

A RECORD OF OLD TIMES.

THE STORY TOLD BY ONE OF THE LOYALIST WOMEN.

The Diary of Sarah Frost, written on board the ship "Two Sisters," during her voyage to Saint John's River, Nova Scotia, in the Spring of A. D. 1783.

(Continued.)
Monday, June 9.—Our women, with their children, all came on board today, and there is great confusion in the cabin. We bear with it pretty well through the day, but as it grows towards night, one child cries in one place and one in another, whilst we are getting them to bed. I think sometimes I shall be crazy. There are so many of them, if they were as still as common there would be a great noise amongst them. I stay on deck tonight till high eleven o'clock, and now I think I will go down and retire for the night if I can find a place to sleep.

Tuesday June 10.—I got up early, not being able to sleep the whole night for the noise of the children. The wind blows very high. My little girl has been very sick all day, but grows better towards evening.

Wednesday, June 11.—We weighed anchor in the North River about six o'clock this morning, and sailed as far as Staten Island, where we came to anchor. I went on shore with Mr. Goreham and his wife, and Mr. Raymond and his wife, and my two children. We picked some gooseberries. We staid but a short time. In the afternoon I went ashore again with Mr. Frost and several others.

Thursday, June 12.—Nothing seems to be worth mentioning today. We are so thronged on board, I cannot set myself about any work. It is comfortable for nobody.

Friday, June 13.—It is now about half after three in the morning. I have got up, not being able to sleep for the heat, and am sitting in the entry-way of the cabin to write. It storms so I cannot go on deck. My husband and children are still sleeping. Through the day I am obliged to lie in my berth, being quite ill.

Saturday, June 14.—I am something better this morning. My husband brings me my breakfast, which I relish. We are still lying at Staten Island. We expected to sail this morning.

Sunday, June 15.—Our people seem cross and quarrelsome today, but I will not differ with any one, if I can help it. At half-past twelve our ship is getting under way—I suppose for Nova Scotia. I hope for a good passage. About five o'clock we came to anchor within six miles of the lighthouse at Sandy Hook. How long we shall lie here I don't know, but I hope not long. About six o'clock this evening we had a terrible thunder storm, and hail stones fell as big as ounce balls. About sunset there came another shower, and it hailed faster than before. Mr. Frost went out and gathered up a mugful of hail stones. Such an instance I never saw before on the 15th day of June.

Monday, June 16.—Off at last! We weighed anchor about half after five in the morning, with the wind north-west, and it blows very fresh. We passed the lighthouse about half after seven. We have twelve ships belonging to our fleet besides our commodore's. Two hours later a signal was fired for the ships all to lie to for the *Bridgewater*, which seems to lag behind, I believe on account of some misfortune which happened to her yesterday. At 9 a. m. we have a signal fired to crowd sail. Again we are ordered to lie to. I don't know what it is for, as the *Bridgewater* has come up. It is now two o'clock, and we have again got under way. The mate tells me they have been waiting for a ship to come from New York, and she has overhauled us. We have now got all our fleet together: we have thirteen ships, two brigs, one frigate. The frigate is our commodore's. The wind dies away. It is now three o'clock, and the men are fishing for mackerel. Mr. Mills has caught the first one. I never saw a live one before. It is the handsomest fish I ever beheld.

Tuesday, June 17.—The wind began to blow very fresh last night, about eleven o'clock. About half after five we are sixty miles from the lighthouse at Sandy Hook, the wind southwest. They say that is a fair wind for us. At half-past nine we are out of sight of land.

Wednesday, June 18.—Feel very well this morning and go to work, but soon the wind blows fresh, and I have to go back to my berth. At noon we are an hundred and ten miles from Sandy Hook, with the wind very fair, at southwest. At half after five we saw something floating on the water. Some thought it a wreck; others said it was a dead whale. One of our ships put about to see what it was. At sunset we are one hundred and fifty miles on our way.

Thursday, June 19.—We are still steering east by south, with a fine breeze. We sailed five miles an hour through the night, and today we sail seven miles an hour the chief part of the time. It is now about twelve o'clock. We have shifted our course, and are now steering north by east. At two o'clock, Captain Brown tells me, we are two hundred and fifty miles from Sandy Hook, on our passage to Nova Scotia, with the wind west-north-west. At six o'clock we saw a sail ahead. She crowded sail and put off from us, but our

frigate knew how to speak to her, for at half-past seven she gave the stranger a shot, which caused her to shorten sail and lie to for the frigate to come up. Our captain looked out with his spy-glass. He told me she was a rebel brig; he saw her thirteen stripes. She was steering to the westward. The wind blows so high this evening I am afraid to go to bed for fear of rolling out.

Friday, June 20.—At half after nine this morning our frigate fired to shift our course to north-north-east. We have still fine weather and a fair wind. Mr. Emslie, the mate, tells me we are at five in the afternoon, five hundred miles from Sandy Hook light. We now begin to see the fog come on, for that is natural to this place. At six our commodore fired for the ships ahead to lie to till those behind should come up with us. The fog comes on very thick this evening.

Saturday, June 21.—I rose at eight o'clock, and it was so foggy we could not see one ship belonging to our fleet. They rang their bells and fired guns all the morning to keep company with one another. About half after ten the fog went off, so that we saw the chief part of our fleet around us. At noon the fog came on again, so that we lost sight of them, but we could hear their bells all around us. This evening the captain showed us the map of the whole way we have come and the way we have still to go. He told us we were two hundred and forty miles from Nova Scotia at this time. It is so foggy we have lost all our company and are entirely alone.

Sunday, June 22.—This morning the fog is still dense. No ships in sight, nor any bells to be heard. Towards noon we heard some guns fired from our fleet, but could not tell in what quarter. The fog is so thick we cannot see ten rods, and the wind so ahead we have not made ten miles since yesterday noon.

Monday, June 23.—It grows brighter towards noon, and the fog disappears rapidly. This afternoon we can see several of our fleet, and one of our ships came close alongside of us. Mr. Emslie says we are an hundred and forty miles from land now. The wind becomes more favorable, the fog seems to leave us and the sun looks very pleasant. Mr. Whitney and his wife, Mr. Frost and myself have been diverting ourselves with a few games of crib.

Tuesday, June 24.—The sun appears very pleasant this morning. Ten ships are in sight. The fog comes on, and they all disappear. We have been nearly becalmed for three days. A light breeze enables us to sail this evening two miles and a half an hour.

Wednesday, June 25.—Still foggy; the wind is fair, but we are obliged to lie to for the rest of the fleet. The commodore fires once an hour. The frigate is near us, and judging by the bells, we are not far from some of the other ships, but we can't see ten rods for the fog. We have *measles* very bad on board our ship.

Thursday, June 26.—This morning the sun appears very pleasant. The fog is gone to our great satisfaction. Ten of our ships are in sight. We are now night the banks of Cape Sable. At nine o'clock we begin to see land, at which we all rejoice. We have been nine days out of sight of land. At half after six we have twelve ships in sight. Our captain told me just now we should be in the Bay of Fundy before morning. He says it is about one day's sail after we get into the bay to Saint John's River. Oh, how I long to see that place, though a strange land. I am tired of being on board ship, though we have as kind a captain as ever need to live.

Friday, June 27.—I got up this morning very early to look out. I can see land on both sides of us. About ten o'clock we passed Annapolis; after that the wind all died away. Our people have got their lines out to catch codfish, and about half after five John Waterbury caught the first one for our ship.

Saturday, June 28.—Got up in the morning and found ourselves night to land on each side. It was up the river St. John's. At half after nine our captain fired a gun for a pilot; an hour later a pilot came on board, and at a quarter after one our ship anchored off against Fort Howe in St. John's River. Our people went on shore and brought on board spruce and gooseberries, and grass and pea vines with the blossoms on them, all of which grow wild here. They say this is to be our city. Our land is five and twenty miles up the river. We are to have here only a building place of forty feet in the front and a hundred feet back. Mr. Frost has now gone on shore in his whale boat to see how the place looks, and he says he will soon come back and take me on shore. I long to set my feet once more on land. He soon came on board again and brought a fine salmon.

Sunday, June 29.—This morning it looks very pleasant on the shore. I am just going ashore with my children to see how I like it. It is now afternoon and I have been ashore. It is, I think, the roughest land I ever saw. It beats Short Rocks, indeed, I think, that is nothing in comparison; but this is to be the city, they say! We are to settle here, but are to have our land sixty miles farther up the river. We are all ordered to land to-morrow, and not a shelter to go under.

(Concluded.)

ELECTION CARDS.

To the Electors of the City and County of St. John:

GENTLEMEN,

The New Franchise Act introduced at the last Session of the Legislature by the Government of which I am a Member, and passed by the Legislature having given the right of suffrage to many thousands of persons throughout the Province, not now represented, the Government have advised His Honor the Lieutenant Governor to dissolve the House of Assembly, in order that the new Electorate may be represented at the next Session of the Legislature.

By the terms of the Act the 1st of January is fixed as the time when elections must be held under the new lists, and therefore this is the earliest period at which the enlarged Electorate could have an opportunity of representation.

The introduction and carrying through of the Franchise Act, a measure generally commended for its simplicity as well as for its broad and liberal provisions, will, I venture to think, meet with your hearty approval. While I am satisfied that the general policy of the Government has been such as to preserve the friendship of the great mass of voters who have heretofore supported us, I feel that we can appeal with confidence to the young men, through our instrumentality, who have been granted the right of suffrage, to give us their support.

The Government have, since we last appealed to the people, devoted the best energies of its members to advance the interests of the Province. We challenge the closest scrutiny of our acts of administration. The financial affairs of the Province have come more immediately under my control, and I am justified in asserting that they have been managed with a prudence and carefulness which has not been excelled in the history of any previous administration. Every unnecessary expense has been avoided; and the result is that today the finances are in a very satisfactory condition.

The credit of the Province never stood so high as at present. Debentures were issued previous to our accession to office, as late as 1880, bearing six per cent. interest, while those which we have issued at the low rate of four per cent. command a premium. Owing to the fact that six per cent. debentures outstanding, and amounting to \$768,000, can be replaced as they mature by debentures bearing only four per cent., or possibly less, there will thus be a saving to the province in the interest alone of \$15,360 per annum.

My colleagues have entrusted me with the control of the important Department of Agriculture, which we have thought worthy of special care. My importations of improved breeds of horses and sheep have, I believe, met with general approval. The policy pursued by our Government in this particular will rapidly improve the character of the horses and sheep of the Province, and will put many thousands of dollars into the pockets of our people, as the stock will be much more sought after by buyers and far higher prices will be paid than for inferior animals.

While performing to the best of my ability my duty to the Province at large, I have, as a member of the Government, endeavored to do complete justice to this City and County. The liberal expenditures made upon the roads and bridges, and the careful attention which in conjunction with my colleagues I have given in seeing that the expenditures were judiciously made, have resulted in giving to this County a system of roads far superior to what the people ever before enjoyed.

Much has been done to encourage the commerce of the port. Of the subsidies granted in aid of steam navigation a large proportion was appropriated by our Government to assist steamboat lines coming to St. John. By means of the various steamboat routes thus assisted by Provincial aid a great deal of trade has been brought here and the interests of the City have been thus materially benefited.

I am looking forward with pleasurable anticipations to the exhibition to be held in St. John next year, when I trust such a display of the industrial products of the Province will be made as will afford to strangers and to our own people a convincing proof of the rapid progress New Brunswick is making. I have already had the pleasure of announcing to the Exhibition Association that the Government will ask the Legislature to make a liberal grant towards this object, the amount named being in the opinion of the Directors of the Association amply sufficient to ensure the financial success of the Exhibition.

The City of St. John, by reason of its being at the mouth of one of the greatest Rivers in the Dominion and because of its fine harbor, has become the Commercial Metropolis of the Maritime Provinces. It has also become the Great Railway centre of the Maritime Provinces and will soon be one of the principal distributing points for merchandise in Canada.

Under the policy pursued by the Government of which I am a member the Grand Lake Coal fields and the adjacent and intermediate county have been brought into railway connection with St. John; a subsidy has been granted to the railway to Barnesville whereby direct communication will be established between St. Martins and the City of Saint John, and the eastern portions of this County will thereby be put in a position to have regular and speedy communication with each other. I have no doubt that this railway will be built, and I look for very beneficial results to arise therefrom, by which the agricultural, mineral and lumber resources of the eastern part of the County will be developed.

The Government have favored the incorporation of Companies to build Railways down the valley of the St. John and from Edmundston to the head of the Grand Lake to a point of Connection with the Central Railway. These roads when built will have their terminus in the City of St. John, which must be the distributing point for the greater portion of the merchandise they may carry.

The completion of the Canadian Pacific railway between Montreal and St. John, with the building of the road from Edmundston through the centre of the Province, will enable the people of this great constituency to more than realize their expectations that the railway connections between the sea board of the Maritime Provinces of the Dominion and the west would be through the centre of the southern part of New Brunswick, as on the completion of the line from Edmundston this city will have at least three Great Trunk lines of railways extending through the southern, central, eastern and northern portions of the Provinces, thereby consolidating the trade and making sure the course of prosperity upon which we have entered and which I believe will be much greater in the future than it has been in the past.

While so much has been done by the Government to aid the Railway development in which St. John is so deeply interested, other parts of the Province have by no means been neglected or overlooked. A railway has been built from Fredericton to the Intercolonial near the mouth of the Miramichi, a subsidy provided for a road from Woodstock to Fredericton, and of which the St. John Valley Road will be a continuation on the St. John, thereby connecting the whole valley of the River St. John from Edmundston down with this city.

This great Railway development has brought into prominent view the urgent necessity for the Harbor of St. John having the requisite terminal facilities and docks to meet the growing demands of the extensive business now centering here, and our Government has taken into consideration the question of aiding as far as we could the building and establishing of these great public works. We have done this not only in the interest of St. John, but of the whole Province as well, the country throughout being deeply interested in the development of trade and commerce. All must recognize that the geographical position of St. John, with its never interrupted access to the sea, marks it and establishes it as the trade centre of the Province, from which commercial prosperity will extend to the whole. Having, therefore, the benefit of the whole Province in view, the Government has passed the necessary Order in Council to make immediately available the \$2,500 per year for twenty years, which we are authorized by the Legislature to grant in aid of the building of a Dry Dock and providing terminal facilities in the Harbor of St. John, and will put itself in communication with the members of the Legislature at the earliest practicable opportunity with a view of ascertaining the extent to which they may be willing to sustain the Government in meeting the reasonable expectations of the citizens of St. John, so that such further aid to these undertakings may be given as with the assistance already provided by the City, and to be given by the Government of Canada, will secure their early completion.

When these works, with the other harbor improvements contemplated by the City Council are intended by them to be built, shall be completed, St. John will not only be the winter port of Canada, but will very rapidly take its position as the greatest summer port in the Dominion, next to Montreal.

It is now, Gentlemen, for you to say whether or not you will extend to me and the government of which I am a member, your support which will enable me and those who will be associated with me as candidates for your suffrages to continue the work of aiding this great material development so requisite for the growth and prosperity of this constituency.

I am, yours faithfully,
DAVID McLELLAN.

To the Electors of the City and County of St. John.

GENTLEMEN,—

A dissolution of the House of Assembly of this Province having taken place, we, the undersigned, beg to announce that at a public meeting of electors convened for the purpose, we were unanimously selected as candidates for the representation of the City and County of Saint John in the Local Legislature, at the election to be held on Monday, the 20th day of January instant, in opposition to the present local government. We feel that every encroachment upon the principle of responsible local self-government should be strenuously resisted. That principle has been violated in this constituency by the present government. We pledge ourselves, if elected, to do all in our power to promote harbor, wharf, railway terminal and other improvements in connection with our city, which its importance demands. Careful attention will also be given to the roads and bridges of the county, and while especially looking after the interests of this constituency, we will also support and promote every measure tending to conserve the interests of the Province generally.

Respectfully soliciting your support, we are,
Your obedient servants,
A. A. STOCKTON,
JAMES ROURKE,
WM. SHAW,
HARRISON A. McKEOWN.

To the Electors of the City of Saint John.

GENTLEMEN,—

Having accepted the nomination as candidates to the Local Legislature for the City of Saint John, in opposition to the Government, at a public meeting of the electors, held on the 3rd instant, we respectfully solicit your support. If elected, we pledge ourselves to promote the best interests of the City, as well as those of the Province generally. We favor harbor improvements and increased railway facilities, and shall do all in our power to accomplish these ends. The violation of the principle of responsible local self-government, in this constituency, by the present administration, should merit the disapproval of every elector. We shall avail ourselves of the opportunity—before the day of election—of addressing you on the question involved in the contest.

Respectfully yours,
SILAS ALWARD,
ALBERT C. SMITH.

To the Electors of the City of Saint John.

GENTLEMEN,—

Having received the nomination of the grand mass meeting of the friends of the Local Government held this evening, we feel highly honored in accepting the nomination and confidently appeal to you for your support.

The general policy of the government having in the past received the hearty approval of the people of St. John, and nothing having occurred to cause it to forfeit the confidence of any right thinking citizen, we feel that on this ground alone we have good reason for believing that it will be triumphantly sustained by you at the coming election.

The most important question now before the electors is whether the Government will be sustained in the promise to aid this city by a liberal subsidy to carry through to completion the extensive scheme of harbor improvements which has been agreed to, and which must exercise a material influence in advancing the prosperity of St. John.

We are pledged to do all in our power to have the necessary legislation enacted to sustain the Government in giving the requisite subsidies to carry out these Harbor Improvements, and we shall, if elected, in this, and in all other matters earnestly seek to promote the interests of this city as well as the whole Province.

We are,
Gentlemen,
Yours faithfully,
JOHN H. PARKS,
HENRY J. THORNE.

St. John, N. B., 6th January, 1890.

To the Electors of the City and County of Saint John.

GENTLEMEN,—

The large and thoroughly representative meeting of the friends of the Local Government held this evening, having nominated us as candidates of the party in the present campaign, we have cheerfully accepted the nomination, and respectfully solicit your support.

Apart from the fact that the general policy of the government in the past warrants us in asking your confidence, we feel that you will agree with us that it is most important that candidates in support of the government should be elected at the present time in view of the liberal assistance which has been promised to the city for the purpose of carrying out the extensive scheme of harbor improvements which has been agreed upon, and the completion of which must prove of immense advantage to this city and county.

If elected as your representatives we shall, while devoting our best efforts to promote the general interests of this constituency, as well as of the Province at large, not fail to see that the roads and bridges throughout the County are kept in the same efficient state as they have been kept through the liberality of the Government during its term of office for the past few years.

We are,
Gentlemen,
Yours Faithfully,
DAVID McLELLAN,
W. A. QUINTON,
W. B. CARVILL,
H. LAWRENCE STURDEE.

St. John N. B., 6th January 1890.

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