

# DOWNLOAD PDF REPORT UPON THE HARBOR OF SAINT JOHN, NEW BRUNSWICK

## Chapter 1 : Bar harbor to St John - New Brunswick Forum - TripAdvisor

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French colony[ edit ] The mouth of the Saint John River was first discovered by Europeans in during a reconnaissance of the Bay of Fundy undertaken by French cartographer Samuel de Champlain. The day upon which Champlain sighted the mighty river was St. The city has the same name in English as well as French. Forrester took his prisoners and loot to Port Royal. Acadian Civil War Blockade of St. John [ edit ] Siege of St. The French ships of war captured one English ship, while the England frigate and a provincial tender escaped. French Officer De Boishebert knew that he faced a superior force so he burned the fort and retreated up the river to undertake guerrilla warfare. John River Campaign 1759 [ edit ] St. These Acadians were seen as the most resistant to British rule in the region. This was followed two year later by the St. In response, Major John Small personally led a force to drive out the Americans. The 84th marched through the woods and were ambushed by the American. Twelve Americans and one member of the regiment were killed. Because of the low-lying position of Fort Frederick and the damage done to it by the rebels the previous year, Studholme decided to erect a new fortification, and his 50 men, helped by local inhabitants, began the construction of Fort Howe. To the west of Carleton was the Parish of Lancaster, and north-east of Portland were the "Lands of Simonds, Hazen and White", later called Simonds; both communities eventually amalgamated with the city in Portland was later amalgamated with the City of Saint John and is now thought of as the "north end. The quarantine station was the first landing place for many immigrants arriving at the port. The Charter of also included a number of other provisions, to regulate local fishing rights, to establish police and fire services, trade regulation and taxation, to dedicate Navy Island for the use of the Royal Navy, and to build a lighthouse on Partridge Island. These immigrants changed the character of the city and surrounding region so that in addition to its Loyalist-Protestant heritage, there was a new Irish-Catholic culture as well. Between and , approximately 30, Irish arrived in Saint John, more than doubling the population of the city. The Roman Catholic population was largely impoverished and uneducated. In the years between , when vast industrial changes began to disrupt the old life-styles in Europe, and Canadian Confederation in , when immigration of that era passed its peak, more than , immigrants from Ireland flooded into Saint John. Those who came in the earlier period were largely tradesmen, and many stayed in Saint John, becoming the backbone of its builders. But when the Great Irish Potato Famine raged between , huge waves of Famine refugees flooded these shores. It is estimated that between and , some 30, arrived, more people than were living in the city at the time. In , dubbed "Black 47," one of the worst years of the Famine, some 16, immigrants, most of them from Ireland, arrived at Partridge Island , the immigration and quarantine station at the mouth of Saint John Harbour. However, thousands of Irish were living in New Brunswick prior to these events, mainly in Saint John. In the census of , over half the heads of households in the city registered themselves as natives of Ireland. However, the city was split with tensions between Irish Catholics and Unionist Protestants. From the s onward, Sectarian riots were rampant in the city with many poor, Irish-speaking immigrants clustered at York Point. Mary Robinson, president of Ireland. In April the ship Blanche arrived in Saint John, and brought cholera to the city. Of 5, people stricken, 1, died. The periodic outbreaks centered largely in the poorer Catholic district, where people were scarcely over the effects of ship fever typhus. The care for orphaned children became a priority. Leadership was in the hands of merchants, financiers, railroad men and ship builders, who envisioned a great economic centre. In the 1871 era, the business of the city flourished, while the rural hinterland remained stagnant. After Confederation, a military school was opened in Saint John to conduct officer training for cavalry, infantry and artillery from December to May. Although the British Garrisons initially operated the school at Saint John, Canadian militia staff replaced the British regulars who were recalled from overseas station in 1871. It was the 16th recorded fire in the city and the worst ever. Starting in a warehouse it burned out of control for nine hours. The fire destroyed two-fifths of the city and left 20, homeless. Food, tents,

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clothing, and donations of money came from all over Canada, the United States, and Britain. By working class solidarity was strong among the longshoremen who handled the booming lumber trade. Labour organizations vied with merchants for control of the waterfront casual labor market. However, work-bred feelings of mutualism were often undermined by Protestant-Catholic conflicts. With the introduction of steamers, fast turnaround became even more important and the merchants could not afford job actions, so they compromised. In the World War, the longshoremen succeeded in imposing favourable new work rules and exerting partial control over hiring practices. But by 1920 the shipping industry regained its old authority, and hard-pressed longshoremen subsequently abandoned their class-based effort in favor of regional political activism. Public opinion favoured the strikers because the company had high fares yet failed to provide quality service. Rioters overturned two streetcars, thwarted a cavalry charge, smashed windows in company offices, and poured cement on a dynamo. During the Second World War the port declined in importance due to the U-boat threat. However, manufacturing expanded considerably, notably the production of veneer wood for De Havilland Mosquito bomber aircraft. On account of the U-boat threat, additional batteries facilities were installed around the harbour. This location on a plateau overlooking the Kennebecasis River was a summer cottage area used by local residents to escape the coastal fog from the Bay of Fundy. Saint John Airport was developed post-war and is located in the eastern part of the city. A leading pioneer was Joseph E. At a time of rural protest in Canada from Ontario to the Prairies, the Maritime Rights Movement was a broad-based protest movement during the 1930s, demanding better treatment from Ottawa. The ferry terminal for the service to Digby, Nova Scotia was also relocated from Long Wharf to a new facility on the lower West Side see Bay Ferries Limited as the CBD was expanded with new office buildings and downtown retail areas while historic industrial buildings were turned into shops and museums. The skyline in the city boasts office towers and historic properties. In 1980, a 20 block area of the Uptown area see Trinity Royal was designated for historic preservation. A related development in recent years has been waterfront redevelopment for tourist and residential use. This effort increased markedly in the early first decade of the 21st century following the closure and dismantling of the Lantic Sugar refinery in the South End. Nova Scotia Printing Company.

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## Chapter 2 : Saint John, New Brunswick - Wikipedia

*Awards by the Hon. John Hamilton Gray as arbitrator or umpire under the Reciprocity Treaty, signed at Washington, June 5, A. D., , dates at Saint John, in the province of New Brunswick, April 8,*

Details of some records held in Canada. Historical Description [Direct link to this section ST](#). The city is regularly laid out and well built. It stands on a declivity, and when approached from the sea has an imposing appearance. The whole of the elevated portion of the city consists of solid rock, which, for the purpose of forming tolerable streets, has had in some places to be excavated to a depth of 30 and 40 feet. The city was almost completely destroyed by fire in , but was rebuilt in a short time in a more handsome manner. Many of the old landmarks have passed away, but in their place have arisen buildings in which the best architectural skill has been displayed. These buildings are chiefly of brick and stone, and many of the public edifices have an elegant appearance. The principal ones are St. There are 25 chief places of worship in St. John, the denominational census of being as follows: The educational institutions comprise a grammar school, several primary schools, and a number of public and private schools. John has a number of religious and charitable societies, 1 free public library, 1 bank of New Brunswick with 3 branches and 6 branch banks B. The thriving suburb of Carleton, on the opposite side of the harbor, is included within the city corporation. The harbor of St. John is capacious, safe and never obstructed by ice, which makes it a-year-round port. Its entrance about 2 miles south of the city, is protected by Partridge Island, on which are a quarantine hospital and a lighthouse, the lantern feet above the level of the sea. The passage west of the island has in it 10 feet of water, that to the east 16 feet, and abreast of the city there are from 8 to 22 fathoms; both sides of the entrance are composed of sharp rocks, which become dry at low water. On the east side of the channel, below the town, a breakwater has been constructed to intercept the violence of the waves, occasioned by southerly gales. The entrance of the River St. The ordinary rise of the tide in the harbor is 21 feet; at the vernal equinox it rises 25 feet. At low water, the waters of the river are about 12 feet higher than those of the harbor, at high water the waters of the harbor are 5 feet higher than those of the river, hence the phenomena of a fall outwards and inwards at every tide. Above the falls the tide seldom rises more than 4 feet. When the waters of the harbor are on a level vessels can pass the falls, and this can be effected only during a period of 15 or 20 minutes at each ebb and flow of the tide. At times of great freshets, occasioned by the sudden melting of the snow, the tides do not rise to the level of the river, and consequently it is not possible for vessels to ascend the fall. The depth of the fall is about 17 feet. Spanning the rocky gorge about feet above low water, is a magnificent suspension bridge feet in length. John River miles in length gives its advantages in prosecuting the vast lumber trade of the Province; while it is close to extensive deposits of coal and limestone. John is the entrepot of a wide extent of country, abounding in agricultural resources, minerals and valuable timber. Its admirable situation at the mouth of one of the largest rivers in North America, with a harbor open all the year round, with regular steam communication with all the main ports of Nova Scotia, and the northern portion of the United States, with first-class railways running from it in every direction with extensive maritime and manufacturing interests, ensures the certainty of its becoming a city of the greatest commercial importance. John has manufactories of iron castings, steam engines, machinery, edge tools, nails, cotton and woollen goods, boots and shoes, leather, wooden ware, soap and candles, carriages, locomotives, agricultural implements, lumber, paper, sugar boxes. It has also cotton mills, rolling mills, foundries, engine and boiler works, wood working factories, saw mills, pulp mills, nail factories, edge tool works, brass works and factories for making brushes and brooms, paper boxes, cigars, confectionery and biscuits, for blending and packing teas; mills for grinding coffee and spice, pork packing houses, and minor industries of various kinds. Between and men are yearly engaged in the fisheries in the harbor of St. Salmon, shad, herrings, alewives, halibut and haddock are taken in large quantities. The streets of St. John are lighted with electricity, and the city is well supplied with water from a lake 4 miles in rear of the city. The railway system of New Brunswick centres at St. It is the chief depot for the

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fish curing and packing houses engaged in the Bay of Fundy fish trade. Although settlements have been made in Acadia for many years, no mention is made of St. John until , when the French explorer, Champlain, pilot of an expedition commanded by M. At that time it was called by the Aborigines. No settlement was made until , when a French nobleman named Charles St. Etienne, Lord of Latour, commenced the erection of a pallisade fort opposite Navy Island, in the harbor of St. De Latour, having been appointed Lieutenant General, lived here for a long time with a large number of retainers and soldiers, and traded in furs with the Indians. After three days spent in several unsuccessful attacks, a Swiss sentry, who had been bribed, betrayed the garrison, and allowed the enemies to scale the walls. He, immediately upon getting possession, disregarded all the conditions agreed to, hanged the whole garrison, and compelled this noble woman, with a rope around her neck, to witness the execution; she, a few days afterwards died of a broken heart. In , Latour returned to St. In they were married, and he once more held peaceable control of his former lands as well as those of his deceased rival. In , an expedition was sent by Oliver Cromwell from England, which captured Acadia from the French, and Latour was once more deprived of his property and possession. In Acadia was ceded to France by the treaty of Breda, but no settlement of importance was made until the year , when a fort was built at the mouth of the Nerepis River, about 10 miles from the City of St. In , the French were again driven out by the English; and in , a garrison was established at St. John, under the command of Colonel Moncton. In , the first English settlers came to New Brunswick, but no permanent settlement was made until , when the Loyalists arrived and founded the present City of St. It was created a town by Royal Charter in John city and county returns 3 members to the House of Commons and 6 to the Provincial Legislature.

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### Chapter 3 : Great view of harbor - Review of Hilton Saint John, Saint John, New Brunswick - TripAdvisor

*Lepreau Falls along the drive to Saint John. Sunday, June 3rd, I drove on to Saint John, New Brunswick where I was to catch the ferry to Digby, Nova Scotia that afternoon. I had just a little time to poke around Saint John but it seemed like a cool town.*

Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below. Original begins the list, other first list. New Brunswick Museum St. John The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications. Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. Maps, plates, charts, etc. The following diagrams illustrate the method: The following images have been reproduced with the greatest care, taking into account the condition and the quality of the original, and in conformity with the conditions of the filming contract. One of the symbols appearing on the last image of each microfiche, according to the case: Maps, plates, etc.. When the document is too large to be reproduced in a single frame, it is filmed from the top left corner, from left to right, and from top to bottom. The following diagrams illustrate the method. "In obedience to your telegraph, I arrived in Saint John on the thirtieth of November, and remained there until the eleventh of December. Upon applying for instructions, I ascertained that the Committee did not desire to direct my investigations, but gave me to understand that it had been decided to obtain an examination into, and report upon, the whole question of the protection and improvement of the harbor, previous to any further outlay being made. It was pointed out to me, as an instance of protection required, that a considerable portion of the ballast deposited between the Breakwater and the Battery, had worked its way back into the harbor to an extent which had shoaled the water in front of the Breakwater nearly twenty feet; and in the matter of improvement it was explained that the chief requirement was an increase of deep water wharfage, where the larger class of ships, now frequenting the port, could lie water borne at all times of tide. I feel it not only due to the Committee to make this statement, but to myself, for it explains the unavoidable delay in making my report, and will also to a certain extent account for any deficiencies, if I have failed to take the proper view of the wants of the community. I found however that there has been no hydrographic survey of the harbor made since the Admiralty one of 1847 the original of which Commander Shortland kindly placed at my disposal; and although the plans of the City show a low water line, it is difficult where the range of tides is so great, to refer low water lines to the same datum. Through the attention of Mr. Perley I obtained an old hydrographic survey of the harbor made in 1791, one hundred years ago, which bears evidence of having been carefully executed. As it appears that until very recently the harbor was exposed to damage by the refuse of saw mills and the want of sufficient precaution in the discharge of ballast, it would be of little value, even if it were possible to attempt to establish the ratio of encroachment for any given period, because this has been made under circumstances which no longer exist. The width and depth of the river Saint John above the Falls, and the character of its bed and shores for a considerable distance up, are such as to give a pretty safe guarantee against the descent of alluvion of a character which could form any serious deposit in the harbor. The stretch alluded to is a cess pool into which the coarse detritus from the Bwifler current, shallower water, and more friable shores of the interval lands above, is sure to be precipitated, leaving only to the transporting power of the freshet that portion which, if it reach the harbor, will with a trifling exception remain suspended until it is carried out to sea. From the narrowness of the harbor it is evident that a considerable portion which had passed the falls could be dropped until it reached the wide water below the battery. Here on the foul ground at the entrance to the harbour some silting up might, in the course of time, be looked for; but a comparison of 1791 with the present time shews very little change except in the channel between Partridge Island and the west shore" which was in marked as

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"The Channel;" and which appears to have had deeper water than now, although how much of this may be traced to the sawmills it would be difficult to conjecture: In fact the volume of water discharged by a river of such magnitude as the St. John, combined with the great range of tide you enjoy, give assurance that the danger of any serious encroachments from natural causes either within or at the mouth of your harbour is very remote. The effect of a strong south west wind blowing into Courteney Bay, would, in some conditions both of ebb and flood tide, cause a littoral current northward, around the breakwater, with transporting power sufficient to work the ballast deposited in that quarter into the harbor, pushing forward both upstream and toward mid channel a submerged embankment. This would, however, be confined in its action both by the limited amount of the material acted upon, and by its heavy nature. The wash from the gutters and sewers or the City, as improvement progresses, would, in the lapse of time, produce a decided and perceptible effect on the soundings in the slips, and at the head of the wharves. The rapid descent of the streets from the high ground surrounding the harbor gives the rains and thaws great scouring and transporting power; and by excavations for gas, water, or sewerage, by the mud brought in on wheels, and that worked up through paving or macadamizing, as well as from streets unpaved, and even the gradual degradation of the rock itself, a constant and fresh supply is exposed to this action. The ponding up of the water for tide mills also, by scouring the flats under a considerable head of water, as well as the natural contributions of the creeks flowing into the harbor, are also important aids to the silting up around the wharves. Nor can this deposit be now considered as altogether an unmixed evil. It is evident, however, that resort must sooner or later be had to the dredging machine; for it is not only a great deal cheaper, but in every way better, to bring deep water up to the wharves, than to encroach upon the harbor by extending the wharves as fast as shoaling takes place. In determining the requirements of the harbor, we must refer to the character of the commerce of the port. The same argument the absence of any great necessity applies to dry docks; the construction and working of which are still more expensive. With such a range of tide, that the keel of any ship can be seen at every tide, all ordinary repairs can be performed expeditiously, as well as economically, in any of the slips which require only to be griddoned to be converted into graving docks, without interfering with the loading or discharging of the vessel. The esplanade wharf proposition has, I believe, been suggested to give a fair run to the current, and thus keep the harbor clean by tidal action; but, as the slips, if evils, are necessary ones for it would be impossible to afford the accommodation in a harbor already limited, without them, it will be found as effectual occasionally to resort to the dredging machine; the small annual outlay for this purpose will be less than the interest of the capital required for works which would prevent this deposit. The harbor line may require some readjustment. From the amount of shoaling reported, it may be presumed that it originally ran nearly every where in 20 feet depth at low tide, in which case it would be far enough out, except in those places where it did not leave sufficient room between it and the bank, and where it could be moved outward without destroying the general contour of the harbor, or without extending into an excessive depth of water. As there is only about 20 feet between some of these and the harbor line, this is hardly sufficient space for the stability of an independent pier head. In order, then, to obtain room for a new and substantial frontage to existing wharves, it may be necessary to advance the harbor line. There are cases, however, where the proprietors as trustees or minors may not have the power; and others, where they may not have the means to carry out extensive improvements in the required quarter and therefore, at Montreal, private interest was extinguished by purchase, and the whole wharfage was vested in Commissioners; while, at Toronto, the general scheme of improvement was carried out by the Corporation, on terms defined by the Legislature. Whatever the system adopted, some control over the manner in which the wharves are constructed should be exercised by the harbor authorities. It is not sufficient to keep them within the harbor line they should not be allowed to approach so near it unless founded at the full depth required, as to leave insufficient space for an independent head, constructed in deep water. Also, where the bottom is shelving, the foundation of the head, at least, should always be dredged, otherwise there will be a tendency to slide outward. Moreover, to prevent eddies and deposits, much irregularity in the projection of the wharves should not be permitted, and

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the due proportion and direction of pier heads to secure convenient ingress and egress to and from the slips, should be maintained. In treating the question as a whole, it is impossible to pass over in silence the future Railway requirements. As understood that no preference has been expressed for any particular mode of connection by the Railway authorities, and the question is an open one, I will not be guilty of interference in alluding to it only in general terms, as one intimately connected with the future of the harbor. Assuming that a railway will, at some future day, connect the City with the Maine frontier, it must, by means of the Canada and Kew Brunswick line, also connect the harbor with Woodstock, and perhaps, in time, with the upper St. The extension of the Shediac line from its present terminus in the City, across the river, to connect with the line coming from the West, will be a work involving so large an outlay for the distance, that it has occurred to me that it may be postponed for a few years. In this event, the Western line would seek connection with the harbor on the Carleton side; and I am now under the impression without any information as to the facilities of approach on that side, but assuming them to be feasible, that, looking to the limited frontage of the harbor, and the great comparative extent required for railway purposes in connection with the peculiar trade of the port, a water terminus on the West side of the harbor will be found advisable. In the absence of a Railway Bridge, the connection across the river must be maintained by ferry; and from the absence of ice, and the narrowness of the harbor, this could be done under the most favorable circumstances. The small amount of through freight which would be carried parallel to the sea, could be taken over without transshipment at high water only, while passengers could cross at all times of tide. As far as it is practicable, the railway should connect with all the wharves; but if deals or sawed lumber become an article of traffic, a railway wharf of considerable extent will be required for those country shippers who may not own wharf property in the City. My views regard to the proposal to close the mouth of the river is admitted, and it appears to me the effect of closing it would be to diminish instead of increase the amount of accommodation in the harbor. If closed by a deep water wharf across its mouth or outlet, Nelson and Wellington slips and the shores of the channel itself would be cut off from access to the harbor. I am informed that even in freshets, Buttermilk channel is dry at low water spring tide across its inlet. This shews that it is not necessary to the discharge of the river, and that closing it up would not render the ascent of the river by the main channel at Navy Island, under the same conditions, any worse than it is now; but, from the abrupt change of direction in the river at this point, I am of opinion that a dam across this channel would retard the making of the flood tide, that it would not rise so high above, nor ascend the river so far as it now does. Whether there would be any inconvenience or disadvantage in this to the navigation. It would be for better informed parties to say, and experience would determine the importance of the effect produced, which might only prove slight; but, as a general principle any obstruction to the flood is not only objectionable for the reasons stated, but because just in proportion to the diminution of the flood, is the scouring power of the ebb reduced. Lastly, whenever it is desired to resort to the reach above the Island for deep water wharfage, this channel can be made passable at high water, if not. Without destroying the navigation of Buttermilk channel, Navy Island can be turned to account for deep water wharfage and convenient ballast ground by running a line of wharves in deep water, nearly parallel with low water line below the Island, into, and behind which, ships and scows could discharge ballast nearly at all times of tide. The precise position of the works may also be varied upon the acquisition of more definite knowledge on the nature of the foundations and the position of the rock. Moreover, as it is not probable that the different improvements will be at once carried out, circumstances not now discernible may modify considerably any present plans. The questions of estimates and detailed plans were not, for obvious reasons, included in my arrangement, nor can they be profitably taken up until some specific work is determined on. In its present position it is manifest that the greater portion of ballast, whether dumped from the shore or dropped from scows, will pass the breakwater; and it is in consequence of this, I believe, that further deposit of ballast in this quarter has been prohibited. The sea has probably now formed its own slope to the beach, and levelled the ballast around and in front. Its use as a ballast ground by scows, should, I think, be discouraged, as, unless there is an inspector to each scow, she will be as often discharged

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outside as inside the extension. T have proected Iip f. I have the honor to be, Sir, Your obdt. V- ss while the rath the un- of water at full control. Ferguson, of le Hon. Smith, I 1 with respect. Under SOit Ij Tons.

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## Chapter 4 : Road Report #20 “ Maine and New Brunswick ” On the Road With Roo

*Shipbuilding, Harbour and Port. Report upon the harbor of Saint John, New Brunswick [microform], Thomas H. Keefer, Saint John, [Po]rt and harbour of Saint John, New Brunswick [microform]: harbour master's instructions, Saint John: James Seaton, Printer, ; Marco Polo Project; Top of Page. This page created and maintained by Linda Hansen.*

Yet, this menace was not of a paranormal nature. Rather, it was one of humanities oldest foes: The disease known as cholera is transmitted to humans via water and food that is contaminated, specifically with the bacterium *vibrio cholerae*. Those infected often display no symptoms; however, if left untreated, severe dehydration can occur and ultimately can lead one to die of shock. Thus, in order to prevent exposure to the disease, individuals must avoid polluted fluids and ensure the provision of clean drinking water and waste management. Unfortunately for our mid-nineteenth century Saint John friends, sanitation efforts were not nearly as advanced as they are today. Based on this request, two implications can be drawn. The first, that cholera had not yet infected anyone within Saint John, as the government was aiming to prevent the introduction of the disease, and the second, that it was believed by those within the city that the illness originated from somewhere in Asia. This is consistent with the history of cholera, as the first major outbreak occurred in India in July 2, 1817, New Brunswick. John County, Minutes: All of the previously mentioned events took place during a cholera pandemic that spanned the early 1800s and spread throughout much of Europe and Eastern North America. However, the disease itself never reached catastrophic levels in Saint John; the number of deaths was relatively small in comparison to, say, Halifax, where nearly 1000 people were killed. It was not until twenty years later that the spectre of cholera would return to haunt the citizens of Saint John in such a devastating way. In 1832, life was not particularly easy for residents of southern New Brunswick. The Crimean War was raging in Europe and demand for supplies resulted in record-high prices in the province, while wages remained stagnant. The poor, in particular, had it rough; in Saint John, they mostly lived in slums by the waterfront that were vastly overcrowded. Attempts at protecting the city against contagious diseases were minimal, as were general efforts to clean up areas within town. Therefore, by 1832, conditions were prime for an outbreak of cholera, which was lurking just around the corner. The disease itself was introduced to the region in April when the ship *Blanche* arrived from England. Several people had died during the voyage and many of the passengers were, to be blunt, filthy. Many of those who did enter the city resided in the impoverished and overcrowded sections of town, a key ingredient for a recipe of disaster. Taylor, circa 1832, Provincial Archives of New Brunswick. By June, talk of the presence of cholera in Saint John began to spread. Mentions of the disease by name did not appear in local newspapers until July, and even then most articles were speculative in nature. For example, in the July 21st edition of the *Morning News*, an article was included, submitted by the Board of Health, which touched upon the rumours that were flourishing: For instance, it was alleged that there were ten persons lying dead on Tuesday last in Lower Cove. We at once instituted a rigid inquiry and learned that there was not a single case of what some people called cholera. As the dog days of summer wore on, public panic grew. John, and that anyone who entered the City was certain not to come out alive. He said he heard we were dying fifty a day. One poor fellow on Saturday. We never saw such a skeered critter in all our life. All in all, the authors of the article urged the Board of Health to begin publishing information regarding the outbreak including death tolls so as to dispel of any false rumours and hysterical actions. In response to the outbreak and its resulting panic, many remedies were proposed to fight off the disease. Here, citizens gathered together and began lighting bonfires in the streets. Barrels of tar were eventually burned within Saint John, with the hopes of achieving a similar effect. By the beginning of September, the epidemic had begun to rapidly subside and the citizens of Saint John slowly began to readjust. However, cholera had taken a tremendous toll on the city; out of a population of roughly 3000, at least 100, and possibly over 1000, people were killed. The city had never witnessed such a destructive phenomenon and was determined to prevent future occurrences. Calls for vast overhauls to the local sewage and water systems were made. Although slow

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and impeded, eventually much was done in the way of improving the water supply such as new reservoirs, more widespread water access. Furthermore, the epidemic had a deep effect on the local medical community, who once disregarded the theory of diseases being contagious but now had changed their minds to the evolution of the outbreak. All in all, the cholera plague profoundly affected the lives of nineteenth-century Saint Johners, and has stood as one of the worst cholera episodes in Canadian history. University of New Brunswick, Microforms. Thomas University with a Bachelor of Arts degree in Economics and worked as a student assistant in the Microforms Unit.

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## Chapter 5 : History of Saint John, New Brunswick - Wikipedia

*Two studies have looked at regional projections for the 21st century for Saint John, New Brunswick. They account for regional factors that affect local sea level rise. Both studies are based on the most recent global projections published in the 5th Assessment Report released by the Intergovernmental Panel on Climate Change (IPCC) in*

They account for regional factors that affect local sea level rise. These studies can be found using the links at the bottom of this page. The IPCCs graph above shows that global mean sea level will continue to rise during the 21st century regardless of mitigation efforts going forward. The graph shows the two most extreme scenarios for future carbon emissions: Even though global sea levels will continue to rise, our efforts to mitigate climate change will impact the magnitude at which that rise occurs. Current understanding of sea level rise for Saint John based on the two regional studies looks like this: In the Bay of Fundy region, the majority of the coastal changes are primarily caused by tidal driven forces of erosion, and the changing of the sea level throughout geologic time Shaw et al. The last glaciation in the region occurred 18 years ago and was known as the Wisconsin Glaciation and since its disappearance, certain regions along the Bay of Fundy have been submerging. It has been estimated that since people first arrived in this region, the sea level has risen approximately 40 m, and around 1. Therefore, it can be assumed that certain areas that used to be too high to be subjected to wave action, now are Desplanque and Mossman, Global sea level rise is not distributed evenly over our oceans due to physical regional factors. The maps above show global models of sea level rise distribution under the two scenarios graphed above. The map on the left represents the blue line of the graph and the map on the right represents the red line of the graph. The impacts embarked upon marine and terrestrial ecosystems in regards to sea level rise and accelerated coastal erosion remains to be poorly quantified. However, in cases where there continues to be primarily historical sea level rise occurring, ecosystems naturally reestablish an equilibrium. As an example, within salt marshes if the rate of accretion is able to keep up with sea level rise, there would be a limited impact acted upon it. Consequently, if the sea level rise exceeds to ability of such marsh area to accrete, or where the shore is blocked by natural or artificial barriers, the loss of habitat and of valuable ecosystem services will be lost Atkinson et al. This process is not limited solely to tidal marshes but also estuaries, eel grasses, beaches, and mudflats which also provide valuable ecosystem services along our coastlines. In order for coastal squeeze to not occur, the extent of the new marsh system is largely dependent on the extent of its backwards migration on the landward slope which can provide room for its movement. However, though a high backshore relief can limit the backwards migration of the new marsh system, it is the artificial barriers of roads, causeways, sea walls, dikes, and foundation fill that are all dominant causes in coastal squeeze. These particular ecosystems provide a diverse array of services both for native wildlife and anthropogenic needs. In particular, the tidal flats in the Bay of Fundy provide a critical feeding habitat for migratory birds Hicklin, ; Hill et al. Without regards to accelerating sea level rise, it is predicted that two thirds of the coastal salt marshes within Atlantic Canada have been either drained and converted to agricultural land or diminished by industrial or urban development Austen and Hanson, In the recent decades, coastal areas have become more industrial and urbanized due to their associated aesthetic and demand for waterfront living. As such, there has been considerable alterations occurring along our coastlines due to present and historical settlement patterns. Many of the coastal communities, in any area around Canada, are now characterized by significant residential and commercial waterfront developments whereas they have previously been warehouses, wharves, and traditional docks Mercer Clarke et al. Most of the modern infrastructure in place as of right now has been designed to a standard that is based on historical climate conditions. However, no that there is evidence of increased storm frequencies, increased precipitation, as well as an increased sea level rise coupled with accelerated erosion rates, it is likely that these designs will be overtopped in the future. As such, any changes to the land cover in the coastal zone can destroy or impair any native species in those locations Ban and Alder, ; Halpern et al.

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Examples of some areas around Saint John, New Brunswick that will become increasingly vulnerable to storm surge effects as a result of the impacts of sea level rise over the next years. The extreme total sea level values, or flooding scenarios, have been calculated in the Saint John region to represent the worst possible scenario in regards to flooding. This scenario would occur where a storm surge event occurs near the high portion of the tidal cycle the spring tide. Each of the return period statistics have been calculated and in turn provide a relative probability that a given storm surge would coincide with the spring tide. A return period represents the average time between two similar occurrences of an event that exceeded a given level Daigle, The flood risk map for an approximately 1 m storm surge level for key areas within the city of Saint John, New Brunswick in the year assuming a sea level rise of 0.

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## Chapter 6 : Climate Change and the St. John Harbour – ACAP Saint John

*Iconic harbour ambassador, Theodore Too will be travelling to Saint John, New Brunswick, to deliver tours throughout the season. The announcement came today from Ambassatours Gray Line, owners of Theodore Too, in a joint release with New Brunswick partners.*

Saint John French pronunciation: During the reign of George III , the municipality was created by royal charter in 1784. After over a century of ownership disputes over the land surrounding Saint John between the French and English, the English deported the French colonists in 1784 and constructed Fort Howe above the harbour in Saint John, as a major settlement, was established by refugees of the American Revolution when two fleets of vessels from Massachusetts, one in the spring and a second in the fall, arrived in the harbour. These Loyalist refugees wished to remain living under Great Britain and were forced to leave their U. After being incorporated as a city in 1784 with an influx of Loyalists from the northern of the former Thirteen Colonies and immigrants from Ireland, the city grew as a global hub for shipping and shipbuilding. From 1837 to 1842 sectarian violence was rampant in Saint John resulting in some of the worst urban riots in Canadian history. Saint John becomes the first incorporated city in what would become Canada. The first chartered bank in Canada, the Bank of New Brunswick. The first penny newspaper in the Empire, the tri-weekly Saint John News, was established. The museum is now known as the New Brunswick Museum. Marco Polo ship launched. She carried emigrants and passengers to Australia from England and was the first vessel to make the trip in under six months. The automated steam foghorn was invented by Robert Foulis. First Knights of Pythias in British Empire. Monitor top railroad cars in the world invented by James Ferguson. First clockwork time bomb developed in 1842. The first public playground in Canada was inaugurated. The first orchestra to accompany a silent moving picture, on the North American continent, was in the old nickel theatre. Saint John Harbour, where the two rivers meet the Bay of Fundy is a deep water port and ice-free all year long. Partridge Island is located in the harbour. The park contains rock formations throughout the Saint John region ranging billions of years. It contains a unique phenomenon called the Reversing Falls where the diurnal tides of the bay reverse the water flow of the river for several kilometres. A series of underwater ledges at the narrowest point of this gorge also create a series of rapids. Croix Highlands and the Caledonia Highlands. The soil throughout the region is extremely rocky with frequent granite outcrops. The coastal plain hosts numerous freshwater lakes in the eastern, western and northern parts of the city. The Reversing Falls in Saint John, actually an area of strong rapids, provides one example of the power of these tides; at every high tide, ocean water is pushed through a narrow gorge in the middle of the city and forces the Saint John River to reverse its flow for several hours. Neighbourhoods Map of Saint John from 1850, including the lower west then Carleton , and uptown Saint John is a city of neighbourhoods, with residents closely identifying with their particular area. King Edward VII Memorial Bandstand South End Central Peninsula – Uptown The central peninsula on the east side of the harbour and the area immediately opposite on the west side are the sites of the original city, which resulted from the merger of Parrrtown and Carleton. The western side of the central peninsula subsequently saw increased development and includes the central business district CBD and the Trinity Royal Heritage Conservation Area , which together are referred to as "Uptown" by residents throughout the city. The term "Uptown" comes from the time when the city was an active port and people at the slips would go up the hill to the city. In addition, most of the central peninsula is situated on a hill. This central area of Saint John is only rarely called "Downtown. The area north of the Highway 1 from the South Central Peninsula is called the North End; both areas being predominantly urban residential older housing which is undergoing gentrification. Much of the North End is made up of the former city of Portland and comprises another former working class area which is slowly undergoing gentrification at the eastern end of Douglas Avenue; immediately north of Portland and upstream from the Reversing Falls is the former community of Indiantown. Vessels navigating the Saint John River can only transit the Reversing Falls gorge at slack tide , thus Indiantown became a

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location during the 19th and 20th centuries where tugboats and paddle wheelers could dock to wait. Being located at the beginning of the navigable part of the Saint John River, Indiantown also became a major terminal for vessels departing to ply their trade upriver. Further north of the central part of the city, and northeast of the North End and Portland, along the southern bank of the Kennebecasis River is the area of Millidgeville which is generally considered a neighbourhood separate from the North End. It is a middle to upper-class neighbourhood. Rockwood Park encompasses hectares of upland Acadian mixed forest, many hills and several caves, as well as several freshwater lakes, with an extensive trail network, a golf course, and the Cherry Brook Zoo. The park was designed by Calvert Vaux in the mid-to-late 19th century. Mount Pleasant borders the park, and is generally seen as distinct from the traditionally poorer North End. The north end of Lancaster, known as Fairville, is home to Moosehead Brewery and older neighbourhoods clustered along Manawagonish Road. North of Fairville are the communities of Milford and Randolph. The area also contains the Irving Pulp and Paper mill, a highly visible manufacturing plant that sits directly next to the Reversing Falls and is owned and operated by J. West of Lancaster, the city hosts its second largest park, and one of the largest coastal urban parks in the country. The park is partially open to vehicles in summer and features ocean views and walking trails through mixed forests. The Bay of Fundy never fully freezes, thus moderating the winter temperatures compared with inland locations. The confluence of cold Bay of Fundy air and inland warmer temperatures often creates onshore winds that bring periods of fog and cooler temperatures during the summer months. Snowfalls can often be heavy, but rain is as common as snow in winter, and it is not unusual for the ground to be snow-free even in mid-winter. The highest temperature ever recorded in Saint John was

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## Chapter 7 : A City in Panic: Cholera Strikes Saint John | The Loyalist Collection

*Saint John Harbour's vote margin was the closest race in last week's provincial election and is at the centre of the fight for power between the province's two main parties.*

Physical geography[ edit ] Situated in the south-central portion of the province, along the north shore of the Bay of Fundy at the mouth of the Saint John River, the city is split by the south-flowing river and the east side is bordered on the north by the Kennebecasis River where it meets the Saint John River at Grand Bay. Saint John Harbour, where the two rivers meet the Bay of Fundy is a deep water port and ice-free all year long. Partridge Island is located in the harbour. The park contains rock formations throughout the Saint John region ranging billions of years. It contains a unique phenomenon called the Reversing Falls where the diurnal tides of the bay reverse the water flow of the river for several kilometres. A series of underwater ledges at the narrowest point of this gorge also create a series of rapids. Croix Highlands and the Caledonia Highlands. The soil throughout the region is extremely rocky with frequent granite outcrops. The coastal plain hosts numerous freshwater lakes in the eastern, western and northern parts of the city. The Reversing Falls in Saint John, actually an area of strong rapids, provides one example of the power of these tides; at every high tide, ocean water is pushed through a narrow gorge in the middle of the city and forces the Saint John River to reverse its flow for several hours. Map of Saint John from , including the lower west then Carleton , and uptown Saint John is a city of neighbourhoods, with residents closely identifying with their particular area. King Edward VII Memorial Bandstand South End Central Peninsulaâ€™Uptown[ edit ] The central peninsula on the east side of the harbour and the area immediately opposite on the west side are the sites of the original city, which resulted from the merger of Parrtown and Carleton. The western side of the central peninsula subsequently saw increased development and includes the central business district CBD and the Trinity Royal Heritage Conservation Area , which together are referred to as "Uptown" by residents throughout the city. The term "Uptown" comes from the time when the city was an active port and people at the slips would go up the hill to the city. In addition, most of the central peninsula is situated on a hill. This central area of Saint John is only rarely called "Downtown. The area north of the Highway 1 from the South Central Peninsula is called the North End; both areas being predominantly urban residential older housing which is undergoing gentrification. Much of the North End is made up of the former city of Portland and comprises another former working class area which is slowly undergoing gentrification at the eastern end of Douglas Avenue; immediately north of Portland and upstream from the Reversing Falls is the former community of Indiantown. Vessels navigating the Saint John River can only transit the Reversing Falls gorge at slack tide , thus Indiantown became a location during the 19th and 20th centuries where tugboats and paddle wheelers could dock to wait. Being located at the beginning of the navigable part of the Saint John River, Indiantown also became a major terminal for vessels departing to ply their trade upriver. Further north of the central part of the city, and northeast of the North End and Portland, along the southern bank of the Kennebecasis River is the area of Millidgeville which is generally considered a neighbourhood separate from the North End. It is a middle to upper-class neighbourhood. Rockwood Park encompasses hectares of upland Acadian mixed forest, many hills and several caves, as well as several freshwater lakes, with an extensive trail network, a golf course, and the Cherry Brook Zoo. The park was designed by Calvert Vaux in the mid-to-late 19th century. Mount Pleasant borders the park, and is generally seen as distinct from the traditionally poorer North End. The north end of Lancaster, known as Fairville, is home to Moosehead Brewery and older neighbourhoods clustered along Manawagonish Road. North of Fairville are the communities of Milford and Randolph. The area also contains the Irving Pulp and Paper mill, a highly visible manufacturing plant that sits directly next to the Reversing Falls and is owned and operated by J. West of Lancaster, the city hosts its second largest park, and one of the largest coastal urban parks in the country. The park is partially open to vehicles in summer and features ocean views and walking trails through mixed forests.

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## Chapter 8 : Saint John, New Brunswick | Revolvly

*Great Location in saint John New Brunswick Overlooking the bay across from Museum and Shopping Center,rooms are good clean and food choices are not bad.A short less than a minute walking to great restaurant and bars.*

Arrived late in the afternoon and immediately set out with Roo to explore downtown Portland, ME. Found lobster rolls, beer and live music down on the water front. My kind of town! Small, industrial, historic, happening water front. Clearly a vibrant music and restaurant scene. I would love to come back for a few days with some friends and just eat my way through that town. Excellent lobster roll, beer and live music at the Lobster Company on the Portland waterfront. View from park in downtown Portland. Ran across this beauty while strolling around town. This place was incredible. Beautiful landscaping and interesting plant material as well as neat art installations. Thought the kinetic wind sculpture titled Wind Orchid by George Sherwood was absolutely marvelous. Spent 2 nights camping outside of Bar Harbor. Had a great campsite with a beautiful view from which to enjoy the sunset. Checked out two more gardens, the Ascitou and Thuya gardens. Super dog friendly place. Roo was even able to come along on a nature boat tour. That morning a cruise ship had anchored just off shore and was shuttling passengers into town and the traffic coming on to the island was already getting heavy. Had a fantastic beach side campsite and Herring Provincial Park. Night and day difference to Bar Harbor, ME. Sleepy sleepy island and hardly anyone around. Stopped in Eastport, ME to poke around. Cute historic town but oh so very quiet. Croix Island National Historic Park. Had a great chat with the Park Ranger about the history of the area and life in northeast Maine. Nice beach but not a great camping experience. My neighboring campers were not the most respectful and I had to have a confrontation with them at Lepreau Falls along the drive to Saint John. I had just a little time to poke around Saint John but it seemed like a cool town. Nice historic downtown, nice waterfront. I stumbled upon a farmers market in a downtown park and it had a nice, laid back vibe and super good international food offerings. Already met some folks who have given me travel tips and offered me places to stay. I think Nova Scotia is going to be fabulous.

## Chapter 9 : Wind & weather statistics Bay of Fundy/Saint John Airport - Windfinder

*The Atlantic Coastal Action Program (ACAP) Saint John has launched a harbour seal monitoring program that could include using drones and satellite tagging to find out more about the mammals and.*