open looking at the "sogers," as they stand at ease," first on one leg and then on the other. This is the signal for a general stampede down King street and through Dock street, till progress is stopped by the mass of soldiers, ve hicles and people coming townwards as an escort to His Excellency. The military band discourses fine music, and the enthusiasm of the populace finds vent upon the breeze from every house top, while gentle woman waves her tiny cambric from open windows, at somebody guessed to be the Governor in one of the carriages. The hotel is reached, the soldiers " present arms," the band plays the National Anthem, the Governor a ushes up the wide stairs ng to the inner door and main enis detailed to walk from sentry box to sentry box, after which the command is

given to the regiment waiting, to "shoulder arms, right about face, march," and then the great long expected, all absorbing event is over. By a recent Post Office arrangement

the mails for Fredericton and St. John, N. B., are to be forwarded in three days

POST OFFICE, HALIFAX,) 3d January, 1823. }
The mails for St. John, N. B., Windsor, Horton, Annapolis, Digby, Yarmouth and Shelburne, will, in future, be closed on Monday afternoon, at two o'clock, and the mails for Canada, New Brunswick, Prince Edward Island, Cape Breton, Truro, Pugwash, Remshag, Parrsborough, Cumberland, Pictou. Antagonish and Manchester on Wednesday afternoon, at one o'clock.

POST OFFICE, Saint John, ? 13th January, 1823. Agreeably to a new arrangement the Mails Southwards from this office, will in future be made up as follows: For Halifax, &c., (land) Tuesday at 4 p. m. Fredericton and Canada Shursday at

4 p. m. St. Andrews and the United States— Friday at noon. Digby, Halifax, &c., (Packet) Saturday DAYS OF ARRIVAL. From Halifax, &c., (land) Saturday

Fredericton and Canada - Thursday evening. St. Andrews and the United States— Thursday, noon. Digby, Halifax, &c., (Packet)-Friday. THOMAS SANCTON.

Acting Post Master. The Courier of March 8th, 1823, conveys to us authentic information of the fact that the Baie Verte Canal, about which there is so much talk now-a-days, was a conception of the minds of our forefathers, and, therefore, the credit does not belong to the politicians of these times. Here is the message of His Excellency Lieutenant Governor Smyth, to the Legislature of this Province, touching the matter: LEGISLATURE OF NEW BRUNSWICK. Message to the House of Assembly, 25th

of February, 1823. "G. S. SMYTH. 'The Lieutenant Governor directs to be laid before the House a memorial of the Hon. Ward Chipman and others, with the papers therein referred to, on the subject of opening a Canal between the Bay of Fundy and the Gulf of Saint Lawrence, and recommends to the House to make provision to reimburse the sums paid by the subscribers, and on the Survey for the services performed by them, and for which they have not been compensated. G. S. SMYTH."

Among the numerous advertisers are the names of John Robinson, Province Treasurer; H. Swymer, and Wm. B. Kinnear, attorneys at law; Lewis Burns and Daniel Jordan, who have formed a co-partnership under the style of Burns & Jordan; Daniel Sullivan, military and faney tailor; John Barry, brass founder; Jacob Townsend, Morrison & Wilson, and Alexander Lawrence, cabinet makers; Laughlan Donaldson and Alexander Wedderburn, under the name of L. Donaldson & Co Fowler & Ketchum, Kinnear & Pidgeon, Crookshanks & Johnston, Henry Black, Hanterd & Raymond, Thos. B. Millidge, and others too numerous to mention in this article, the men who moulded our destinies and whose character, for probity, honesty, and enterprise, has not been excelled in their sons, nor by strangers who have settled amongst us since.

1825. That the present generation may be able, in some degree, to measure the progress which has been made in things generally since 1825, we make extracts from advertisements which appear in this aged relic of the past. The follow-ing is a complete list of the Provincial

and local mail arrangement: Arrival and departure of Mails to and from the City.

The mails from St. Andrews and the United States arrive on Thursday night and depart on Satarday, at 4 p. m. The mails from Fredericton and Canada arrive on Thursday evening, and depart the same evening

The mails from Nova Scotia by the Digby Packet, arrive on Friday, and depart at noon on Saturday.

The mail from Nova Scotia by the land route, arrives on Saturday evening and depar on Tuesday, at 5 p. m. Hitherto teamboat communication between Eastport, Portland and Boston was unknown, and travellers coming and going had recourse to sailing vessels, many of which, trading at that time between these ports and St. John, were fitted in the style of Packets, with such accommodation as the genius of mechan ism, then very poorly developed, could devise. A new era, however, was com-menced in April of this year, as the fol-

lowing announcement shows: STEAMBOAT EAGLE. - The steamboa Eagle, Thomas Pierce, Master, will ply between St. John and Eastport, remain ing a few hours at each place.

This Boat is connected at Eastport with a steamboat running to Robinsto and Calais, and one to Belfast, Portland

Packets are constantly plying between Eastport and Belfast, Portland, Boston and New York; and coasting vessels for most of the ports in the United States, as far South as the Chesapeake.

This arrangement of forming connec

tion at Eastport was continued for years afterwards-the last steamers at this end of the route being the Herald, Saxe Gotha, Commodore, Maid of Erin, and one or two others whose names we can not just now call to mind. The Herald was commanded by Capt. Brown, who subsequently was employed on the Mississippi River; the Saxe Gotha was commanded Capt. H. W. Chisholm, the present normals agent of the Live present popular agent of the Interna-tional Steamship Company; the Com-modore, if we mistake not, by Captain Belmore, and the Maid of Erin by Capt. Leavitt, at present an enterprising far-mer in Kings County. The three former steamers were owned by the late James Whitney, and the latter by the late Thomas Parks.

VICTORIA DINING ROOMS

RESTAURANT, 158 & 160 Prince William Street. R. J. LANG, Proprietor.

ALSO, DINING ROOMS

RESTAURANT

With a capacity of accommodating From 1000 to 2000 Guests

MEALS & REFRESHMENTS

Can be had at all hours.

R. J. LANG.

COLONIAL BOOK STORE.

Now opened—the Finest Stock of

Fanoy Goods. OLIVE WOOD GOODS, in long, loud cheers. Banners float In Inkstands, Pen Racks, Card Cases, Cigar Stands, Stamp Boxes, and Stationers'

Bric-a-Brac generally. These Goods are exquisitely, Carved, and constitute a desirable addition to a fine Stationery Stock. SOLID BRASS AND GILT GOODS tioneer and Commission merchant, in In Stationers' Ware are among the Latest Novelties, the store lately occupied by Mr. George and promise to be very popular and saleable this A. Nagel on North Market Wharf.

FINE PORTFOLIOS. trance of the St John Hotel, and is We make a Specialty of this line, and show a rare disnever seen more. A Sergeant's guard, play in Plush, Silk, Alligator, Seal and other leathers. FINE LEATHER GOODS, In Purses, Portmonaies, Card Cases, Letter and Bill Wallets, Cigar Cases, etc.

> PHOTOGRAPH ALBUMS, Card, Cabinet and Imperial, in fine Leather & Plush. AUTOGRAPH ALBUMS. Ladies' Chatelaine Bags in Leather and Plush. Bibles, Testaments, Church Services, Prayer Books Church, Methodist, Presbyterian and Baptist Hymns T. H. HALL,

Cor. King and Germain Streets.

MISS LONGLEY BANCY GOODS

MATERIALS 78 Germain Street, Would call the attention of Visitors to the

City to her stock of Materials for FANOY WORK Also, of Made-up Articles, comprising TABLE SCARFS. TRAY CLOTHS.

TIDIES AND TRIPODS. Novelties in Silk "Applique." where T. B. Barker & Sons Drug Store PAINTED FRENCH DOLLS, And many other articles, all which can be

inspected by calling at 78 GERMAIN STREET.

TEA DIRECT IMPORTATION.

We have received per Steamship BOTHWELL CASTLE, via Suez Canal to New York, thence per schr. Frank L. P.

900 Half-Chests | TEAS This Season's Crop, being our third direct

importation. Having in two past years obtained from this, the original market, choice lines of TEAS at a cost below cated on the North Wharf, was engaged the price of goods imported from London or other in the "ship chandlery, grocery and secondary markets, we are enabled to make favorable The quality has proved exceptionally fine. Those buyers who have had the lines of Teas under our

will need no reminder of the unusual satisfaction they rave. It is admitted that this season's Foochow Teas, as regards the distinctive districts we import from, are superior to their class of last year, so that we may expect an improvement even upon the high Availing of our experience of 1881 and 1882, we look for this season's invoice to reach us on still more

Also in Store, 1200 packages TEAS, in full assortment, Qualities and Prices, from 13½ cts. to 48 cts.

HALL & FAIRWEATHER, all the pioneers of our City's greatness, 7 & 9 Ward St.

Importers of FLOUR, PROVISIONS, AND STAPLE GROCERIES, Wholesale.

JAS. E. MASTERS COMMISSION MERCHANT, Importer and Dealer in all kinds of FISHING GEAR AND OUTFITS,

Dry and Pickled Fish, WEST INDIA GOODS

FRUIT & OYSTERS, (in season,) PROVISIONS. Foreign and Domestic Rope. KEROSENE AND COD OILSI Salt, Dairy Produce, &c. &c.

NEW SEASON TEAS. Imported Direct. 21 & 22 South Market Wharf, SAINT JOHN, N. B.

GEO. MORRISON, Jr. FLOUR, Provisions, Teas, WEST INDIA GOODS,

FISH, SALT, &c. 15 & 16 South Wharf,

SAINT JOHN, N. B.

GOOD TEAS A SPECIALTY. No Trashy Teas in stock. All Teas tested before purchased. I car therefore assure Buyers as to Qualities. Prices as Low as at any house in the trade.

GEO. MORRISON Jr. GEO. S. DeFOREST Sugar, Molassos,

FLOUR, TEA, SHIP STORES, PAINTS, OILS, &c. &c. 13 South Wharf, St. John, N. B.

SAINT JOHN, N. B.

rio, and sold Wholesale by

PRING BEDS, MATTRESSES Folding Cots, &c. This Flour will be on Exhibition

and a Baking Sample given to any one BRASS & IRON BEDSTEADS who is desirous of testing its Bread-ADJUSTABLE CHAIRS, making qualities. It is manufactured CRIBS, STRETCHERS, &c. by E. W. B. Snider, of St. Jacobs, Onta-RATTAN GOODS, Children's Carriages, Sleighs, &c. HARDING & HATHEWAY. 101 to 107 Germain Street.

1826. In locking over the advertisements in the Courier of March 4, 1826, we almost fancy ourselves in some vast cemetery surrounded on every hand with tombst nes which serve to call up reminis-

cences of the fading past. Here we have a "notice" from W. P. Scott, familiarly known as White Pine Scott, announcing his intention to leave the Province, and wishing to dispose of his stock in trade Thomas L Nicholson intimates that

he has commenced business as an Auc-The celebrated firm of R. Sands & Co. was dissolved this year. The late L. H. DeVeber, Esq. was a partner in that firm.

The firm of Wilmot & Kirk was also dissolved this year. John M. Wilmot, -father of our present Governor, Hor R. D. Wilmot-and James Kirk, were he members of this house. The old familiar house of Crookshank

& Walker, are extensive advertisers in the Courier at this time. William Major was as "fashionable a hair cutter, wig maker, &c." in those lays, as he was a few years ago, previous to his death.

Samuel Stephens, better known a nong his cu-tomers as "Snuffy Sam." was a first class merchant, having woolens, Irish linens, hats, anchors, chains. needles. rum, sugar, &c. in stock, which e offers to sell "very low for notes, payable at six or nine months, or in imber next year."

L. H. DeVeber, after his departure from the firm of R. Sands & Co, commenced a general business on his own count, and almost the first importation of goods was by the Despatch from London, and comprised ladies' Spanish, Cordovan, Kid and Denmark satin shoes nd boots; Madeira, Port and Malaga Benjamin Smith advertises for sale &

few gross American Almanacs for 1827. James Alexander was among the most extensive grocers of the day, and made tea almost a speciality. His establishment was then located on King Street, now stands. He afterwards removed to Dock Street, where he died.

Wm. Scammell, uncle of the present Scammell Brothers, announces that he has for sale "a few hundred weight good English Cheese; also, London Brown Stout." Noah Disbrow was a general dealer in dry goods, liquors, salt, provisions,

Alex. Yeats, the venerable head of the present house of Alexander Yeats & Sons, was a dealer in saddles, harness, andlesticks, horse shoe nails, etc. Henry Blakslee, the heaviest mer-chant of the North Market Wharf, kept cotton wool, rice, cornmeal, superfine and scratched flour. The flour merchants of the present day will scarce understand what is meant by scratched flour. It was a quality generally im-ported from Philadelphia, with a gouge scratch across the head of the barrel. noting its inferiority to superfine,

wine and spirit" business The firm of Scovill & Walker was dis solved this year, when Mr. Scovill. for merly known as "Dan," connected himself with Robert Summers, and under the firm of Scovill & Summers did quite an extensive business in "British foods," on the North Market Wharf. Isaac L. Bedell advertises a "few red oine masts for sale." Sneden & Henkell were engaged in

The firm of George Matthews & Co

the West India trade. Thomas B. Millidge sold figs. William Scoullar was a general mer-

Sam Watts imported and sold boots Craven Calverley was in the rum and Thomas L. Nicholson and James Vernon formed a copartnership under the firm of Nicholson & Vernon, on the 1st

November, 1826 C. D. Everett carried on a Hat, Cap and Fur business in Fredericton, from chich place he removed to St. John in ket Square, on the site now occupied by the London House. He shortly there-after built his Hat Factory on Sidney street, near Union street, the presen property of Bishop Sweeney. In 1834 he erected a factory in the rear of the property, near the centre of the block, for carding wool, cutting wood mate-rial for carriage makers, grinding Plaster of Paris, and a variety of other work This factory was run by one of the first if not the first, stationary steam engines erected in the Lower Provinces. The maceinery was personally purchased by Mr. Everett in England.

1827.

The British Colonist was first issued n Friday, July 22nd, 1827 - fifty-six years ago. Its editor and proprietor, John Hooper — well remember many in the present day-whilst en-gaged in this laudable enterprise, had ther irons in the fire. He was the prorietor of a book-binding and stationer establishment, connected with which was a Dry Goods department, which he describes as consisting of broadcloths, nuslins, silks, men's and youths' beaver hats, boots and shoes, earthenware pes, Brown Stout, &c., &c. Among the advertisements we find the name of John Graham, carver, who, up to the time of his decease, a few

ears ago, stood at the head of his pro Kerr & Ratchford offer for sale tobacco, bread, flour, cognac brandy, butter, molasses and yarn. This house stood igh on 'change, and yet its business finds its counterpart in these times in the variety store in the rural districts, John Bowman, Brussels street, near the Block House, announces that he has a coach and an excellent pair of horses, and an experienced driver to let—terms

The shipping list gives the arrivals for the week—2 ships, 3 brigs and 5 schooners, consigned respectively to R. Rankin & Co., Crookshank & Walker, ımmer & Noyes, Bowman & Wheeler E. Barlow & Sons, J. R. Partelow and Sneden & Henkell.

The firm of Hugh Johnston & Co., comprising Hugh Johnston, Sr., and John R. Partelow, was dissolved on 5th

The copartnership existing between lwens & Budd (late John Cwens and Edward J. Budd) was dissolved June

In June, 1827, William W. Emslie notified the public that he is authorized to collect debts due Patrick Fuller, of John R. Partelow has the brig "Brit-ish Tar" for charter or freight. John Robertson, of the late firm of McKenzie & Robertson, has just re-ceived several hundred barrels of flour. Alexander Wedderburn advertises for sale wines, spirits, vinegar, &c. It may seem incredible, nevertheles t is true, that up to this year, (1827) neither the people of New Brunswick or Nova Scotia conceived the idea of esablishing steam communication be tween the two provinces. During the summer of this year a few private individuals began to talk over the matter, and, at last, the editor of the Courie ventures to write up the enterprise. The difficulty, first of all, is the want of capital, and then the route is perplexing. To obviate the former, the Courier suggests the propriety of petitioning the House of Assembly of each Province for aid; and settles the latter by decid-

HUTCHINGS & CO., Manufacturers of

ing upon the Digby route.

The number and character of the exhibits warrant the announcement that this will be the largest and finest Exhibition ever held in the Maritime Provinces, and, in many features, superior to any in the Dominion.

MONDAY, October 1st.

The doors will be opened to the public at 2 p. m. The opening ceremonies will take place at 3 p. m., at the close of which His Honor the Lieutenant Governor will set the machinery in motion and declare the Exhibition open.

TUESDAY, October 2nd.—Trades' Day. The Trades' Procession will take place this day, commencing at 10 a.m. The judges will commence their duties both in the buildings and yard. Every department of the Exhibition will be in full working order, and remain open until 10 p. m.

WEDNESDAY, October 3rd.

Grand display of machinery in motion this day. The ascension of the large and magnificent balloon belonging to Messrs. Allen & Son, of Providence, Rhode Island, will take place this day. Messrs. Allan state that this is the largest and finest balloon in the world, being about 65 feet in height and requiring 40,000 feet of gas to raise it with five persons in the car.

THURSDAY, October 4.—Centennial Tree Planting Day.

The Historical Society will plant a large number of trees in the Queen Square this day, in commemoration of the arriving of the fall fleet on October The judges will finish their awards this day, when the prize tickets will be

The Athletic Club will have their sports in the yard. FRIDAY, October 5th.—Farmers' Day.

The grand procession of prize animals will take place this day, in the ring, when the largest gathering of fine stock ever seen in the Lower Provinces A magnificent display of fireworks will be made this evening under the direction of Prof. Hand, of Hamilton. This will be the finest exhibition of fireworks ever seen in New Brunswick.

SATURDAY, October 6th.

All departments of the Exhibition will continue in full operation this day and evening. Magnificent display of electric light. MONDAY, October 8th.

The Exhibition will open this day at the usual hour, when all departments will continue in full operation until 10 p. m.

TUESDAY, October 9th.

Departments running as usual. The second ascension of the Messrs. Allen's splendid balloon will take place this day. This will be the last ascension of the balloon during the exhibition.

WEDNFSDAY, Oct. 10.—Children's Day. It is expected that the children of the schools will visit the Exhibition this

The second and last display of fireworks will be made this evening by Prof. Hand, of Hamilton. Prof. Hand is the most celebrated Pyrotechnist in the Dominion, and has had great experience with fireworks, in which he has been

THURSDAY, October 11th.—Closing Day, This will be the last day of the Dominion and Centennial Exhibition, which will be continued in full operation until the usual hour, 10 p. m.

The Exhibition will open each day after Monday, October 1st, at 9 a. m.; and continue open, without intermission, until 10 p. m.

The buildings and yard will be brillantly illuminated every evening with the electric light, under the management of the Phonix Electric Company

Bands of music will be in attendance each afternoon and evening. The trains of the Intercolonial Railway will run to and from the passenger station near the main entrance to the building, at very short intervals, and a night train will leave the same station every night for Moncton and all inter-

mediate stations, at 10 p. m. All exhibits should be in place on Monday forenoon, October 1. Heavy articles should be forwarded some days previous.

Live Stock and perishable articles will be received up to 10 a. m., Tuesday

When there is sufficient goods or stock to fill one or more cars, arrangements should be made with the station agent for car rates. If one exhibitor has not enough to fill a car two or more should join and fill the car. Exhibitors should apply to station agent for correct time of train they intend to ship exhibits or travel by. Where the quantity is large a special train should

The principal train with live stock should be timed to arrive in St. John on Monday afternoon or Tuesday morning.

Exhibitors who have not received their entry tickets will apply at the office for them immediately upon arrival, Exhibitors can obtain a season ticket for \$1. If this ticket is used by any other person it will be forfeited. The railways and steamboats will give eturn tickets for one fare.

Exhibitors will pay freight to St. Johr, taking a bill for the amount paid; on presenting this bill at the office in St John one-half the amount will be refunded and a pass given to take it back free, The committee appointed to provide accommodation for strangers has se-

cured room for any possible number of visitors. The working dairy imported by Messrs. Manchester, Robertson & Allison will be in full operation in Agricultural Hall, under the charge of Prof. Sheldon, who will show the details of the new system and deliver lectures on the

improved method of this important department. Every farmer should attend Admission to all parts of the Exhibition 25c.

Secretary. GEO. W. DAY,

JULIUS L. INCHES.

Publisher, Book & Job Printer, PUGSLEY BUILDING, PRINCE WM. STREET.

1833. At this remote period in the history of our city, there was no inexhaustible inconveniences were experienced in consequence. In order to illustrate the narfollowing communication from the Courier of July 20, 1833, from which it will that it were better to live on nothing

than to pay for a living:-'It being doubted by many whether good, pure, wholesome fresh water could be obtained and brought into this city unless from a distance of at least five miles, I have great pleasure in stating that a sufficient quantity of that indispensable article may now be procured from the centre of Great George treet, about three hundred feet east from the Alms House, which is in my opinion, the head water of that fine spring commonly called the "Brewery Spring." The Corporation in taking the gravel and earth from the street, have already partially opened the spring and the water continues to flow and filter away among the loose sand. I am confident if a well were sunk to even a very limited extent, there would be an

asium stood. How ridiculous, from the stand-point of to-day, to hear men arguing in favor of a WELL as a source of water supply for our city. SHIP LAUNCH. - On Thursday last was

launched from the ship yard of Mr. Geo. Thompson, in Portland, the beautiful coppered whale-ship "James Stewart," built for Mr. Charles C Stewart, of this

1835. In old times there was very little spuious parriotism current among the peole of St John. Every man who shoulered a musket on parade day was loyal the backbone. Then, loyalty was worn the honest breast, now it is crammed the breeches pocket. Men no longer hink it sacred to fight for the flag under which they were born, if dollars and cents stand in the way. It is nowise common now, for men to act as the loyal founders of our city acted a hundred years ago, when

"They left their friends, their foes, their all For a home in British land." For a fortnight previous to "training the squads together on a certain day, and at a certain season of the year the fences MCGREGOR'S DRUG STORE. of the city were ornamented with these notices, perhaps to the number of twenty or more. No Parliamentary election was ever looked forward to with more interest, than was the assembling of the gallant defenders of our country. The field upon which our heroes met was King Square, at that time in a " rough, rude, and immature" state, An oblong shanty (as it would be derisively termed in this fastidious age) was its center ornament, in which, at one end, the butchers of the city slaughtered their cattle, and sold the meat thereof at the other end. On the gable of the building towards the Court House was a fire bell. There are some who will remember the tragedy that was enacted at this bell about this time. A citizen passing from up town one night, discovered a fire, and hastened to give the alarm by ringing the bell. He had scarcely sounded the ounded the alarm, when a member of the volunteer police recently inaugurated, rushed at him, asking him what he was about, and Visitors to the City should not fail to see this beautiful exhibit, all of which are marked away down in almost immediately felling him to the earth with a blow from his club. The man was killed—the policeman was tried for morphism that the state of the tried for manslaughter, found guilty, and imprisoned for a short time. The square in these days, was not carpeted as now with a grassy sward, but ox horns, hoofs, bones and heads abounded. On the nothern side, extending from St. Stephen's Hall to Gables' Corner, was where the African gentry from Lake Lomond, held market for the sale of shingles, birch brooms, etc. Besides the "Shuffle-ups," there were some uniformed companies which in many respects were really creditable The Scotch company wore the Fartan plaid, and were regarded as the most proficient in drill exercise. Capt. James Mcfarlane was an officer in this company, but we cannot just now remember the rank. The "Irish Royals,"

commanded by Capt. Wm. E. Moore, with Sergeant Tom Magee, as his right hand man, was the pride of the city. Its uniform consisted of white pants, scarlet coats, swallow-tail, with buff facings, and hat with white feather tipped with red. The members of this company were selected with a view to uniform in height. Each man was six feet tall and well formed. The "Protestant Boys," commanded, if we mistake not, by Captain H. N. H. Lugrin, with Ser geants Peacock and McKelvey as right hand men, were in many respects the most ridiculously uniformed corps on the field. Some wore black pants, ome grey, others drab, -just as they happened to have them when called out for duty,—scarlet coats, swallow tail. The rifles were under command of Capt. W. D. W. Hubbard, a fine looking and much respected officer. The regular rifle uniform was not strictly observd by some members of this company The "Sea Fencibles," commanded by apt. Edward Hippesly, was as fine a sody of men as could be seen anywhere. This company comprised sea captains and some sailors. The uniform was white pants and blue jackets, with bea-

The "African corps," commanded by Capt. Barzilla Ansley, with Henry Hall, Alfred Gardoer and "Sonny" Grant's father as sergeants, were a source of much amusement to the boys. This corps was usually detailed as a guard,

and stationed around the square to prevent desertions. The principal Armory was located in Cooper,s Alley, in Mr. Turnbull,s yard The Imperial Government at that time provided muskets, and having an idea, hat the natives of the city were savages. issued an order that the guns be provided with wooden "flints." Of course our nilitia had to grin and bear it; but that any stray Englishman, who might be passing through the city at the time, might not have the laugh on them, they painted the *flints* black, and it is said, that a captain of one of the companie pantered Sir Wm. Colebrooke about his shooting, when a bet was made, a target placed, and the Captain handed His Excellency his musket. Sir William oaded it, and taking aim drew the trigger-but no spark came; again, and again, and again he tried, but no use; when stopping to examine the flint, he found it a piece of painted wood. The deception was complete, and we believe from that time forth the "savages" were

ermitted to use the real flint. The Courier of April 25th, 1835, is ful of interest. Turning our attention to the advertisements we find much to refresh the memory-much to remind us of the days that are gone -gone forever. Under the head of "Notices," on the first page, we have a call to "all persons having any legal demands against the estate of the late Thomas Sandall, ac. Mr. Sandall will be well remembers. bered by many now living. He was father to John Sandall, Esq., and grandfather to Fred. Sandall, Esq., Chamberlain of the City Thomas Nesbit, cabinet maker and

upholsterer, announces that he has taken into co-partnership his son etc., etc.,—who doesn't remember dear Miss Farley. I. & J. G. Woodward advertise to let

a cottage in St. Andrew's street, occupied by T. B. Millidge, his residence in Prince William street, the apartments to let are three rooms and part of a cellar. We fancy we see people now-a-days renting a house with

of the olden time, have a shop to let on the South Wharf. Peter Reid and Ambrose S. Perkins, old and honored citizens, are gone.

Thomas Rankine, father of the present members of the extensive Baking | Or to GEO. M. ROBERTS. establishment of Thomas Rankine & Sons, was located in 1835 upon the same spot as that occupied by them to day.
Robert Ray—Bob's name was a house—Tickets only sold as above. Positively

EXHIBITION SPECIALTIES. NEW STYLES IN supply of water as at present, and serious | GENT'S TWEED RUBBER COATS, LADIES' RUBBER CLOAKS, row view of things, which people are MINSES' RUBBERT CLOAKS. sometimes wont to take, we copy the See our Stock of RUBBER GOODS of all kinds.

Also our Stock of be seen that the old argument is adduced BELTING, Mill Saws, Emery Wheels, or trusting him on my account, as in the Oils, Files, Silk Bolting Cloth. Clothes Wringers, &c. 68 Prince William Street,

ESTEY, ALLWOOD & CO.

THE NEW BRUNSWICK Haptist

FOUNDED 1833, SCHOOL ROOMS, PRINCESS & CHARLOTTE STREETS.

This Institution affords the highest faciliinexhaustible supply, and quile sufficient for the wants of the inhabitants of Literary Training. Young Men and Women and it was in a building on the spot now the city. Our public authorities are can here prepare for College or Professional occupied by Messrs. Jardine & Co. that Great George Street is now known as Latin, Greek, French and German Languages Holdsworth, while endeavoring to save King Street East, and the locality referred to was about where the old Gymmants of Instrumental Music, World Music, World Music, World Music, the store, three stories, and was killed ments of Instrumental Music, Vocal Music, Painting and Drawing, and Elocution. For Circular containing particulars, address

the Principal, W. M. RECVICAR, A. M.

JAMES MCCONNELL, THE SECRETARY AND DESARRES IN BOOTS, SHOES,

Rubbers Of every description. 15 KING ST., ST. JOHN, N. B. CUSTOM WORK And Repairing promptly attended to.

HAVANA CIGARS. day,"the Captains of the respective companies used to issue handbills, calling at a moderate price, go to

> No. 137 Charlotte Street, In order to reduce my stock of CIGARS, will, during Exhibition Week, and the nonth of October, sell them at a small ad-

C. McGREGOR, Druggist. THE CREAT ATTRACTION OF THE CENTENNIAL EXHIBITION

WILL BE THE Grand Display of WATCHES, JEWELRY AND CLOCKS IN MARTIN'S JEWELRY STORE, 97 KING STREET. Comprising the best assortment in the Dominion

G. H. MARTIN.

WILLIAM PETERS Agent. Manufacturer and Dealer in ALL MINES OF LEATERER. OIL-TANNED LARRAGAN & LACE LEATHER



A SPECIALTY.

GRAND

Dominion & Centennial

IN COMMEMORATION OF THE

A GRAND EXHIBITION OF Agricultural Products, MANUFACTURES

AND— FINE ARTS

---OPENS ON-Monday, Oct. 1, And continues until Oct. 11.

THE STEAMERS OF THE

Will make a REDUCED RATE OF FARE To St. John and Return, as follows:

LEAVE BOSTON Miss Farley gives notice to all per-ons indebted to her to call and per-Fare, Round Trip, \$5.00. LEAVE PORTLAND. On Sept. 28, and Oct. 1, 3, 5. and 8.

Fare, Round Trip, \$4.50. with fire places, two bedrooms, a kitchen | Tickets good to return on any Steamer up to and including Oct. 15. For Tickets, and any further information, Reid & Perkins, a well known firm apply at the Company's Office, 40 Exchange

> W. H. BAHABY, Agent, Boston, Mass. Penn. R. R. Office 205 Washington st., Boston.

known by reputation throughout the Province. A more mischievous man, nor a man with a larger heart, never walked our streets. Here is an advertisement of his:

ABSCONDED-From the service of the subscriber, on Wednesday morning last, an Indented Apprentice, named Jacob Till, son of William Till. This is to caution all persons against harboring event they will be prosecuted as the law directs.

ROBERT RAY.

Jacob Till is now a shipmaster. In this year W. H. A. Keans was a surveyor of deals and boards, residence mmediately over the store of Mr. Wm.

Anderson, Water Street. There are not many gentlemen's residences in that Lockhart & Crane were leading Commission Merchants.

Henry Gilbert advertises flour and bran fresh from the Portland Mills.

Wm MacKay was an importer of Holland Gin.
Holdsworth & Daniel, the leading dry goods establishment of the city, was located on the Market Square, on the same spot, if we mistake not, as that now occupied by the establishment of Daniel & Boyd; afterwards was removed the store, three stories, and was killed. Subsequently Mr. Daniel retired in favor of his nephew, the present senior member of the London House firm. J. & H. Kinnear were extensive com-

mission merchants. In this year, if we remember correctly, their establish-ment was on the North Market Wharf, om whence they removed to Dock street. The firm was dissolved in 1842, when John Kinnear located himself on Prince William street, and dealt argely in Window Glass and Paper Hangings. It was as clerk with John Kinnear that George Nixon graduated as a dealer in Glass and Paper. Parks & Hegan were large importers William Hammond was perhaps the

largest grocer and retail liquor dealer S. L. Peters, (father of Wm. Peters, Esq., and A. N. Peters,) kept a "General Store," in Braggs' building, corner King and Cross streets—and dealt in Country Produce, Hardware, Dry Goods, Groceries, Toys, Delf, &c.

1836.

There are not a few of the present generation of the natives of this city, who have not heard from the lips of their parents and grand-parents the thrilling, neart-rending story of the burning of the "ROYAL TAR."

This steamship was on her passage from St. John to Boston, and had on board a 'Caravan and Circus Company," which had been exhibiting and performing here, when she caught fire, and was totally destroyed, together with nearly the entire stock of "wild beasts." This steamer was 400 tons burthen, and was commanded by the late Capt. Thomas Reed, father of T. M. Reed, Esq. She eftthe harbour on the 21st Oct. 1836, and was burned in Penobscot Bay on the Tuesday following. There were 93 persons on board, including crew and passengers, 32 of whom were lost. The ene, as described at the time by those who witnessed it, was terrible in the extreme, and, for months afterwards, was the all-absorbing theme of conversation at social gatherings, and on the

The Royal Tar was owned by John Hammond, Esq., and ran between St. John, Eastport, and Portland, Maine. Amonst the passengers saved was Mr. Sherwood, English Consul at Portland, For weeks Hopley's old theatre had a canvas tacked on its outside, so that every one passing might appreciate the poetic genius of the age. It ran thus: "The Royal Tar.she went too far, Her boilers were too hot;

She'll never see St. John again, Because she's gone to pot." Steamer North America was built at ourtney Bay in 1839 for Jas. Whitney, Esq.. She was built by Wm. Wright, who had been foreman in the shippard of Geo. Thompson, Strait Shore, afterwards the firm of William and Richard Wright. The North America commenced running to Boston, touching at Eastport, in the year 1840, and was the pioneer steamer between St. John and

The North America was first commanded by Capt. Thos. Howes of Cape Cod, afterwards by Capt. Wm. Mabee of Eastport, who was succeeded by Capt. H. W. Chisholm, A connection was then formed by Jas. Whitney with Jas. Cunningham of New York, owner of steamers 'Portland,' 'Penobscot,' 'Admiral,' and 'Senator,' which these steamers stopped at astport, and connection was made at Eastport with North America, Saxe

Gotha and Herald, from St. John. This connection was for the period of The Admiral was purchased by an Eastport company and ran a number of years between Boston and St. John, also the Eastern City, owned by a Calais

In 1859 both these steamers were purchased by the International Steamship Company then just formed, who immediately put on the splendid steamers lew Brunswick and New England, followed by steamers New York, City of Portland, Falmouth, and lately by the magnificent steamer State of Maine, and as will be seen by advertisement this Company are now making five trips a week between Boston, Portland, Eastport and St. John.



EXCURSION RATES TO AND FROM SAINT JOHN,

IN CONNECTION WITH LOYALIST Centennial Exhibition!

Commencing SATURDAY, Sept. 29th, and during continuance of Exhibition EXCURSION TICKETS will be issued on the Steamers of this Line at SINGLE FARE! RETURN FREE! viz.: From FREDERICTON, GAGETOWN, GRAND LAKE, &c., for advantage of persons coming to attend the Exhibition; and From SAINT JOHN TO HAMPSTEAD, GAGETOWN, FREDERICTON, GRAND LAKE, &c., for advantage of Strangers, &c., who may desire a Trip on the River Saint John, "This Rhine of ours," now at this season of the year, EXHIBITING its beautiful and

varied scenery in the rich glowing Autumn tints of Maple, Grain and Aftermath! N. B.—You cannot do better than spend a day on the "St. John." The view at Westfield at sunset "In the Gloaming," or "When night's candles are burned out, and jocund Day stands tiptoe on

the misty mountain top," can hardly be sur-In the background, or to the Westward may be seen the charming Nerepis stream winding down between the Nerepis Mountains including Eagle Rock, Douglas Mountain, and Bald Mountain, (the latter is 2240 feet above the level of the sea l)

To the left, up River, stretches the "Long Reach," with its Points and Headlands. To the right, looking down River, can be seen Grand Bay, the Kennebecsis River, with its numerous beautiful Islands; also, Boar's Head and Green Head standing guard over the Narrows, that contracted

FARES. Between St. John & Fredericton. or Gagetown, \$1.00 " St. John & Hampstead, 50c. Tickets will be good to Return up to and including Oct. 15th. H. E. HUMPHREEV. Agent.

the Narrows, that contracted passage or exit of a River navigable for greater or lesser

craft for more than 450 miles!

hold word in St. John. Indeed, he was | no Excursion Tickets sold on Steamer. CLARKE, KERR & THORNE, invite. attention to their stock of Fancy Goods, Hardware, Cutlery, etc.