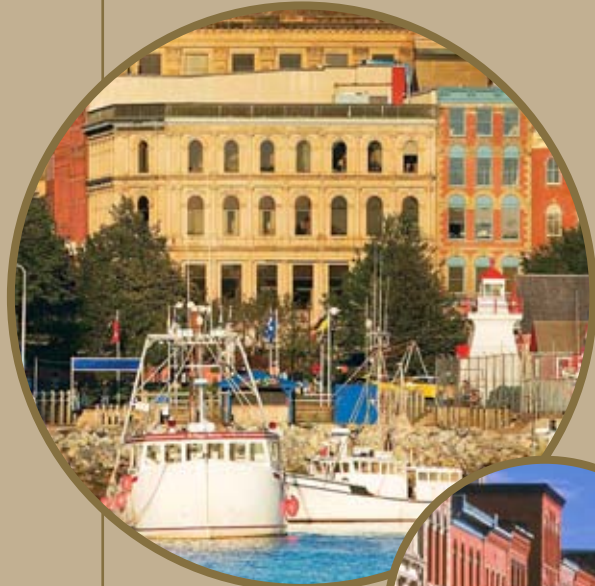


SAINT JOHN ON THE BAY OF FUNDY  
THREE HISTORIC WALKING TOURS



THE LOYALIST TRAIL | VICTORIAN STROLL | PRINCE WILLIAM WALK



PUBLISHED BY:  
TOURISM SAINT JOHN  
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CANADA E2L 4L1  
1-866-GO-FUNDY | (506) 658-2990  
www.tourismsaintjohn.com

THE ASSISTANCE OF SAINT JOHN HERITAGE TRUST AND  
NEW BRUNSWICK MUSEUM  
IN PREPARING THIS BROCHURE IS APPRECIATED  
PRINTED IN CANADA

On June 24, 1604 – St. John the Baptist Day – French Explorer Samuel de Champlain landed at the mouth of a mighty river. In honour of the day, he proclaimed that the river and the harbour at its mouth be named “St. John.” Almost thirty years later in 1631, Charles de La Tour, newly commissioned Governor of Acadia, built as his headquarters a fortified trading post at the river mouth. In 1645, the fort was captured by La Tour’s rival for Governor, Charles d’Aulnay, after a valiant defence by La Tour’s wife – François Marie Jacquelin, while her husband was in Boston seeking aid from the English. In the years that followed several other French forts were built in the area, among them one on the west side which, under British rule, was to become Fort Frederick.

In 1713, the Treaty of Utrecht ceded French Acadia, including the St. John River Valley, to England. The French settlers were gradually displaced by New England colonists and traders. The Massachusetts firm of Simonds, Hazen and White established a trading post at Saint John in 1762, and the first permanent settlement in the area was born.

In 1774 the American Revolution broke out and bands of American rebels and privateers raided the eastern seacoast, destroying Fort Frederick and threatening to topple the Simonds, Hazen and White enterprise.

With the erection of Fort Howe in 1777, the river mouth was safeguarded from further attacks and the struggling settlement resumed its growth.

At the end of the revolution, in 1783, 14,000 American supporters of the British arrived in Saint John en route to settle land grants up the St. John River allotted them by the crown. Some of these “Loyalists” established two settlements, one on either side of the river mouth, “Parrtown” on the east and “Carleton” on the west. In 1785, the two settlements were incorporated by Royal Charter into the City of Saint John – Canada’s first city.

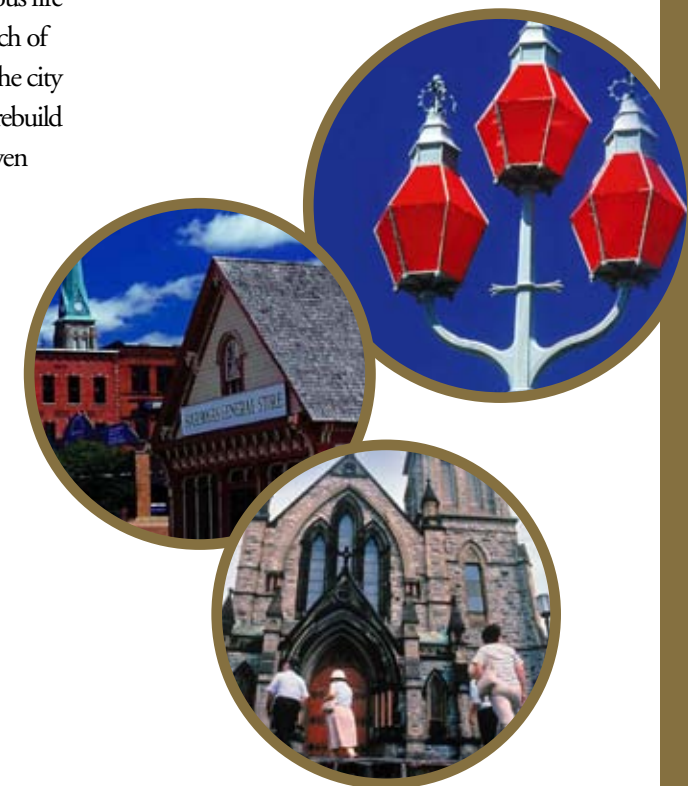
The years, which followed, brought economic growth and social development. Saint John developed a prosperous timber trade and a wood shipbuilding industry, which by the mid-1800s ranked as third largest in the world.

Meanwhile, Saint John had attracted an influx of immigrants, principally from Ireland. In the 1840s, over 30,000 Irish who had fled the potato famine arrived. Many suffered from smallpox, typhoid fever, and cholera and had to be quarantined on Partridge Island, where over 600 were buried.

The 1860s saw the city’s shipbuilding industry decline, as steel steam-powered vessels replaced wooden sailing ships. Canada’s Confederation, in 1867, dealt another blow to Saint John and to the Maritimes. In order to encourage Maritime trade with central Canada, the government of the new dominion imposed high tariffs on foreign goods forcing Maritime businessmen to import costly materials from Ontario and Quebec. Then, in 1877, a disastrous fire destroyed the city’s central business district and much of the residential South End. The task of rebuilding the city was an enormous one for Saint John’s citizens – but rebuild it they did, this time out of brick and stone in an even grander fashion than before!

Better times were underway. Beginning in 1880 the railway expansion provided direct links with the rest of Canada stimulating the flow of goods and commerce. Consequently, the port began to flourish and manufacturing boomed. Even the shipbuilding industry was revived with the establishment of the Saint John Dry Dock and Shipbuilding Company in 1923. Gradually, Saint John regained its prominence as an important manufacturing and shipbuilding centre.

But the story does not stop here; our city is still growing and changing. Looking back on our colourful past, we can only anticipate what exciting developments lie ahead, as the story of our historic port city continues to unfold.



# INTRODUCTION

May 1783

*Seven ships lie anchored in the Bay of Fundy, off the mouth of the St. John River. The passengers aboard are a curious collection of refugees; they are farmers and doctors, carpenters and lawyers, craftsmen and soldiers – people of every age, from all walks of life. As they gaze grimly upon the rocky peninsula and the Fundy mud flats sprawling before them, they share a common longing for the homes they've left behind.*

From the time the American Revolution broke out in 1774 to shortly after its conclusion in 1783, some 40,000 American supporters of the British fled to the north to escape persecution by their fellow countrymen. The 3,000 “Loyalists” who arrived in Saint John that May were followed by 11,000 more before the year ended.

They established two settlements at the river mouth – “Parr Town,” named after the Governor of Nova Scotia, and “Carleton,” after their Commander-in-Chief in New York. Many moved and settled upriver. In 1785 the two settlements were incorporated by Royal Charter into the City of Saint John. In time, the Loyalists would come to regard their infant city with an affection similar to that which they had felt for their American homes. This deep sentiment, combined with patience, toil, and a strong will to survive, enabled them to build a brand new life upon this once seemingly inhospitable shore.

The LOYALIST TRAIL retraces the footsteps of our founders – to the spots where the Loyalists landed on May 18, 1783. You'll visit the Old Burial Grounds; the Old County Courthouse with its magnificent Spiral Staircase; Loyalist House, now a museum of period furnishings; historic Trinity Church; Saint John's delightful City Market; and an authentic old-time general store. You'll discover these and many other attractions along the LOYALIST TRAIL, as you explore the very heart of old Saint John, and two fascinating centuries of our city's history.

## THE LOYALIST TRAIL

Length: Approximately 1.5 hours

### 1. OLD COUNTY COURTHOUSE

The courthouse was built in 1829 to plans by Saint John architect John Cunningham, who designed many prominent Saint John buildings of the period. Fluted pilasters and a pediment on the upper floors evoke imagery of a Greek temple, considered an appropriate characteristic for public buildings of the time. Of special interest is the stone staircase, which spirals up three storeys without a central support. The courthouse is open year round during normal business hours and admission is free.



## KING STREET EAST

Known originally as “Great George Street” after King George III, King Street was considered a suburb until the early 1800s. The Great Saint John Fire of 1877 destroyed all the buildings on the south side of King Street East, except for the courthouse complex.

### 2. OLD BURIAL GROUNDS

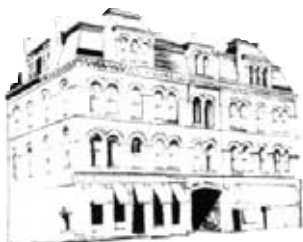
This area was set aside as a burial place in the original town plan drawn up by Paul Bedell in 1783. The oldest stone dates to 1784 (Coonradt Hendricks) and is located on the southern side of the graveyard near the middle. In April 1848, the Burial Grounds were closed to further burials by an Act of Legislature.

### 3. KING’S SQUARE

This is one of four squares included in the original town plan. The site was cleared in 1847 and laid out in a Union Jack pattern. The unique two-storey bandstand was donated in 1909 by the City Coronet Band as a “Memorial to Edward VII, King Emperor 1901-1910.” Of particular interest is the Young monument, erected by public subscription to commemorate the valiant efforts of Frederick Young to save a drowning boy. A meteor-like clump beside the Young monument is believed to be the remains of some contents of a hardware store destroyed by the Great Fire of 1877.

### 4. CITY MARKET

The old City Market building has been in continuous use since 1876 and is believed to be the oldest common-law market in Canada. Designed by local architects, McKean & Fairweather, the interior roof supports are reminiscent of a ship’s hull. The Market is open six days a week year-round.



### 5. “FIGUREHEAD”

On the outside wall of the City Market is a sculpture work entitled “Figurehead.” Commissioned by Uptown Saint John Inc., this piece was installed in July 1995. Local artist Carol Taylor has taken her cues from the interior roof of the Market constructed to imitate the inverted hull of a ship. The figurehead is a stylized interpretation of those, which guided masted sailing ships of old. It is comprised of individually sculptured clay tiles affixed to a fibreglass background. Each tile has been fired and glazed to form the whole figure and withstand the test of time.

### 6. 2 GERMAIN STREET

This simple rectangular structure, three storeys high, is the oldest standing brick building in Saint John. It was built in 1819 for Joseph Nutting, Collector of Customs.

### 7. LOYALIST HOUSE, 120 UNION STREET

The house was built in the Georgian style by Loyalist David Merritt about 1810. It was acquired by the New Brunswick



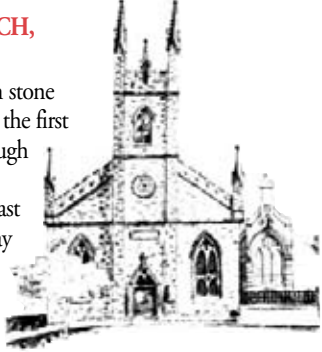
Historical Society in 1959 and completely restored as a museum with period furnishings. It has been honoured by the American Society for the Preservation of History for excellence in restoration. Loyalist House is open daily in the summer. Admission charged.

## **UNION STREET**

This is the dividing line between regularly and irregularly laid-out streets and was originally the northern boundary of the city. Note the change of street names north of Union Street.

### **8. ST. JOHN'S "STONE" CHURCH, 87 CARLETON STREET**

This church, completed in 1825 with stone brought as ballast from England, was the first stone structure built in the city. Though officially named St. John's Church, a national historic site (1987), its contrast to the many frame churches of the day resulted in its being dubbed Stone Church. Stone Church welcomes visitors Monday through Friday, 10:00 a.m. to 4:00 p.m.



An informative pamphlet is available in the church. During the summer months, guided tours are available.

### **9. CARNEGIE BUILDING, 20 HAZEN AVENUE**

The building opened in 1904 as one of 2,509 public library buildings Andrew Carnegie gave to the citizens of communities in the English-speaking world. It is an outstanding example of the period architecture with a stained glass window forming the ceiling of the almost 3-storey-high rotunda. The building was refurbished as part of the Saint John Bicentennial celebrations (1983-85) through the generosity of the Beaverbrook Canadian Foundation and the Royal Bank of Canada.

### **10. 1 AND 5 CHIPMAN HILL**

These buildings were built in the 1850s by brothers-in-law Armstrong and Hastings. The plain, classical lines are typical of many fine homes of the period, when any extravagance was confined to the interiors. The hall and drawing room of Number 1 are still decorated with exquisite wall and ceiling murals, painted by Italian masters brought to Saint John to do the work. The front doors of the two buildings were carved by John Rogerson, Saint John's best known wood craftsman of the period.

### **11. CITY HALL**

While in the lobby of City Hall, note the record of past mayors and the city's Coat-of-Arms carved by John Graham. At the second meeting of the newly incorporated City of Saint John on May 23, 1785, Mayor Gabriel Ludlow was directed to have an official seal designed. The design was presented to Council and approved at the May 26, 1785 meeting. The crest has been used as the official corporate seal of the City of Saint John since that date.

## 12. SITE OF BARLOW'S CORNER

This corner was originally granted to James Putnam, who had studied law with John Adams in Boston and was appointed Assistant Supreme Court Judge in 1784. Mr. Putnam erected a splendid three-storey building with a store on the lower floor. Mr. Putnam died and the lot was sold to Ezekiel Barlow, who had to comply with some unusual terms of sale. The price was \$2,000 in Mexican silver dollars, to be counted in coin before Ward Chipman, the lawyer. To the great merriment of the public, Mr. Barlow procured a wheelbarrow and pushed his considerable load up Chipman Hill to the lawyer's office.

## 13. MARKET SQUARE & NEW BRUNSWICK MUSEUM

The area derived its name from its early function as a market place for the city. By the 1860s, Market Square, along with King and Prince William Streets, was the centre of the city's dry goods trade. From their reconstruction immediately following the Great Saint John Fire of 1877, to well into this century, the numerous warehouses, which lined both sides of Market Slip, held cargo from around the world. Today several of these warehouse structures have survived and are incorporated into the Market Square complex. In 1996, the New Brunswick Museum opened its new 3-storey exhibition space inside Market Square.

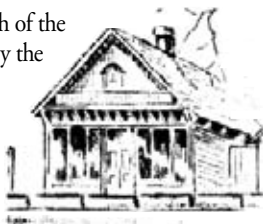


## 14 MARKET SLIP, MARKET SQUARE

Adjacent to Market Square is Market Slip, the site of the first Loyalist landing on May 18, 1783. At one time there was a slip of water that extended to the foot of King Street. Along each side were several warehouses. Ships arrived at the slip and were able to unload their goods on either side.

## 15. BARBOUR'S GENERAL STORE, ST ANDREW'S PARK

Once located at a rural crossroads 80 miles north of the city, the store was completely restored in 1967 by the G.E. Barbour Company Limited to commemorate the Centennial of Canadian Confederation and the company's 100th anniversary in business. It now stands near the site where the company first went into business. The store is open from June through October with a visitor information centre on-site seven days a week.



## 16. 20 KING STREET

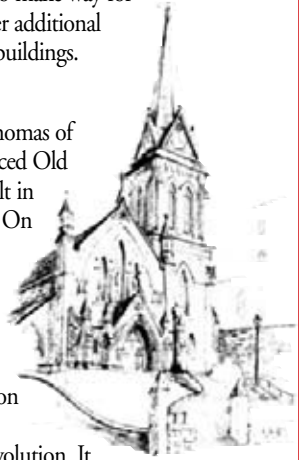
In 1787 Benedict Arnold took up residence in a large frame house on this corner. His arrogant manner and sharp business dealings made him heartily disliked by his fellow citizens, who at one point burned him in effigy. The building was lost in the Great Fire of 1877 and replaced by the present structure, which was constructed in 1878 for James Vassie and Co., wholesale dry goods and woolen merchants. Note the painted crosses on and below windows on the upper floors of the building and its neighbour. City building codes of the past required this as an indication of where occupants would gather to be evacuated in case of fire.

### 17. 22 - 40 KING STREET

On this block, there were four similar structures, four storeys high, built in 1878 and known collectively as the "Commercial Block." The western end of the block was demolished in 1900 to make way for the Royal Bank Building. Shortly thereafter additional storeys were added to the remaining three buildings.

### 18. TRINITY CHURCH

Built in 1880 to plans by architect W.T. Thomas of Montreal, the present Trinity Church replaced Old Trinity; a wooden structure, which was built in 1791 and was destroyed in the Great Fire. On prominent display inside the church is the Royal Coat of Arms of the House of Hanover, probably dating to the reign of George I, who became King of England in 1714. The Coat of Arms arrived in Saint John after being rescued from the old Boston Council Chamber by British Colonel Edward Winslow during the American Revolution. It was once again rescued from Old Trinity Church during the Great Fire of 1877. Trinity Church welcomes visitors Monday thru Friday, from 9:00 a.m. to 3:00 p.m. Tours available.



### 19. IMPERIAL THEATRE, KING SQUARE SOUTH

In 1911, Albert E. Westover, a leading architect from Philadelphia was retained to design a performing centre for Saint John. It opened in 1913 as the Imperial Theatre, a 1500-seat structure which, over the years, has featured such greats as John Sousa, Ethel Barrymore, Houdini and Gracie Fields. The theatre was renamed the Capitol in 1928 and began showing movies in addition to offering live performances. In 1957, it was sold to the Full Gospel Assembly. A public campaign initiated in 1982 raised in excess of \$1 million to purchase the building. The renovated theatre opened in May of 1994. Tours are available for a small fee in June and August up to Labour Day.



### 20. 24 SYDNEY STREET

Engine House 2, built in 1840 in the Georgian style, served for many years as a fire engine house. It is now home to the Saint John Firefighters' Museum. Open July and August.

# HIGH STYLE IN OLD SAINT JOHN

The Great Fire of 1877 dealt a devastating blow to Saint John, destroying some 1600 buildings and leaving 13,000 people homeless. The city was quick to spring back on its feet. One local observer wrote after the fire, “Everywhere buildings are going up, most of them of a thoroughly substantial character. To walk through the principal streets seems like inspecting a beehive.”

Many of the fine homes which had lined the main residential streets of Saint John had been reduced to ashes. Their owners – wealthy ship owners, commission agents and merchants – were determined that their new homes would equal, if not surpass those they replaced. They commissioned architects from Saint John, Boston, Halifax, New York, Toronto and Montreal. They imported fine materials – mahogany from Honduras and marble from Italy – and they engaged noted Saint John builders and craftsmen.

The resulting homes were grand indeed. Today most of them remain standing much as they were when built – fine examples of period architecture, combined with outstanding workmanship. These elegant homes highlight the VICTORIAN STROLL, a pleasant walk along the tree-lined, 19th century residential streets of central Saint John.

## VICTORIAN STROLL

Length: Approximately 1.5 hours

6

### 1. KING'S SQUARE

This is one of four squares included in the original town plan, drawn up by Paul Bedell in 1783. The site was cleared in 1847 and laid out in a Union Jack pattern. The unique two-storey bandstand was donated in 1909 by the City Coronet Band as a “Memorial to Edward VII, King Emperor 1901-1910.” Of particular interest is the Young monument, erected by public subscription to commemorate the valiant efforts of Frederick Young to save a drowning boy. A meteor-like clump near the Young monument is believed to be the remains of some contents of a hardware store destroyed by the Great Fire of 1877.

### 2. OLD COUNTY COURTHOUSE

The courthouse was built in 1829 to plans by Saint John architect John Cunningham, who designed many prominent Saint John buildings of the period. Of special interest is the stone staircase which spirals up three storeys without a central support. It is reputed that the government of the day would not pay for the work related to the staircase because it was unsafe. Cunningham gathered 49 men off the street and stood them on the stairs all at once. The stairs did not collapse and the bill was paid. The courthouse is open year round during normal business hours and admission is free.

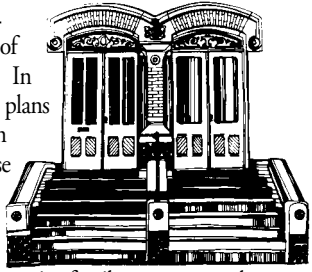
### 3. OLD BURIAL GROUNDS

This area was set aside as a burial place in the original town plan. The oldest stone dates to 1784 (Coonradt Hendricks) and is located on the southern side of the graveyard near the middle. In April 1848, the Burial Grounds were closed to further burials by an Act of Legislature. Recently,

cobblestone pathways and historic style lamps were added when this site was restored.

#### 4. 166 – 168 KING STREET EAST

Not many buildings have the distinction of being featured in an architectural journal. In 1878, the year this structure was built, its plans were featured in an issue of the “American Architect and Building News”. The house was designed by the relatively unknown architects Henry Clark and John Briggs. The first occupants, the Taylors and Dearborns, had the first letters of their respective family names carved above the doorways for posterity.



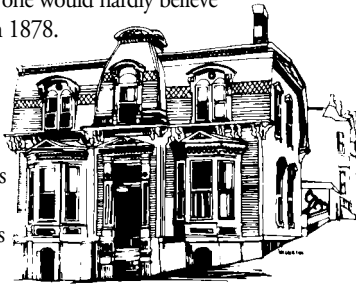
#### 5. 127 – 129 KING STREET EAST

While the north side of King Street East escaped the ravages of the Great Fire, this particular house was not constructed until the 1880s. It is considered an excellent example of the Queen Anne style, popular in the late 19th century.

#### 6. 192 and 196 KING STREET EAST

Looking at these two houses today, one would hardly believe they were built as a matched pair in 1878.

Unfortunately, 196 was altered and the original charm destroyed. The homes were built for Thomas McAvity and his son Thomas Jr., of Thomas McAvity and Sons, brass founders and hardware merchants. The firm was established in 1834 as a hardware and general merchandise company. In 1863, at the height of the wood ship-building industry in the city, the firm expanded and established a brass foundry to supply ship fixtures. The firm grew to international renown as a foundry by the turn of the century, but closed its doors in 1977.



#### 7. 163 KING STREET EAST

Another example of Queen Anne style, this house was constructed in the 1890's to a design by the very well known Saint John architect G. Ernest Fairweather.

#### 8. 167 KING STREET EAST

The elaborate masonry work at the front entrance of this home is a good example of decorative detailing creating a grand entrance to a home of otherwise clean, classic lines. The house was constructed in the Second Empire style in 1860 by Edward Brass as his own home.

#### 9. 208 – 210 KING STREET EAST

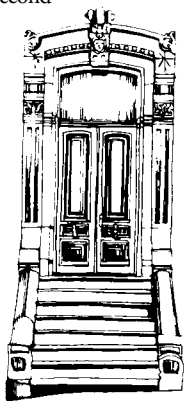
This home was constructed in 1898 for Isaac Erb, the pre-eminent photographer who captured the very essence of Saint John between 1877 and 1924. While modest in external appearance, this house was, in its day, reputed to contain some very “classy pieces of furniture.” It appears to have been converted to a two-family structure sometime after 1924.

### 10. 175 KING STREET EAST

This pre-Great Fire dwelling has been significantly altered. A second storey and mansard roof were added and the whole front of the building redesigned. Note the decorative floral motif above the second-storey windows.

### 11. 218 KING STREET EAST

William Peters was a man who enjoyed a King Street address. He lived in two other homes on the street before building this home in 1885. Mr. Peters is listed in the city directories of the day as being an employee of C. H. Peters and Sons, commission merchants and manufactures of leather goods. Note the faces carved above the front door and below the cornices.

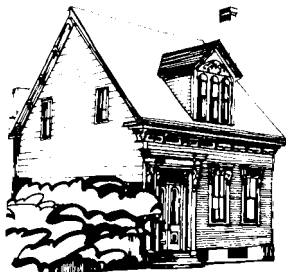


### 12. 191 KING STREET EAST

The five-sided, bay window dormers on the roofline of this house are known as Scottish dormers and are very common on many of the 19th century houses in Saint John. This structure was constructed in the years before the fire by S. P. Osgood, a stone cutter whose business on King Street South featured "all descriptions of head stones, monuments and marble mantel pieces."

### 13. 60 PITT STREET

This richly detailed, gaily decorated house also predates the Great Fire. The ornate wood carving is typical of the high quality craftsmanship which was available from wood carvers who applied their talents with equal skill to both ships and buildings.



### LEINSTER STREET

When one reaches the corner of Pitt and Leinster Streets, Courtney Bay is easily visible to the left. This is where Saint John Shipbuilding started. This street was named in honour of Lord Edward Fitzgerald, Earl of Leinster, an Irish aristocrat who served in the military at Fort Howe in 1784.

### 14. 114 LEINSTER STREET

This home was constructed in 1902 in the Queen Anne style for Hugh Wright, the manager of North American Life Insurance Company. While it has not lost its basic charm, modern siding was added in recent years and some of the finer details were removed.

### 15. 112 LEINSTER STREET

A rather delightful structure, this house is also Queen Anne style, built in 1904 for Walter Frink, the manager of the Western Assurance Company.



### 16. 105 LEINSTER STREET

Two prominent Saint John businessmen have called this rather plain residence home. It was built in 1879 for William V. Barbour of Barbour Brothers Merchants, a firm which has continued to thrive to the

present day. The home was later occupied by George McAvity, one of Thomas McAvity's six sons, who went on to become president of T. McAvity & Sons between 1910 and 1933.

### **17. 103 LEINSTER STREET**

W. H. Hayward of Hayward Importers had this home constructed in 1878. The Great Fire destroyed both Hayward's home and business premises, but he was quick to rebuild a store on Princess Street. The Hayward family lived over the store while this house was being built. The company continues today as Hayward & Warwick at the same address.

### **18. 91 LEINSTER STREET**

Charles H. Peters, the father of William Peters, a former resident of 218 King Street East, had this impressive stone dwelling built over a three year period beginning in 1897. When finished, it was reputed to be the best finished home in the city. The house was never occupied by children, and in 1965, it was converted to a funeral home. In 2008 the building was purchased as the new home for the Congregation Shaarei Zekek and the Saint Jhn Jewish Historical Museum. A collection of religious and secular artifacts is housed and displayed here, relating to the history of the Jewish community in Saint John from 1858 to the present. Admission is free.

### **WENTWORTH STREET**

Sir John Wentworth is commemorated by the naming of this street. He was the second Governor of Nova Scotia after having served, before the American Revolution, as the last Royal Governor of New Hampshire.

### **19. GOTHIC ARCHES**

The original Centenary Methodist Church was built on this site in 1839, the centennial of British Methodism, thus its name. That early church was completely destroyed by the Great Fire which also destroyed the homes of 120 of the 145 families in the congregation. This Gothic style church and hall were completed in 1882 at a cost of \$79,500. The building was designed by John Welsh, a New York architect, who also donated a stained glass window in the hall in memory of his son who died at age four. The auditorium seats over 1000 people. The congregations of Centenary and Queen's Square United amalgamated in the 1950's. They sold the building in 1999.

### **20. 96 WENTWORTH STREET**

In a city noted for its many ship owners and merchants, Jacob Valentine Troop was most renowned. He parlayed his fortunes from a 60-ton wooden schooner to a shipping fleet whose flag was recognized around the world. It was in a home on this site that Troop and his family lived until it was destroyed in the Great Fire. The present house was completed the following year. Jacob Troop died in 1881 and his widow lived in the house until her death in 1906. Henry A. Doherty bought the home in 1908, thus the name "Doherty" on the frosted glass front doors.

### **21. 99 WENTWORTH STREET**

This solid Second Empire style was designed by New York architects, C.B. Croft and F.T. Camp. It was constructed in 1878 for A. Chipman Smith, a druggist whose shop was located in the City Market. The newspaper of the day praised this "handsome French cottage" for its beauty and convenience.

## ORANGE STREET

Looking down Wentworth Street from Orange, one can see by the commanding view of the harbour why ship owners built homes along Orange Street. In the past, this vantage point provided them with an opportunity to keep a watchful eye on their vessels. Today, this view is obscured by the large potash shed, a vital part of Saint John's current commercial port activity.

### 22. 75, 77, 79 ORANGE STREET

These massive Italianate row houses were built in 1880 for three prominent Saint John men. George MacLeod, a ship owner and lumber merchant, occupied 79 Orange; Frederick Barker, a barrister, owned number 77; and Drury Ward Chipman, the Registrar of Deeds, lived in number 75. Of note are the dormer windows, perched above the main body of the house giving the occupants an unparalleled view of the harbour and the Bay of Fundy. The similar, but unique stone carvings surrounding each doorway are among the best in the city.

### 23. 78 ORANGE STREET

Like others in Orange Street, Gilbert Bent had an interest in ocean-going commerce. He was the owner of G. Bent and Sons, a food wholesale firm with offices on Market Slip. He too wished to keep an eye on shipping movements and had this Second Empire sandstone home built in 1879. Note the initial of the family name carved in stone above the doorway.

### 24. 70 ORANGE STREET

Although Jacob Troop had two sons, only Howard D. Troop became involved in the family business. He assumed control of Troop and Son upon his father's death and successfully lead the company through difficult years in the 1880s and 1890s. In 1881 alone, the company lost 41 vessels at sea. Despite these hard times the firm remained the largest Canadian fleet of its day and Mr. Troop was the first Canadian ship owner to acquire an iron vessel. He died in 1912 and with him, his firm. This house was constructed by Howard Troop in 1878 after the Great Fire had destroyed the Troop family home on Wentworth Street. The Troop initials can still be seen in the etched glass on the inner front doors.

### 25. 71 ORANGE STREET

One can see even today that George MacLeod had some particularly prosperous years in the late 1870s. No sooner had the shipping and lumber tycoon move into 79 Orange, he purchased a lot from the Troop family and commissioned architects, D.E. Dunham and W. P. Clarke, to design this imposing sandstone structure at 71 Orange. Note the fascinating stone carvings above the windows.

### 26. 50 ORANGE STREET

This home was built later than the others mentioned on this street. It was built around 1913 for Robert G. Haley of Haley Brothers & Co., Builders and Contractors. The house was the rectory of Trinity Church on Germain Street described in the "Loyalist Trail." It is now privately owned and being carefully restored. Note the curved glass windows in the turret of the house.

## MECKLENBURG STREET

This street is named for Charlotte of Mecklenburg-Starlitz, a tiny German state. She was Queen Charlotte, consort of King George III at the time the Loyalists arrived in Saint John. .



### 27. 37 MECKLENBURG STREET

Built immediately following the Great Fire, this second Empire structure has been owned throughout its life by only three families. Like most Second Empire roofs, this one is built of slate shingles.

### 28. CAVERHILL HALL

Caverhill Hall in its heyday hosted a King, a Queen and a Prime Minister. It was built by a brewer, Simeon Jones and took its name from his grandmother, Jane Elizabeth Caverhill. This palatial residence is a replica of a home in Montreal, which Mr. and Mrs. Jones saw and liked. They hired the same architect and had him build a copy in Saint John. The house took from 1881 to 1884 to build as all the lumber was bought and then allowed to dry for a year before being used. Simeon Jones was mayor of Saint John throughout the construction period. Upon its completion, the Jones' hosted a reception for Sir. John A. and Lady MacDonal and 250 guests. In 1901, the Duke and Duchess of York, who became King George V and Queen Mary, used the house.



### 29. 2 MECKLENBURG STREET

This imposing home was built in the 1890's by another Saint John ship owner, Robert Thomson, of William Thomson and Company. Thomson was also the Imperial German Consul at the time. Note the ornately carved door and entranceway and the terra cotta family crest on the side of the building with the latin motto, loosely translated, "Patience Conquers." Beautiful stained glass windows can also be seen, particularly at night.

### 30. QUEEN SQUARE

Queen Square was once one of the most fashionable addresses in the city. The homes were built by wealthy citizens following the Great Fire. The park itself was designed in 1783 by Paul Bedell and like King's Square, is in the shape of a Union Jack. The monument of Samuel de Champlain was erected to mark the 300th anniversary of his naming Saint John. On June 24th, 1604, he sailed into the harbour and up the river until he was grounded. He named the river St. John because it was St. John the Baptist Day.

### 31. 210 – 212 GERMAIN STREET

In 19th century Saint John, it was not uncommon for families to build businesses or homes together. This semi-detached structure was built in the early 1880s and occupied by the Rankin Bros. of the Rankin Biscuit Co. Note the intricate doors and railing work, as well as the stone gargoyles at the left and right ends of the cornice. In addition to being decorative, these gargoyles drain water from the building's roof through their open mouths.

**32. CARLETON HOUSE, 223 GERMAIN STREET**

Another Second Empire style dwelling, this was built in 1888, as the home of Sir Leonard Tilley, New Brunswick's Father of Confederation, during his tenure as Lieutenant-Governor of the Province. The building was fondly named "Carleton House," because Tilley's strongest source of electoral support came from Carleton or Saint John West. It was designed by prominent Saint John architect H.H. Mott. An attractive dining room was added to the rear of the house for the Tilleys to entertain Canada's Prime Minister, Sir John A. MacDonald and his wife.

**33. BULLOCK HOUSE,  
187, 185, 183 & 179 GERMAIN STREET**

179 Germain Street was built as a family home in 1879 by Joseph Bullock, founder of the Eastern Oil Company and New Brunswick's first oil magnate. Starting as a kerosene supplier, Mr. Bullock parlayed his fortunes to a point where in 1898 Eastern Oil amalgamated with Imperial Oil. With business prospering, Mr. Bullock built 183-187 Germain for occupancy by himself and his two sons. 183 was occupied by Thomas, who became Mayor of Saint John between 1908 and 1910; 185 was occupied by Mr. Bullock; and 187 was occupied by his son John. Note the elaborate door knobs and plates at 179 Germain.

**34. 79 PRINCESS STREET**

New Brunswick's first professional, full-time undertaker built this building in 1878 and used it as both his residence and "warerooms." Mark Needham Powers operated his undertaking business in the city from 1846 until his death in 1892. His son took over and continued to use these premises. The company had the first glass hearse in Saint John and it could regularly be seen going through the carriageway to and from the stables which were behind the shop.

**35. 85 PRINCESS STREET**

Hayward & Warwick began in 1855 as retailers of china and earthenware. They relocated to this location in December 1877 and today are a nationally recognized wholesaler and retailer of fine china, housewares and giftwares. They are Saint John's oldest family owned business. The Hayward Fine China Museum, located here, is the first china museum in Canada. The museum is open during regular business hours.

**36. 71 SYDNEY STREET**

Dr. Walter White was a successful surgeon, soldier, politician and all round outstanding citizen of Saint John. This was his home from the time of its construction in 1891 until his death at age 89 in 1952. He was mayor of the city from 1902 – 1906 and again from 1930 – 1935. He was married to Helen Troop, the daughter of Howard Troop whose home was mentioned in this Stroll. Note the glass conservatory, etched glass in the front door and the terracotta brick insets in the chimney on Princess Street.

## MERCHANT HERITAGE OF SAINT JOHN

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**A**t 2p.m. on June 20, 1877, a flash fire broke out in Fairweather's Hay Store in Portland, at the west end of Union Street. Outside, a brisk nor'wester howled, and as the flames broke through the outside walls of the store, a burning brand was carried by the wind, igniting the nearby MacLaughlan Boiler Works. The fire spread rapidly, engulfing one wooden building, then another, and another until most of the South End we whipped into a roaring inferno. For nine long hours the fire raged. When it was over, two-thirds of Saint John, including most of the commercial district, was a smoldering mass of charred rubble.

With 1,612 buildings destroyed and 13,000 people homeless, Saint John turned its efforts to building anew – as quickly as possible. The next decade saw much of the South End rebuilt, mostly of brick. Many of these buildings remain intact today, and because they do, Saint John can truthfully claim to have some of the finest surviving examples of 19th century commercial facades in all of Canada. In fact, Prince William Street was the first streetscape in the country to be designated by the Historic Sites and Monuments Board of Canada as being of national historic and architectural significance.

To protect the character of the buildings in this central core of the city, Saint John had created the twenty-block Trinity Preservation Area. PRINCE WILLIAM'S WALK tours some of the charming streets within this area. You'll explore Prince William and Germain Streets, traditionally – and still – Saint John's main commercial avenues. So elaborate are some of the buildings and their detailing that it is easy to imagine the fierce competition among property owners, contractors and craftsmen to out-do one another in the grandness of their proud new structures! You can browse through the shops of Princess Street, visit two of the city's beautiful historic churches, and stroll past the elegant brick townhouses on Germain.

The imposing splendor of Corinthian columns, the whimsy of Queen Anne Revival, elaborate Italianate facades, and curious gargoyles grimacing from atop their cornice perches – you will discover them along PRINCE WILLIAM'S WALK, as you explore the intriguing faces of historic Saint John.

# PRINCE WILLIAM'S WALK

Approximately 1.5 hours

## 1. MARKET SQUARE & NEW BRUNSWICK MUSEUM

Market Square derives its name from its early function as a market place for the city. The Great Saint John Fire of 1877 destroyed all the buildings of Market Square, but soon

afterwards, numerous warehouses were constructed along both sides of Market Slip.

Today, seven of these warehouse structures have been incorporated into the Market Square complex, an ambitious

and exciting development which includes shops, restaurants, offices, a hotel, apartments, a trade and convention centre, the public library, and the New Brunswick Museum.



## 2. MARKET SLIP, MARKET SQUARE

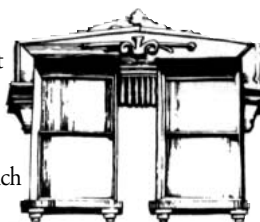
Adjacent to Market Square is Market Slip, the site of the first Loyalist landing on May 18, 1783. At one time there was a slip of water that extended to the foot of King Street. Along each side were several warehouses. Ships arrived at the slip and were able to unload their goods on either side.

## 3. BARBOUR'S GENERAL STORE, ST. ANDREW'S PARK

Once located at a rural crossroads 80 miles north of the city, the store was completely restored in 1967 by G.E. Barbour Company Limited to commemorate the company's 100th anniversary in business. The store is open June to October with visitor information on-site.

## 4. ORIGINALLY MCMILLAN LINGLEY, 98 PRINCE WILLIAM STREET

Until its sale in the late 1990's McMillan Lingley was the oldest printing firm in Saint John. The print house was established in 1822, the original building was next to Jardine's Alley, across the street from its present location. Despite numerous fires which threatened or destroyed the firm's premises, McMillan's thrived. The present building was erected after the Great Fire to a design by prominent New York architects G.B. Croft and F.T. Camp.



## 5. CHUBB'S CORNER, 111 PRINCE WILLIAM STREET

This building was designed by noted Saint John architects McKean and Fairweather. The carved stone heads by James McAvity above the third floor windows evoked the following comment from the press at that time: "We trust no more of our buildings will be adorned by such buffoonery from his hands." For many years stocks, bonds and other securities were sold here at public auction. While at this corner, walk down to the foot of Princess Street to look at the intricate carvings on the Furlong Building.

## **6. OLD POST OFFICE, 113 PRINCE WILLIAM STREET**

This Second Empire style building was designed by government architect Matthew Stead to replace a post office just completed before the Great Fire. The original cost was \$120,000. Note the three figures carved in the keystones above the entrance and the ground floor windows.

## **7. OLD CITY HALL, 116 PRINCE WILLIAM STREET**

For over 100 years, between 1785 and 1877, Saint John Common Council met in buildings which were built for other uses: a church meeting hall, a market, and a banking house. This building was the first structure designed, built and used as City Hall. It was designed by McKean and Fairweather and built immediately after the Great Fire at a cost of \$35,500. When its foundations were being prepared, workmen uncovered the 1839 cornerstone of the building which formerly housed city offices and which was destroyed in the Great Fire. The contents, which represented artifacts of 1839, were deposited along with artifacts of 1877 in the new building's cornerstone.



## **8. PALATINE BUILDING, 124 PRINCE WILLIAM STREET**

This classic Second Empire structure was designed by Halifax architects Dumaresque and Deware for the Bank of Nova Scotia. Following its takeover of the Bank of New Brunswick in 1913, the Bank of Nova Scotia moved across the street, and the building was acquired by the Palatine Insurance Company. The building is richly adorned with floral and fruit motifs, as well as gargoyles. Note the carved stone face of the man spitting coins, located at the top right of the entranceway.

## **9. BANK OF NEW BRUNSWICK, 119 - 125 PRINCE WILLIAM STREET**

The Bank of New Brunswick came into being in Saint John in 1820 as Canada's first chartered bank. It dominated the provincial business scene for 93 years, during which time this fine edifice was built. In 1913, the bank was forced to decide between greatly enlarging its capital to compete against other expanding banks or to amalgamate with another Maritime bank. It chose the later, and was absorbed by the Bank of Nova Scotia which took over this property and occupied it until 1977.

## **10. SEAMEN'S MISSION, 152 PRINCE WILLIAM STREET**

The Seamen's Mission was founded in 1897 by Lady Tilley, wife of Sir Samuel Leonard Tilley, one-time Lieutenant-Governor of New Brunswick and Father of Confederation. Its purpose was to provide lodging, meals and recreation to sailors from around the world. Originally located on Water Street, the Mission moved into the present building after its completion in 1908. It was designed by architect G. Ernest Fairweather.

## 11. THE TROOP BUILDING, 162 PRINCE WILLIAM STREET

Erected in 1883, this building housed the offices of the renowned Troop Shipping Line of Saint John which was established in the 1840s. A plaque on the building offers a short history of the company.



## 12. STONELEIGH TERRACE, 262 - 268 PRINCE WILLIAM STREET

This row of Queen Anne Revival frame houses was built in 1895. They had a view of the harbour until World War I when a massive grain elevator was built across the street. The elevator was demolished in 1989.

## 13. THE THREE LAMPS AT ST. PATRICK PARK

At the foot of Prince William Street stands an iron lamp known as "The Three Sisters." It has guided mariners into the harbour since 1848. In 1967, the lamps were restored as a Canadian Centennial project through the joint efforts of the stevedoring firm of H.S. Gregory and Sons Ltd. and Saint John Iron Works Ltd. They were replaced in 1997. The Celtic cross standing near the lights is a replica of a larger one on Partridge Island which you can see at the harbour's mouth. The large cross was erected in 1927 to commemorate the 2,000 Irish Immigrants who perished of typhus and to Dr. Patrick Collins, the Saint John doctor who died on the island treating the immigrants.

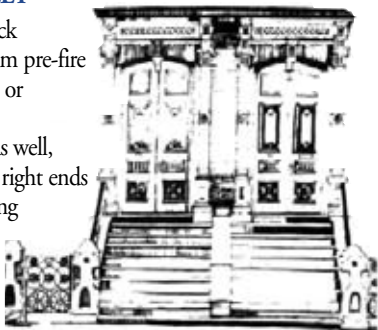


## GERMAIN STREET

Following the Great Fire of 1877, Saint John saw the erection of many fine brick houses to replace those which had been destroyed. The wealthiest of these boasted many fine features: mahogany from Honduras, marble mantelpieces from Italy, and intricately carved wood mantels, newel posts and doors. Some of the best examples of post-1877 residential architecture are found on Germain, considered one of the city's most elegant older residential streets.

## 14. 210 -212 GERMAIN STREET

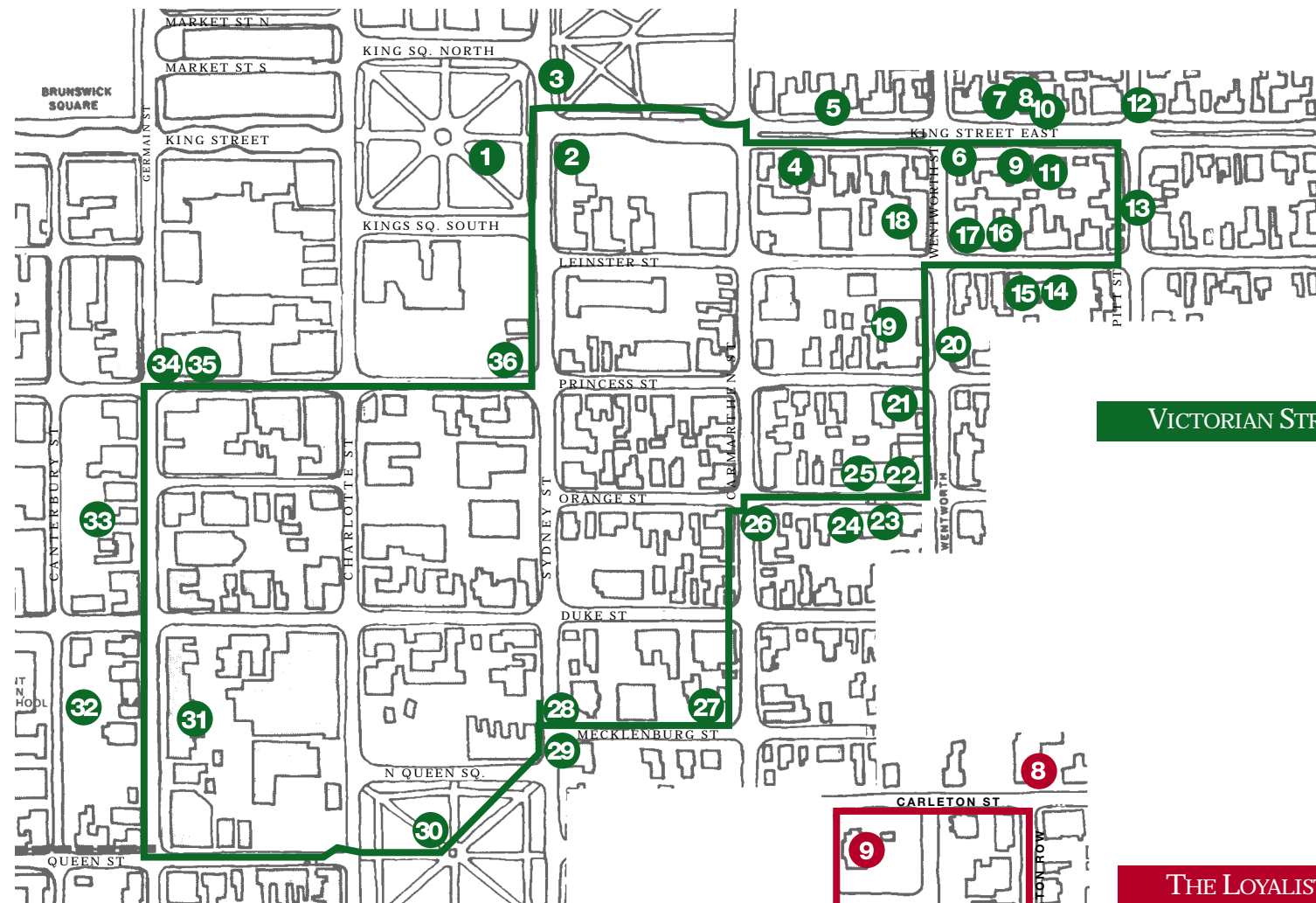
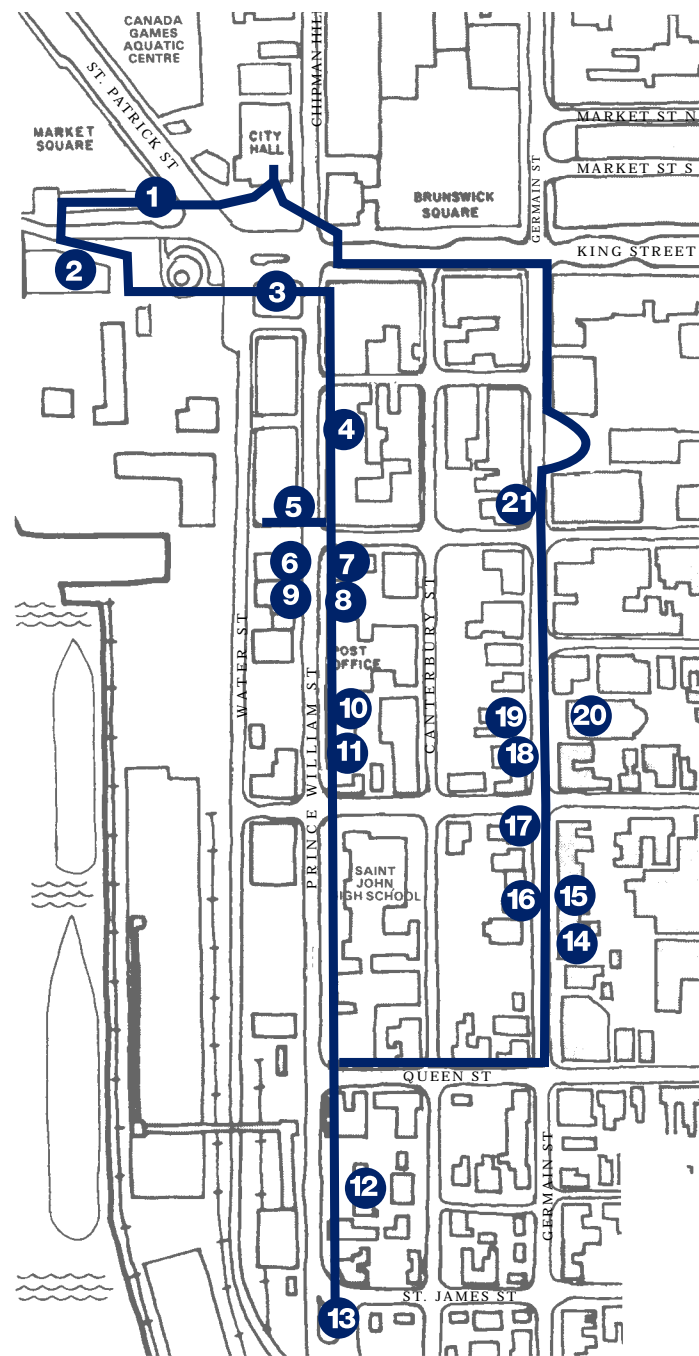
Built in the 1880s this double brick building illustrates a departure from pre-fire practice, in the erection of double or multiple dwellings. Note the intricate doors and railing work, as well, the stone gargoyles at the left and right ends of the cornice. In addition to being decorative, these gargoyles drain water from the buildings' roof through the open mouths of the figures.



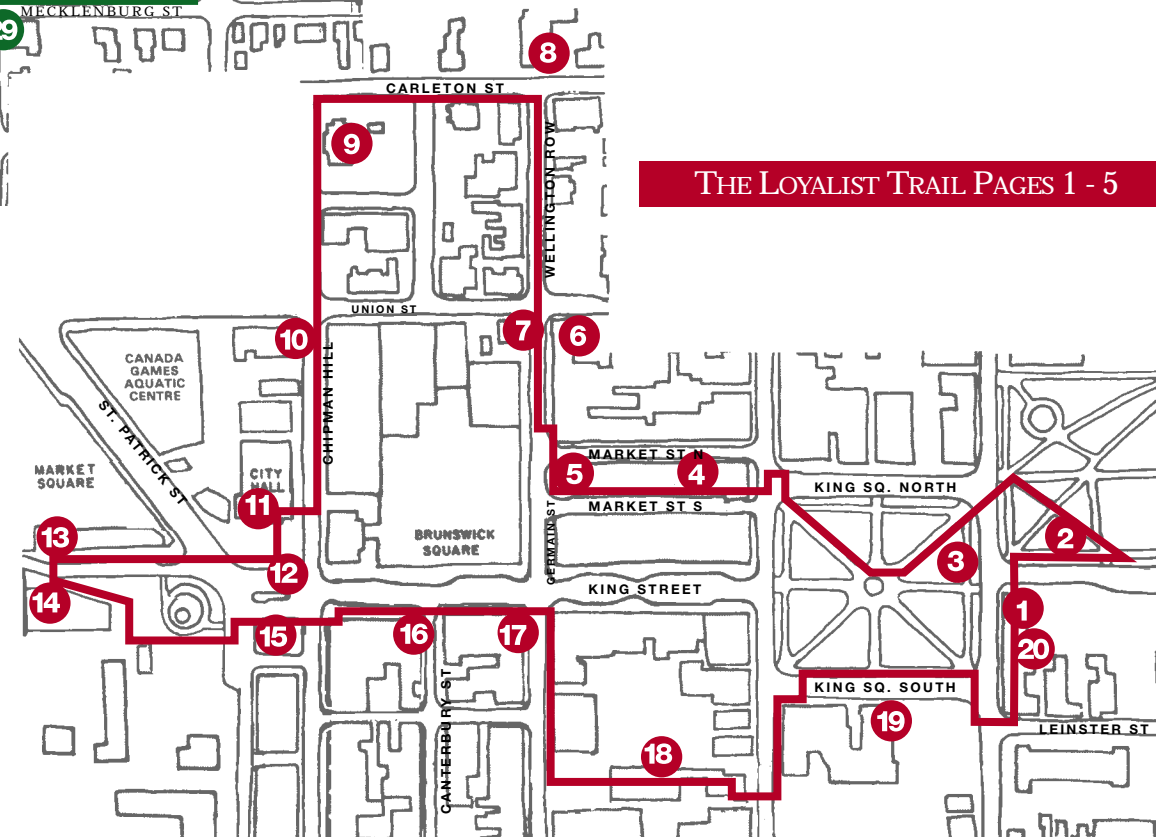
## 15. 206 GERMAIN STREET

This restrained Second Empire style stone dwelling was built in 1864 for J. McMillan, stationer, printer and book-seller. The plaque on the house marks the site of Saint John's first frame building, which was used as Trinity Church and for the city's first council meetings.

PRINCE WILLIAM'S WALK PAGES 13 - 17



VICTORIAN STROLL PAGES 6 - 12



THE LOYALIST TRAIL PAGES 1 - 5

16. CARLETON HOUSE, 223 GERMAIN STREET

Another Second Empire style dwelling, this was built in 1888, as the home of Sir Samuel Leonard Tilley, New Brunswick's Father of Confederation, during his tenure as Lieutenant-Governor of the Province. The building was fondly named "Carleton House," because Tilley's strongest source of electoral support came from Carleton or Saint John West. It was designed by prominent Saint John architect H.H. Mott. An attractive dining room was added to the rear of the house for the Tilleys to entertain Canada's first Prime Minister, Sir John A. MacDonald and his wife.

17. 211 GERMAIN STREET

One of six similar houses built in the 1880s, this unit is distinguished from its neighbours by its intricate door-handle and plate. The original owner was James Robertson, partner in Saint John's original department store, Manchester, Robertson, Allison - M.R.A. - which stood on the site of today's Brunswick Square.

18. MCARTHUR APARTMENTS, 197 GERMAIN STREET

The McArthur Apartments were constructed in 1920 by George McArthur, contractor and local champion of the nine-hour work day. The seven-storey brick structure is the city's first high-rise apartment building. Its entrance is all that remains of Dr. William Bayard's residence, a rather grand house and office which stood on that site and was destroyed by fire in 1918.

19. BULLOCK HOUSE, 187, 185 183 & 179 GERMAIN STREET

179 Germain Street was built as a family home in 1879 by Joseph Bullock, founder of the Eastern Oil Company and New Brunswick's first oil magnate. Starting as a kerosene supplier, Mr. Bullock parlayed his fortunes to a point where in 1898 Eastern Oil amalgamated with Imperial Oil. With business prospering, Mr. Bullock built 183-187 Germain for occupancy by himself and his two sons. 183 was occupied by Thomas, who became Mayor of Saint John between 1908 and 1910; 185 was occupied by Mr. Bullock; and 187 was occupied by his son John. Note the elaborate door knobs and plates at 179 Germain.

20. CHURCH OF ST. ANDREW & ST. DAVID

St. Andrew's Presbyterian Church was built in 1878/79 to replace the Kirk destroyed in the Great Fire. It was designed by Toronto architects Langley and Burke and is one of the city's largest post-fire churches. In 1961, the congregation of St. David's Church united with St. Andrew's to become the Church of St. Andrew and St. David. Open for visitors, July and August.

21. THE UNION CLUB, 123 GERMAIN STREET

Designed by J.T.C. McKean and built 1889 as a gentlemen's club, the Union Club continues today as the city's exclusive club. Until recently, ladies were not allowed on the gentlemen's side of the club.

