



We have started this competition partly to revive an interest in a useful study, and partly to increase the interest of the young folks in *PROGRESS*. The questions will be given every week, and the publisher of *PROGRESS* will give one dollar for the first correct answer that reaches *PROGRESS* office. The rules and conditions that govern the Bible Question Competition will also regulate this. Answers will be received until the Saturday following publication, and the successful competitor will be announced the next Saturday. Answers should be addressed to "History Competition," care *PROGRESS*, St. John, N. B. All letters addressed otherwise will not be considered.

Miss Gertie Finn sent the first correct answers to the history questions, No. 5, and wins the prize. The questions, answers and the names of those who sent correct answers are given below:

- (1) In what battle was Harold II killed?
(Ans.) The Battle of Hastings.
 - (2) What happened to the two young princes, sons of Edward IV in the tower of London?
(Ans.) They were smothered to death by pillows in their beds.
 - (3) In whose reign and in what year did the "Invincible Spanish Armada" ascend the English channel to conquer England?
(Ans.) In the reign of Queen Elizabeth, 1588.
 - (4) Who succeeded Elizabeth on the throne of England?
(Ans.) James VI., of Scotland.
- M. Gertie Finn, 22 Richmond street; Edna G. Powers, 30 Acadia street; J. Stewart, Hampton; Katie L. Beverly, 132 Union street; L. G. Patton, 1 Elliot row; Murray Jarvis, 7 Elliot row; Mabel Robinson, 7 Union street; Grace A. Eddy, 36 Peters street; E. P. Stockton, 18 Charles street; Jessie Hayes, 13 Queen street; Denis McHugh, 101 Brunsell street; N. Y. Z., 27 Elliot row; Dorothy T. Nicholson, 13 Mecklenburg terrace; C. Percy Masters, 65 Elliot row; "Vendome," Hampton; N. B.; Carleton M. Killam, Indianstone; Wendie Johnston, 14 Elliot row; Jessie Olive Stone, 171 Germain street; "Marion," 100 Leinster street; M. Evelyn Clark, 20 Dorchester street; Anthony A. Boyce, box 21, Fredericton; Walter M. Doane, Carleton; Jessie L. Lawson, Duke street; West End; Walter Goulding, 171 Leinster street; Gertrude Davidson, 37 Dorchester street; Louise; Bertha Rubin, 94 Sydney street; Ruby C. MacKinnon, 133 Orange street; "Marie Antoinette," 10 Cliff street; Master H. Scholfield, Wright street; North end; Minnie E. Beatty, Rockland Road; May B. Pitman, Tower street; West end; Nellie Goddard, 40 Crown street; "Mikado," 75 Duke street; Minnie Murphy, 11 Union street; Arthur E. McManis, Brookville; Annie McCarthy, 145 St. James street; Jessie Hilyard, Douglas Road, North end; W. D. Macpherson, Upper Woodstock, Carleton county, N. B.; G. F. Dunham, St. George street, West end; Annie G. Thurnott, West end; Minnie E. Turner, 82 Colburn street; Arthur E. McManis, Brookville; Master Frank McArthur, 70 Princess street; Wm. Taylor, 49 St. David's street; Edna Granville, Marble Cove Road, North end; Gwyn Evans, Moncton, N. B.; Henry Standing, Dorchester street; Jennie Hamilton, Paradise row; Mabel Johnson, 251 King street east; Jessie Ferguson, Richibucto, Kent Co.; Elsie Schumann, 12 St. James street; Frank Pidgeon, North end; Lena Murray, 20 Orange street; Harriet E. Mills, Stanley street; Master C. L. Hamilton, Dorchester; George G. Godfrey, Dorchester, N. B.; Stanley S. Wetmore, Clifton, Kings Co.; Robin M. Gray, Fairville, N. B.; Leo Bradley, Indianstone; "Mikado," 75 Duke street; "Eolier," Fredericton; C. C. Everitt, 132 Broad street; Willie Baird, 269 Germain street; Edith E. Hall, 54 Orange street; Colin Carmichael, St. Andrews; B. C. Travis, Hampton; Bella I. Neilson, 247 King street east; Anna M. Pittfield, Sussex, Kings county; Jean L. Gillis, Fairville; Bertha M. Anderson, 80 Prince street; Sidney Young, Sherill street; Blanche K. Dibble, Woodstock; Amelia Rhodes, Sackville; Grace Butler, 52 John street, Halifax, N. S.; "Jack," 75 Buckingham street, Halifax, N. S.; Kate A. Tobin, Digby, N. S.; E. Littler, Yarmouth, N. S.; Maggie E. Allan, Charlotte street, West end; Miss Maggie Reid, Newcastle; Annie Macgregor, Apohaqui, Kings Co.; Douglas G. Guest, Yarmouth, N. S., box 182; Maggie McLeod, Black river, Mary M. Gertz, Newcastle; R. B. Owens, Newburg, Junction, N. B.; George A. Hallett, Grand Falls; Eddie J. Milliken, Marysville.

HISTORY QUESTION COMPETITION No. 7.

- (1) In whose reign and in what year did the great fire of London take place?
- (2) In what year did the Prince of Wales visit Canada?
- (3) Who commanded the Red River expedition of 1870?
- (4) In what month and year was the British North American Act passed?

CHARLESTON, S. C., March 29.—Business interfered with pleasure, and I was disappointed in visiting St. Augustine, but perhaps a letter from this old southern city would be no less interesting to many readers of *PROGRESS*. I cannot do justice to the city in one letter, so in this I will only give a brief sketch of its history. The city was founded in 1680 by some English nobles and their followers, who showed great energy and patience in laying out the town by overcoming the difficulties which nature interposed; for the situation at the confluence of the Cooper and Ashley rivers, seven miles from the ocean, was low and marshy and subject to constant inroads from the sea. They named the settlement Charles Town in honor of King Charles II.

For protection against the Indians and other enemies the town was fortified at the most exposed places by earth works. In 1685-86, a number of Huguenots, whom the revocation of the edict of Nantz had driven from France, settled in Charles Town and soon formed an important part of the population. South Carolina has always been noted for its revolutionary spirit, which it began to show very early. The first most important action that took place around Charles Town was the battle of Fort Moultrie, on the 28th of June, 1776. On the 4th of June an English fleet of eight vessels had anchored off the bar and Charles Town immediately began preparations for resisting it. Fort Sullivan, on Sullivan's island, which commanded the entrance to the harbor, was strongly fortified and when the fleet, under Admiral

Sir Peter Parker, crossed the bar on the morning of the 28th and advanced towards the city, they thought they would have little trouble in capturing it. But they found their match in Fort Moultrie, for when they opened fire upon it, right briskly was it returned, and a general engagement ensued which lasted from 11 in the morning until at night, when the fleet retired with the loss of three vessels and over 200 men. The loss of the Americans was ten men killed and 22 wounded. This defence of Sullivan's Island was considered one of the most brilliant events of the Revolutionary war, and great credit was given to the commander of the fort, Col. Moultrie, in honor of whom it was afterwards called Fort Moultrie. After the repulse of the British fleet Charleston enjoyed peace once more and commerce flourished until on the 15th of January, 1778, fire destroyed about 300 houses and stores. In February, 1780, the British army, under Sir Henry Clinton, passed Fort Moultrie in safety and threw up fortifications on James Island, which was made their headquarters. On the 2nd of April he crossed the Ashley and laid siege to the city, which was at that time commanded by Gen. Lincoln, the commander-in-chief of the army of the south. The city held out until the 12th of May, when, no hopes of relief being afforded them, the Americans capitulated and gave up the place. The British occupied the city until December, 1782, when they evacuated it and the Americans again took possession and peace being declared next year, a new era opened for Charleston, for under this name it was now incorporated and known henceforth. The city continued to grow and flourish and, not being seriously affected by the war of 1812, it enjoyed peace until the troublous times of the Civil war. At 6 p. m. on Dec. 20, 1860, the National Democratic convention met in Institute hall, and after prayer by the Rev. John Bachman, D. D., the ordinance of secession was solemnly ratified and the State of South Carolina was declared an independent commonwealth, on the announcement of which the audience rose and gave vent to their enthusiasm in prolonged cheers. The occasion was celebrated in the evening by bon-fires and the parading of citizens with bands of music. Six days later, Major Anderson, commandant of Fort Moultrie, abandoned that fort after spiking the guns and destroying the carriages, and took possession of Fort Sumter on Morris island. By this action war was virtually declared and the State authorities began to look to their own defences. Castle Pinckney and Fort Moultrie were occupied the next day by volunteer forces, as also were other points around the harbor. Gen. G. T. Beauregard arrived from New Orleans and was invested by Gov. Pickens with command of all military matters and at once proceeded to organize his forces. On the 11th of April, 1861, Gen. Beauregard made a formal demand for the surrender of Fort Sumter. Major Anderson refused to evacuate it, and Beauregard proceeded to action. Next morning at 4.30 a. m., Fort Moultrie opened fire and the battle began, and lasted all that day and night, and was only brought to an end by the burning of Fort Sumter, the officers' quarters having become ignited under the heavy firing from Fort Moultrie. Major Anderson, of course, was now compelled to capitulate, but Gen. Beauregard refused to accept his sword and complimented him on his gallant defence of the fort, with only 70 men against 7,000. This first action of the war was entirely bloodless, not a man being killed on either side. The next action that took place near Charleston was the battle of Secessionville on James Island on the 16th June, 1862, in which the Confederates were victorious; but many prominent citizens of Charleston were killed in this battle and their loss was deeply felt. On the 31st of January, 1863, two Confederate gun boats repulsed a small Union fleet which was endeavoring to blockade the mouth of the harbor. Four attempts of the Unionists to capture Fort Sumter proved unsuccessful, although in one on April 8th, 1863, they did considerable damage to it. The siege of Battery Wagner on Morris Island began on the 18th of July and was kept up for 48 days when it was quietly evacuated, the besieged having undergone terrible hardships. On August 21st, 1863, Gen. G. Moore, the U. S. commander on Morris Island opened fire on the city and the bombardment was kept up until the 18th of February, 1865, during which considerable damage was done to property but very few lines were lost although the shells were sent some days every fifteen minutes. When the news of Gen. Sherman's march northward from Savannah reached the city, the evacuation by its citizens began; but before leaving they collected all the cotton into piles and set fire to it, and a serious conflagration threatened to destroy the city, but it was extinguished after much valuable property had been destroyed, and over 100 lives lost. The city was now in the hands of the Union soldiers who had been so long endeavoring to possess it, and although they did not entirely destroy it, they did enough damage to cripple it for many years.

Nearly 700 years ago, says the *Antiquarian Magazine and Biographer*, Philip II. of France summoned king John of England either to trial or to mortal combat for the murder of Prince Arthur. As the latter cared for neither, a gallant soldier, De Courcy, then languishing in prison, was set free that he might undertake the combat, not for the king's, but for his country's sake. The fight, however, never took place, for Philip's champion, afraid of the gigantic De Courcy, preferred to sacrifice honor to risking his life. Being urged by John and Philip, who had come to witness the expected encounter, to give them an exhibition of his strength, De Courcy placed his helmet upon a post, and cleaving it with terrific force, drove his sword so firmly into the wood that none but the striker could remove it. "Never," said King John, "never unveil thy bonnet, man, again, before king or subject." Thus the privileges of wearing the hat in the presence of the sovereign came to be enjoyed solely by the De Courcys, Earls of Kinsale. They asserted their privilege by wearing their hat for a moment and then uncovering. The De Courcy of George III.'s time, not thinking the assertion sufficient, on one occasion wore his court hat all the time he was in the presence of the king; but the king crushed his pride by remarking, "The gentleman has a right to be covered before me, but even King John could give him no right to be covered before ladies."

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WHAT EVERYBODY SAYS MUST BE TRUE.

Opinions of the People and the Press:

You can continue my paper. Can't do without it. "AMERICAN HOUSE."
Fredericton, N. B., Feb. 2.

I am much pleased with *PROGRESS* and consider it good value for the money—the additional eight pages makes it even more attractive.
St. Stephen, Feb. 26.

Allow me to congratulate you upon the marvelous progress which your paper has reached. Saturday's issue was one of which the province may feel proud. Such enterprise, pluck and skill are bound to bring their reward.
Fredericton, N. B., Feb. 25.

It is indispensable in our home.
Jersey City, Feb. 26.

Enclosed please find subscription to *PROGRESS* for one year from Nov. 1, 1890, to Nov. 1, 1891. We are all more than pleased with the paper, and wish you every success.
St. Stephen, Feb. 26.

Herein find P. O. order for \$3.25 to pay my renewal subscription to *PROGRESS*, and Webster's unabridged dictionary, per your offer. I congratulate you on your enterprise.
Sackville, N. B., Feb. 26.

Please find enclosed subscription, which is none too much for one year's reading of *PROGRESS*, and the well written articles of our "Cecil Gwynne."
Moncton, N. B., Feb. 26.

PROGRESS is always an amusing and welcome weekly visitor.
Dorchester, N. B., Feb. 24.

I am much pleased with the paper and wish you every success.
Bridgetown, N. S., March 6.

I received first copy of enlarged edition and must congratulate you on it, and wish you every success in your extension.
J. S. BENNETT & Co.
Kamloops, B. C., Feb. 21.

I congratulate you on the success your efforts have attained, and compliment you as well for your enterprise.
Chatham, N. B., Jan. 28.

We are delighted with your enlarged paper. It contains very interesting reading.
M. M. G.
Newcastle, N. B., Feb. 27th.

I must congratulate you on publishing a live paper.
Sackville, N. B., Jan. 21st.

I have not yet had my name on your list of subscribers but generally get it every week. If I fail to do so, my family are quite disappointed.
J. F.
Moncton, N. B., Jan. 18th.

Permit me to congratulate you upon such an assistant as "Astra."
M. T.
Hampton, N. B.

Congratulating you on your past success and hoping your subscribers may be handsomely augmented.
W. B. D.
Sackville, N. B., Jan. 27th.

Herewith I enclose a year's subscription to *PROGRESS* for his honor the lieutenant governor who bids me express his high appreciation of your paper, pronouncing it "the best, as to paper, printing and arrangement" on his list.
HARRISON CARVELL.
Government house, P. E. I., March 2nd.

I feel so much interest in the paper, I do not want to lose a single copy, for although there is much change in my birth-place in fifteen years, yet many of the society items are of much interest to me. Among the many good articles you publish, especially "Astra's talk with girls," I find my own and other friends so pleased with them.
MRS. A. H. B.
Orange, California, Feb. 21st.

Much pleased with the paper, and shall always take it at any price.
J. A.
Moncton, N. B., Feb. 28.

Let me add my best wishes for your usual success.
Geological and Natural History Survey,
Ottawa, Feb. 28th.

My copy goes the round of about a dozen fellows here. We are flooded here with *Buffalo Express*, *Elmira Telegram*, etc., but *PROGRESS* is unique.
W. K. HART.
Cornell University, Ithaca, N. Y., Feb. 26.

I am taking advantage of your offer to old subscribers, but I would gladly forward the extra dollar, as that is certainly saved in stamps as I know the doings and whereabouts of my friends in both provinces without the effort of letter-writing. We enjoy every column and trust you may have the increasing patronage which the paper deserves.
Weymouth, N. S., Feb. 27.

Any one who knows St. John and its people as well as I do, would go without dinner on Monday to have *PROGRESS* to read in the evening. That is me. Wishing you and your enlarged paper every success.
ALEX. MORRISON.
Brooklyn, N. Y., Feb. 27.

I congratulate you on the success which has attended your venture and that it is deserved.
J. D. P.
Richibucto, N. B., Feb. 28th.

Every Line is of Interest.
The St. John *PROGRESS* has been enlarged to 16 pages, and is bubbling over with entertaining reading matter. Every line in its pages are of interest, and its circulation should largely increase.—*Halifax Recorder*.

Short But to the Point.
This is what a Fredericton man writes when receiving his subscription to *PROGRESS*: "Send me *PROGRESS* of course. I don't want what little hair I have left pulled out. I was not aware my term had expired. Good paper."

The Largest in Canada.
The sixteen-page *PROGRESS* is "booming;" this is now the largest weekly paper in the maritime provinces, if not in Canada, and we wish it every success. There is room for us all, and our many bulky contemporaries only seem to help poor little *Our Society* along the uphill road.—*Our Society (Halifax)*.

The Best Reading Going.
The St. John *PROGRESS* comes out with 16 pages of the best original and selected reading of any paper in the province. It is also well illustrated. We are glad to see a paper of this kind established in our midst, and wish it all prosperity and success.—*Butler's Journal*.

Sackville Falls Into Line This Week.
Please increase my order for *PROGRESS*. Send me five more.
CHARLES MOORE.
Sackville, Feb. 24.

And Still the Orders Increase.
Please send me five more copies every Saturday. They like it very much.
BUTLER.
Milltown, Feb. 23.

Up To Magazine Standard.
Tomorrow St. John *PROGRESS* increases its number of pages from 8 to 16 and its price from three cents to five cents. From a small beginning *PROGRESS*, true to its name, has made its way slowly and surely, until today it stands in the front rank of maritime province journalism. The society jottings from the numerous centres where *PROGRESS* has correspondents, have, of course, no great literary merit, but are chatty and exhaustive. But the leader and original columns of the paper are of a very different stamp. They are frequently up to magazine standard, and it is a matter of regret that their life is so ephemeral. The workmanship and general get-up of the paper is highly creditable to St. John. We wish the journal every success on its enlargements.—*Our Society (Halifax)*.

The Order Increases at Five Cents.
"We did not have enough papers. Better add five more."
St. Stephen, Feb. 16, 1891.

Still on the Increase.
You will have to send me five more copies of *PROGRESS*. Will get the right number after a while.
F. G. A.
Milltown, March 4.

The Very Welcome "Progress."
The very welcome *PROGRESS* of St. John has been enlarged to sixteen pages, and is just so much more interesting and profitable reading.—*Windsor Tribune*.

We Will Excuse You This Time.
St. John *PROGRESS* has been enlarged from eight to sixteen pages. *Progress* seems to be the motto of the publisher as well as the name of the paper.—*Yarmouth Light*.

Well Deserved Success.
St. John *PROGRESS* has been enlarged and otherwise improved. It is certainly an excellent weekly and well deserves the success that it is apparently meeting with. Mr. Carter knows how to manage a paper—hence the popularity of the *PROGRESS*.—*Halifax Mail*.

How Does This Strike You?
A Fredericton agent writes as follows to the publisher: "I have sold far better here at five cents than it did at three, and although we have increased our order for 25 extras the last two weeks, yet we did not have nearly enough to supply our customers. Please add 50 more to order after this."

It is Good.
PROGRESS enlarged comes up to my expectations. Good.
ARTHUR JOHN LOCKHART.

Fine Reading Matter and Illustrations.
PROGRESS comes into its enlargement today. It contains sixteen pages of fine reading matter, including a great many illustrations.—*Fredericton Gleaner*.

A Credit to American Journalism.
PROGRESS always was a welcome visitor and in its enlarged form it is a credit to American journalism. It is a handsome, ready, and well edited sheet. It will surely meet the success it deserves.—*Fredericton Herald*.

"Proof of Popularity and Prosperity."
Proof of the popularity and prosperity of *PROGRESS* is furnished by the fact that it is now a sixteen-page paper. Today's issue contains a very large amount of interesting reading matter, much of it illustrated.—*St. John Globe*.

Does Full Credit to its Name.
The St. John, N. B., *PROGRESS* has been enlarged to a 16-page paper. In appearance, contents, and all-round attractiveness the *PROGRESS* does full credit to the ambitious name it bears.—*Portland Transcript*.

A Credit to St. John and Dominion Journalism.
PROGRESS is just as progressive as its name implies. On Saturday it reached the *Bacon* office a sixteen-page sheet, and every sheet filled with entertaining reading or neatly set "ads." We must congratulate *PROGRESS* on its success. It is a credit to St. John and to Dominion journalism.—*St. Andrews Beacon*.

A Progressive Paper.
The most enterprising paper in the lower provinces is, by all odds, the St. John *PROGRESS*. Ever since its first issue it has been an eight-page, hand-somely-printed, frequently-illustrated weekly, filled with current notes and gossip not only from New Brunswick towns, but from Truro, Amherst, Digby, Yarmouth, Halifax and other places in Nova Scotia. Its literary department has been ably edited, and it has been in all respects a model paper. But now not satisfied with its unqualified success, Editor Carter has doubled its size—made it sixteen pages—the largest paper in that part of the Dominion. We wonder how it can be printed on calendered paper and in such fine style for two dollars a year.—*British American Citizen*.

More Than the Ladies Look for It.
When the enterprising proprietors of St. John *PROGRESS* started that paper, there were many who considered that a paper giving, as it does, special prominence to social matters throughout the province, could not be made to succeed. But it has become an institution which promises to be permanent, and it has been doubled in size and it now is issued as a sixteen page paper. It is the paper the ladies look for when Saturday comes, and as soon as they get it open their gaze rests upon the social events of the week, and they commence to discuss the dresses worn of which a description is given. We congratulate the publishers on the success they have made *PROGRESS*, and heartily wish its continuance.—*Newcastle Advocate*.

ARE YOU ADVERTISING THIS SPRING?
Your Advertisement is sure to be seen in *PROGRESS*. Circulation going ahead so rapidly that we will want a second Press, in the near future.

EDWARD S. CARTER, Publisher.

CANADIAN PACIFIC RAILWAY.
THE ALL RAIL LINE
—TO—
PORTLAND, BOSTON, NEW YORK, Etc.
THE SHORT LINE
—TO—
Montreal, Ottawa, Toronto,
and all points in Canada, the Western States, and Pacific Coast.
For maps, time tables, tickets, sleeping car berths, and all information, apply at City Ticket Office, Chubb's Corner, or Union Station, St. John, N. B.

Shore Line Railway.
ST. JOHN, ST. GEORGE and ST. STEPHEN
Until further notice trains will leave St. John (East) at 2 p.m. West Side, 2.20 p.m. Arriving in St. Stephen at 6.50 p.m. Leave St. Stephen at 7.45 a.m. Arriving in St. John at 12.10 p.m. Freight received and delivered at Moulton's, Water street. Eastern Standard Time.
FRANK J. McPEAKE, Superintendent.
Oct. 4, 1890.

Intercolonial Railway.
1891—Winter Arrangement—1891
ON and after MONDAY, 16th MARCH, 1891, the trains of this Railway will run daily (Sunday excepted) as follows—
TRAINS WILL LEAVE ST. JOHN
Day Express for Halifax and Campbellton..... 7.10
Accommodation for Point du Chene..... 10.50
Fast Express for Halifax..... 14.00
Express for Sussex..... 15.00
Fast Express for Quebec and Montreal..... 16.55
A Parlor Car runs each way on Express trains leaving St. John at 7.10 o'clock and Halifax at 7.15 o'clock. Passengers from St. John for Quebec and Montreal leave St. John at 16.55 and take Sleeping Car at Montreal.
The train leaving St. John for Quebec and Montreal on Saturday at 16.55 o'clock will run to destination, arriving at Montreal at 18.05 Sunday evening.
TRAINS WILL ARRIVE AT ST. JOHN.
Express from Sussex..... 8.30
Fast Express from Montreal and Quebec (Monday excepted)..... 9.25
Accommodation from Point du Chene..... 12.55
Day Express from Halifax..... 19.20
Fast Express from Halifax..... 22.30
The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.
All trains run by Eastern Standard time.
D. POTTINGER, Chief Superintendent.
RAILWAY OFFICE, Moncton, N. B., 12th March, 1891.

A. & J. HAY,
—DEALERS IN—
Diamonds, Fine Jewelry, American Watches, French Clocks, Optical Goods, Etc.
JEWELRY MADE TO ORDER and REPAIRED
76 KING STREET.

STEAMERS.
International Steamship Co.
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