creek, is displayed prominently at the Centre's entrance. On site for the public's education and enjoyment are the following:

- Viewing chamber for close-up observation of Atlantic salmon in a stream setting.
- Displays depicting the Atlantic Salmon history
- An in-stream observation window for viewing of the area where salmon spawn
- A nature trail alongside a salmon nursery

CHAMCOOK MOUNTAIN

Glaciers reduced Chamcook Mountain by over 500 feet. The pieces came to rest in the rivers and formed many of the islands around the area, one that is now known as St. Croix Island. From the top of Chamcook one can see for many miles around New Brunswick and Maine countryside. The best way to go up the mountain is behind the Rossmount Inn.

PASSAMAQUODDY BAY

The bay pulses to a tidal rhythm that may raise water levels 28 feet or more. So powerful is this force that the Bay has long been considered one of the best potential sites in the world for the development of tidal power. From low water to high water takes about 6.2 hours, and in that time up to 2 ¼ billion tons of water will swirl into the Bay of Fundy. In the next 6.2 hours the water swirls out, and the Bay offers 6 square miles of drying rock, sand and mud flats to the seashore explorer. If you venture onto the shore on a calm, windless evening the tide can even be heard as it comes in, surmounting minor barriers and gurgling over into small depressions beyond.

MINISTERS ISLAND

In 1890 Sir William Van Horne acquired title to Ministers Island and proceeded to build a summer getaway in Passamaquoddy Bay designed by Edward Maxwell. Van Horne had become very wealthy from the construction of the railway from sea to sea. He named his grand house "Covenhoven" after his father, Cornelius Covenhoven Van Horne. It was a huge home along with servant's quarters, constructed of sandstone cut from the shore. Containing twelve bedrooms, eleven bathrooms, and twelve fireplaces, the home boasts a grand drawing room, a huge dining room as well as a billiard room for his ornate 6 by 12 table, which still remains there today. Also constructed from the quarried beach stone is a circular bathhouse where Sir William would spend hours enjoying his hobby of drawing and painting. He became an accomplished painter and several of his works are on display at the National Gallery in Ottawa.

Still standing on the island is the gigantic livestock barn, which was home for his thoroughbred horses and prized herd of Dutch belted cattle. It housed a huge hayloft and creamery. There were heated greenhouses where mushrooms, exotic plants and grapevines were grown. When Sir William was living in Montreal, fresh milk, butter and fruits and vegetables would be sent by rail daily for him to enjoy the next morning.

By the big house, the windmill with the help of kerosene-fired engines provided running water to the residence from a huge underground storage tank. They were almost self sufficient on the island. Ministers Island is now operated and owned by the province. There are guided tours. One can only visit the island during low tide, when the water recedes to reveal a very good road.

Restoration

The Ministers Island Attraction has been undergoing restoration and conservation since 2015, a partnership with the membership, the Province's Tourism, Heritage and Culture Department, the Atlantic Canada Opportunities Agency, and Parks Canada. Having been constructed in 1899 the last 115 yrs took a toll on the cladding due to water leading to timber decay. The barn on the island has twin silos with unique ventilators and after a storm in 2016 the silos were damaged. In 2016 the work on the silos was completed and in May of 2017 Phases 1 and 2 of the restoration were completed and then in 2018 all the structural internal and external repairs were completed. The barn now boasts its original magnificence.

Present Day

The site in all of its original beauty provides a wide range of offerings such as Agricultural displays, musical performances, festivals, artisan workshops and community events. The interpretive and education programs will be expanded with an increase in school tours. There are some engaging real life horses roaming the pastures and with over 10 km (6 mi) of new trail system there is ample opportunity to catch glimpses of the wildlife roaming the island.

ALGONQUIN GOLF COURSE

Historically, this golf course is linked with the Algonquin Hotel, which was opened to the public in 1889. In 1890 the owners constructed six holes of golf in front of the hotel. In 1894, the famous painter, Sir William Hope, and Mr. Allen, a civil engineer from Montreal, joined up with the St. Andrews Land Company and decided to construct nine holes of golf approximately a quarter of a mile behind the hotel. These were situated where hole numbers, 4 through 12 are today. In 1900, they purchased more land to construct 9 more holes situated at the site of today's numbers 2,3,14 through 17. In 1907, Canadian Pacific purchased the holding of the Land Company. In 1916, with the view to lengthening the course the "Poor House Farm" was purchased. It is on part of this farm that today's hole numbers 1 to 18 are situated.

In 1998 the Algonquin golf course was totally renovated into a PGA course. The "new" Algonquin course was designed by award winning architect Thomas McBroom. The new facility incorporated land from the

original 18 and 9 hole courses plus additional 50 acres. It is now a world class golf course measuring 7000 yards and playing to a par 71. Also included are a full service Golf Academy with a 20-acre practise range, a separate short game area and a putting green.

THE AQUARIUM

The Huntsman Marine Science Centre and Aquarium is located on Brandy Cove Rd. This is a non-profit marine-biology study centre that draws researchers from far and wide. The aquarium is stocked with hundreds of local fish, crustaceans, and marine plant species. A touch tank gives children gentle access to intertidal animals, while seals play in the outdoor pool.

The centre offers many educational programs. Huntsman education is provided through a consolidated Education & Outreach department and offers an extensive series of programming with a primary focus on marine biology and ocean stewardship – summer day camps, homeschool programs and formal classroom curricula, tourism focused edutainment, professional workshops, overnight high school field courses, and University academic credits that provide field course exposure from a couple of days to three month semesters.

ST. ANDREWS BLOCK HOUSE

Strategically located on the Canada-US border, the fort stood on Barracks Hill above the town. During the war of 1812-1814, defences were strengthened by batteries and blockhouses built along the coast to protect the town from attack by American privateers. Not a shot was fired locally in a war that neither Maine nor New Brunswick wanted.

The blockhouse at Joe's Point was the sole **original** survivor of twelve such structures, which were erected as coastal defences during the War of 1812. In the 1990's vandals set fire to it, but the town was quick to replace it with an exact replica. Local citizens at their own expense built two of the three blockhouses in St. Andrews and while the military refused to pay for the defences they did man the Blockhouses and keep them in repair.

They were easy to construct because of their simple style and the use of local materials. Twelve inch-squared timber dovetailed and chinked formed a structure 18 feet, 6 inches square on the lower story—the upper story overhung two feet on each side. In addition to the normal gun ports and loopholes, there were holes cut in the floor of the overhand to cover attackers directly below.

THE ALGONQUIN

The original Algonquin was built in 1889 and opened with rooms priced at \$3.00 a day including meals. The original hotel burned in 1914 and was rebuilt by Canadian Pacific Rail who had bought the property in 1902. In 1999, CPR purchased Fairmont Hotels and Resorts. In 2001, Canadian Pacific Hotels and Resorts were consolidated under the Fairmont name. Later that year in October 2001, Canadian Pacific Limited spun off

its subsidiaries, including Fairmont Hotels and Resorts into individually controlled companies. In late 2010, the Fairmont chain approached the government of New Brunswick for funding in order to refit the property on a large scale. The hotel was sold in 2012 to New Castle Hotels and Resorts and Southwest Properties, which formed the Charlotte County Hospitality Partnership, and in 2012 underwent renovation and restoration. In 2013, the resort was reopened as a property of Marriott's Autograph Collection making it the first Canadian Autograph Collection hotel in the Marriott chain.

Attracting many wealthy people, the hotel offered various events for its guests, including two formal dances per week. The locals were considered to be of a much lower class than the guests and were not allowed to set foot on the golf course or to attend a dance until 1948. Over the years, the Algonquin has grown in both size and popularity to be voted the "Canadian Resort of the Year" in 1992. It is a dominant landmark for the town and features a beautiful view of the peninsula and a wealth of recreational facilities – including an 18-hole golf course, which has been refurbished in 2000 into a PGA course.

FORT TIPPERARY (Prince of Wales Drive)

Fort Tipperary was built on this site to protect Passamaquoddy Bay. When it was built it had a clear view to the shore. Notice the large grassy mounds that were used as part of a wall defence. The cannons on the lawn are original and have never been fired in defence. The building was used for Hospitality Training Centre. In the spring 2004 it was destroyed by fire and replaced. Opposite this house on the right hand side is a smaller grey building that was used by the soldiers as a mess hall in 1812.

THE MAXWELL HOUSES

Edward Maxwell, the eminent Montreal architect, became one of the town's most faithful summer residents. His association with the town began in 1899 when he was invited to finish Sir William Van Horne's house on Minister's Island. During his years in St. Andrew's, Maxwell received commissions to build houses. Twelve summer homes were built in the romantic "American shingle" style, most of which still stand today. There are sixteen Maxwell houses in the St. Andrew's area built between 1899 and 1943.

As the story goes: The home next to Fort Tipperary, originally owned by the Hosmer family is called Hillcrest and was one of the Maxwell homes. Friends of the Hosmers in New York had a daughter Ellin who had fallen in love with a young New York musician. Ellin was sent to St. Andrews for the summer in an attempt to break up the relationship. Unknown to Ellin's family, the musician was a friend of the family who owned the home next to the Hillcrest. The young lovers were able to continue to meet all summer and the musician proposed to Ellin in front of the fireplace at Hillcrest. The couple married and Mr. and Mrs. Irving Berlin were married for 62 years.

KINGSBRAE GARDENS

Kingsbrae Horticultural Garden Inc. is a non-profit organization. John and Lucinda Flemer donated the estate and property, which form the Gardens. The estate had a long history of fine gardens, and Kingsbrae

Garden was created to expand this heritage and pays tribute to some of the great traditions in gardening. The Premier's Arboretum showcases our country's provincial trees. The gardens are a place where new and old gardening styles and plant materials are displayed to enrich, preserve and promote home gardening.

What you can see at Kingsbrae:

- There are currently 19 theme gardens. Ranging from traditional cottage gardens, to children's and fantasy gardens, butterfly and bee gardens and even an edible garden!
- An onsite gift shop
- Dining at the garden café.
- Onsite animals from chickens to peacocks and pigmy goats and if you're really lucky you can catch sight of one of the many alpacas that call Kingsbrae their home. They feed the Alpacas on the lawn outside the restaurant daily between 12:30pm and 1:30pm.
- Kira House- The international residence for the arts and amphitheatre- where you can take in a show or participate in a workshop
- Sit back and relax around one of the many ponds or take a stroll through the sculpture garden, you won't regret it.

CHURCH OF ENGLAND CEMETERY (Story of Charles Briscoe)

Often referred to as the Loyalist Cemetery. The town's founding Fathers rest in this graveyard. It is the burial place of many of the Penobscot Loyalists. The trees surrounding the graves are tamaracks, spruce, and cedar. It is very interesting to wander through the cemetery to read the epitaphs. One reads "lost at sea" another "age 17 lost by fall of the mast of the schooner. Julia Clinch".

One in particular that you may never take a second look at is the stone of Charles Joseph Brisco, it simply reads, "Erected in the Memory of Joseph Brisco May He Rest in Peace" and the year of his death. Now, Mr. Brisco was not liked by the townspeople due to his stuffy manner and pompous attitude. He seemed to be constantly looking down his nose at others. When asked why he acted in such a way he would swing around and say, "I have got a secret." When people began to lose interest with his secret he began to drop subtle hints like his economic situation.

He was a wharf-rite, (one who constructs, plans and keeps up wharfs), a decent job, but he always had lots of money and appeared to live beyond his means. For instance, he had an imported white stallion on which he proudly rode around town towering over everyone. This sparked their curiosity. As he grew older he told the people of St. Andrews that they had permission to dig up his grave 50 years after his death and would then learn the nature of his secret. Well, the people of St. Andrews are a very patient people. They quietly waited their 50 years and then crept into the corner of the Loyalist burial Ground and dug up old Charles Joseph Brisco.

When they unsealed the casket they found a folder of official papers and letters as well as a locket and a sprig of hair. The papers were so old and brittle that they disintegrated the moment they were touched

but they are presumed to have been birth and marriage certificates. There appeared to be little hope of discovering the secret of the late Mr. Brisco until the locket was opened and like most lockets it contained pictures. The pictures within were shocking! They were of King George III, a woman and child. The lock of hair was a tiny braid of three textures. It was learned between Mr. Brisco's death and the 50 years that had passed that the King as a young man had been secretly wed, but upon the Royal Family's discovery of the marriage, it had been annulled.

What had been found of Brisco's lifestyle was proof enough of parentage. Charles Joseph Brisco was the product of the King's secret marriage and was sent out to the colonies to be rid of, which was often the treatment of "bastard children", which is what the Royals considered him to be. In those days, his rich lifestyle was in part a payment to keep quiet.

KING STREET AND THE ABC CHURCHS (All Saints Anglican, United Baptist, and St. Andrews Catholic)

The three churches are known as the ABC churches. The first one is St. Andrews Roman Catholic Church, completed in 1886. The style of this church is Gothic Revival. The next church is the United Baptist. One of the finest examples in Canada of the "Carpenter Gothic" style; wood, not stone, was the building material. All Saints Anglican Church where Prince Charles and Princess Diana attended services during their visit in 1983. The church was built in 1867. Inside the church are the Coat of Arms of William and Mary, carved in wood. Loyalists brought it to St. Andrews from Wallingford, Connecticut.

ROSS MUSEUM (188 Montague Street)

Henry Phipps and Sarah Juliet Ross were world travellers and eclectic collectors of art. The lives of this American couple, and the heritage of St. Andrews, were changed because of a picnic on Chamcook Mountain in 1902 when they fell in love with the area. They purchased a summer home, Rossmount near the town and spent the next 40 summers in St. Andrews. Originally Chestnut Hall was built early in the 19th century for the Hatch family. Then Henry and Juliet Ross purchased the 1824 house of the Honourable Harris Hatch, a Loyalist, and donated it and their collection of artefacts to St. Andrews. The house boasts a lovely neoclassical interior with a grand, curving staircase and elaborate plaster mouldings. The hip roof of this gracefully proportioned building was originally edged with a railing. This neoclassical brick home preserves the furniture, porcelains, rugs, paintings and other items of Henry and Sarah Ross, discerning collectors of antiques and objects d'art. It has become a tradition, during the Christmas season, to decorate the museum in a variety of holiday themes.

CHARLOTTE COUNTY MUSEUM AND JAIL

The Charlotte County Courthouse was built in 1840 by Thomas Barry and is now a National Historic Site. It is considered to be one of the finest examples of Greek revival architecture in Canada. Note the classic forms and proportions, and the hand carved Royal Arms in the pediment. It is thought to be the oldest courthouse in continual use as a courthouse. It is used much the same today as 160 years ago.

PARR STREET

The street was named for the first Governor General of Canada. Many of the homes were brought here by barge from Castine, Maine. Christopher Scott's house is located on the corner. It is a large brick home, actually one of the few brick buildings found in St. Andrews. The bricks were made from the clay and earth where the house sits. It is only half a house, as you will notice. The windows are not uniform. The original plans would have brought the house out to the middle of this street. This is the home where he kept his Spanish mistress. Scott was never suspected by the church directors of any "mischief"; possibly because he always did everything under their noses.

ST. ANDREW'S NEW BRUNSWICK COMMUNITY COLLEGE

The New Brunswick Community College in St. Andrews offers unique courses in Hospitality, Hotel Management, Tourism, Boat Building as well as many others. Each year, the school, which opened in 1963, attracts students from all over the province to continue their education.

INDIAN POINT (Prince of Wales)

This is mainly a residential area. Notice the long sticks off shore are weir poles. The fisherman who owns the weir (they are privately owned) will check the weir. The best way is to simply come out around low tide and watch the sky. If there are seagulls gathering about circling and searching, there are fish in the weir - if not there is nothing to be done and no reason to go out. On the other hand if there are gulls about in number he will go out to his weir. When out there he will pick up a purse string and begin to wind it back and forth between his fingers. This is the second test to determine how much fish there is. His callused and weathered hands can tell how many fish is in the weir from strain and vibration with in the accuracy of a hogshead, which is between-70 - 75 pounds of fish- a good catch. The purse strings are then pulled slowly corralling the fish together. They may then be put into the boat and later sold at the wharf or market. Weirs are usually stained with new purse in spring. Around Indian Point, we find the Passamaquoddy Park, owned by the Kiwanis and open to the public. Throughout the summer, large caravans, sometimes over 100 camp here. These groups are from all over Canada and the United States. The Celtic Cross is in memory of the Irish immigrants who came to this area during the potato famine and who died of disease while quarantined on Hospital Island.

WATER STREET

This is Saint Andrew's main-street and business district. It is a quaint little street on which you can find everything and anything from local arts and crafts, fine linen, china, handmade goods and antiques. Near the corner of King and Water, there used to be a small stream that ran out into the Bay. The Shiretown Inn has been the site of a hotel and livery stable since 1800. It was one Canada's first summer hotels. You may have noticed the majority of the streets in St. Andrews have people names such as Elizabeth Street, Adolphus Street, Edward Street, and William Street. This is because the town planners named those streets perpendicular to the water after the reigning King's Children (King George III). There are only 12 streets

running perpendicular to the water and the King had 15 children so there is room for expansion. Those streets running parallel to the water are royalty influenced, excluding, of course, Water Street.

ELIZABETH STREET

On the corner of Elizabeth and Queen Street, you will see St. Andrews answer to Loyalist House. It is a White House with green trim. It was floated first from Boston across the bay and then here by barge. It was owned by Robert Pagan who first used it as a store and later renovated it into a home.

GREENOCK PRESBYTERIAN CHURCH

It is the oldest church in Saint Andrews and was built through the efforts of Captain Christopher Scott in 1824. It all began when the town's Anglican Church received a new reverend who was disliked by many of the townspeople. The Presbyterians tolerated him because at the time they had no church of their own. Finally, the Presbyterians could not take anymore. They had a fund raising campaign to raise money for a new church and began construction until they realised they were still short of funds. Their church was only a shell roof and walls. They attended services there in the summer but had to bow their heads and grin and bear it through the winter at the Anglican Church with the minister they disliked so.

That winter at a local dinner party, things went too far. The Reverend said, "I see the Presbyterians have not the faith or the funds to finish their church and crawled back to us". Christopher Scott was outraged. He pounded his fist on the table and declared the Presbyterians would indeed have a church and it would be the best in the parish. Scott was a wealthy Scot who came to the colonies for adventure. He put up the money to have it completed only if he could be in charge. The deacons of the church agreed to this demand eagerly. Scott sent for the best mahogany and maple from Europe to finish the inside of the ceiling with birds-eye maple and finished mahogany. Each corner was decorated with a carved thistle from Scotland to represent his home. The pulpit was huge and took two carpenters two years to complete. Not a nail was used. The birds eye maple, of which there are 12 full size pillars each valued at between 3 to 5 thousand dollars and mahogany was all tongue and groove or dove tailed. When completed it was indeed the best or at least most beautiful church around. The Presbyterians were overjoyed.

After its completion, they went to Mr. Scott to ask for the deed to the church. Scott replied he would gladly hand over the deed as soon as they raised the money and built the parsonage for the reverend he was to bring in. The people agreed but like the last fundraiser it ended in failure. Christopher Scott was so disgusted with the people he left St. Andrews deed and all. Was it the Scottish mist or Scottish whiskey that softened him but he returned 4 years later to hand over the deed to the church people. Many of the church's original furnishings are still in use, such as the pulpit bibles, collection boxes, and the silver communion chalices.

KING STREET

On the corner of King and Queen St. is the Sheriff Andrew's House, which was built in 1820. Georgian style house, with symmetrical façade, broad chimneys, sidelights and arched fanlight over the door. Privately renovated in 1987 and donated to the Province of NB. It is open to the public.

EXTRA INFORMATION ABOUT CHARLOTTE COUNTY

ST. STEPHEN

If we were to continue on Hwy 1 we would reach St. Stephen, home of the Ganong Family. We are only about 15 minutes from the Maine/Canadian border. The Ganong brothers, James and Gilbert, started making chocolates in 1873 and this family run business is now under the management of it's 5th generation president and CEO, Bryana Ganong. 1885 marked the creation of the Chicken Bone, a spicy cinnamon flavoured candy filled with bitter-sweet chocolate. They even partnered with Moonshine Creek Distillery to produce Chicken Bone Liqueur.

1920 PAL-O-MINE. Invented by Ganong maker Ed Bosein in 1920, the Pal-o-Mine is one of the oldest continuously produced candy bar in North America. Two pieces of rich fudge centres enrobed with premium dark chocolate and bits of peanuts. The name Pal-o-Mine evokes a sense of loyalty, of a man's best friend faithfulness, the kind that passes from one generation to the next. In the 1930's they introduced the first heart shaped box of chocolates.

There is also a museum filled with the history of chocolate. You are encouraged to eat as much fresh chocolate as you like. Each year a chocolate festival is held. It is said that Gilbert Ganong ate three and a half pounds of chocolate every day of his life. They also say that if you worked at the factory you were encouraged to eat as much chocolate as you liked during your shift. Then you wouldn't want any more after that. Ganongs are well known for their jellybeans. Did you know it takes 7 days to make a jellybean?

ST. CROIX ISLAND (DOCHETS ISLAND)

In 1604, Samuel de Champlain and de Monts established the first settlement in Acadia on this island in the St. Croix River. It was known as Dochet's Island (it is today a part of Maine). They called both the island and the river Saint Croix because, upon exploration, they found that the river had three branches that formed an irregular cross. The first year on the island was a disaster. There were seventy-nine settlers who attempted to "over winter," thirty-nine died from scurvy by spring. In the summer of 1605 the settlement was abandoned, the buildings dismantled and moved across the Bay of Fundy, to Port Royal. For years following the American Revolution, the boundary between New Brunswick and Maine was in dispute. In 1797 the Americans put forward the claim that the St. Croix River, mapped by Champlain, was in reality the Magaguadavic, while the British insisted that the river then called the Scodoc (now the St. Croix) constituted the boundary. The matter was settled when Thomas Wright, later surveyor-general of PEI,

discovered and excavated the foundation of the ill-fated outpost on Dochet's Island, thus verifying the British claim.

The island is an American national park (one of the islands ceded to the USA in 1842); it has been made an International Historic Site, one of the few in the world, because of its intimate association with the history of the whole region. In the eighteenth century, when erosion uncovered some of the French graves, the tiny island just off Saint Croix Island became known as Bone Island. Saint Croix Island was popularly called Dochet's Island until recently, assuming some French mapmaker had sighted it and so named it. The truth is more romantic. According to local lore, a St. Andrew's maiden often met her lover there, and the residents slyly began to refer to the island as Theodosa's Island. Gradually the name is shortened to Dosie's Island, and then it appeared on maps as Dochet's Island after a non-existent person named Dochet.

ELSEWHERE IN SOUTHERN NEW BRUNSWICK



ELSEWHERE IN SOUTHERN NEW BRUNSWICK

KENNEBECASIS RIVER

- Source in Albert county, flows through Sussex dairy farms, empties into Saint John River at Grand Bay
- River is 95 kms or 57 miles long
- Before roads, this river was the main transportation link from Hampton to Sussex
- Durham boats (flat bottom) & schooners would often be seen, and the “Novelty” was the first steamboat on this River
- At the time, the shores of the river were used for shipbuilding

RENFORTH & ROTHESAY

The Kennebecasis was the home training area for the famous Paris Crew, who won a rowing race in Paris, France. The hometown had bet \$100,000.00 on them and they were not disappointed.

The Paris Crew was a rowing team from Saint John, New Brunswick, that achieved global acclaim days after Confederation by placing first at the International Regatta during the Paris Exposition of 1867. The team won multiple other titles until experiencing its first official loss in 1870 to an English team from Newcastle upon Tyne. During their 1871 rematch, James Renforth, leader of the “Tyne Crew,” collapsed and died. The Paris Crew drew international attention for its accomplishments, contributing to Canada’s reputation for sporting (particularly rowing) prowess and inspiring pride in the young country.

The members of the Paris Crew were Robert Fulton, Elijah Ross, Samuel Hutton and George Price. The members of the Paris Crew were inducted into Canada’s Sports Hall of Fame in 1956 and into the New Brunswick Sports Hall of Fame in 1972. In 2016, the Paris Crew was inducted into the Canadian Rowing Hall of Fame, part of the inaugural class of honourees.

Renforth was named in 1903 by the CN for James Renforth who died on the river during the Great Boat Race in 1871. Before then it was known as Poverty Hill, because in 1824, a man named William Ackerly built a very lavish Inn, which he proudly called Poverty Hall. The Inn was built so that 60 couples could dance in the dance hall, 150 guests could sit down in the dining hall, and from one to two hundred guests could be accommodated for the night. It also had the first paved road in NB which ran from Saint John to Rothesay.

Rothesay, named for Prince of Wales, Duke of Cornwall and Rothesay. This was one of the movie sites of Children of a Lesser God with William Hurt and Marlee Matlin and home of Rothesay Collegiate-Netherwood Private School.

KINGSTON

ELMHURST OUTDOORS

An outdoor learning experience! Gig & Denise Kierstead, educators with a passion for the great outdoors, established their business in 1994. They have won awards for Woodlot Management, Forest stewardship, canoeing and kayaking. Opened 4 seasons, they have over 17km (11 miles) of trails and 400 acres of land, offering opportunities for hiking, snowshoeing, and cross-country skiing, and canoeing and kayaking is also available onsite.

KINGSTON GENERAL MERCHANTS (1788)

- The Union House: Used as an Inn, store, now liquor store & general merchandise

TRINITY CHURCH (1789)

- Oldest Anglican church in N.B.
- Oldest pipe organ in Canada
- In 1808, the octagonal steeple was added
- Gothic arches and Georgian windows, and Wooden, very uncomfortable pews
- Winter so cold locals brought heated bricks and coals. At Christmas, icicles on evergreens remained making a very festive interior.
- Only Anglican church with FREE pews, until Bishop concerned that respectable/religious folk would be subjected to those of poorer character or social order. Rented pews reinstated. Extra pew set aside for poor or strangers

RECTORY (1788)

- Original owner kept slaves (shackles in Basement)
- Built by Rev. James Scovil, Loyalist from Connecticut
- Georgian style, symmetrical façade and projecting porch

CARTER (TEA) HOUSE 1810

- Built by Perkins family, Loyalists from Connecticut. Passed on to daughter's family who later sold it to William Carter, shoemaker
- Carter and wife, Mary Jones, raised 10 children. Later became Superintendent of Education for N.B.
- In 1964, Carter House purchased by Heritage Inc. to maintain & preserve. In 1998 Carter tearoom opened, as gathering place for locals and job opportunities for local students.
- 2nd floor set up with furniture, back yard Heritage garden

KINGSTON FARMERS' MARKET(S)

- "Original" Location along Old Kingston Road
- "Where friends come to meet, have a hearty breakfast over common conversation and a few laughs..."
- "New" Addition along RT 845 (60 -100 vendors)
- The Kingston Farmers Market has over 100 market stalls and vendors offering fresh seasonal vegetables, herbs, bedding plants, cut flowers, government inspected meat, arts and crafts.
- Hearty Breakfast \$7.50 Wee \$5.00

MACDONALD CONSOLIDATED SCHOOL (MCS)

In the early 1800's, the children of the Kingston Peninsula were educated in small, generally 1 room schoolhouses (7 in total) until 1904 when Sir William Macdonald, a Montreal Tobacco Co. owner & philanthropist, offered to finance a larger school based on his educational vision. (Other schools in Ontario, Quebec, N.S. and P.E.I.) He wanted to improve the quality of rural education by making it different from city schools & in keeping with the agricultural way of life. To do this he was willing to build one consolidated school with its curriculum focused on Nature Study, the Manual training and domestic science (also a chemistry lab, auditorium). He arranged to cover all bills from construction, furnishings, plumbing, vans. Another special MacDonald fund was established for the first 3 years to cover salaries of drivers, teachers, & school maintenance. Students who attended MCS were required to plant a 8X5 garden plot (prepare soil, plant seeds, raise crops) for which they were to record time spent, cost of materials, etc. The goal was to show a profit at the end of the year, allowing them to learn bookkeeping skills using a hands-on approach. Attendance increased with the ability for students to be transported by horse drawn vans.

- A cord of wood for the school in 1906 cost \$2.25.
- The van drivers were paid in the vicinity of \$2.25 to \$2.50 per day. For this, they had to supply a team, feed their horses, keep the vans in good repair and see that the children were safely taken to school on time.
- Fire in 1909 destroyed the building, but it was rebuilt and reopened in 1910
- *"One day, in 1904, a big boy came to my class. I asked how long he had gone to school. He said that he had never gone to school. I was embarrassed to have such a large boy in my class of first grade children but, for his sake, I decided to ask him some questions, to see how much he knew. In 15 minutes he had graduated from my department. In two weeks he had reached grade seven and in two years he had entered MacDonald College, Quebec."* **(Miss Steward, 1st primary teacher)**
- The last Graduating Class from MCS was in 1967. Today MCS houses Grades 1-9, and High school students (9-12) are bussed to Hampton High School. MCS has approx 350 students with 17 teachers. In 1955, an addition was built, and in 1974 the school had additional renovations.

INDUSTRIES

- Trees grown on Peninsula fed mills
- Farmers
 - raised sheep, wool for yarn, kept spinners, weavers, carders busy
 - grew flax to make linen
 - Cattle provided hides for tannery and leather to shoemaker
 - grew wheat & buckwheat for gristmill to grind for flour
- Blacksmiths forged iron work for ships, mills and horses
- Moss Glen Manufacturing: boxes, matches
- Nail factory on Chapel Grove

LUMBERING & SHIPBUILDING

- Timber boom 1820 “Golden Age of Sail” due to Napoleonic Wars
- Many farms abandoned so men could work in woods, fast profit. Teamsters hauled logs to rivers for rafting in spring. Most farmed in summer, lumbermen in winter
- Busy mills around peninsula near numerous waterways to provide power
- Two-masted woodboats (stout curved bow/cut off stern) to transport logs / sawn lumber to mills
- James Waddell (1821) 1st sawmill at Reeds Point. James III had woodworking factory
- Shipbuilding era (1820-1890) saw brigantines, schooners & clippers be built
- By 1890 wooden sailing ships replaced with iron ships and steam engines
- Clifton Royal, “BOSS” Wetmore 1815, had device to launch ships on side to prevent keels from striking bottom

STEAMBOATS & RIVERBOAT HOTELS

- The Willows (yellow house) on Rte 845 corner was a Hotel
- General Smythe 1816, Victoria, Majestic, DJ Purdy (1946) – these were some of the Steamboats and Riverboats that were on the river
- People would travel by boat for a day trip to Saint John
- Boats would carry merchandise (apples, potatoes, berry crates, barrels of pork/beef, molasses, kerosene, flour, dry goods) to market at Saint John

FAMOUS “KINGSTON” PEOPLE

- Freeman Patterson
 - Born Shamber’s Bluff, 1937, attended 1 room schools on Peninsula, graduated MCS.
 - B.A., Masters of Divinity
 - World renown Freelance photographer, teacher of visual arts & writer
 - Served on Nature Conservancy of Canada, donated his Shamber’s Bluff property for ecological reserve & education
- James Ganong

- Brother of Gilbert, born 1841, Springfield, N.B.,
- Surprise soap, cofounder of Ganong chocolates
- Laura Calder (born 1970)
 - Wrote several cookbooks, appears on The Food Network
 - At 6, 1st prize, local fair for chocolate cake with peanut butter icing,
 - Around the same time, she prepared a multi course family meal, and had brother serving wearing a tea cozy on his head and their grandmother's high heels
 - She was always keen to write the recipes of local people
 - Journalist (degree in Linguistics), studied at culinary institutes in Vancouver/ Paris
- Crimmins Pottery (Shamper's Bluff, started in 1970)
 - Now 2nd generation, Elizabeth, took over in 1995
 - Products: Shamper's Red, Trinity, Sand Dragonfly
 - "Much of how and where I live is captured in my work; my life is constantly changing and being influenced by the work I do".
- Henry More Smith: puppeteer, hypnotist, escape artist, imposter
 - Story 1814, jailed as horse thief in Kingston jail,
 - Born England, moved to N.S., peddler / tailor (stole coats to peddle)
 - Jailed as horse thief in Kingston, faked illness, women brought food and feather bed
 - While jailer & clergyman heated brick for his sore back, he vanished into the night
 - Posse throughout countryside, he disguised as posse member
 - Jailed again, used straw from bed to fashion marionettes, staged extravagant plays
 - He had no means, yet he somehow started fires in the cell to keep warm
 - Told fortunes using tea leaves
 - Preacher in Connecticut, burglary
 - Skills rivaled that of Houdini

HAMPTON

Hampton has a population of 4,395. The name of Hampton originates from Hampton, England or from Hampton, New Jersey. Acadians and Loyalists who made their living by trading fresh produce for staples both lived in this region. The government buildings include the County Courthouse, Department of Municipal Affairs and Natural Resources and a Medical centre. There is a mayor and four councilors. The village is served by a 39-person volunteer fire department, which is considered to be one of the best equipped volunteer departments in the province. There are 32 heritage homes in Hampton which are over 100 years old. The Hampton Marshes are the most diverse wetlands in the province.

HAMPTON LOCATIONS

- Hampton Visitor Center (Hampton Train Station): 1st station here in 1859 for passenger & freight
- Hampton became county capital due to switch from boat travel to rail

- Points of interest from Kredl's through Hampton (2016 population: 4,289)
 - **Green Bridge:** 1932, 5 spans, cost \$30,000. 4 others, most wooden, originally ferries used to cross river
 - 1076 Main St. "**Old Stage Coach House**", oldest in Hampton – carriage shop, meats, bicycle repair, funeral home. Pasture beside used to house Princess Louise, horse rescued from Italy WWII. Bakery next door, baker fed goods to horse.
 - 1075 Main Street "**Lighthouse Park**"- Kayaks, fishing, Canoeing, Public wharf. Rentals available from Ossekeag Adventures.
 - **Dutch Point:** Trails along Ossekeag Creek wetlands. Dutch Family arrived same time as Loyalists
 - 1032 Main St. - **Royal Canadian Legion** - original Agriculture Bldg, built 1883. Marketplace in Fall & Winter.
 - 1051 Main St. "**Gridiron Brewing**": 100+ years old, post office, then general store, 1st Liquor Store, clothing store, Kozy Korner restaurant, now craft brewery.
 - Volunteer Fire Dept
 - 4 school: Dr. A.T. Leatherbarrow (K-2), Hampton Elementary (3-5), Hampton Middle (6-8), Hampton High School (9-12)
 - **Spooner Island:** Project by Rotary Club, Birders, picnickers, Marshland wetland (woodpeckers, wood ducks, owls)
 - **Ossekeag Creek & Marshlands:** "Ossekeag" means marshy creek
 - **Kings County Courthouse & John Peters Humphrey site:** Courthouse built in 1870, John Peters Humphrey site is for recognition of declaration of human rights and John Peters Humphrey's contribution.
 - **Hampton Brewing Co.** Began with homebrew kits in 2012 growing and expanding ever since with its brand new brewing facility opened in 2020 just outside the town limits near the Firefly Campground and Mini-golf course.

NORTON

Norton is southeast of Sussex. The village takes its name from the parish established in 1795. Since most settlers were from New England it was most likely named for Norton, Mass.

APOHAQUI

Many place names are Indigenous in origin, such as Apohaqui. It is the hometown of a past premier Frank McKenna, who was premier of NB from 1987 to 1999.

SUSSEX

Sussex is the dairy capital of NB, named in honor of Prince Augustus Frederick, Duke of Sussex and sixth son of King George 3d. Its first settlers were from New England. After 1783 loyalists arrived and settled in the area. The parish was established in 1786 and the town incorporated in 1904. There are 17 covered bridges in this area. It was named as the one of the best places to live in Canada.

Dairy auctions started in 1841 are still held today. The first Co-Op auction was in 1951 and is held every Wednesday morning and has become a real family event. Just listening to the auctioneer calling out the bids is fascinating.

Sussex also has a large balloon festival each September. Enthusiasts come from all over the United States and Canada to lift off in the wide-open fields of Sussex farmland. The first hot air balloon ascension in Canada took place in Saint John on August 10, 1840. Highlights of the rich local history of Sussex and Sussex Corner are presented in the form of impressive murals, painted on walls throughout the beautiful downtown areas, by world re-known mural artists. There are 27 murals and this one of a kind "outdoor art gallery" has earned the area the name - "Mural Capital of Atlantic Canada".

ALMA

Alma is a small community located on the Bay of Fundy and is the Gateway to Fundy National Park. Travelers visit every year from all over the world partly because of it's proximity to Fundy National Park but also for what this quaint village has to offer. There are several motels and campgrounds in the area. You will see the lobster and scallop fishing industries are alive and well. Tourism is integral to thr local economy, where you can enjoy hiking, biking, kayaking fine seafood, beer from the local craft brewery and most important enjoy a world-famous sticky bun. It's a maritime tradition for anyone travelling through Alma and on New Brunswick day weekend they sell an average of close to 4500 sticky buns each year!

Alma is the entrance to the **Fundy National Park**, which encompasses 80 square miles of wooded terrain with the highest point at 1200-ft. Founded in 1950 the park, offers diverse activities. In 1948, this area of the bay of Fundy near the village of Alma, was chosen as New Brunswick's first national park both to stimulate the economy and to preserve the area's natural beauty. Fundy National Park was proclaimed in the Canada Gazette on April 10, 1948 and the park was officially opened on July 29, 1950.

Fundy National Park serves as the core area for the Fundy Biosphere Reserve designated by UNESCO serving as a model for demonstrating a balanced relationship between humans and biosphere. Fundy Naational Park meets this criteria as it is a legally protected core area.

The Fundy Biosphere Reserve includes an area of over 430,000 hectares of the upper Bay of Fundy coast, stretching from St. Martins to the Tantramar Marsh near Sackville, N.B. and inland to Moncton, N.B. The Bay of Fundy and its adjacent landscape forms a unique region in its geological formations, terrestrial and marine ecosystems, cultural heritage, as well as a variety of rural communities and urban areas. It compares with more than 531 unique landscapes in 105 countries in the world that have been recognized as UNESCO Biosphere Reserves.

It is also designated as a Dark-Sky Preserve by the Royal Astronomical Society of Canada (RASC). This means that it is rated as one of the best places to explore the night sky in Canada.

Here are some activities you can enjoy in the park

- Golf at the Fundy National Park Golf Club
- Swim in the salt-water swimming pool,
- Hike one of over 25 hiking trails in the park.
- Visit one of over 25 waterfalls in the park.
- Camp “your style” at one of 3 campgrounds- bring your hammock, tent, RV or rent one of the many structures available at the park from rustic cabins, to Yurts.
- The Dobson Trail (57 km) and the more rugged Fundy Footpath (61 km) can be found partially within the park and are definitely for the more adventurous.
- Visit the Molly Kool Heritage Center- a partnership with Friends of Fundy with regular outdoor and cultural programming for the public.
- Many biking trails, cross-country skiing in the winter and skating.

HOPEWELL CAPE

Hopewell Cape, established by German Dutch from Hopewell, Pennsylvania, settled a township in 1765. It is the home of the Giant Flower Pot Rocks. The rocks have been carved over the years by the action of the tides. Some have fallen and others will in time, but new pots are continually being created by nature. Here you can experience walking on the bottom of the ocean floor at the end of the Petitcodiac River and the beginning of Shepody Bay, which runs into Chignecto Bay. There are 100 steps down to the rock floor. For the adventuresome you can walk along the shore and back up to the parking lot. There are three hours before low tide and two hours after low tide that you can explore.

Grindstone Island near the flats has a lighthouse. People who used to work on the island would go out at low tide and work until the next low tide to return home. At one time the quarry had 20 men working it. The marshes are all dyked to reclaim the land from the river. The fields are great for growing root crops. The cattle are all brought in from farms outside the area. They graze on this fertile land all summer.

Broadleaf Ranch is well known for its horse back riding and old-fashioned home cooked food. You can go on trail rides and have cookouts on the trail, which the family provides. There are overnight outings as well as riding lessons.

Riverside Albert has the oldest operating consolidated school in NB. Situated next to the railroad tracks teachers tell us they had to stop teaching when the train passed because of the noise. It has a tubular fire escape, which was and still is a challenge to keep the children from climbing it and sliding down

Mary's Point is well known for bird watching. Mary Majka lived there for years was a wealth of information. People come from around the world to view the different birds that migrate past this point. In the spring there are large groups of sandpipers resting on their route to the north.

Albert Mines (between Riverside –Albert & Hopewell)

- Provincial historic site with outcrops of albertite (shiny black/brown hydrocarbon rock)
- Albertite, named by & used by Abraham Gesner, to produce kerosene, later petroleum
- In 1880's kerosene replaced whale oil in lamps (cheaper, brighter flame, less smoke/ smell)
- Ruins of mine shafts, manager's house, church at site are there today

Riverside-Albert Consolidated School (on Shepody River)

- Oldest consolidated school in Canada, 1905
- William MacDonald, tobacco millionaire, provided funding
- Manual trades , natural science, domestic science,
- Queen Anne style building
- Tunnels on side for fire escape from top level

Serena Ryder Concert

In August 2015, the dance floor at Serena Ryder's concert was damp, muddy and salty. The Canadian songstress performed the Quietest Concert in the World on the ocean floor during low tide at Fundy National Park. Over a thousand people attended the concert hosted by CBC Music and Parks Canada. Each concert-goer was handed a pair of wireless headphones that received the broadcast of live music over the air.

The setup for the show was a considerable undertaking — a helicopter was used to fly in equipment and staging, the show had to be precisely timed to the flow of the world's highest tides, and each audience member had to descend the cliffs to reach the ocean floor taking a 151-step staircase. According to those who attended, the event was worth the challenge. There was no room for repeated encores at the show. As soon as Ryder played her final song, crews had to race to get everything off the beach before the waters flowed back in, covering the entire venue under meters of ocean water.

Amazing Race Canada

In 2014, Amazing Race Canada teams had to locate the Hopewell Rocks, then had to learn the Maritime tradition of international signal flags. Then they will find a box of 100 different flags and 7 nautical messages. They then ran along the beach to find a code book, then memorize the flag codes. They then placed them up on a pole in the correct order. In the roadblock, one team member rappelled down the rock face of Cape Enrage to find their clue. At the Dairy Queen in Shediac, teams had to serve Blizzards and custom ice cream cakes for an Acadian birthday party for their next clue.

Fundy Trail Parkway

The Fundy Trail is a 2,559-hectare (6,323 acre) park featuring a 19-mile roadway hugging the rugged coastline of southern New Brunswick. The park has been carved out of the Fundy Escarpment, one of the last remaining coastal wilderness areas between Florida and Labrador. Fundy Trail is part of two UNESCO designated sites: the Fundy Biosphere Reserve and Stonehammer Global Geopark and home to the beginning or the finish line of the Fundy Footpath hiking path, one of the top 50 hiking trails in the world! Promotion of a trail happened over several decades spearheaded by Dr. Mitchell Franklin. An environmental Impact Assessment completed in 1993-1994 began the plans to bring this parkway to life. Phase 1 began in 1995 and completed its final phase in July 2020. Having access from both ends of the parkway through either St Martins or Sussex with a connector road also continuing along the inner coastline to Fundy National Park having been completed in 2021.

Big Salmon River runs through the centre of the park and is the backdrop for the Interpretation centre. It was one of the most important and prosperous lumbering communities along the Fundy coastline and possibly in all of Canada. You can still find evidence of the sawmill and schoolhouse foundations within the park. Today the park houses the Heritage Cookhouse, a replica of a community building the 1800's where you can enjoy breakfast or even a lumberjack picnic. With many lookouts, observation decks, hiking paths, waterfalls and beaches, Fundy Trail Parkway has become an outdoor enthusiast's dream.

With 21 lookouts, 15 Observation decks, 20 trails or sections of longer trails, 4 waterfalls and 5 beaches there is no end to the space to enjoy a picnic, explore the ocean floor or curl up with a book and the ocean breeze. Home of the Hearst Lodge, built in 1961 and named after Randolph William Hearst who came to the area to build a sawmill and harvest the timber to supply his newspaper and magazine business. However, it became a popular fishing spot for the likes of Frank Sinatra and Donald Sutherland. Visit the sea Captain Burial Ground or take a walk across Big Salmon on the Suspension footbridge spanning 275 ft (84 M) across the river and the opening of the connector road to Fundy National Park at the eastern end of the parkway has made for a great coastal drive. Fundy Trail Parkway employees several interpreters throughout the summer and host many talks and tours.

GRAND BAY (POP. 4964)

Grand Bay is known as the Gateway to the St. John River. After Samuel de Champlain arrived, the St. John River was explored extensively. It was during this period that Grand Bay was first settled on a temporary basis. Permanent settlement came when the Loyalists arrived and moved up the St. John River in 1785. Grand Bay was a busy centre for travellers going back and forth between Saint John and Fredericton. Three stagecoach lines ran through Grand Bay by 1840 and the railway was completed in 1869. Grand Bay is the site where James Ready first brewed his beer close to the river. During the 1800's, his beer was taken to Saint John to be distributed. His brew has become quite famous in the Maritimes and is now being produced by Moosehead Breweries.

FREDERICTON (58,220)

Fredericton, the capital of New Brunswick, is known as the City of Stately Elms. Fredericton was appointed as the capital of the province, largely because of its safe position on the St. John River. The city was named for the second son of King George III and at one time it was an important military centre. Traces of this period are evident at Officer's Square and Compound, where changing of the guard occurs all summer long. Several buildings including the guard house and officers barracks have been restored and are open to the public. Fredericton is also an important centre for the arts and is the site of the internationally renowned Beaverbrook Art Gallery with works by Salvador Dali, Hogarth, Gainsborough and Kreighoff. The Gallery has the most impressive showcase of art in Eastern Canada, and the largest collection of Cornelius Krieghoff paintings in the world. The University of New Brunswick, located in Fredericton, was founded in 1785 and shares with the University of Georgia the distinction of being the oldest provincial or state university in North America. John F. Kennedy and his brother Robert Kennedy received honorary degrees from the Fredericton Campus of the University of New Brunswick. Fredericton is known as the Poets' Corner of Canada, because Bliss Carmen, Sir Charles G.D. Roberts, and Francis Joseph Sherman were born and raised here.

LEGENDS FOLKLORE POEMS & SONGS



LEGENDS, FOLKLORE, POEMS & SONGS

LEGENDS & FOLKLORE

THE STORY OF CHARLOTTE'S SLIPPER (TRUE, BIT OF FANTASY)

This is the story of a young girl named Charlotte Haines; daughter of John Haines. She was living in New York City during the American Revolution with her parents. Her father was a revolutionist, yet her uncle David, was a loyalist. She was very attached to her uncle's daughters and played with them often. One day Charlotte was told that her uncle's family would be moving to Canada. Charlotte, upon arriving at school, took her belongings and when her servant departed, she ran to her uncle's home for a visit. She was late returning to her father's house and her father demanded to know where she had gone and of course, she could not tell a lie. Her father was furious and told her that she was no longer a member of his family. Charlotte returned to her uncle's family and came with them to Canada. They landed here on Market Slip with the first Fleet of Loyalists on May 18th, 1783. Charlotte was only 9 years old at the time as she was born on October 6th, 1773. It has very muddy terrain and Charlotte lost one of her slippers in the mud. She was hurried along by her aunt and could not retrieve her slipper. Charlotte kept her other slipper to remember her trip to Canada. The remaining slipper is now on display in the New Brunswick Museum. At the age of 17 she married William Peters and they had 15 children. Her daughter, Susan Ann Peters, married Thomas Tilley, making Charlotte the grandmother of Sir Leonard Tilley, our Father of Confederation. She died in Kingston, New Brunswick and her gravestone can be found in Gagetown today. (The museum has recently concluded that the slipper found is not Charlotte's or even from the Loyalist time period. However, the story is still very interesting.)

LADY IN WHITE (AS THE STORY GOES)

An old lady had a habit of wandering about Partridge Island at all hours. One dark night, while following her regular route, she fell over the cliff behind the old marine hospital and was killed. According to stories, she has returned many times to follow the familiar paths again. The last sighting was during World War 1. A sentry on duty one night saw the figure, fired 3 shots at her and then fainted. When the guard recovered consciousness, he reported the incident stating that she ignored his command and was not deterred by rifle fire. He added that she carried her head under her arm.

UG WUG (Tall tale)

Many, many years ago when the first people lived here, they notice a strange amphibious creature that lived in the falls and appears in the spring of the year when the shad ran. It described a 30-metre-long creature — half salmon and half seal — visible on spring full moons when the tide is out and the shad are running. It was strange because of its resemblance to both a salmon and a seal and amphibious because as it became friendly with local people. It would crawl out on the bank and sit with them. They christened it "Ug Wug"—the friendly animal. Even today these animals can be seen in Delaware Bay where all the Ug Wugs spend the winter. But one remained because he liked the cool water. He is still there in the

subterranean caverns below the falls. If you want to see him, here is how you do it: The time must be in early spring during the shad run; the tide must be on the ebb; it should be a bright moonlit evening and last, but not least, you must have consumed a quart of rum. The Ug Wug's "fame" is limited to only a handful of written accounts. It was possibly invented in the 1950s by the operator of a Reversing Falls tourist attraction.

The mythical creature is going to be featured in a new live-action and animated children's series on Bell. The story will be about a little girl on summer vacation with her mother meets the Ug Wug while beachcombing, makes friends with it and has to save it from a nefarious businessman who wants to put it in an aquarium. Rothesay artist and animator Brian Finlay is the show's writer, producer and director. Finlay's daughter, eight-year-old Ariel's, first acting gig will be starring as the little girl and comedian James Mullinger will be starring as the shows villain. *The Ug Wug* is expected to air in November 2022 on Bell community television and the Fibe TV app.

THREE SISTERS/TRINITY LAMPS

For years, the three sisters' light guided the ships into the harbor of Saint John. These lights were erected to be an aid to the sailors navigating the harbor and they would save many from running aground. But the question always hung in the air, would those sailors ever return to Saint John. Their journeys were long and treacherous, in uncharted waters and at nature's mercy. On many a night three beautiful women, sisters they were, could be seen coming to the square where the lights stood proud. Each night they watched and waited for the signal from the ship at the mouth of the harbor. Would this be the one with their men? They came often and they came for years, then one foggy night as the mist blew on the shores of Partridge Island there was no signal and no ship arrived. From that day forward, only billows of mist could be seen around the lamps, but the weeping of one lone woman and the comforting words of her sisters could be heard by all who knew the fate of the men who sailed the waters of the changing tides of the Bay of Fundy.

PARKER HOUSE INN

The Parker House Inn is a beautiful mansion where visitors can stay while visiting the city. It was built by a Dr. Walter Woodsworth White for his bride to be. But love being fickle she refused to marry him. It was three years later that she consented to be his bride and they were married and had three children and a wonderful life in their honeymoon mansion. But in their elder years, Mrs. White lost her beloved husband and in her sadness decided to sell the house she loved. She regretted her decision from the day she moved out and yearned to live there once more but it was not to be. Not in this life. Her spirit walks the halls, her kindness and motherly ways remain within the walls. The new owners realized that the presence was there one evening after they moved in. They were sitting after supper talking about the day when the spinning wheel which had been Mrs. White's at one time started to spin without any reason. The next clue was when the owner's mother visited and while sleeping her body rolled to the opposite side of the bed as if someone had sat down on the edge of the bed. And the family dog knows

when she is present for it senses her presence enter the room and tries to hide. She doesn't want to harm anyone but just wants to be with her beloved memories.

JENNY'S WELL

Going through to Fort Howe, we do not take the buses down to the monument site. This is the site of a young romance. William Cobbett, an English writer, was stationed at Fort Howe in 1785. He wrote such books as Advice to Young Men and Women, Touring Scotland, English Grammar, and History of England and Ireland. He fell in love with one of the soldier's daughters. The couple first met at the spring (now called Jenny's Well). Jenny was only thirteen years old at the time. Her real name was not Jenny, but Ann. It is thought that Jenny is a nickname she received from the soldiers. They continued to meet there and fell in love. When she left for England with her father, William gave her all of his money and wanted her to live a comfortable life. He arrived in Portsmouth, England in 1791 and once he found Jenny he realized that she was in service and only earning five pounds a year. She returned his money, giving Cobbett more reason to respect and love her. This love story is very popular – especially since it is true.

Most of the information on Ann (Reid was her maiden name) is found in books written about her husband. Cobbett enlisted in the army in 1784 and was sent to Halifax and then Saint John in the 54th Regiment. He was a great English radical reformer and writer, and ended up in prison later in life for some of his work. He was a self-educated man and this seemed to have prompted his lack of seeing a full perspective and leaving him to be so opinionated. Jenny herself could not read or write so she would write to her husband through their daughter, Ann.

POEMS & SONGS

REMEMBER ME POEM

Remember me as you pass by
As you are now, so once was I
As I am now, so you will be
Prepare yourself to follow me.
A minister added...
To follow you, I'm not content
Until I find out which way you went!

"WHY I LOVE NEW BRUNSWICK" POEM

When it's Wintertime in New Brunswick,
The gentle breezes blow.
About seventy miles an hour,
And it's fifty-two below.

You can tell you're in New Brunswick,
'Cause the snow's up to your butt.
You take a breath of Winter air,
And your nose holes both freeze shut.

The weather here is wonderful,
So I guess I'll hang around;
I could NEVER leave New Brunswick now,
My feet are frozen to the ground.

- Author Unknown

DOWN THE RIVER ST. JOHN - DOUGLAS MAJOR (A SING-ALONG SONG)

Chorus:

Down, Down the River St. John
Down. Down to old Indiantown
Float past the Cedars, Belleisle and Long Reach,
Down to the cove and then home on the beach.

1. River's a-rising the ice is all gone,
Logs are nigh ready to float to Saint John;
All through the winter we've chopp'd, saw'd and cut,
Tramp'd the log trails by horse and by foot.
2. Sun's getting warmer the current is strong,
Salmon are running now spring won't be long;
Pack up your fiddle and bring it along,
We'll sing and we'll dance, when we reach Saint John.
3. Haul with the peavy, lean on those pike poles,
Log jam is breaking look out when she rolls;
Hit the white water, make fast with your dogs,
Down at the mill, they're waiting for logs,

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- The Planet D: Fun Facts About Canada
- Thurston's Lobster, Bernard, Maine
- University of New Brunswick
- Village of St. Martins
- Yip Cider

LOCAL PARTNERS & EXPERIENCE PROVIDERS

- Architects Association of New Brunswick
- Crosby's Molasses
- First Nations Storytellers
- Irving Oil & JD. Irving
- Moosehead Breweries
- New Brunswick Black History Society
- Port of Saint John