

**FOOT-PRINTS, OR,
INCIDENTS IN
EARLY HISTORY
OF NEW BRUNSWICK**

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Foot-prints, or, Incidents in early history of New Brunswick by J. W. Lawrence

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J. W. LAWRENCE

**FOOT-PRINTS, OR,
INCIDENTS IN
EARLY HISTORY
OF NEW BRUNSWICK**



Yours truly
J. W. Lawrence

1783. — 1883.

Foot-Prints;
OR,
INCIDENTS IN EARLY HISTORY
OF
NEW BRUNSWICK.

"ITS DAYS SHOULD SPEAK, AND MULTITUDE OF YEARS TEACH WISDOM."

BY
J. W. LAWRENCE,

*Corresponding Member New England Historical and Genealogical Society,
Honorary Member Quebec Literary and Historical Society,
Honorary Member Worcester Society of Antiquity.*

SAINT JOHN, N. B.:
J. & A. McMILLAN, 98 PRINCE WILLIAM STREET.
1883.

To JOSEPH W. LAWRENCE, Esq.,

President New Brunswick Historical Society:

SIR,—Feeling that the publication of your paper on “Early Incidents of Saint John History,” with suggestions for a series of celebrations in 1883, the Centennial year of the landing of the Loyalists at the mouth of the River Saint John, would give an impetus to your suggestions, we, the undersigned, respectfully request that you will consent to its publication in suitable form.

(Signed) S. JONES, Mayor.

J. C. ALLEN, Chief Justice.

G. E. KING, Judge Supreme Court.

JOHN BOYD, Senator.

ISAAC BURPEE, M. P.

WM. ELDER, M. P. P.

G. M. ARMSTRONG, Rector St. Marks.

D. D. CURRIE, Minister Centenary M. Church.

DAVID S. KERR, Q. C.

LEB. BOTSFORD, Pres't Natural History Society.

WARD CHIPMAN DRURY, Reg'str Deeds & Wills.

A. A. STOCKTON, M.A., LL.B.

St. John, N. B., December, 1881.

ENTERED ACCORDING TO ACT OF PARLIAMENT, IN THE YEAR 1883,

BY J. W. LAWRENCE,

IN THE OFFICE OF THE MINISTER OF AGRICULTURE.

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Introduction.

BY

A. A. STOCKTON, M.A., LL.B.

"INCIDENTS IN EARLY HISTORY OF NEW BRUNSWICK," it is understood is but the forerunner to other works on kindred topics from the same pen. No more appropriate introduction, therefore, could be prefixed to the following pages than a short biographical sketch of the author.

JOSEPH W. LAWRENCE, the President of the New Brunswick Historical Society, was born of Scottish parentage in the City of St. John, N. B., the 28th of February, A. D. 1818. His father was a furniture manufacturer, and for fifty-one years the son followed the same business. The educational advantages of the Province, half a century ago, were small indeed, compared with the present. Notwithstanding these drawbacks, Mr. Lawrence, by dint of close application and study, rose superior to them, and from early boyhood evinced a decided taste for general reading and public debate. He was among the first to organize (in 1835) and to sustain the St. John Young Men's Debating Society, of which he was a prominent member. In 1846 he was married to Miss A. C. Bloomfield, of the city of New York. For over twenty-five years, continuously, he was a Director of the Mechanics' Institute; and as President, in 1849, introduced the late Hon. Joseph Howe, and in 1850, the Hon. Sir Charles Tupper to St. John audiences. The latter, two years ago, addressing a public meeting at the Exhibition building, gracefully referred to the fact. Mr. Lawrence is himself a strong platform speaker, having a clear, ringing voice, and the happy faculty of arresting and holding the attention of his audience.

He has always taken a deep and lively interest in political affairs, and was twice elected to represent his native City in the Legislature of New Brunswick prior to Confederation. In the memorable Session of 1857, he held the floor of the Assembly for over an hour, when His Excellency, Sir J. H. T. Manners-Sutton, came down to dissolve the House.

When the question of Confederating the British North American Provinces into the Dominion of Canada became a vital one in practical politics, he gave it his determined opposition, and continued to do so until the Union was finally consummated. The electorate of New Brunswick, in 1865, pronounced against the proposed Union, and upon the change of Administration in that year, the Chairman of the European and North American Railway Commis-

sion (the late Robert Jardine, Esq.) having resigned that position, Mr. Lawrence was appointed to the vacancy. The Administration, led by the Hon. Sir Albert J. Smith, suffered defeat at the polls in 1866, on the question of Confederation, and the new Government insisted upon the displacement of Mr. Lawrence from the Chairmanship of the Railway. His Excellency, Sir A. H. Gordon, for months resisted the demand, but finally yielded, reluctantly, as he was on the eve of leaving the Province, and wished the difficulty removed before the arrival of his successor.

After the accomplishment of Confederation, the route of the Intercolonial Railway became an absorbing question to the people of New Brunswick. A Railway connecting the Confederated Provinces, by the terms of the Imperial Statute, had to be built; but its location was left for future determination. Mr. Lawrence was foremost in the discussion. He published a very able pamphlet, advocating the route by the valley of the St. John. He presented its advantages so clearly, that the Hon. Wm. MacDongall, then Minister of Public Works of Canada, became its firm advocate and supporter.

The next public question of importance to engage Mr. Lawrence's attention, was the Baie Verte Canal. During the Administration of the Hon. Alexander Mackenzie, a Commission, composed of the Hon. Sir Wm. Howland, Toronto; Hon. John Young, Montreal; Peter Jack, Esq., Halifax; and Mr. Lawrence, was appointed to collect information and report upon the practicability of that work. The three gentlemen first named reported adversely to the proposed undertaking; but Mr. Lawrence prepared and published a very valuable and able minority report, which was laid before Parliament.

Of late years he has devoted his time almost exclusively to the collection and arrangement of data concerning the history of this City and Province. No person more suitable could be found for the work. He possesses in an eminent degree the aptitudes of an antiquary; his self-imposed task is, consequently, a labor of love. For many years he has been considered *the* authority on Provincial History, and applications for information from all quarters are numerous. Mr. George Stewart, Jr., in his book on "The Story of the Great Fire in St. John, N. B.," acknowledged his indebtedness. He says: "Before taking leave of my readers, I must publicly thank Mr. Joseph W. Lawrence for his splendid aid which he gave me in furnishing the data and historical information about old churches and other edifices."

In the present work, Mr. Lawrence has made no attempt to weave his many interesting facts into the warp and woof of a completed whole. They would not admit of such treatment. As we, this year, celebrate the completion of our first "Centennial," he has opportunely pointed out some of the "FOOT-PRINTS" which mark the pathway of the Province through the first century of its history.

Incidents in Early History

OF

NEW BRUNSWICK.

STANDING on the threshold of New Brunswick's first centennial year, it is a fitting time to consider the days of old and the years that are past.

The Loyalists at New York.

At the close of the American Revolution, Sir Guy Carleton, Commander-in-chief at New York, was waited on by the Rev. Samuel Seabury, D. D., and Col. Benjamin Thompson, King's American Dragoons, on behalf of Loyalists desirous of going to Nova Scotia, when it was agreed—

1st. They be provided with proper vessels to carry them, their horses and cattle, as near as possible to the place appointed for the settlers in Nova Scotia.

2nd. That, beside provision for the voyage, one year's provision be also allowed, or money to enable them to purchase.

3rd. That allowance of warm clothing be made, in proportion to the wants of each family.

4th. That an allowance of medicine be granted.

5th. That pairs of mill-stones, necessary iron work for grist mills, and other necessary articles for saw mills, be granted.