

Chapter Two

THE ST. ANDREWS LAND COMPANY

WE MAY SAFELY assert that never before in the history of St. Andrews was there such excitement over movements in real estate as existed during the past ten days. Exaggerated rumours prevailed and at every place, in stores or on the streets, where two or more persons were assembled, land sales and speculations as to the object of the purchasers were sure to be the most important topic discussed. — St. Andrews Bay Pilot, March 1, 1888

IT IS TEMPTING to think that in the crowd at the Court House that day there stood two friends—Frank Cram and Robert Gardiner. Cram grew up poor near Bangor but by dint of ambition, hard work and native intelligence worked his way through the railroad ranks to become General Manager of the European and North American Railroad, Bangor and Aroostook, and Eastern Freight Agent for the Maine Central. Cram had come to St. Andrews in 1885 to take over the running of the New Brunswick and Canada railway but his ambition did not stop there. He was a man with a vision of larger things for the town. It was he, for example, who later suggested that William Van Horne have a look at St. Andrews as a possible summer home. With his many railroad connections in New England, he made a shrewd guess that if the right transportation connections were in place, visitors from south of the border might be lured just a little farther north than Mound Desert Island.

Gardiner hailed from Newton, Massachusetts. He had been coming to St. Andrews since the late 1870s, and was an early resident at the Argyll. An ambitious and successful businessman well known in the Boston area, he was at forty-five years of age already vice-president of the Rand Avery Supply

The St. Andrews Land Company



The Algonquin as it appeared on opening day, 1889. This photograph was published as a part of a tourist booklet by local photographer D. Will MacKay. A curious detail is the individual standing on the roof.

CHARLOTTE COUNTY ARCHIVES

THE ALGONQUIN



From Samuel Adams Drake, *The Pine-Tree Coast*, 1889.

OPPOSITE Robert S.
Gardiner. CHARLOTTE COUNTY
ARCHIVES

Company, which he had formed in 1883, and president of the New England Railway Publishing Company, both of which printed railway and steamship timetables, maps, and tickets. It was later written of him that he was one of those men for whom to think is to act. He not only loved St. Andrews, he had a keen interest in developing the summer tourist business on the bay. He and Cram foresaw that with the Short Line in place, the summer population could be expected to increase sharply and create additional demand for summer accommodations. Their thinking, however, went beyond the idea of simply another Argyll. They envisioned a complete summer leisure package that might compete with Bar Harbor, replete with not only a first-class hotel, but with an accompanying cottage development, golf course, and beach.

The events which followed happened in such rapid succession that Gardiner and his compatriots seemed only to have been waiting for the right conditions to launch a venture that they hoped would transform St. Andrews into a summer watering place. On October 27, 1887, only two months after Sir John's speech, Captain Herbert of the Argyll and his wife Laura appeared before a notary public in Maine to transfer to Gardiner their ownership of seven of the eight lots in Block L in Bulkley's Subdivision, bounded by Mary, Adolphus, Prince of Wales and Carleton streets. The Herberts had acquired this property only five days previously, probably at Gardiner's request. By May 9, 1888 Gardiner had gained possession of the last remaining lot in this block, which had belonged to Thomas Hipwell. These eight lots would be the site of the Algonquin Hotel.

By February 1888, St. Andrews was swirling with rumours. In an editorial mysteriously titled "What Does It Mean?" the *Bay Pilot* reported that F.W. Cram, Manager of the New Brunswick and Canada Railway, had been seen in town in the company of American gentlemen, and that certain parties had been approached as to the possibility of their selling their land. In some cases memorandums of agreement had actually been signed. Never in the history of the town had there been such excitement over real estate. Some thought a summer hotel was to be built at Musquash by Boston gentlemen; others, that the purchase of Minister's Island was imminent; and yet others, that the CPR was behind it and that St. Andrews stood poised to become its fabled winter port on the Atlantic. The *Pilot* stilled these rumours when it reported the next week, "the parties so far known to be at the head of the movement for the purchase of real estate at St. Andrews are Americans, and railroad men who say their only interest is to secure building lots and to make St. Andrews a watering place second to none on the Atlantic sea board of the North American continent, and to create a traffic during the summer months that will add to the earnings of the New Brunswick Railway Company."

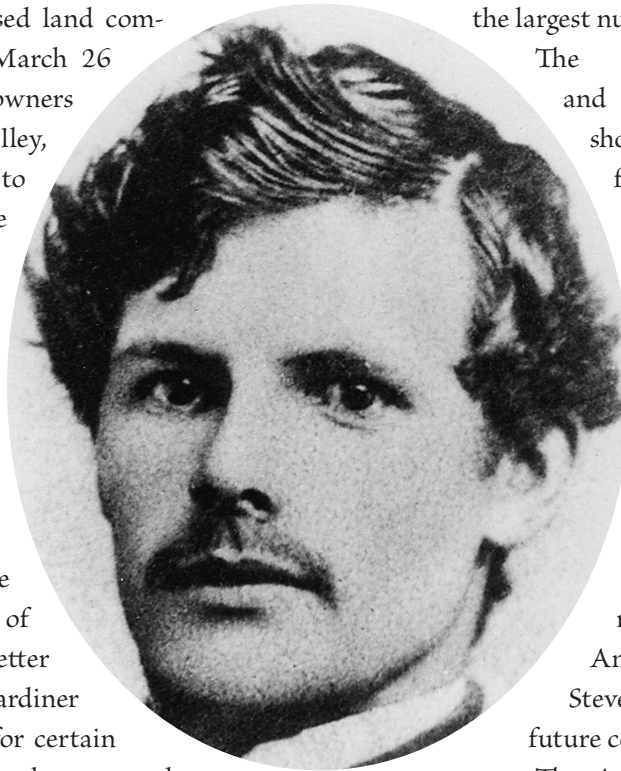
The St. Andrews Land Company

Events then proceeded rapidly. By March 1 it was revealed that Cram, acting on behalf of a proposed American syndicate, had negotiated the purchase of major sections of town lands, principally large tracts of farm land at Indian Point, at Joe's Point, along the Bar Road, around Katy's Cove, along Acadia Drive, and on Cemetery Road, as well as blocks and lots along Prince of Wales. It was revealed also that Sir Leonard Tilley, the lieutenant-governor of New Brunswick and president of the Imperial Trusts Company of Canada, had had the lands deeded in his name, pending the incorporation of the proposed land company later in March. By March 26 some fourteen property owners had sold their lands to Tilley, and more lands continued to be bought up after this date when the syndicate acquired the power to negotiate in its own name.

Behind the scenes, Gardiner and his partners arranged to be represented by Judge Benjamin R. Stevenson of St. Andrews, member of the Legislature and formerly part-owner of the Argyll Hotel. In a letter dated March 1, 1888, Gardiner gave Stevenson permission for certain individuals to be included in the proposed act of incorporation which he hoped with Tilley's influence would be pushed through the Legislature post-haste. The principal members were John Emory Hoar, Eugene F. Fay, and Rosco A. Cobb, of Brookline, Massachusetts; Albert D.S. Bell, Robert S. Gardiner, and Daniel B. Claflin of Newton Center; Charles V. Lord of Bangor; and Abraham Avery of Boston.

There were other names which Gardiner preferred not to mention, as he feared too heavy an American presence on the proposed bill might work against its speedy passage in the Legislature. They were listed on

the Land Company's first promotional pamphlet in 1889. There were John B. Coyle of Portland, general manager of the International Steamship Company; F.E. Boothby of Portland, general passenger agent of the Maine Central Railroad; Hon. C.F. Bragg, mayor of Bangor; and finally Cram himself. Later correspondence revealed that the biggest shareholder in the Land Company was R.S. Gardiner, with sixty of the 375 shares. Sir Donald Smith, a Canadian, owned thirty-eight. There were some local investors as well. Of these, William Murchie, a St. Stephen lumber baron, owned the largest number at twenty.



The correspondence of Fay and Gardiner with Stevenson shows a certain haste and need for secrecy. In a March 1 letter, Gardiner enclosed a cipher for all future correspondence with either him or Fay, adding that he considers it "of *utmost importance* to act promptly, else a similar move may be made by outside parties." Recognizing the natural curiosity of the town with regard to movements by the American interests, Fay advised Stevenson to avoid postcards in all future correspondence.

The American investors wanted to avoid creating a land boom that would drive up the price of real estate. Gardiner complained to Stevenson that he had to pay more for the Hipwell property than he would have liked and that outside parties were already buying land in hopes of reselling it later. A *Pilot* article noted that even the ladies were catching the boom. A Mrs. T. Smith of St. Stephen, for example, had purchased four town lots on the hill. George Gardiner, member of a Calais land company, came to town to inspect the old Megantic Hotel on Water Street and soon bought, expanded, and renovated it.

THE ALGONQUIN

By March 15 the town had learned that two companies were slated for incorporation at the next session of the Legislature—the St. Andrews Land Company “whose object will be to deal in and improve lands in the Parish of St. Andrews and other parishes in the County of Charlotte, with a capital stock of \$50,000.00,” and the Chamcook Water Company, “whose object will be to supply water from the Chamcook Lakes to parties resident in the parish of St. Andrews and other parishes in the County of Charlotte, with a capital stock of \$100,000 and power to issue \$100,000 bonds on their property and other powers to enable them to carry out this object.” It had become clear that the plan was to turn St. Andrews into a fashionable watering place and not a terminus of the CPR.

The town would have much preferred a winter to a summer port because it would bring year-round business. As a poor town, however, it was still vitally interested in its future as a tourist destination. In an editorial titled “The Boom,” the editor of the *Pilot* used the example of Bar Harbor to demonstrate what St. Andrews might expect. “As an illustration of what the introduction of capital will do for places not having a tithe of the advantages possessed by St. Andrews,” it wrote, “we mention Bar Harbor in the neighbouring State of Maine, which a few years since was almost unheard of outside of the state. The report of the town officers of Eden in which Bar Harbor is located shows the valuation to be \$3,436, 323, an increase of \$1,758,533 over last year’s valuation. The valuation of the property of non-resident owners exceeds that of resident owners by \$280,000.00. Total expenditures of the town for the past year were \$141,051.00 of which sum \$65,000.00 was spent in the construction of new sewers.”

Speculation continued through April when the now-incorporated St. Andrews Land Company, with its main office on Federal Street in Boston, called a town meeting in Stevenson Hall to state its aims and objectives. R.S. Gardiner, the Land Company’s secretary, rose to address a packed room. “I feel I hardly need an introduction to a St. Andrews audience,” said Gardiner. “Nine years ago I heard of your town as a restful place, came here with my family every summer since. I am familiar with your wharves, your fish, know where the largest and most fish are to be caught, particularly when one fails to catch them. I propose to outline the plans and purposes of the association of Americans who propose to do something for your town.” He stated that this was not merely a land speculation and explained that no one in the town except perhaps the company’s counsel, Judge Stevenson, stood to gain one penny from this venture. In fact many of those approached earlier in the year as to possible assistance insisted that their help was contingent upon some real benefit deriving to the town. Nevertheless, the Land Company itself was not at all philanthropic in its intentions. It intended to

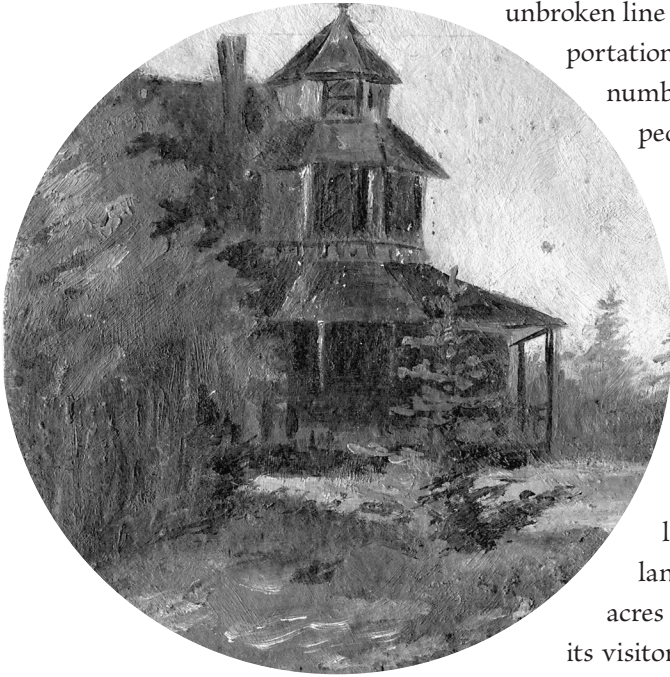
OPPOSITE *Land Company map showing the four principle routes by which St. Andrews would be reached—the International Steamship line from Boston, touching at Portland and Eastport; the Grand Trunk from Montreal to Portland via Sherbrooke; the Maine Central to Mattawamkeag, and the CPR Short Line from Montreal to McAdam touching at both Sherbrooke and Mattawamkeag.* CHARLOTTE COUNTY ARCHIVES



make a profit on its investment. Having obtained lands, it proposed to build cottages of modern American style, complete with running water and electric lights. As for hotels, the company itself would not build them but others had been engaged for the purpose.

According to Gardiner, the success of the enterprise depended upon an improved rail and water service. At the present time it took a prohibitive twenty-four to thirty hours to travel by rail from Boston to St. Andrews. "If our plans are carried out," he stated, "you will at no distant day see standing at your railway depot every evening, a Pullman car that left Boston the same morning." The Land Company had expanded its numbers to include steamship and railway officials as well. "So you see," he concluded, "we will have an

THE ALGONQUIN



The Land Company's model cottage at Indian Point. Moved to Carleton Street next to the Algonquin in 1896 and later enlarged, this first attempt at creating a large-scale cottage development in St. Andrews still stands. CHARLOTTE COUNTY ARCHIVES

unbroken line by rail or water from St. Andrews to New York. The transportation companies disseminate advertising matter, reaching a large number. Fully one million circulars can be put in the hands of people who patronize summer resorts."

The losses and benefits to the town became clear. A railway terminus and the busy seaport it would create would no longer be possible. A complicated and binding arrangement regarding transfer of land ownership demonstrated that the CPR had no interest in such a venture. On the other hand, the town would have a much better railway. Cram could now demonstrate to the directors of his railway that there were reasonable prospects for increased traffic and could call upon them to upgrade the line. If the company's attempts to obtain fifty-five acres of land at Indian Point were to be successful, it would turn ten acres into a park to be enjoyed by both the townspeople and by its visitors. The town would also soon have water from Chamcook Lake. The taxpayers of the town had insisted on inserting a clause into the Act incorporating the Chamcook Water Company which would bind the St. Andrews Land Company to begin work toward supplying water to the town within three years. Gardiner received vigorous applause when he mentioned this in his speech at Stevenson Hall and received further applause when he said that he expected electric lights to be run in conjunction with the water line.

Meanwhile, the brisk pace of the Land Company's activity did not slacken through 1888. It constructed a handsome brick office building on Water Street opposite W.E. Mallory's Livery Stable. Its first basement tenant was Robert E. Armstrong, Editor and Publisher of the town's new newspaper, the *St. Andrews Beacon*. The Land Company knew that good advertising was as essential as good land, and Cram had teamed with Armstrong, a journalist formerly with the *Saint John Globe*, to help establish an organ to promote tourism and the port business in St. Andrews.

Lots were laid out for the landscaped park, nicknamed Tilley Park, at Indian Point. A boulevard was built at water's edge and the landscape architect brought in from Boston drew up plans for evergreen-lined walks, bandstands, refreshment booths, and an artificial lake with a wharf and tiny islands. By September one Queen Anne style cottage nicknamed Park Cottage was ready for occupation. A prize was offered for the best essay on St. Andrews as a summer resort, to include its early history and traditions, scenery, drives, bathing, salt water and inland fishing, shooting, yachting, local conveniences, and routes by which the town may be reached. It was won by Miss Lillian Gunn, of St. Andrews.

The St. Andrews Land Company

RUMOURS HAD ALSO been flying about the erection of a large hotel at Joe's Point. These rumours turned out to be true in all but location. On December 3, 1888, ground was broken on Block L of Bulkley's Subdivision and the cornerstone of a new hotel, to be called the Algonquin, was laid by Carrie B. Horton, daughter of L.M.S. Horton, manager of the St. Andrews Land Company. Canadian and United States coins and a copy of the *Saint John Telegraph* containing a description of the building to be built were deposited in a special hole dug for the purpose. The account of the laying of the cornerstone in the December 6 issue of the *Pilot* put the name of the Algonquin in print publicly for the first time.

The construction team of forty men was headed up by master carpenter Robert Stevenson of St. Stephen. St. Stephen companies also supplied the window frames, iron work, window shades, and pillows. Saint John companies got the bulk of the contracts, including those for carpets, rugs, linen, beds and mattresses, crockery and glass, kitchen furniture, plumbing and gas fixtures, silverware and hardware, doors, sashes and office fixtures. American companies supplied the elevator machinery, electric bells, annunciator and speaking tubes, and laundry machinery.

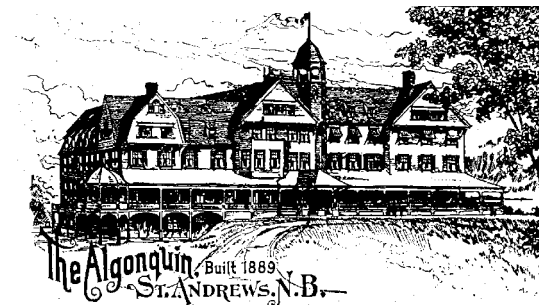
At this point the Canadian Pacific Railway also began to take a more active interest. D. McNichol, general passenger agent, and C.E. McPherson, Boston passenger agent, were shown points of interest by L.M.S. Horton including the site for the Algonquin. The CPR was interested specifically in what arrangements could be made regarding the running of trains to St. Andrews the following summer. As a part of its deal with the Land Company, the trip from Montreal to St. Andrews over the short line would be about the same duration and cost as the trip from Montreal to Old Orchard Beach. The gentlemen left a day later by special train, but not before pronouncing St. Andrews "all right."

Construction was pushed through the winter. On January 3, 1889, the *Pilot* published its first image of the new hotel in the form of an advertisement describing the hotel's principal amenities. The ad described the name as being taken "from that of the tribe of American Indians, who in the days of Columbus, and for hundreds of years before his time, were the owners of the land and roamed through the forest primeval in quest of game, and caught in the ever beautiful Passamaquoddy bay fish, with which then as now its waters abounded." The real reason for an Indian name had mainly to do with sales. F.E. Boothby, a member of the St. Andrews Land Company, stated a few years later in an address to the Maine State Board of Trade that the preservation of old relics, historic landmarks and Indian names in the nomenclature of resort hotels was necessary to achieve good results. Like the caged deer and bears so common at hotels and railway stations, the Indian



TOP The St. Andrews Land Company and Beacon newspaper office on Water Street. It was F.W. Cram who approached Saint John Globe reporter Robert E. Armstrong with the idea of setting up a newspaper in St. Andrews to promote tourism and of course the Land Company. BOB WRIGHT

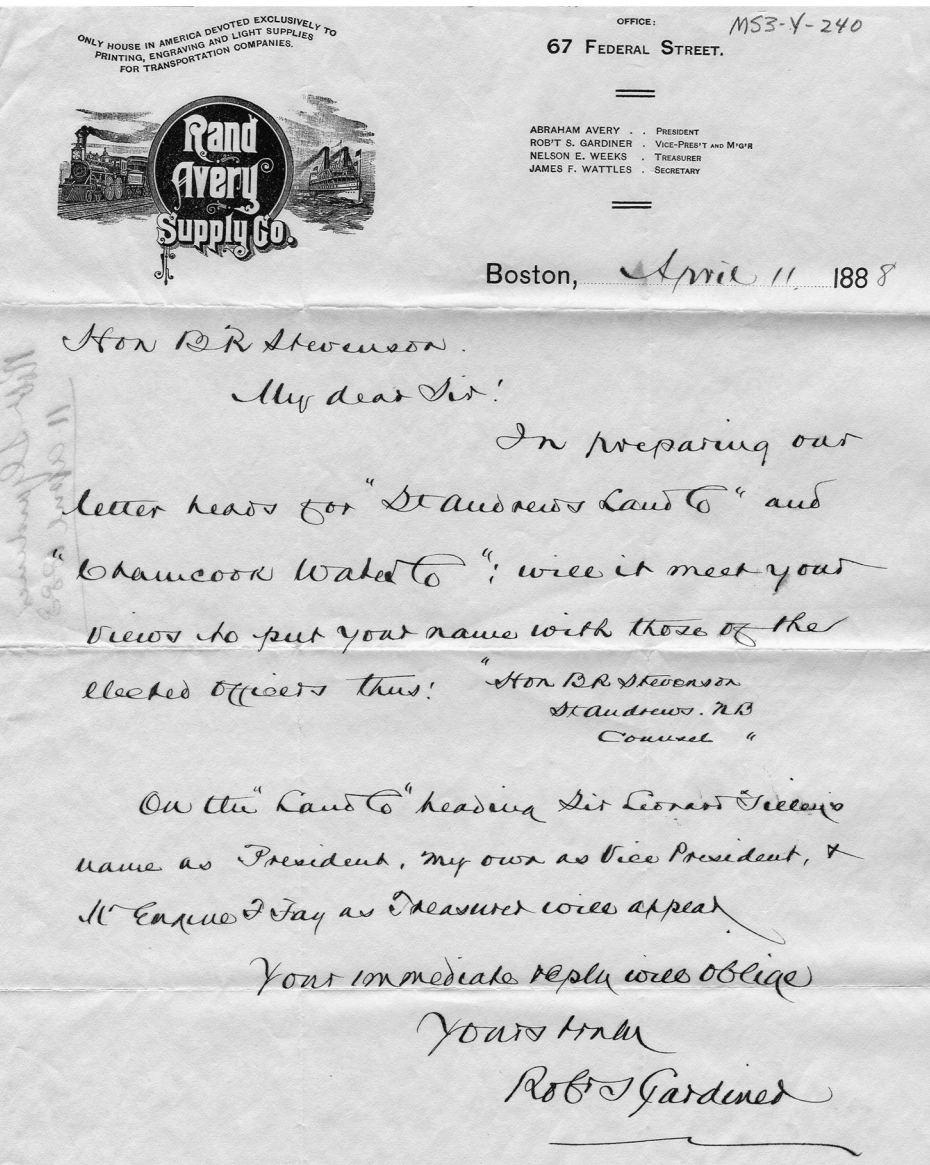
BOTTOM The first local ad for the Algonquin, St. Andrews Bay Pilot, January 3, 1889. CHARLOTTE COUNTY ARCHIVES



ROBERT GARDINER SPEAKS

IN COMPLIANCE WITH public notice given by R. S. Gardiner, Esq., chairman of the American syndicate operating in lands in St. Andrews and vicinity, the citizens of St. Andrews assembled in Stevenson hall on Thursday evening last, for the purpose of hearing a statement of the aims and objects of the syndicate. The door of the hall was opened at 7:30 o'clock, in a few minutes thereafter every seat was occupied as well as the standing room in the gangways. At eight o'clock the proceedings were commenced by the election of Geo F. Stickney, Esq., chairman, and F. Howard Grimmer, sec'y. Mr. Gardiner then took the floor and was listened to with the closest attention. He said amongst other things,

I FEEL I hardly need an introduction to a St. Andrews audience. Nine years ago I heard of your town as a restful place, came here with my family every summer since. I am familiar with your wharves, your fish, know where the largest and most fish are to be caught, particularly when one fails to catch them. I propose to outline the plans and purposes of the association of Americans who propose to do something for your town, amongst whom are Daniel A. Claflin, Mr. Cram, Mr. Lord, Mr. Fay and others. They all thought St. Andrews was an extremely pleasant place. Mr. Cram had but very little passenger traffic over the railway to St. Andrews, the road was



in bad condition, and he was afraid to go to his directors and ask them to expend money upon it unless he could show them reasonable prospect of increased traffic. People of your town did not know our objects. Mr. Whitlock, Mr. Geo. Mowatt, Dr. Parker and others said, if your object is to benefit the town and not a land speculation, we are willing to help you. Sir Leonard Tilley gave us free and full advice, as also did Mr. J. Emery Hoar. There is not one copper invested in this undertaking based upon the selection of St. Andrews as a railway terminus. I don't know if such a thing is projected. We are not by any means philanthropic in our notions; we hope to make some money out of our venture. No man, woman or child at present residing in St. Andrews has any pecuniary interest in the association unless it may be Judge Stevenson as our counsel. There is no probability or possibility of Mr. Osburn making anything out of it; he has done all he could to assist us without the hope of a reward. Having obtained lands we propose to erect thereon, cottages of modern American style, and supply them with water and light.

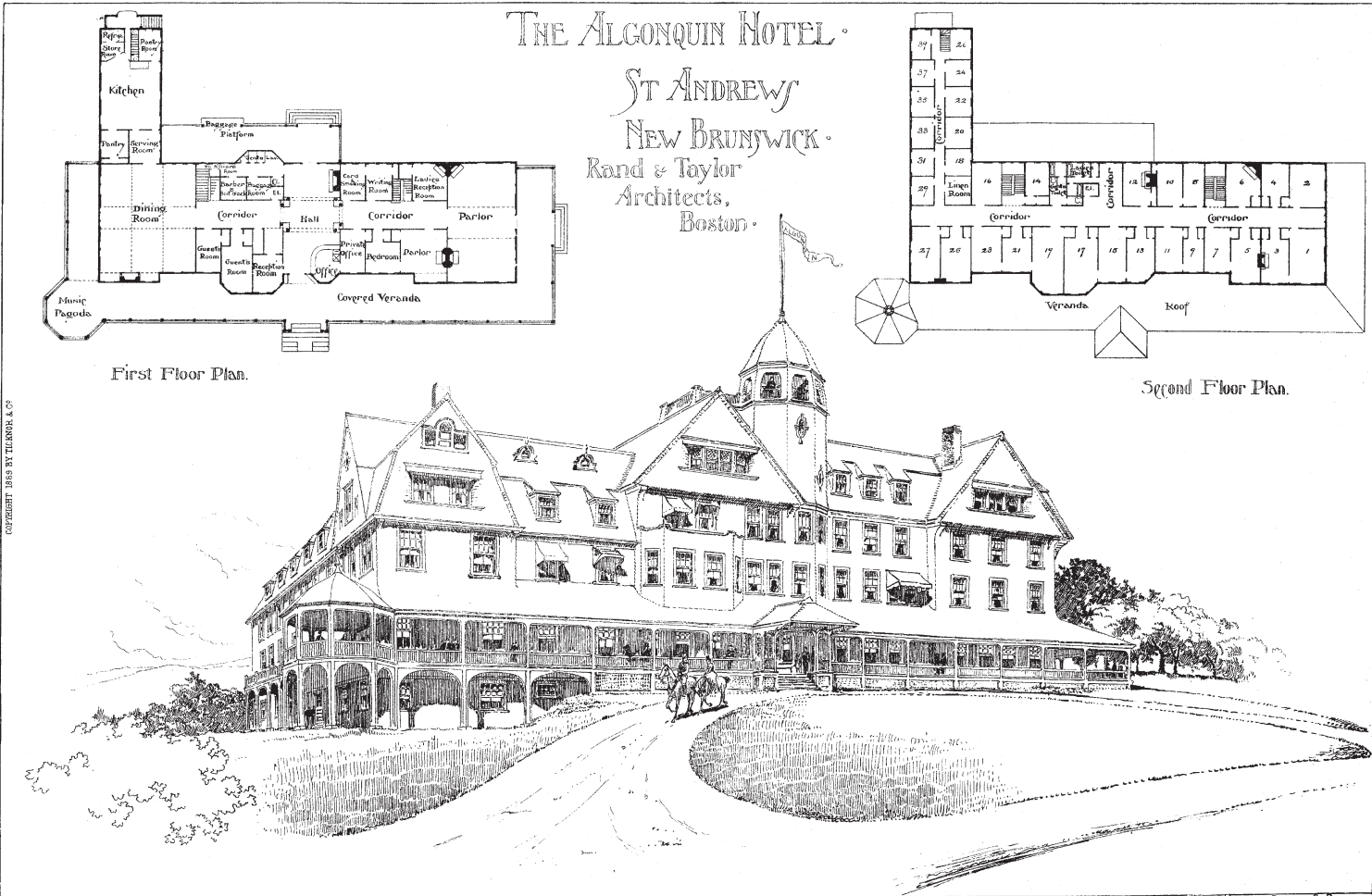
The taxpayers of the town insisted in placing in the Act incorporating "The Chamcook Water Company" a clause binding us to commence the work within three years, and complete it in five years. Now we hope to have the water from Chamcook Lake into St. Andrews by September of this year (*Applause*). Now as to the question of lighting, we hope to run in connection with the water works, the electric light. (*Applause*)

One thing I may frankly state, we are not going to build hotels; other people will come and do it. We are extending our numbers, and have got in with us Mr. Flanders, passenger agent for the Boston and Maine railroad; Mr. J.B. Coyle, president of the International

Steamship Co.; Mr. Connors, of the Boston and Fall River, and Old Colony road; so you see we will have an unbroken line by rail or water from St. Andrews to New York. The transportation companies disseminate advertising matter, reaching a large number. Fully 1,000,000 circulars, etc., can be put in the hands of people who patronize summer resorts. Up to the present time it takes from twenty-four to thirty hours by rail between Boston and St. Andrews; this is prohibitory. If our plans are carried out you will at no distant day see standing at your railway depot every evening a Pullman car that left Boston the same morning. We ask the cooperation of the people of St. Andrews, having confidence that our success will be assured. We asked Mr. Osburn if it was possible to get Indian Point, some 55 acres of land, 10 of which were between the race course and tide water. We would make in it a park of say ten acres, which would be a breathing place and resort, such a place as you must have before you ask people to your town, people who will come to spend their money with you. No man in the syndicate is known as a speculator. We don't want to hold the land for a railway terminus. We will guarantee an expenditure of say \$5,000 during the year, and should the Canada Pacific Railway Company require it for a terminus within the next three years, we will come under bonds to surrender it to them, upon payment to us of the amount of cash we have actually expended thereon.

Mr. Gardiner then resumed his seat amid loud applause.

—St. Andrews Bay Pilot, April 12, 1888. 



name evoked pleasing associations for the rusticator. "Passamaquoddy" might have been more appropriate, but "Algonquin" was general enough to appeal to those unfamiliar with the bay or the local tribe.

The architects of the new hotel were Rand and Taylor, one of Boston's more popular architectural firms, known for the commercial buildings at Temple Place, the National Express Company Building, and for many private dwellings in Winchester and Newton. Taylor arrived in January to have a look at construction, which was proceeding at a more energetic pace than any other building ever put up in town. Requests for rooms were already pouring in and the hotel was being noticed in the American press. An article in the *Boston Post* noted that the syndicate of well-known Bostonians had made rapid progress in developing St. Andrews as a summer resort, having spent \$100,000 in total on the hotel and the public park.

On January 28, 1889 the Algonquin Hotel Company was formally incorporated with a capital stock of \$50,000 and with \$80,000 already subscribed among the people of St. Andrews, Saint John, Fredericton, St. Stephen, Calais, Portland, Bangor, Brookline, Newton Center, and Boston. On April 17 the New Brunswick Legislature passed an Act exempting the Algonquin Hotel Company from all taxes in St. Andrews, except for school taxes, for ten years providing the building continued to be run as a hotel. On May 29 the St. Andrews Land Company formally deeded Block L to the

UNIVERSITY OF TORONTO

PREVIOUS SPREAD Letter
from Robert Gardiner to B. R.
Stevenson. CHARLOTTE COUNTY
ARCHIVES

Algonquin Hotel Company for the nominal fee of one dollar, which it had received from Robert Gardiner for the same amount.

By June the Algonquin lacked only the finishing touches. Like the Park Cottage, it was a building in the Queen Ann style with trendily retro gambrel roofs, a feature common in seventeenth-century New England dwellings. The colour scheme was also typical of the day with red roofs and bronze-green trim. The composition was asymmetrical, another interesting feature of the Queen Ann style, yet beautifully balanced. The new Algonquin presented a pleasing contrast as both a small hotel and a huge house.

Visitors would have been impressed by the big covered veranda, 350 feet long, lined with eighty-four Webster chairs in three sizes, and terminating in a covered pagoda overlooking Carleton Street and the bay. Through the front door was the assembly room with corridors running left to the dining room and right to the parlour. Off the parlour were a reception room, a large ladies' reception room, a writing room, a barber and bootblack room, a card and smoking room, a baggage room, a gentlemen's toilet and the steam elevator. Running from the dining room was a tiny kitchen wing. There were only four bedrooms on this floor, one of which was large and located next to the parlour.

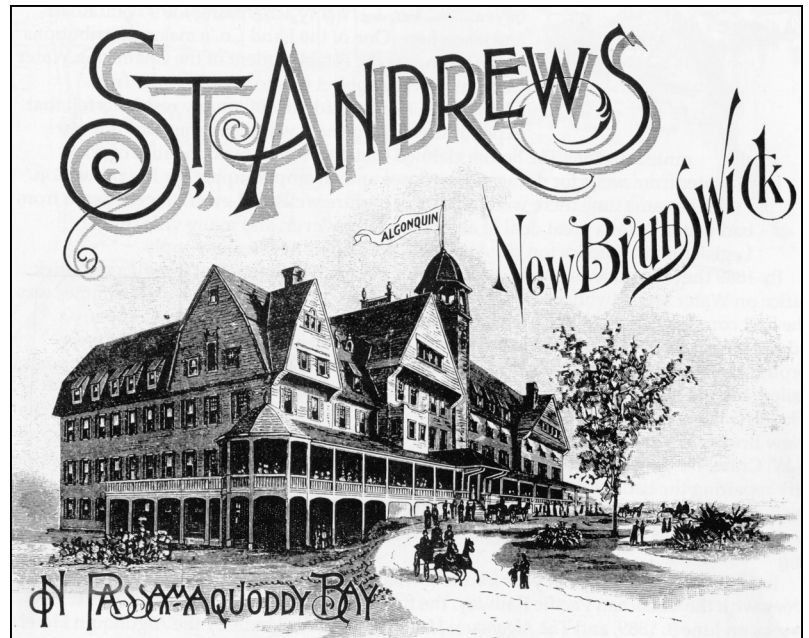
As a part of its rustic charm, the hotel was liberally endowed with fireplaces. There were six on the first floor, with two in the parlour, one in the ladies' reception room, one in the bedroom suite next to the parlour, one in the assembly room, and one in the dining room. Six rooms on each of the second and third floors featured fireplaces and there were three on the tiny fourth floor. The many fireplaces were perhaps Gardiner's idea. The little cottage he built next to the Algonquin in 1893 had six.

The plumbing was primitive by today's standards but was as good as one would expect for the day. Rooms were supplied with basins and ewers, and there were common toilets for men and women. There were very few of these, however, numbering only a men's toilet on the first floor, a ladies' and a gentlemen's toilet and bath on the second and third floors, and no toilet or bath facilities at all on the fourth floor, a source of grievance in years to come. Running water was supplied via a gravity-fed system from two huge open holding tanks in the roof. A bell circuit ran from the hotel to Katy's Cove. When the freshwater tank had filled to the point where it began to splash over onto the roof of the veranda, a sig-

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Cover from the Land Company's
1889 brochure. FAIRMONT
ALGONQUIN

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THE ALGONQUIN

nal was given to switch over to the saltwater pump. The toilets were flushed with saltwater to conserve the supply of freshwater, which was limited to the capacity of only a few wells. Later the Land Company, attempting to capitalize on the association of saltwater and health, would advertise this system as somehow more hygienic than a freshwater one.

The bedrooms featured good mattresses of either horsehair or the newer wire type. The towelling was Dutch, and there were oak chairs and rockers. The rooms themselves were an assortment of odd sizes, many only about nine by eleven feet, making for rather cramped quarters. Larger, more expensive rooms with better views were also available. Measuring about twelve by eighteen feet, these were located mostly on the corners of the hotel overlooking Carleton and Prince of Wales streets, with nice views of the bay in either direction. The fourth floor, designed mainly for overflow, offered an interesting pair of larger rooms with a covered veranda overlooking the tennis court and Katy's Cove. On this floor was the spiral staircase leading to the observatory, nicknamed the Eagle's Nest. This little outpost quickly became a romantic retreat for young persons interested in enjoying more than just the view. Those happening upon said couples were exhorted to retire discreetly, without advertising their presence.

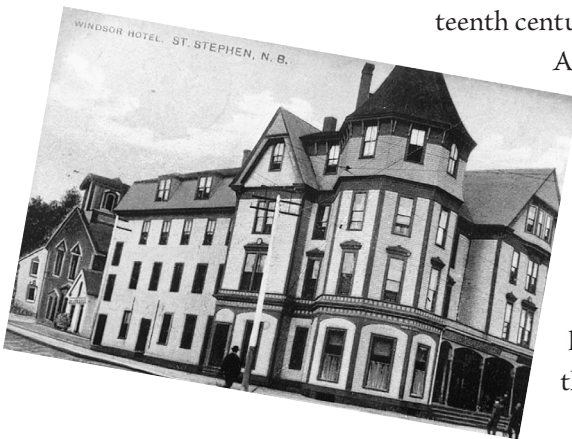
The Algonquin, like most modern hotels and homes in the late nineteenth century, was lit with gas. Gas was still a cutting edge technology in St.

Andrews, a town lagging behind the times when it came to light and water. In 1889 St. Andrews used coal-oil lamps to light its streets, and they were very few. In 1886 Lady Tilley had held a fund-raising entertainment at the Argyll which netted thirty-six dollars, with which she and her friends purchased twenty kerosene street lamps for the town. This made the town somewhat brighter, but promenaders after dark must have looked with some wonder at the resplendent flood of gas light that poured out onto the manicured lawns of the Algonquin.

ON JUNE 28, the new hotel held its grand opening. Parterres of beautiful flowers surrounded the hotel on all sides; the walks had been gravelled and the grounds graded. From the cupola, the Union Jack and the Stars and Stripes floated side by side. Chinese lanterns and bannerettes were suspended about the veranda. A pair of bear cubs named Shulee and Shinimicas had been installed in cages next to the hotel. Inside there was a profusion of floral arrangements, with pots of rare plants at the bases of corner pillars and cut flowers on fireplace mantles and throughout the rooms.

Down at the station, a large crowd of notables awaited the train. At two o'clock a ripple of excitement ran through the crowd as the train sounded a blast on its whistle at the Bar Road crossing. A few minutes later, it swung

The Algonquin was very typical architecture for its day. Below a turn of the century image of the Windsor Hotel, St. Stephen. CHARLOTTE COUNTY ARCHIVES



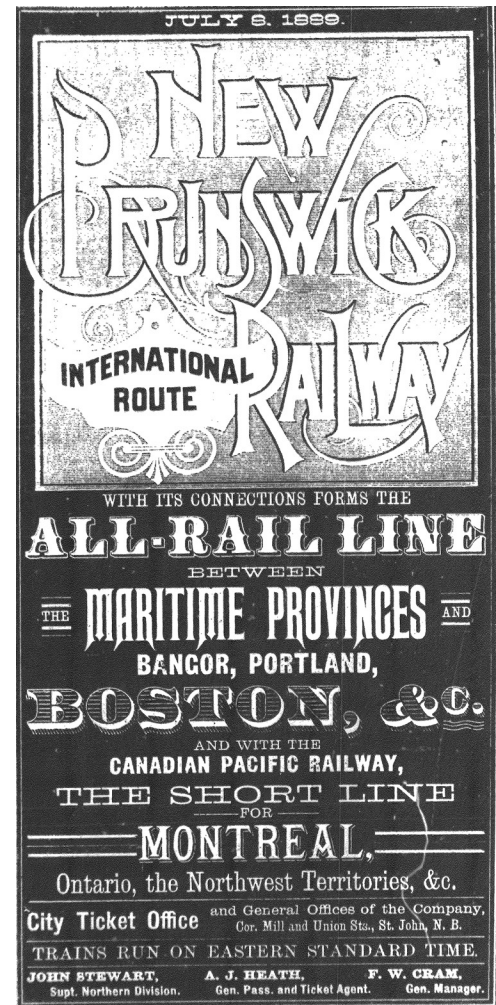
down the long curve behind the Argyll Hotel, squealed to a stop before the station platform, and discharged a crowd of distinguished passengers. First off was Lieutenant Governor Sir Leonard Tilley, looking a little jaded after his long journey from the West. Then Governor E.C. Burleigh of Maine stepped down, followed by sixteen staff members and by many other Americans of note, including Colonel Henry M. Sprague, adjutant-general of Augusta, Colonel F.E. Boothby of Portland, and Colonel W.A.R. Boothby of Waterville. H.D. Waldron of the Maine and Central Railroad was there, as were W.S. Taylor, treasurer of the CPR, W.E. Wood of the All Rail line, James L. Thompson, manager of the Frontier Steamship Company of Calais, and J. Stewart, superintendent of the New Brunswick and Canada Railroad. There was a wide selection of mayors and editors from New Brunswick and New England and the chief players in the St. Andrews Land Company, including Robert S. Gardiner and Eugene Fay.

The livery stables were also well represented and everybody was whisked immediately to the Algonquin, where Manager Fred Jones and Chief Clerk Nason were waiting by the open doors. "The visitors were charmed with the appearance of the hotel and its surroundings," reported the *St. Andrews Beacon*, "while those who stopped to feast their eyes on the scenery in the neighbourhood of the hotel admitted that they had ever dreamt that St. Andrews was half so beautiful."

After lunch came the reception, which everyone agreed was a "swell" affair. It was attended by a substantial group of people, including a large party of people brought down from St. Stephen by lumber baron Frank in his private yacht, and a group of invitees who came from Eastport aboard the *Nellie Kane*. St. Andrews, of course, also supplied many of the guests. Lady Tilley was part of the reception committee, along with Mrs. Fay, Mrs. Gardiner and Mrs. Jones.

After their reception in the hotel parlour, the guests were given a tour of the building and grounds. This included a climb to the Eagle's Nest, which provided them with the opportunity to employ such adjectives as "charming," "lovely," "delightful," "sublime," "magnificent," and "grand," in attempting to express their appreciation for the beauties of the town of St. Andrews and the picturesque location of the hotel. The afternoon was fine and many followed up the hotel tour with a more extended perambulation of their own through the town and the outlying areas. For some this included an inspection of the military encampment at Indian Point, whose manoeuvres some had spotted from the observatory. Many expressed the opinion that St. Andrews was destined to become one of the premier watering-places of the Atlantic coast.

"In the evening," reported the *Beacon*, "the Algonquin looked even more beautiful than in daylight, the glancing lights from the windows, and the



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THE ALGONQUIN

Fort Tipperary seen from the Algonquin circa 1889. The new tennis court is visible in the foreground. CPR President Thomas Shaughnessy purchased the property in 1891. In June of 1902 the old fort was torn down to make way for the President's handsome new cottage. PROVINCIAL ARCHIVES OF NEW BRUNSWICK



brilliant illuminations on the piazza making it resemble a palace of the fairies, instead of a building comprised of wood and brick and mortar. The scene in the interior of the building was equally dazzling—the rich and magnificent costumes of the ladies, the gay uniforms of the military, and the luxurious furnishings of the rooms forming a picture that one rarely has the pleasure of seeing. Lieutenant Governor Tilley and Lady Tilley were present, the former wearing the Cross of the Order of which he is such a distinguished and honourable member, suspended from a ribbon about his neck. Governor Burleigh of Maine and his staff, brilliantly uniformed, and the officers from Camp St. Andrews greatly enhanced the effect of the picture by their presence.”

At nine, with all the guests assembled in the parlour, Robert Gardiner stepped into the middle of the room and called upon Superintendent Horton to come forward, thanking him for his untiring labours on behalf of the fledgling land and hotel companies, the results of which were so impressive to everybody. He spoke of the magnificent hotel, the perfect sewage system and water supply, the lovely park at Indian Point with its model cottage, and the impressive office building on Water Street. “To many,” Gardiner said, “these things appeared but a question of money and men, but to him and to the members of the Land Company, that which Mr. Horton had laid out for him less than a year ago seemed almost impossible of achievement.” On behalf of himself and the fifteen other members of the Land Company, he presented a gold watch and chain to Horton, calling him the man who was always on time. Horton found himself temporarily overwhelmed. He

croaked out a brief word of thanks and took his seat to thunderous applause.

A dance followed, with lancers, waltzes, polkas, quadrilles, and galops. The small parlour was crowded but no one seemed to mind. The newspapers were expected in those days to report on the ladies' costumes, and the *Beacon* was not behind the times in this respect. Lady Tilley wore a dress in rich black, simply adorned, while Mrs. Fay was also in black silk, with lace overdress. Mrs. McLellan, wife of the Honourable David McLellan, sported garnet satin, with natural roses from the waist to hem and black lace trimmings. Miss Stevenson of St. Andrews was dazzling in cream silk and net. Mrs. F.H. Grimmer wore heliotrope henrietta cloth and moiré; Mrs. M.N. Cockburn, a white lace dress with bodice of seal brown velvet, and Mrs. Melville Jack of Fredericton, light blue surah silk.

After dinner the guests repaired to their rooms or their homes. The hotel guests lingered over Saturday and the American party left on Sunday at noon by special train. Most of the rest left Monday, with Sir Leonard and Lady Tilley staying on until Tuesday.

THE TOWN'S SOCIAL life was fairly transformed by the Algonquin in the hotel's early years. The *Beacon* set the tone with a piece soon after the opening entitled "Gay St. Andrews—The Old Town Shaken from Centre to Circumference." "Never in its history," effused Armstrong, "has the old shire town experienced such a season of gayety as during the past fortnight." First there was the arrival of the military; then the opening of the Algonquin, and now the grand ball at the hotel, a complimentary dance to which were invited the visiting military and the townspeople in general. This was Manager Jones's attempt to repair any ill feelings that he may have occasioned by not having been able to invite all the townspeople to the opening ball. "It was given out that the affair was to be of a purely informal character, but instead of that it developed into one of the most brilliant society events that the town has ever witnessed. Between sixty and seventy couples assembled at the Algonquin to partake of Mr. Jones's hospitality. The majority of the ladies, and the gentlemen too, appeared in full dress. Low-necked dresses, short sleeves and claw hammer coats predominated. Those people who had been deluded into the idea that the affair was to be altogether informal, and who had not come decked out in ball costume, felt considerably nettled, but as the evening wore on, and the exquisite music of the orchestra tempted them into the mazy dances, they forgot their grievances and were soon enjoying themselves like the rest."

St. Andrews was agog in August when Sir John A. Macdonald arrived by special train from Rivière-du-Loup. Upon his arrival the orchestra played "The Red, White and Blue" in his honour. He spent the evening with Sir

A WELCOME TO THE SUMMER GUEST

ON BEHALF OF the people of St. Andrews, and on our own behalf, we extend to the summer visitors a hearty welcome. Let their stay be short or long, let them come in fifties or in thousands, the welcome which awaits them will be none the less cordial. We know they will enjoy themselves too. They will find here a climate not surpassed anywhere on the continent. They will get an abundance of pure, strong, invigorating air, and if they do not go away feeling better than when they came here, refreshed in body and mind, it will be because they are hopeless cases. If their inclination leads them to pleasuring on the water there is no place where they can satisfy their desires better than here. If they take delight in driving we have here good roads and good horses and they can enjoy themselves to the top of their bent. If it is fishing they want we can supply them with a surfeit of it. If it is bathing they are after here is the place to come. If they want to ramble in the woods all day long no one will say them nay. Or if their inclination leads them to none of these things and it is a rest for body and mind they need, then they have struck the right spot. Again, we say welcome, thrice welcome, and we trust you may go away invigorated in body and mind and carrying with you favourable impressions of St. Andrews-by-the-sea and of its people.—St. Andrews Beacon, June 27, 1889. ~

THE ALGONQUIN




OPPOSITE *Joyride scene from
Samuel Adams Drake, The Pine-Tree
Coast, 1889.*

FOLLOWING SPREAD *Algonquin
Second Season Ad. PROVINCIAL
ARCHIVES OF NEW BRUNSWICK*

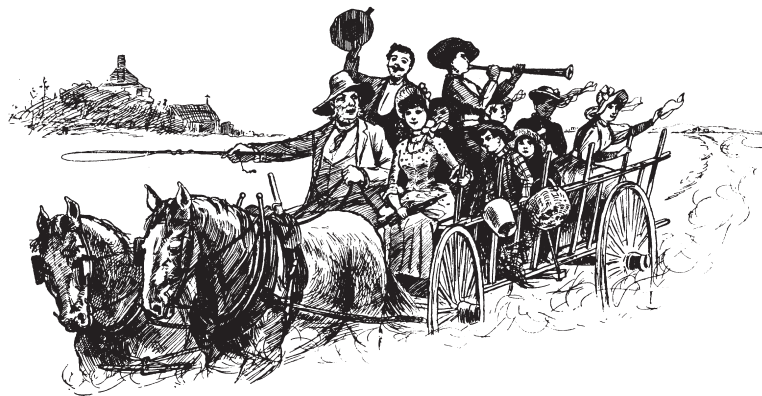


Leonard Tilley and his wife and, in spite of the hoopla his visit had created, endeavoured to enjoy a quiet stay at the Algonquin. The next morning he lounged about on the broad hotel piazza, enjoying the fresh air. That evening the hotel was resplendent with Chinese lanterns, and there was a fire-works display. The next afternoon he took a drive around the area with Sir Leonard, and he was present at the hop that evening. On Sunday he went to church, and on Monday morning he and his host took the little steamer, *The Dream*, to Campobello to lunch at the Tyn-y-Coed. Tuesday morning he left by special train for Edmundston, ending a visit that was the highest point of a year filled with high points.

That fall, the town seemed quiet by comparison. "No more," mused the *Beacon*, "the dudish waiter, with his three-storey-and-a-mansard-roof collar, gold eye-glasses, immaculate shirt front, claw hammer coat, and patrician airs. No more the jolly maidens who made the parlour floor tremble with their nimble feet as they tripped through quadrille and germain and waltz. No more the youth with flannel suit and silken sash, who played tennis and flirted with the girls all the day. All these things we shall miss and many more, but we shall not be like those who sorrow without hope, for we have abundant faith that they will return another year to gladden our hearts, enliven our streets, and fill our pockets." 

FUN ON THE JOB

THE LAND COMPANY executives were not above having a little fun on the job. One day in August 1888 they conceived the idea of an outing in a sloven, or truck cart, in a parody of the fashionable buckboard rides so popular at Bar Harbor. The ladies thought that if they were to ride in a sloven, they should be dressed with appropriate slovenliness. When the three teams drew up to the hotel, they and their children paraded out in fantastic and amusing costumes, and all set off for Joe's Point, blowing horns, shouting, singing, and waving bannerettes. That night, two of the gentlemen dressed as hackmen gave some visiting railroad officials a bombastic reception, while others fired guns, blew horns, and beat drums. The evening dinner was served in high farce. The menu was a tour de force of double entendres, with Corned Cobb soup, Cram Chowder, B. and M. Flounders, Local Government Salary, New Brunswick Polly-Ticks, sham Cook-water, and, in reference to the many bovines that still roamed the area, Indian Point Park Ornaments, devilled with cow tracks. That night an enormous bonfire on the beach, fuelled with trees cleared out from Indian Point, lit up the bay. 𐄂

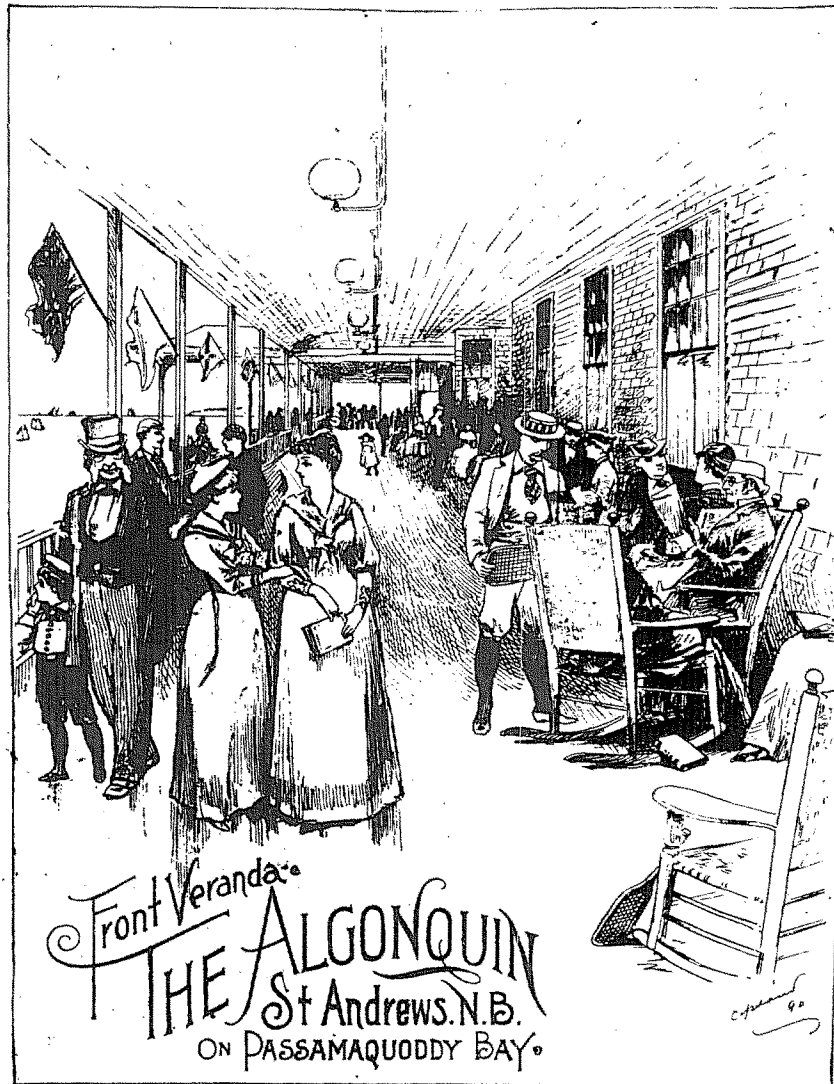


OUT ON A LARK.

THE ALGONQUIN.

ST. ANDREWS. N.B.

SECOND SEASON.



Front Veranda.
THE ALGONQUIN
St Andrews. N.B.
ON PASSAMAQUODDY BAY.

Absolute Exemption for
HAY FEVER SUFFERERS.