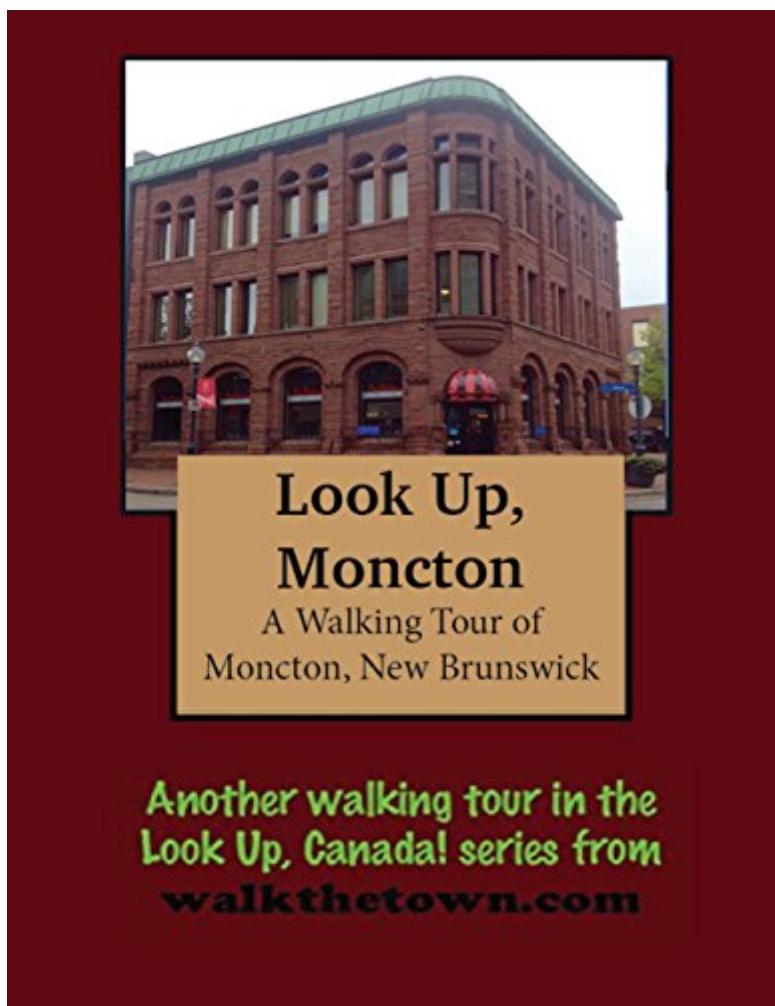


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# A Walking Tour Of Moncton, New Brunswick (Look Up, Canada!)



## Synopsis

There is no better way to see Canada than on foot. And there is no better way to appreciate what you are looking at than with a walking tour. Whether you are preparing for a road trip or just out to look at your own town in a new way, a downloadable walking tour from [walkthetown.com](http://walkthetown.com) is ready to explore when you are. Each walking tour describes historical and architectural landmarks and provides pictures to help out when those pesky street addresses are missing. Every tour also includes a quick primer on identifying architectural styles seen on North American streets.

European settlement at the head of the Bay of Fundy set down roots in the 1670s when French Acadians built homes at a 90-degree bend in the Petitcodiac River. In 1755 the British captured nearby Fort Beauséjour and expelled the French from the region. No move, however, was made to repopulate Le Coude, as it was known from the Acadian word for "The Bend." • The first to try were a band of Pennsylvania Dutch from the American colonies in 1766, brandishing a land grant from the Philadelphia Land Company. The eight families were led by Nathaniel Shiverick and they christened their new home The Bend of the Petitcodiac. Growth was painfully slow for the mostly agrarian community. There were no real roads and those who arrived by boat usually left. Census takers could count the number of households in The Bend on four hands until the 1830s. In 1836 the Westmorland Road became usable all year round and the village began to form as an important stopover between Halifax and Saint John. Then Joseph Salter arrived and began to use the abundant spruce forests to build ships. By the 1840s there were over 1000 workers assembling the wooden packets and clippers of the day. Business was so good that The Bend was able to incorporate as a city in 1855 with Salter as mayor. The new name was retrieved from the conqueror of Fort Beauséjour, Lieutenant-Colonel Robert Monckton. Paperwork was lax in those days and a "œk" • went missing in the shuffling of paperwork. Unfortunately the steamship era was upon the seas and the toll was so great on the sleek wooden ships of the day that Moncton was forced to give back its civic charter in 1862. Gloomy days did not last long, however, as the denuded city was selected as the linchpin for the Intercolonial Railway of Canada (IRC) in 1871. Moncton was now a railroad town and would be so for 120 years. With some deft political maneuvering and its history with the IRC, Moncton became the eastern terminus for the National Transcontinental Railway in 1912. The newly repurposed city was soon the home for the Canadian National Railways locomotive repair shops for the Maritimes. The railroad and its attending industries left abruptly in the 1980s and the city was once again in crisis. This time civic boosters cast a line back as far as it could go - to the region's Acadian origins. Moncton had become a centre for the Acadian minority in the region and its cultural strains were now given more prominence. The city's

emergence as a bastion of bilingualism was parlayed into economic services leading to a revitalisation known as the "Moncton Miracle." The economic resurgence cost the downtown area many of its heritage buildings but there is still much to see from the days when Moncton was the railroad capital of Eastern Canada. And we'll start our tour at the tallest freestanding structure in the Maritime provinces...

## Book Information

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