

## EARLY DAYS OF WOODSTOCK.

W. O. RAYMOND.

NO. 14.

During the summer of 1783 most of the Loyalist regiments were encamped at Long Island, N. Y., not far from Brooklyn. After the signing of the preliminaries of peace between Great Britain and the United States, no attempt was made to keep the enrollment of the various companies up to normal strength. They were at this time considerably reduced. Many had fallen on the battlefield. More had died of wounds and exposure. Numbers had died of disease. Some were "prisoners with the rebels" and some, weary of hardships and privations of service, had returned to their former places of abode or sought an asylum elsewhere. Consequently when the regiments sailed for the River St. John they were reduced to about one fourth of their former strength. The returns filed by Brook Watson in the Commissary's office at New York enable us to determine the number of those who remained in the King's service to the end and were disbanded in this province. From this source we learn that, up to the 12th of October, 3,396 persons connected with the Loyalist regiments had sailed to the River St. John, viz., 1,826 men, 563 women, 696 children and 311 servants. In addition to these a few left New York later in the season.

The official correspondence of Sir Guy Carleton contains a pretty full account of the circumstances which attended the departure of the Loyalist regiments and their subsequent arrival at St. John. They embarked on the 3rd of September, and Sir Guy Carleton wrote to General Fox, the commander of the forces in Nova Scotia, that he hoped they would sail on the 7th of that month, but unforeseen delays prevented their departure until the 15th September.

Most of the senior officers were at this time in England, or were leaving for England, in order to represent to the British government their claims for compensation for losses consequent upon the confiscation of their property by the Americans, and to press their claims for half-pay on the disbanding of their regiments. They were successful in both respects. To Lieutenant Colonel Benjamin Thompson, of the King's American Dragoons, a large measure of credit was due for his zealous efforts to obtain half-pay for the officers. He speaks of the success of these efforts in a letter to Edward Winslow, written from London, July 8, 1783, "I congratulate you most sincerely," he says, "upon the grant of Parliament of half-pay to all the provincial officers. . . . The business is not entirely finished, owing to the want of authentic lists of the officers of the different regiments, but as the sum voted is 'on account of half-pay for the officers of certain Provincial Corps which have served with His Majesty's Troops in North America in the late war,' the claim for half-pay is not only admitted but substantiated, and Sir Guy Carleton is directed to furnish proper lists as soon as possible in order that estimates may be laid before Parliament at their next meeting that they may be voted specifically."

The approximate amounts received annually by the officers retired on half-pay are here given.

## RATES OF HALF-PAY PER ANNUM.

	DRAGOONS.	FOOT.
Colonel, . . . . .	\$1148	\$1060
Lieutenant-Colonel, . . . . .	883	751
Major, . . . . .	707	662
Captain, . . . . .	486	442
Lieutenant, . . . . .	265	206
Corner or Ensign, . . . . .	221	162
Chaplain, . . . . .	294	294
Adjutant, . . . . .	177	177
Quarter-Master, . . . . .	177	177
Surgeon, . . . . .	177	177

It may be readily imagined that the income from this source was considered a very great boon by many a penniless officer, about to make a home for himself and his family in the untrodden wilderness. But what about the non-commissioned officers and men who, without any pension and with a much smaller grant of land, undertook the same task?

The command of the troops on their voyage to the River St. John devolved on Lieut. Col. Richard Hewlett, of De Lancey's Brigade, as senior officer, with Lieut. Col. Gabriel De Veber of the Prince of Wales American Regiment second in command. Sir Guy Carleton's instructions to Lieut. Col. Hewlett are contained in the following letter:

NEW YORK, Sept. 12, 1783.

Sir,—You are to take command of the British American troops mentioned in the margin, [viz., the Queen's Rangers, King's American Regiment, New York Volunteers, 1st De Lanceys, 2nd De Lanceys, Loyal American Regiment, 1st Battalion New Jersey Volunteers, 2nd do, 3rd do, Prince of Wales American Regiment, Pennsylvania Loyalists, Maryland Loyalists, Arnold's American Legion, Royal Guides and Pioneers, and detachments of North Carolina Volunteers and of the Garrison Battalion.] These are to proceed to the River St. John in the Bay of Fundy in Nova Scotia. On your arrival there you will see that the stores intended for them are duly delivered, and you will take such steps as shall be necessary for the several corps proceeding immediately to the places allotted for their settlement, where they are to be disbanded on their arrival, provided it does not exceed the 20th of October, on which day Captain Prevost, Deputy Inspector of British American forces has directions to disband them. You will give directions to the officer commanding each corps that in case of separation, they will proceed on their arrival at the River St. John's in forwarding their respective corps to the places of their destination. . . . The disembarkation of the troops must on no account whatever be delayed, as the transports must return to their port with all possible dispatch. Directions have been given to Mr. Colville, assistant agent of all small craft at the River St. John, to afford every assistance in his power to the corps in getting to the places of their destination, and the commanding officers of corps will make application to him for that purpose.

I am, etc., etc.,

GUY CARLETON.

The arrival of the intrepid band of Loyalists, who had served with honor the cause of their sovereign on the tented field, suggests a slight digression. Among the well known characters of the City of St. John, some sixty years or more ago, was a clever Irishman named Thomas Hill, who edited a newspaper called "The Loyalist." Hill wrote a song which he sang to the air of the "British Grenadiers" at a dinner at the Hibernia Hotel on the 12th July, 1844, amid uproarious applause. The poetry was not of the best but the song caught the fancy of "the boys," and it became a favorite on all public occasions of a patriotic kind. The following are sample verses:—

"When thirteen States the gauntlet threw down to us of old,  
Our grandsires knew no fear and could not be bought with gold;  
Though few and scattered 'midst their foes,  
No power could them awe,  
So as Bluenose boys we'll give a cheer  
Hurrah! Hurrah!! Hurrah!!!

"They fought until the last, and obeyed the King's command,  
Then left their foes, their all, for a home in British land;  
T'was then New Brunswick's wilderness a band of heroes saw,  
And as Bluenose boys we'll give a cheer,  
Hurrah! Hurrah!! Hurrah!!!

When the eagle rose again, on the lakes her war notes rung,  
But the brave "Hundred-and-Fourth," from our gallant fathers sprung,  
At Stoney Creek they deck'd her beak, at Lundy's Lane her claw,  
So the Bluenose boys we'll cheer again,  
Hurrah! Hurrah!! Hurrah!!!

The fleet of transports did not reach St. John until the 27th of September, and the perils of navigation under the circumstances then existing are seen in the experience of the "Esther," and the "Martha," two of the ships. The "Esther," having on board a portion of Lieutenant Colonel Van Buskirk's battalion of the New Jersey Volunteers, got out of her course and narrowly escaped destruction arriving at her destination several days after her sister ships. The "Martha," was even more unfortunate. She was wrecked off the Seal Islands, on a ledge of rocks afterwards known as "Soldiers Ledge." Her passengers numbered 174 persons, including a corps of Maryland Loyalists and part of Lieutenant-Colonel Hewlett's battalion. Of these, 99 perished and 75 were saved by fishing boats or by clinging to pieces of the wreck. Lieutenant-Colonel Hewlett was not on board, but the greater part of his possessions went down with the ill-fated vessel.

We learn from Hewlett's correspondence with Sir Guy Carleton that, after the arrival of the fleet on the 27th September, no time was lost in endeavoring to carry out the commander-in-chief's orders. An advance party of the Guides and Pioneers was landed and directed to proceed up the river to St. Ann's. The troops were ordered to disembark on the 30th of September and encamp above the Falls, near the Indian House, from whence Colonel Hewlett intended they should be forwarded with all possible expedition to the locations assigned them. By the 13th October the troops had all been disbanded by Major Augustin Prevost, and they began to proceed up the river as speedily as the scarcity of small craft would admit.

But a very serious situation soon arose. Lands had been assigned the regiments, commencing at St. Ann's and extending up the river, and the lands had been laid out (on paper) in what were called "the twelve mile tracts." These tracts or blocks of land were numbered in order ascending the river, odd numbers on the east side and even numbers on the west, but no attempt had been made to lay out lots for individuals. The surveyors employed by the Government of Nova Scotia were too few for the work demanded of them, and they had been hard pressed already by the Loyalists, who came earlier in the season, in surveying lands for their accommodation. Soon all was distress and perplexity at Parrtown.

Colonel Morse, of the Royal Engineers gives a summary of the causes of the delay in placing the disbanded troops upon their lands: "First their arriving very late in the season; secondly, timely provision not having been made by escheating and laying out lands; thirdly, a sufficient number of surveyors not having been employed; but lastly and principally, the want of foresight and wisdom to make necessary arrangements, and steadiness in carrying them out."

## A Warning to Canadian Girls.

(Quebec Chronicle.)

Buffalo newspapers have disclosed the existence of a systematized plan for luring Canadian girls to American cities by attractive advertisements and offers of employment at good wages. The girls secured are helpless in the hands of the plotters, and made to live lives of immorality. The danger of such traffic is abundant warrant for giving the fullest possible publicity to this warning. Occasionally an advertisement for a young lady of attractive appearance to act as lady's maid or companion is in reality a part of this despicable plot, though it be innocently circulated by newspapers that do not suspect its nature. As a rule the Canadian newspapers are cautious, and exclude everything that awakens the slightest suspicion. But they may be deceived, and can only warn all girls and parents to be on their guard against pitfalls. The American newspapers circulating in Canada may also unintentionally futher the work of the plotters.

A greater source of danger is in the women of good address and irreproachable appearance who travel through the villages, towns, and small cities of Canada employing girls of good appearance for alleged positions that are represented as honorable and well remunerated. These women meet with considerable success in their nefarious work. The girls employed are met at Niagara Falls or Buffalo

according to appointment, and the people who carry out the plot distribute them to various American cities. A few days ago a Michigan Central Railway detective at Niagara Falls, N. Y., was made suspicious by observing a middle-aged woman who frequently met and introduced herself to young girls arriving from Canada. Each girl seemed to be expecting some one to meet her at the platform. A little investigation showed that his suspicions were well founded, although he could not obtain any evidence that would warrant prosecution. The woman appeared frequently at train time and always seemed to have an appointment with a young girl. The detective felt warranted in ordering the woman to decamp, which she did without argument or protest, and thus one of her intended victims was returned to her parents.

Sufficient has been disclosed to warrant the strongest and most earnest warnings against offers to young girls of employment in American cities. All such should be regarded with suspicion, and none should be accepted without consultation with well-informed friends capable of making needed investigations. There is also a need of co-operation on the part of police authorities on both sides of the line. It is at the international boundary that this traffic can be most effectively intercepted. Intelligent co-operations should land a few of the operators in prison, and thus effectually discourage all other plotters. It is not easy for them to cross the line when they find the meshes of the law tightening upon them on either side. Personal vigilance on the part of those who may be selected as victims and active co-operation by the police authorities on both sides of the boundary should stamp out this nefarious traffic.

Vermont is another of the States which finds in corporation and similar taxes sufficient revenue for the needs of the State Government. In Vermont the Local Legislature meets only once in two years, and the financial statement accordingly covers a two-year period. The latest statement shows that the taxation collected levied upon corporations for the two years ending June 30th last amounted to \$1,363,782, and this, with collateral inheritance taxes and similar revenues, was sufficient to not only meet current expenditure, but to leave a surplus of \$140,000.

For the light that never failed and the grace that never left us in the days gone by; for the visions that dispelled our doubt and hopes that chastened our sorrow, we lift our hearts to thee in praise and joy!—John Edgar McFadyen.



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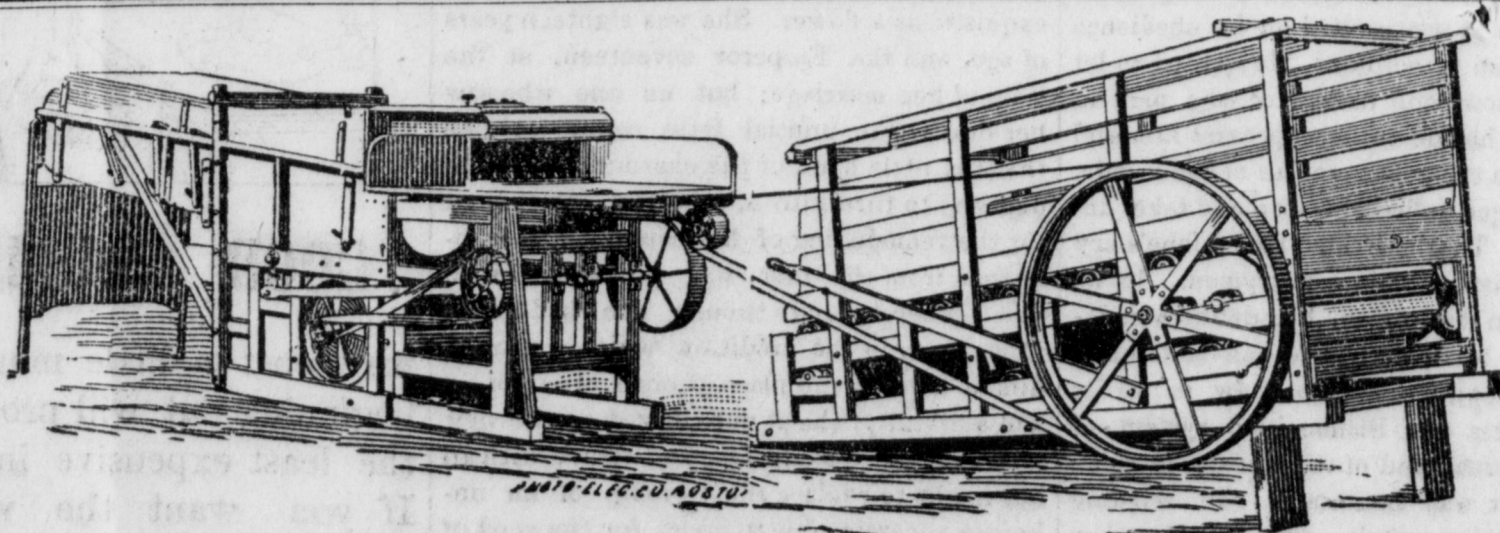
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Jan 9 tf