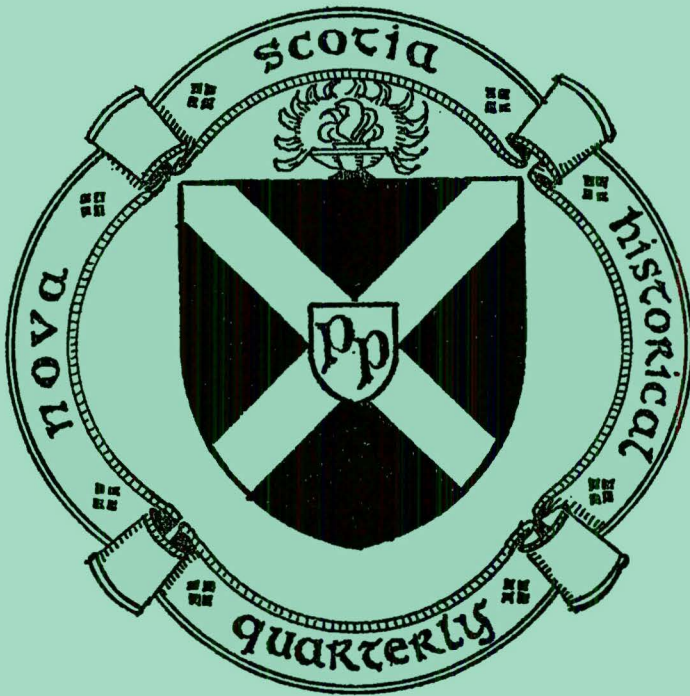


# The Nova Scotia Historical Quarterly

Volume 1, Number 2, June 1971



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# *The London Coach In Cumberland County*

WILL R. BIRD

When Thomas Lumley came to Cumberland County from Yorkshire in 1777 he brought with him more than a chest of gold, woollen blankets and carving tools. He brought a long page in history and records going back to King Alfred the Great.

For a long time England was a divided land and not until the time of Egbert, who reigned from 802 to 839 was the country united under one king. During the following two centuries there were occasional uprisings within and attacks from without but a measure of happiness and contentment was found among the peasant classes. After the conquest of William the First drastic action was taken against the Saxon occupants of the land. Large tracts were devastated by fire and many inhabitants were captured and forced into slavery.

One of the chief sufferers was a Saxon, named Liulph, who fled to the north of England and settled in the Bishopric of Durham where he soon became an adviser of the Bishop. This enraged the former adviser, an arch-deacon, and he determined to kill Liulph. This was done and the enraged citizens killed both he and the Bishop on May 14th, 1080.

The name of Lumley is derived from an English word meaning "a wooded valley". Liulph and his sons were designated "of Lumley" to distinguish them from others bearing the same name.

Liulph married Alghitha, daughter of the Earl of Northumberland, by his wife Elgitha, who was the daughter of Edgina, youngest daughter of King Ethelred the Second, who reigned from 978 until 1016. The father of Ethelred the Second was Edgar, who reigned from 959 until 975. His father was Edmund, a son of Edward the Elder, and Edward was the only son of Alfred the Great who reigned from 871 until 901.

When James the Sixth of Scotland was on his way southward to be crowned King James the first of England, he was entertained at Lumley Castle. There he saw the ancient pedigrees of the family of Lumley and remarked to the Bishop of Durham, "I never knew before that Adam's other name was Lumley."

The Lumleys increased in wealth and holdings through the years and when Ralph Lumley inherited everything at the tender age of thirteen he found himself owner of the manors of Moresome Magna, Moresome Parva, Lythum, Merske, Brocton, Hylderwell, Skyneer Green, Lyvertoun, North Cave, Rotese-on-the-wolds, Lound, Langtose, Swaythorpe, Foxholes, Kilton Castle and other holdings. In 1385 he was knighted and created first Lord of Lumley.

He seemed popular with all the people and in 1386 took part in an expedition into Scotland, during which he distinguished himself by great courage and skill in warfare. As a reward for his efforts he was made Governor of Berwick-upon-Tweed and after a few years got permission to change his manor house into a castle. He became a member of parliament under Richard the Second. While Richard was in Ireland carrying out plans

of conquest, his rival, Henry of Lancaster, landed in Yorkshire and, heading an army that grew as it marched, made a triumphal entry into London. Lord Lumley was killed in the fighting. A picture still hangs in Lumley Castle showing Lord Lumley on his knees receiving the patent of nobility from Richard the Second.

His brother, Thomas Lumley, died in 1404, leaving his brother, Sir John Lumley his heir at twenty years of age. Sir John's son, Sir Thomas, was made Governor of Scarborough Castle for life. Through several generations Lumleys held high office and were loyal to the king. And in 1628 a Richard Lumley was created Viscount Lumley of Waterford, Ireland.

He was loyal to King Charles, making a garrison of Lumley Castle and serving among the cavaliers as a commander of Prince Rupert's forces. During Cromwell's triumphant march through the north of England, in which he destroyed many castles and strongholds of the followers of the King, he was so delighted with the beauty of Lumley Castle that he contented himself with throwing two cannon balls into the courtyard. These are still retained at the Castle as a memento of his clemency.

The Castle is known far and wide in this century. It is in the County of Durham, between the city of Durham and Newcastle, and stands on high ground bounded on the north by Lumley Brook. The east front, one hundred and seventy-five feet long, is close to a well-wooded revine. The whole building forms a complete quadrangle of bright yellow freestone, with an area in the center having four uniform projecting towers, all the angles of which are crowned with octangular turrets that project in like manner.

The chief entrance is at the west front. A double flight of steps leads to a broad platform which offers an excellent view.

It occupies the entire space between the towers, an extent of ninety-four feet. The whole front is one hundred and seventy-five feet. At the bottom of the avenue which leads to the house is a fine sheet of water, a salmon lock and a fisherman's cottage.

It was ever the rule that the eldest son inherited the castle and lived there in style. And so it was that in 1777 Thomas Lumley, a second son, decided to take advantage of the cheap transportation to Canada prevailing at that time and he proceeded to Nova Scotia with his family. He was given a large grant of land in what was then known as the Southampton area but really included what is today Athol, South Athol and Southampton.

He built a first home of logs as did the other settlers but in due time purchased the necessary lumber and constructed a large dwelling. Along with the other settlers of the area he helped construct a highway, a road that led along the higher land parallel with the river. Whatever the reason for this, it has not been revealed in any writings available today. He was friendly with a neighbor, John Harrison, who was also a Yorkshire settler, but there is nothing in the records to show he joined the neighborhood activities such as barn raisings and pig killings and road making.

He was very clever with tools and especially competent at carving. It was said he would spend half a day looking for the right sort of tree to use in his work. Then he would fall it, cut it into short pieces he could carry, and take it to his home. He could make tubs and buckets and carve wooden bowls with facility. After having his supper he would carve until nine o'clock when he retired and he seldom joined in any conversations carried on by the fireside.

Oxen were in use by all the settlers and many of the farmers got Thomas Lumley to make the proper neck yokes for the animals. As his son, John, became old enough to do much of



the farm work, Thomas Lumley turned more and more to his carving. He made no objection when the first hill trail he had used was discarded and the settlers made a road along the river that made much easier going as there were no hills to climb and descend.

However he roamed around his hill top until he located a large spruce which he felled and used to build a complete coach, exactly like the ones then in use in England to carry His Majesty's mail. It took him two months to carve the doors as they bore the Royal Crest. The wheels were made in the proper size but no tires were mounted. Thomas had constructed his coach in an area of large stumps and trees where it could not be removed without excessive labor. This for the reason that he seemed to develop a dread that some persons might come in the night and take away his masterpiece.

The coach doors were fitted with wooden hinges and fastenings that were remarkably clever. A moose skin was used to make excellent cushions for the coach passengers and finally a birch bark horn was made and hung by the driver's seat to be used to notify passengers of the arrival of the coach.

Word of his achievement spread and each Sunday there were more and more visitors to the scene, some riding on horse back for fifteen and twenty miles to view the unusual vehicle. Thomas was a moody type and on windy days would travel several miles on foot to reach some particular hill where two or three very tall and majestic pine or spruce were standing. There he would labor for more than an hour to notch the forest giant so that a strong gust of wind would make it literally leap from the stump and go hurtling down the hillside. It annoyed some of the other settlers that he used their hills after all the larger growth had been felled on the hills owned by himself and his son but no one remonstrated with him.

He made half bushel measures for sale. People began making maple sugar on the Southampton hills—known today as East Mapleton—and Thomas at once used all his ingenuity in carving sugar molds. Several of these were carefully preserved for years but were lost in a house fire. One turned out maple sugar squirrels in exact size and posture. Another depicted a beaver. Several turned out heart-shaped forms.

Thomas never used a compass and it was said he had never been lost in the forest. This for the reason he never went far except on sunny days and could tell his direction from the sun. He never carried a firearm but always had a knife in his belt and an axe in his hands. Three sheep were killed by bears on a neighbor's farm and one carcass was left in the pasture. Thomas constructed a clever deadfall and used the sheep carcass for bait. He went the next day and mama bear was a victim of the deadfall, but papa bear was raging nearby and promptly charged.

There was no time to climb a tree but Thomas hacked off a large branch with one stroke of his axe and tossed it in the face of the charging animal. It was a large and heavy brush and the bear half-reared to tear clear of encumbrance. In that split second Thomas was in and a well-aimed blow almost severed the bear's head from the body. Thomas was then fifty-six years of age but his axe was kept honed sharp as a razor and he was exceptionally quick of hand and foot.

He built a cabin in the woods in his later years, constructed a stone fireplace, installed a bunk lined with the tips of boughs. He had a small iron kettle and if night were coming on he would set snares in a rabbit run and have one in time for his supper. His family had long before learned never to question his goings and comings and his activities seemed to keep him healthy as he was never known to have any ailment.

There have been many legends about the amount of gold he brought with him but there is no doubt about his being a fair-

ly wealthy man. He bought considerable land of the best type in good locations but did little farming himself. He hired two or three men at seeding time and again at harvest but the grain and vegetables raised were for the consumption of his family and not for sale. Men were also hired to cut wood for the fireplace and his family lived in all the comfort available at that time.

His son, John, was eleven years old when he came to Nova Scotia. He was an entirely different type, and had no liking for the woods. Legend has it he refused to go on any hunting trips with his father. He was interested in cattle and farming and had great good sense. He was also much in love with Nancy Harrison who lived at a nearby farm and eventually they were married.

A Luke Harrison was the first of the name to arrive in Nova Scotia and he did not like what he saw. Three months after his arrival he wrote to a relative, William Harrison, as follows:

To Mr. William Harrison,  
Rillington, Yorkshire, England.

June 30, 1774

Dear Cousin — Hoping these lines will find you in good health, as we are at present, bless God for it. We have all gotten safe to Nova Scotia, but do not like it at all, and a great many besides us are coming back to England again and all that can get back. We do not like this country, nor never shall. The mosquitoes are a terrible plague in this country. You may think that mosquitoes can not hurt, but if you do you are mistaken, for they will swell your legs and hands so that some persons are both blind and lame for some days. They grow worse every year, and they bite the English the worst. We have taken a farm of Mr. Barron, for one year or longer if we like. The rent is twenty pounds a year. We have ten cows, four oxen, twenty sheep, one sow, and one breeding mare. He will take the rent in butter or cheese or cattle. The country is very poor, and there is

very little money about Cumberland. The money is not like our English money. An English guinea is one pound, three shillings and fourpence. In Nova Scotia money, a dollar is equal to five shillings, and a pistereen is a shilling. In haying time men have three shillings a day for mowing. The mosquitoes will bite them very often so that they will throw down their scythes and run home, almost bitten to death, and there is a black fly worse than all the rest. One is tormented all summer with mosquitoes, and almost frozen to death in winter. Last winter they had what is reckoned to be a fine winter, and the frost was not out of the ground of the 20th day of June, which I will affirm for truth. I shall let you know the affairs of the country another year, if God spare life and health. Dear cousin, remember me to my uncle and aunt and to all that ask after me.

From your well wisher, Luke Harrison.

Direct your letters to John Harrison or Luke Harrison, at the River a Bare, nigh Fort Cumberland, Nova Scotia.

Another letter, written thirty-five years later, reveals some changes had taken place: To Mr. John Harrison, Rillington, near Motton, Yorkshire, England. Maccan River, N.S. June 24th, 1810. Dear Cousin —Long ago I have had it in agitation of writing to you, and now an opportunity is just at hand, which I now gladly embrace, hoping these lines will find you and your family all in good health, as me and my family are the same, thanks be to Him that ruleth over all. I am now going to give you a little sketch of our country, of Bonny Nova Scotia, and the advantages and disadvantages. I settled here on this river about twenty-three years ago, upon lands that had never been cultivated, all a wilderness. We cut down the wood of the land and burnt it off, and sowed it with wheat and rye, so that we have made out a very good living. Here we make our own sugar, our own soap and candles, and likewise our own clothing. We spin and weave our own linen and wool, and make the bigger



part of it into garments within our own family. This, I suppose, you will think strange, but it is merely for want of settlers, and more mechanics of different branches. There were twenty-five petitioned to the government for new lands when I settled here, and we all drew five hundred acres of land each. I bought five hundred acres joining mine, which cost me about eighteen pounds, and my part of the grant cost eight pounds. I have lived on it ever since and make out a very good living. We milk ten cows, keep one yoke of oxen, three horses, twixt twenty and thirty sheep. I do not doubt but that in the run of ten years more, I shall be able to milk twenty cows. We generally kill every fall six or eight hogs. We use betwixt four hundred and five hundred pounds of sugar every year for tea and other necessities. The disadvantage we have here is in the winters being so long. There is six months to fodder our cattle; and what is worse than all the rest, the snow falling so deep, sometimes four feet. The last three or four winters have been very moderate, which we think is owing to the country and woods being cleared more away. We have very much trouble with bears, as they destroy our sheep and cattle so much. John Harrison."

John Lumley proved a very fine worker and enterprising farmer so his father at last deeded much land to him. The deed read:

KNOW ALL MEN BY THESE PRESENTS that I, Thomas Lumley, Farmer, in the district of Southampton on the River Maccan, in the County of Cumberland, and Province of Nova Scotia, viz., THAT I, the said Thomas Lumley doth grant and give unto my well beloved son John Lumley, his heirs and assigns, the whole of this lot of land No. Eight, it being bounded on the north by the lot No. Seven, and on the south by the lot No. 9, which said lot containeth Five Hundred acres more or less. AND that I, the said Thomas Lumley, will warrant and defend the aforesaid lot of land against the claims of any person or persons whatsoever. I shall and will forever warrant

and defend, and by these presents have hereunto set my hand and seal this Twentieth day of November one thousand seven hundred and ninety-eight.

Witness present  
Matthew Fenwick  
James Brown

his

THOMAS x LUMLEY  
mark

(seal)

Registered the 20th December, 1799, on the oath of James Brown, Esq.

Charles Baker, J.P.

It will be noted that the land was not deeded to John until he was thirty-three years of age. Legend has it that his father felt that once the land was handed over he would not have much respect in the home and be moved to a small bedroom overhead. When the house was built he had his room on the ground floor and a door opening outside so that he could come and go whenever the spirit moved him. This was a fine arrangement for him but a poor one for John's wife as she never knew whether or not he would be present for a meal.

John's wife, Nancy, was the daughter of John and Sarah Harrison who had come from Rillington, Yorkshire, in 1774. John was a relative of another John Harrison of Foulby, Yorkshire, who invented the chronometer, for which he received from the British Government the sum of twenty thousand pounds.

John Lumley was a good worker and very intelligent. He planned his planting times and always had good crops. He started with good cattle and kept improving his stock. There is no doubt whatsoever but that he had access to the gold in the chest

that stayed in his father's room. In 1794 he bought five hundred acres of land from Anthony Savage of Southampton, and the price was only forty pounds. It is probable that Savage acquired the land by little more than making an application to the provincial government. In 1920 I explored the woods of the Southampton area and eventually found two sketches of the first road which traveled across the hills. Each stretch was no more than one hundred yards in length and was verified by deep wheel ruts in what had been softer soil, and by two small hollows neatly filled with stone the width of the road.

In 1798 John purchased more land from his neighbor, Robert Ripley, and it contained "a Grist Mill with a stream of water that turns the said mill." In 1813 John purchased two hundred and fifty acres of land from Ebenezer Bishop for the price of five pounds. Bishop had acquired the land but had not cleared it.

The land was purchased in June and in October John bought more land from Jeremiah Bishop of Horton for a token sum.

Another purchase was five hundred acres from Matthew Lodge. This must have been improved land as the price paid was two hundred and eighty pounds. In 1816 John Lumley bought another five hundred acres from Matthew Fenwick for two hundred and eighty pounds.

John and Nancy Lumley had thirteen children. The oldest was a son, Joseph, the second was a daughter, Elizabeth. When the older ones were in their early twenties a settler who had been in Southampton but had moved to Ontario returned and gave glowing accounts of excellent soil, far more fertile than that of Nova Scotia, and free grants of land to all comers. His stories had everyone excited and none were more enthused than John's sons, Joseph, William, James and John. They were bright lads and good workers. Far lands have always held enchantment

for the young and though the problem of getting their goods to a ship that would make the voyage was a big one it was overcome and away went the Lumleys, all save Elizabeth who married Henry Mills and remained in what was then known as Southampton but included what is now East Mapleton, Mapleton, Leamington and Athol.

They had twelve children. Samuel was a blacksmith and lived to be over one hundred years of age though in his latter years he sent for every medical remedy he saw advertised. He kept a large flock of hens and chickens and had a chair installed in the big pen where he could sit and observe, catch any hen attempting to eat her eggs. It was said that after his death the upper beam of the hen house held one hundred and thirteen empty bottles of patent medicine.

Samuel's brother, Henry, was military minded and attended drills in his territory and at Aldershot until he had acquired the rank of captain. A sister, Hester Jane, married Charles M. Fowler and had ten children. Hester Jane loved jewels and she named her children Ruby Green, Pearl Emma, Jasper Bain, Charles Opal, Amber May, Garnet Hester, Sarah Amethyst, Phoebe Coral, Sarah Emerald and Lemuel Beryl.

Ruth Mills was Elizabeth Lumley's youngest daughter. She married Richard Bird and had seven children. Three died very young and were buried near the home in East Mapleton. The eldest son, Stephen, married his cousin from Fenwick, Caroline Agusta, and they had three children, yours truly, William Richard, Lew Bransby and Stephen Carmen. Stephen was killed in World War I while serving with the famous Twenty-fifth Battalion of Nova Scotia.

The Lumleys in Ontario prospered and grew in numbers. After a time it was decided there would be a gathering of the clan once a year, in the summer, when a picnic would be held



outdoors at which the story of the family would be recited in detail. The principal leader for a long time was Dr. C. C. Lumley of St. Thomas. Each year he would send me an invitation to attend but being employed by the Government of Nova Scotia made it difficult for me to get time off, and when it did become possible the gatherings were not held.

In 1907 a representative of the Lumley family made the rounds of the Bird families and explained his mission. A movement had been started to have the history of the Lumleys compiled. Practically all contacted had expressed great interest in such a book but its great expense was a difficulty.

The one who started the idea discovered that all the old records were written in old English that existed for hundreds of years and that it would be difficult to find anyone who could do translations. A search was undertaken and a scholar was found who had made such translations a speciality. But his rates were very high.

Then came a day when the one with the idea arrived at our house and informed mother that unless each and every branch of the family would contribute twenty-seven dollars the project could not go on. It seemed a large amount of money to donate but the caller assured mother that each one who made such a contribution would receive a copy of the published history. So the money was produced and in due time the book arrived, entitled **RECORDS OF THE LUMLEYS**.

It is now in my possession and when callers mention ancestors it is a pleasure to show them printed proof that I am a direct descendant of King Alfred the Great. Lumley Castle is still inhabited and in excellent repair. A friend of the family procured a picture of the castle drawn by an artist. And likewise unearthed the story of the ghost that once inhabited the ancient structure. When our son, Captain Stephen Bird, went overseas

in World War Two, he visited the Castle and made himself known. He was given a warm reception and invited to return when he had opportunity and had he not been killed in action he would certainly have explored the place and its surroundings.

Frederick Lumley married Charlotte Beresford, daughter of the Lord Bishop of Kilmore, and in some publications the story of the ghost is told as if it were Mrs. Frederick Lumley who was the person afflicted. But the Lady Beresford concerned was Nicola Sophia Hamilton before her marriage. She was the younger surviving daughter of Lord Hamilton, who was Baron of Glenawly, in the County of Fermanagh and Kingdom of Ireland.

Through circumstances of which no explanation is given, Nicola Hamilton was placed in childhood under the care of a person who professed the principles of Deism, and who had also charge of John, Vicount of Decies, eldest son of the first Earl of Tyrone.

Lord Decies was about one year older than Miss Hamilton. Their guardian died when they were at the beginning of their teens and they fell into different hands. Different persons tried to rid them of the beliefs instilled by the tutor who first had care of them but the result seemed only further bewilderment. However the boy and girl made a solemn promise to each other that whoever should die first would appear to the other and declare what religion or belief was correct.

Nicola married Sir Tristram Beresford who had large estates in the County of Derry but continued her friendship with the lad who had become Lord Tyrone. She and Sir Tristram had only one bar to their happiness. They had three daughters but no son to inherit their extensive possessions.

In November, 1693, they went on a visit to the residence of Nicola's brother-in-law, Sir John Magill. Shortly after Sir Tris-

tam noticed that when his wife came down to breakfast she was very pale as if she had had a fright. She also had a black ribbon tied about her wrist. He asked her what was wrong.

"I am as well as usual," she returned. "And I have not sprained my wrist but I must ask you not to enquire about it. If it were of any concern to you to know I would not for a moment conceal it."

They had breakfast and then Nicola anxiously asked if the post had arrived.

"Do you expect letters?" her husband asked.

"I do," she answered. "Lord Tyrone died Saturday at four o'clock."

"Nonsense," said her husband. "You've been dreaming."

"The one who told me touched my wrist and it is withered because I doubted," she said.

At that moment a servant entered with a letter. It stated that Lord Tyrone had died on Saturday at four o'clock.

"Amazing," exclaimed Sir Tristram.

"I have more information for you," said Nicola. "On February fourth I will have a son."

Seven years after Sir Tristram died. Before he died Nicola woke one night to see Lord Tyrone beside her bed. He said he had come to tell her that revealed religion was the only one by which she could be saved. She believed him and wrote before her death that she was armed with the sacred hopes of Christianity and could meet her dying hour without dismay.

The black band was removed from her wrist before she was buried and the wrist was shriveled to less than half its former size. Legend said Lord Tyrone had wakened her by holding her wrist the night he became ill.

There are many who talk of their ancestors as if they belong to a class apart but few have recorded history that can compare with the Lumley book. And few can say that their great-great-great-great grandfather was the Earl of Lumley.



# *Communications In The Northumberland Strait And The Gulf Of St. Lawrence 1775 - 1951*

GEORGE MacLAREN

The seaports in the Gulf of St. Lawrence area during the 19th and 20th centuries were centres for a large communication complex serving both trade and the travelling public. Prior to the railroad, Eastern Canada's only link with Ontario and Quebec was through a succession of ferry services being established with some degree of regularity. The English mails, after first being landed at Halifax, were then conveyed overland to Pictou via the Eastern Stage Coach Company where they were carried to Quebec in the *Royal William*.

Within the Gulf area during the 19th century communication was maintained with regular sailings, both to and from Pictou to Charlottetown, Magdalen Islands, Northern New Brunswick, Cape Breton, Montreal, Toronto and for many years the New England Steamboat Company maintained a service between Boston and Pictou. During this period the merchants of the area imported manufactured articles from New England while exporting large amounts of coal to the Boston and Montreal areas. Perhaps the most important aspect of these ferry services was the attempt by the Federal Government to maintain a regular winter route between Charlottetown and

Pictou which had its culmination in the winter of 1903 when both the Stanley and the Minto became icebound.

This is not an attempt to record the history of navigation in the Gulf of St. Lawrence but rather to act as a guide for researchers who will find the complete story in the volumes of Nova Scotia newspapers on file in the Public Archives of Nova Scotia, Halifax, N.S.

**First Mail to Prince Edward Island**

- 1775 - The first effort to bring the world into winter communication with Prince Edward Island was made in 1775 when Lieut. Governor Patterson established a service between Wood Island and Pictou by means of a birch bark canoe.

**Pictou Landing Ferry**

- 1807 - John Foster Jr. was granted a license to run a ferry between Pictou and Pictou Landing. Fares, 6d, above 4 years old 1s, 6d for swimming oxen or horses across the harbour.

**John McLeod's Ferry**

- 1815 - John McLeod ran a ferry from Pictou to Fisher's Grant and Fraser's Point. Fares, 1s, 9d each if two passengers.

**Pictou Harbour Pilots**

- 1819 - Nathaniel Powell Sr., Nathaniel Powell Jr., William Powell, Robert Powell and Angus McDonald were appointed Pictou Harbour Pilots.

**Pictou and Prince Edward Island Packet**

- 1825 - A packet began running between Pictou and Prince Edward Island which was to make the voyage once a week and sail from the former place every Thursday at 6 a.m. This packet was supported entirely at the expense of the Island and was established solely as an attribute to their enterprise and spirit.

- 1826 - A Halifax Commercial Society Committee was appointed with respect to the practicability of establishing a steam navigation between Halifax and Quebec. They recommended, as a result of their examinations of the different bearings of this subject, the formation of a Company in Halifax and Canada for the employment of one steam navigated vessel between Nova Scotia and Quebec, to touch at Arichat, Pictou, Charlottetown, Miramichi, and Percee.

**Schooner Charlotte**

- 1828 - The schooner Charlotte began to run between Pictou and Miramichi during the summer for the accommodation of passengers. Jonathan Blanchard who had ten years experience on the coast was Captain.

**Pictou and Miramichi Packet**

- 1828 - The schooner Pomona was used as a packet between Pictou and Miramichi during the summer carrying freight and passengers, and touching occasionally at Charlottetown and Richibucto.

**Schooner Janus**

- 1829 - The schooner Janus began to ply between Pictou and Halifax during the summer with passengers and freight.

**New Steamboat Launched**

- 1829 - The hull of a steamboat for use on Pictou Harbour was launched from George Foster's shipyard at Fisher's Grant.<sup>1</sup>
- 1829 - Atlantic Steam Navigation Company was selling shares for £4. W. Mortimer, Pictou agent.

**Steamboat Richard Smith<sup>2</sup>**

- 1830 - The steamboat Richard Smith made the trip from Pictou to Charlottetown in 8 hours and returned in 7. She went from 7½ to 8 knots during the voyage with an

\*1 Now Pictou Landing.

\*2 Mr. Richard Smith was the first manager of the General Mining Association coal mines in Nova Scotia.

engine of 30 h.p. She was owned by Messrs. Rundell<sup>1</sup> and was employed on the East River and Pictou run.

**Royal William Steamer**

1830 - The Royal William arrived at Pictou and was welcomed by the firing of guns and the huzzas of the multitudes assembled at the Battery and on the wharves in town. After taking on a quantity of coal she sailed for Charlottetown and Miramichi.

1831 - The steamship Royal William sailed from Pictou for Quebec and Miramichi with freight and passengers.

**Barque Mary Ann**

1835 - The barque Mary Ann, commanded by Captain Gale, was built and owned by Henry Hatton, Pictou, and employed as a packet between Pictou and Liverpool, England, and records show that she was wrecked at Arisaig, June 17th, 1835.

**Steam Boat Albion**

1835 - The steamboat Albion of 140 tons was launched for the General Mining Association.

**Steam Navigation**

1836 - Many gentlemen in the Northumberland Strait area felt that the necessity for steam navigation was just as urgent as on the Bay of Fundy, even though Northumberland Strait facilities were much greater as they had native coal and a manufacturer of machinery on the spot. It was feared that the capitalists of Pictou, Charlottetown and Miramichi had comfortably gone to sleep.

**Ship Subsidy**

1836 - The Legislature of New Brunswick promised to grant £350 per annum for 4 years to any person who would

\*<sup>1</sup> In 1825, the British Government leased all the reserved mines in Nova Scotia for sixty years to the Duke of York, excepting those already leased to other parties. The Duke's lease was transferred to Messrs. Rundell, Bridge and Rundell, the celebrated London Jewellers, in payment of his debts, and from them to the General Mining Association.



run a steamboat of not less than 70 h.p. between Miramichi, Pictou and Charlottetown.

**Steamboat Albion**

- 1836 - The new steamboat Albion made her first trip from New Glasgow to Pictou on April 17. The Albion Mining Company band accompanied the passengers.

**Steamboat Pocahontas**

- 1836 - The Pocahontas left Pictou for Charlottetown. She was to run between these ports until the arrival of the Cape Breton, which vessel would ply between Miramichi and Pictou during the season, and touch semi-weekly at Charlottetown.

**Steamer Cape Breton**

- 1836 - The schooner rigged Steamer Cape Breton owned by the General Mining Association arrived at Sydney in 44 days from Plymouth, England. She was equipped with two engines of 35 h.p. and cost about £8000. The steamer Cape Breton commenced plying once every week between Miramichi and Pictou, and touched semi-weekly at Charlottetown, while the Pocahontas was undergoing repairs at New Glasgow.
- 1836 - The steamboat Cape Breton under Captain Thomas Graham left the General Mining Company wharf at Pictou every Thursday evening, after the arrival of the Halifax Mail\* for Charlottetown and Miramichi. She left Charlottetown every Friday morning, and returned to Pictou after calling at Charlottetown, having left Miramichi every Monday morning. She carried freight as well as passengers. Fares—Pictou to Charlottetown, cabin 12s; Charlottetown to Miramichi, cabin 20s; Pictou to Miramichi, cabin 30s; horses 20s; gig and wagons 10s. There was to be no smoking in cabins or steerage.

\*The Halifax Mail was conveyed to Pictou via the Eastern Stage Company.

**Packet Schooner Rambler**

- 1840 - The packet schooner Rambler left Georgetown for Pictou each Saturday during the season, and returned from Pictou every Monday morning.

**Steamboat Pocahontas**

- 1841 - The steamboat Pocahontas ran between Pictou and Charlottetown twice weekly during the season. Fare 12s Halifax currency; cabin 6s Halifax currency.

**Steamer New Glasgow**

- 1842 - It was felt that the mails could be carried across every week since navigation closed if the route between Carriboo and Woody Island were used. The distance is from 16 to 29 miles and about two thirds of the distance was covered with ice. There was an excellent post road from Woody Island to Charlottetown.

The papers were discussing the propriety of altering the present mail route south to P.E.I. and felt that the passage could be more safely accomplished were the route changed from Cape Tormentine to Pictou. It would be rarely that four or five weeks would elapse, as had recently been the case, were Pictou and the Woody Islands made the starting points for the mailboat. There had been constant communication all winter between the main and Pictou Island, which is a great part of the distance between the Straits.

**Steamer New Glasgow**

- 1842 - The steamer New Glasgow resumed her old station between Pictou and New Glasgow. The boat was engaged for the season by Messrs. Blackwood and Foster and it was felt that the enterprise of the parties would be a guarantee to the public of every exertion being used to make her trips both puntual and pleasant.

**Excursion**

- 1842 - The Pocahontas conveyed a large party around to Carriboo to spend the day picnicking.

### **Cunarder Unicorn**

- 1842 - The Unicorn, the first Cunarder to cross the Atlantic, gave a fortnightly service between Pictou and Quebec from 1840-1844, inclusive. Only in the autumn of 1843 was she relieved by another ship, the supernumerary Margaret, which the Cunard Company kept stationed at Halifax. As part of the contract with the Imperial Government, Cunard put the Unicorn on the St. Lawrence to carry the English mails to and from Canada. He had a separate contract with the Nova Scotia government for the carriage of those mails overland from Halifax to Pictou via stage coach. On August 2nd the steamer Unicorn, with Mr. Douglas as Captain, arrived at Pictou in 66 hours from Quebec and left in the evening with the British mail, which had arrived in town 25 hours before the steamer.

### **Steamer St. George**

- 1842 - A steamer called the St. George was purchased in Liverpool for the Prince Edward Island Navigation Company by Mr. Longworth. She will be employed as a mail packet between Charlottetown, Pictou and Miramichi. The St. George was advertised as leaving Liverpool on July 9th and Cork on July 13th. The above vessel arrived in Charlottetown in 14 days from Cork to St. John's and 3½ days thence to Charlottetown. She was a superior boat of 110 h.p. and commenced plying between Pictou, Charlottetown and Miramichi on Aug. 16, 1842.

### **Steamer John McAdam**

- 1842 - The steamer John McAdam ran between Pictou, Prince Edward Island and Miramichi, having both mail and passenger service. She was equipped to carry 50 passengers 1st class, 30 in cabins, and wines and liquors were served upon request.

**Steamer St. George**

- 1842 - The new S. S. St. George made its first trip from Pictou to Prince Edward Island in 5½ hours. She is 135 feet long.

**Wood Island to Cariboo Mails**

- 1843 - Once more the proposal was brought forth to change the mail route from Cape Tormentine to the Woody Island Cariboo route.

**Steamer St. George**

- 1845 - £340 was granted by the Nova Scotia House of Assembly for the steamer St. George to ply between Pictou, Prince Edward Island, and Cape Breton.

**Iron Steam Packet Conqueror**

- 1847 - On her arrival from Britain the Conqueror ran between Pictou, Shediac, and Prince Edward Island. The boat was new and the power was supplied by two engines of 40 h.p. each. She arrived from Cork after a voyage of 57 days on June 10.

**Pictou Harbour Ferries**

- 1848 - Due to increased traffic using the ferry across Pictou Harbour, two lines of ferry boats were placed on the route. Messrs. McPherson and Nairn operated one and William Foster the other. Mr. Foster built a half decked boat for use in stormy weather.

**Steamer Rose**

- 1849 - The Steamer Rose arrived from her first trip between Pictou and Prince Edward Island on August 23rd and was received with a salute from Battery Hill. She left Pictou every Tuesday and Saturday morning. The power she used was two 20 h.p. engines.

**S. S. Pluto**

- 1849 - The General Mining Company acquired a new steamer called the Pluto of 143 tons including the engine which is of 50 h.p. Her length on deck was 93 feet, breadth of beam 18 feet inside the paddle wheels, with a round



stern. Her speed was about 10 miles per hour. She was to replace the Albion as a tug boat and to be on the passenger run between Pictou and the Loading Ground.\*

**Steamer Western Miller**

- 1850 - The steamer Western Miller under Captain W. Purdy left Toronto, Canada West for Quebec, Montreal and Halifax where she arrived May 9th after a passage of 8 days. She called at Pictou for fuel and passengers. Fare to Toronto from Halifax was £ 5 for a cabin.

**Steamer Westmorland**

- 1850 - The steamer Westmorland, under Captain Evans, began service on the regular Pictou to Prince Edward Island run. She ran between Shediac, Charlottetown, and Pictou.

**Steamer Western Prince**

- 1850 - The screw propeller steamer Western Prince arrived at Pictou in 8 days from Toronto. She met masses of ice in the Straits and was detained at Bedeque, Prince Edward Island. She had full freight and passengers from Toronto, Montreal and Quebec. She supplied at Bedeque with coal from the S. S. Rosebud. She remained at Pictou to coal and check her boilers.

**Steamer Rose**

- 1850 - The steamer Rose is now on her semi-weekly trips between Pictou and Prince Edward Island.

**Steamer Lady Head**

- 1850 - The steamer Lady Head began running between Quebec, Pictou, and Gulf Ports.

**Steamer Alliance**

- 1850 - The Steamer Alliance left Toronto for Pictou in July. Mr. Wilson, the proprietor proposed to carry the English mails from Pictou to Toronto.

\*Loading Ground was situated at the terminus of the railway that conveyed the coal from the mines to this wharf at the mouth of the East River.

### **The Sea Bird and John Duffus**

- 1850 - The Boston Packet Sea Bird and the John Duffus sailed from Boston as soon as navigation opened in the spring. James Page was Master, and the ships were owned by W. Ives.

### **The Albatross**

- 1852 - The splendid new steamer Albatross began to ply between Quebec, Gaspé, New York, Halifax, Miramichi, Charlottetown, Shediac, and Pictou in July. She was of 1100 tons and 250 h.p. She had a crew of 35 and cabin accommodation for 120 passengers. Freight capacity of 450 tons or 3500 bushels.

In September it was reported that the Albatross had given up her New York to Quebec run and was being fitted out for the Australian run. Captain Sleigh, the P.E.I. owner, placed a smaller boat of some 500 tons to replace her.

### **Steamer Fairy Queen**

- 1853 - The steamer Fairy Queen began running between Pictou, Shediac, Bedeque and Charlottetown. She left Pictou every Thursday morning. Her owner was James Whitney. Wrecked during a storm in 1853 off Cariboo, Pictou County, with a loss of 11 passengers.

### **Steamer Rose**

- 1853 - The steamer Rose was sold to S. Cunard and Company for £1000 and thus was withdrawn from the Pictou to Charlottetown route.

### **Steamer Rosebud**

- 1855 - The steamer Rosebud, under Captain Matheson, plied twice weekly between Charlottetown and Pictou during the summer of 1855.

### **Packet Line, Pictou to Miramichi**

- 1855 - The schooners Union and Blossom ran a packet line from Pictou and Miramichi. William Munsie, agent Pictou.

**Steamer Lady LeMarchant**

- 1856 - The steamer Lady LeMarchant carried her Majesty's mails between Pictou, Charlottetown, and Shediac with accommodation for passengers from 1856 until 1861 when she was sold to the Federal Government of the United States.

**Steamship Unicorn**

- 1856 - The steamship Unicorn which used to ply between Pictou and Quebec was destroyed by fire at Yazor City, California.

**Steamer Westmorland**

- 1857 - The steamer Westmorland began running between Pictou, Charlottetown, Shediac, Bedeque, and Summerside under the command of R. Evans.

**The Bark Rachabite**

- 1857 - The bark Rachabite, owned and sailed by Captain William Forbes of New Glasgow made her second trip to Boston in August. She was advertised as having fine accommodation for travellers.

**Steamer Lady Head**

- 1858 - The new iron screw steamer Lady Head of 150 nominal H. P. and William Davison, Master, left Quebec on June 1st for Gaspe, Paspébiac, Dalhousie, Bathurst, Miramichi, Shediac, and Pictou.

**Steamer Queen Victoria**

- 1858 - In August, the iron steamer Queen Victoria took the place of the Lady Head, unloading 240 barrels of flour at Pictou.

**Schooner Pallas**

- 1859 - The schooner Pallas ran twice weekly between Georgetown and Pictou under contract to the Government of Prince Edward Island. Charles Owen, agent.

**Schooner Hermes**

- 1859 - The Magdalen Island packet schooner, Hermes, with Bernier master, ran twice monthly between Gaspe and the Magdalen Islands.

### **Steamship Lady Head**

- 1860 - The first class Iron steamship Lady Head with William Davison as commander left Pictou on Monday evenings immediately after the arrival of the mails from Halifax, for Quebec, calling at Miramichi, Dalhousie, Gaspe, and Paspebiac. In 1860 she left Pictou on the following dates:

June 18th	July 30th	Sept. 10th	Oct. 22nd
July 2nd	Aug. 13th	Sept. 24th	
July 16th	Aug. 27th	Oct. 8th	
Rates of fare:		Cabin	Steerage
Pictou to Quebec		\$20.00	\$8.00
" "	Miramichi	7.00	3.00
" "	Dalhousie	9.00	4.00
" "	Paspebiac	10.00	5.00
" "	Gaspe	12.00	6.00

Meals were extra for steerage passengers. For information one was to apply to A. P. Ross, Pictou.

### **Steamer Lord Seaforth**

- 1860 - 1861 The steamer Lord Seaforth left Pictou for Arichat every Tuesday at 12 noon, calling at Georgetown, P.E.I. and intermediate ports in the Strait of Canso. Returning it left Arichat on Wednesdays at 10 a.m. calling on the same ports, and arrived at Pictou on Thursdays in time to meet the steamer Westmorland for Shediac. B. Boltenhouse was the Master.

### **Schooner President**

- 1860 - The Magdalen Island Packet Schooner President carried mails from Magdalen Islands, Pictou and Percee, leaving Pictou the 1st and Percee the 15th of every month. She also carried passengers and freight.

### **International Steamship Company**

- 1861 - The steamer New Brunswick was to run between St. John, Eastport, Portland, and Boston, while the Steamer Eastern City was to run between Pictou and Boston. The fare was \$8.75.

#### **Steamer Westmorland**

- 1862 - The steamer Westmorland ran between Pictou and Shediac, calling at Charlottetown and Summerside.

#### **Clipper Flirt**

- 1863 - The Magdalen Island packet, the clipper schooner Flirt with Mr. Burke as Master began service between Pictou, Magdalen Islands and Gaspé twice monthly with freight and passengers.

#### **Boston Boat**

- 1863 - The side wheel steamer "Boston" began to ply between Boston and Pictou.

#### **Tug Boat Launched**

- 1863 - A new tug boat of 136 tons was built at Chatham, N.B. and launched for the General Mining Association. She arrived in Pictou on July 2nd. The Alexandria took the place of the Pluto as tug boat for the company.

#### **Steamer Queen Victoria**

- 1863 - The steamer Queen Victoria was temporarily placed on the Quebec to Pictou run. Also called at Halifax and Montreal.

#### **Steamer Olympus**

- 1863 - The new screw steamer Olympus was placed on the Quebec, Gaspé, Pictou route.

#### **Ferry Service to Prince Edward Island**

- 1864 - The Royal mail steamers Princess of Wales and Heather Belle ran twice weekly from Pictou to Charlottetown. The Princess of Wales made a record run to Pictou in three hours and fifty minutes.

#### **S. S. Acadia**

- 1864 - The steamship Acadia ran between Quebec and Pictou, stopping at intermediate ports under Captain Leach.

#### **Steamer East Riding**

- 1865 - A new steamer, the East Riding, was built to ply between Pictou and New Glasgow. She began her trips on September 18th. This vessel was sold in 1874 and



began to run between Campbellton and Dalhousie, N.B.

**Princess of Wales**

- 1866 - The Prince Edward Island Navigation Company stated that the steamer Princess of Wales would leave Charlottetown for Pictou every Thursday morning and that the steamer Heather Belle would leave Charlottetown every Monday for Pictou.

**Steamer Union**

- 1866 - The new steamer Union ran between Quebec and Pictou, touching at several points on the Gulf Shore, and formed with the steamer Lady Head a weekly service between these two ports. The advent of the Union was recognized by a salute being fired from Battery Hill, Pictou. The Union was withdrawn in September due to the cancellation of the government subsidy.

**Gulf Steamers**

- 1867 - During the summer Her Majesty ran between Toronto and Pictou, the Lady Head and Secret ran once a fortnight between Quebec and Pictou, and the Emperor ran twice a week between Shediac and Newcastle. This ship was wrecked in 1869, being run ashore at Whitehaven, Gaspé.

**Steamship Flamborough**

- 1867 - The steamship Flamborough arrived at Pictou on August 10th from Montreal with a cargo of general merchandise for Pictou, New Glasgow, Truro, Stewiacke, Shubenacadie, and Halifax. She returned to Montreal with 1000 tons of Pictou coal. This vessel was the experimental or pioneer ship of a fast line of freight steamers to run between Pictou, Montreal and Toronto. These steamers, in connection with the Pictou railway were able to deliver flour to Halifax cheaper than any other route. The owners contemplated a large, although at that time, entirely undeveloped trade in coal and other commodities.

### **Clipper Schooner Fleetwing**

- 1867 - The Magdalen Island packet clipper schooner Fleetwing, Mr. Lacombe as Master was under contract with the Government of Canada to carry the mails between the Magdalen Islands, Pictou and Gaspé. She sailed every two weeks during the season and also carried passengers and freight.

### **Steamer Bellingham**

- 1867 - The steamer Bellingham which ran between Fisher's Grant railway terminus and Pictou was being repaired after her accident.

### **Mayflower**

- 1868 - The iron steam ferry boat was launched during the week of April 20th and began plying between Pictou and Pictou Landing. The newspaper "Standard" spoke of her as follows—"The Mayflower is not such a boat as the people of Pictou were desirous of having placed in the harbour, nor such as they were led to understand from Mr. Fleming was contemplated; but we presume she is considered sufficient by him. Her accommodations for freight are very limited, and for the purpose of traffic she is greatly inferior to the most humble class of steam ferry boats in existence."

### **Boston Boats**

- 1869 - The Boston steamship Alhambra, P.A. Nickerson as commander, left Pictou for Boston touching at the Strait of Canso on Thursday evening, June 27 and during the season left Pictou on every alternate Thursday. She also left Pictou for Charlottetown on Tuesday June 25 and continued to do so on every alternate Tuesday. The Oriental, an 800 tons blockade runner was added to this service later in the season so that there was weekly communication between Pictou and Boston.
- The steamer Alhambra, under Captain B. F. Doane on a run between Boston and Charlottetown, via Halifax,

went ashore at Cape Sable in dense fog on May 2, 1875. Although crew and passengers escaped safely, she was totally wrecked. The steamer had been built in New York in 1864, reg 726 tons, and valued at \$75,000. She was owned by F. Nickerson and Company of Boston.

**Prince Edward Island Steam Navigation Company**

- 1869 - The Princess of Wales, built in St. John, and the Heather Belle, built in Charlottetown for river service, were greatly improved and placed on the P.E.I. to Pictou run.

**S. S. St. Lawrence and Princess of Wales**

- 1869 - The steamers St. Lawrence and Princess of Wales on the Pictou, Prince Edward Island, Cape Breton and Shediac route were still in service in 1874.

**Steamers Secret and City of Quebec**

- 1869 - The Quebec and Gulf Ports steamers Secret and City of Quebec left Quebec and Pictou alternately every Tuesday evening. Mr. Connell was captain of the City of Quebec.

**Steamer Pictou**

- 1872 - The steamer Pictou was purchased at New York for the Gulf Ports Company at a cost of £4000.

**Steamer Gaspe**

- 1872 - The Gulf Ports mail steamer Gaspe, built at Glasgow in 1862, was wrecked at St. Pierre. The mail and passengers were saved.

**Trips to Pictou**

- 1872 - The Boston and Colonial Steamship Line from Pictou to Boston, and the Prince Edward Island Ships, "Commerce" and "Alhambra" made 26 trips to Pictou between May and November and carried 300 passengers and used 2000 tons of Acadia coal.

**Steamship Pictou**

- 1872 - The steamship Pictou of the Gulf Ports Company was taken off the Pictou to Newfoundland run. Normally it



took 3 days and 8 hours for the trip but the ship was sometimes running as much as a week behind time. This steamer was lost at sea 1873.

**New England Steamship Line**

- 1873 - New England steamship line to Nova Scotia was begun in 1868, acquired three new steamers, Somerset, Worcester, and Carroll.

**Steamer Alhambra**

- 1874 - The Gulf ports steamer, Alhambra, bound for Pictou was caught in the ice.

**Steamer Hadji**

- 1875 - The Steamer Hadji under Captain Wilson, ran between Quebec, Montreal, Pictou and Halifax.

**Steamer Albert**

- 1875 - The steamer Albert was on the Pictou, Port Hood, Georgetown and Magdalen Island service.

**The Montreal & Acadian Steamship Company**

- 1875 - The Montreal & Acadian Steamship Company had three ships, the Venezie of 813 tons, the Valetta of 813 tons, the Roma of 813 tons. They formed a weekly line between Montreal, Shediac, Charlottetown and Pictou.

**Fishwick's Express Line**

- 1875 - The steamship M. A. STARR under Captain J. Smith left Wilkinson, Wood & Company's wharf on Monday, October 18th at 6 p.m. for Pictou, calling at Canso, Guysboro, Port Hastings, Port Mulgrave, Port Hawkesbury and Bayfield, for Antigonish. F. W. Fishwick, proprietor.

**Steamer Mayflower**

- 1875 - The steamer Mayflower was built for the Intercolonial Railway for ferry service on Pictou harbour. She was built in Montreal, was 125 ft. long, beam of 23½ ft. The hold was 11 feet. She had two double engines of 75 h.p. each driving twin screws. The saloon would accommodate 60 passengers and the space forward will

be for freight. In her regular trips she found no difficulty in plowing through the ice, even though it was of sufficient strength to hold horses and sleighs.

In 1891 the steamer Mayflower was sold to an Amherst firm which planned to refit her to carry freight and passengers between Pugwash and Charlottetown.

**Steam Tug Gipsev**

- 1876 - The steam tug Gipsev ran tri-weekly between Pictou and New Glasgow. The fare was 20c.

**Montreal & Acadian Steamship Company's Vessels**

- 1876 - The Montreal & Acadian Steamship Company vessels, the Valetta, Venezia and California called at Pictou on the Montreal to Cape Breton run.

**Steam Launch Sylph**

- 1876 - The steam launch Sylph was launched in New Glasgow during the week of May 20th. She registered at 6 tons and had a speed of 10 m.p.h. and was capable of carrying 30 passengers. She made two trips daily between Pictou and New Glasgow. The fare was 20c.

**The Steamer Northern Light**

- 1877 - The steamer Northern Light built by Mr. Sewell for winter navigation in the Northumberland Strait and under contract with the Dominion Government proved incapable for the job.

**Steam Ferry Daisy**

- 1877 - The new Fisher's Grant\* steam ferry Daisy of ten tons and built by Mr. Ryan was expected to make the trip across in 6 minutes.

**Steamer Alpha**

- 1876 - The steamer Alpha under Captain Bennett of Summerside, P.E.I., bound from Boston for Charlottetown sprang a leak and ran ashore. In 1877 she was refloated, repaired, and sold at auction on July 7, to Captain J. Ramsay of P.E.I.

\*Pictou Landing.

#### **Steamer Scud**

- 1881 - The steamer Scud was placed on the Magdalen Island to Halifax route and called at Pictou, Port Hood, Souris, and Georgetown.

#### **Steamer Hadji**

- 1881 - The steamer Hadji under Captain Savage of the Quebec and Gulf Ports Steamship Company from Cow Bay to Portland, Maine with a cargo of coal, stuck on Blonde rock August 26, 1881 during a heavy fog and went to pieces. The crew landed safely at Barrington, Nova Scotia.

#### **Northern Light**

- 1882 - The Northern Light is now frozen in the middle of a huge cake of ice which, at present, is drifting around Pictou Island. Strange to say, the ice field, with the imprisoned steamer, has completely circumnavigated the island once and is now half way around again. The Northern Light will probably effect very little more service this winter. (March 1).

#### **Boston Steamers**

- 1883 - For Boston—Steamships Worcester and Carroll. One of these boats leaves Boston at noon every Saturday, arriving at Pictou Tuesday morning, and after coaling and taking in freight for Boston leaves for Charlottetown and Halifax, whence she returns to Boston direct, leaving Saturday noon. (C. Dwyer & Co., Agent, Pictou.)

#### **S. S. Miramichi**

- 1883 - For Montreal and Gulf Ports S. S. Miramichi, Capt. Baquet, leaves Montreal on Monday and reaches Pictou on following Saturday, calling at Quebec, Metis, Gaspé, Summerside and Charlottetown. Returning, leaves Pictou next Monday night and reaches Montreal on Saturday, calling at the same ports. (C. Dwyer & Co., Agents.)

**S. S. Princess of Wales**

- 1883 - For P. E. Island. S. S. Princess of Wales leaves Pictou Landing after arrival of I.C.R. express for Georgetown, Souris and Magdalen Islands, calling at Gaspé, Percée, weather permitting every fourth trip. Leaves station wharf Pictou, for Port Hood every Friday evening after arrival of train. (F. W. Fraser, Agent, Pictou.)

**Steamer Summerside**

- 1884 - Steamer Summerside left Charlottetown for Pictou and was caught in the ice off Pictou Island and forced to return to Charlottetown. (May 10.)

**S. S. Beaver**

- 1884 - S. S. Beaver left Pictou for the Magdalen Islands May 26, still ice bound in Georgetown, P.E.I. (June 4.)

**Steamer Bonavista**

- 1884 - Launched at Newcastle on Tyne Steamer Bonavista for Gulf of St. Lawrence trade by the Black Diamond Line S. S. Co., Montreal.

**Steamer Clifton**

- 1885 - Pictou will have direct steam communication with London, G. B., this summer. The steamer Clifton now at Miramichi will call here June 5, for bunker coal at the Acadia wharf, and will visit the port regularly every three weeks and take freight, 350 ft. long, 1000 h.p. Carries 3000 tons the largest ship ever to enter Pictou Harbour.

**Steamer Alert**

- 1886 - The Arctic steamer Alert will be on winter service between Pictou and P.E.I., October 27, when the regular steamers are withdrawn.

Black Diamond Line	S. S. Bonavista	1650 tons
	S. S. Coban	1350 tons

New A. 1. iron steamships will run regularly throughout the season between Montreal, Pictou and St. Johns Nfld. Freight and passengers.



- 1886 - The boats of the P.E.I. Steam Navigation Co. running between Pictou and Charlottetown have discontinued their trips for the season, the steamer Princess of Wales left Pictou Landing yesterday afternoon on her last trip. The Neptune arrived at Pictou from Charlottetown yesterday with the mails and sailed on arrival of the train from Halifax to return.

**Northern Light**

- 1887 - The Northern Light commenced making daily trips to Georgetown, leaving Pictou Landing on arrival of the express train. The Neptune is still running tri-weekly to Charlottetown.

**Pictou to New Glasgow Ferry**

- 1889 - Steamer Egerton—This side wheel steamer arrived at Pictou from Sorel, Quebec. She made the run with time out for three port calls in  $3\frac{1}{2}$  days. The hull is of iron and steel and the houses of wood. On her trial run she made 13 mph and is expected to steam later at 14 or 15 mph and make the  $8\frac{1}{2}$  mile trip from New Glasgow to Pictou in 40 minutes.

**S. S. St. Olaf**

- 1893 - Magdalen Islands and Cape Breton. S. S. St. Olaf. P. F. LeMaistre, Master. Carrying HM Mails, is intended to sail from Pictou for the Magdalen Islands, calling both going and returning at Georgetown and Souris, P.E. Island, every Monday, after arrival of Morning Express from Halifax.

Cape Breton route. Is intended to sail from Pictou, N.S. for Cheticamp, C.B., calling off Port Hood, Mabou Mouth, Margaree and Pleasant Bay, "weather permitting", every Wednesday night, after arrival of last trains from Halifax and St. John, N.B. (F. Wyatt Fraser.)

- 1890 - S. S. St. Olaf arrives at Pictou to replace the S. S. Beaver. August 30/90. For Gaspé and Magdalen Islands, running September 4, 1890, to run every Mon-



day, calling at Souris and Georgetown coming and going.

**Steamer Cape Breton**

- 1890 - Steamer Cape Breton is intended to leave Pictou every Thursday for Cheticamp calling both going and coming at Arisaig, Cape George, Port Hood and Margaree.

**Steamer Scud**

- 1890 - Steamer Scud—This celebrated Steamer being placed on the route between Pictou and Magdalen Islands, calling at Georgetown and Souris, P.E. Island.

**Steamer Northumberland**

- 1891 - The new steel steamer Northumberland of the Prince Edward Island Steamship Co. made the unprecedented time of 3 hours and 4 minutes between Pictou and Charlottetown against a very strong tide. Steamers Northumberland and St. Lawrence—leave Pictou every day except Sunday for Charlottetown on arrival of morning train from Halifax. Leave Charlottetown every morning (Sunday excepted) for Pictou at 6 o'clock local time, connecting there with the train for Halifax, and by steamer Egerton with train from New Glasgow to Cape Breton.
- 1892 - James King the well known coach and steamboat pioneer and proprietor was the first contractor with the Dominion Government for the winter service—Charlottetown to Pictou—promoted and carried out the Magdalen Island steam service first with the steamer Alert and subsequently with the Scud.

**Ferry Maple Leaf**

- 1893 - Maple Leaf. Pictou Harbour ferry (81 tons, built 1891, sold 1897) makes first trip of the season. Capt. W. Munro. Pictou town votes \$200 subsidy to the ferry.
- 1893 - Three Rivers S. S. Co. The S. S. Electra, Capt. Wm. MacLaren during the summer 1893 will leave Pictou Tuesdays and Saturdays for Murray Harbour, Georgetown and Montague.

### **Steamer Edgerton**

- 1893 - Steamer Edgerton built in Sorel, Quebec, for the East River ferry service in 1889 still continues in service May 11, 1893. (In November 1895 the Edgerton was sold to a steamship company in Belize, British Honduras, where she will go into service next year.)

### **S. S. Campana**

- 1897 - Quebec S.S. Co'y Ltd. River and Gulf of St. Lawrence. The twin screw S.S. Campana, 1700 tons, with electric lights, electric bells and all modern comforts. Sails from Pictou at noon on arrival of the morning train from Halifax for Montreal and Charlottetown, Summerside, Perce, Gaspe, Quebec. Sails on Monday.

### **S. S. Lunenburg**

- 1899 - S. S. Lunenburg carrying HM Mails is to leave Pictou every Monday for Magdalen Islands, calling both going and returning at Georgetown and Souris, P.E.I. Cape Breton route will leave Pictou every Wednesday night for Cheticamp calling at Port Hood, Mabou Mouth, Broad Cove, Margaree, Grand Etang and Pleasant Bay, returning via same ports to Pictou. W. Fraser, Pictou, Agent.

### **S. S. Amelia**

- 1900 - S. S. Amelia new English built steamer has been purchased by the Magdalen Island Steamship Co. Mail and freight. To run between the Magdalen Islands and Pictou and to the Gulf ports of Cape Breton.

- 1904 - Charlottetown Steam Navigation Co., Ltd. Steamers Northumberland and Princess leave every day, Sunday excepted, from Pictou about 4:45 p.m. for Charlottetown, from Charlottetown for Pictou at 8:45 a.m. connecting there with day trains for Cape Breton and Halifax.

### **Hiawatha**

- 1904 - Messrs. Powell and Christie's new steam ferry boat the Hiawatha will run between Pictou and the Landing is

now being built at English's wharf. It is of local build and constructed completely in Pictou. (Ran on Pictou Harbour until June 1926 and sold as a ferry to run between Dalhousie, N.B. and Carleton, P.Q.)

**Steamer Lady Sybil**

- 1909 - The new vessel Lady Sybil is to be put on the Pictou to Magdalen route. Mr. McClure is now at the head of the company.

**Steamer Earl Grey**

- 1911 - The Earl Grey the new ice breaker is doing great stunts in the Gulf ice between Pictou and Charlottetown. Travellers are waiting over a day and taking passage on the Grey preferably to risking the trip on the Minto. February 14, 1911.
- 1921 - Steamer Constance is now performing a fast direct passenger and freight service between Charlottetown and Pictou, leaving Pictou at 4 p.m. upon arrival of Sydney train daily, except Sunday. Dr. T. H. MacDonald, owner.

**S. S. Lovat**

- 1924 - S. S. Lovat the new steamship for the Pictou, Prince Edward Island and Magdalen Island service arrived at Halifax from Scotland, July 11, 1924, under command of Capt. D. M. McKenzie. Capt. Campbell will command the Lovat on her new service. Managing Director, William Fraser, Pictou.
- 1925 - The large motor launch Edith Cavell ran a service between Pictou and New Glasgow during the years 1916 to about 1933. It was later sold to P.E.I. interests and was wrecked. J. R. Christie, original owner.

**S. S. Hochelaga**

- 1924 - S. S. Hochelaga commenced service between Pictou and Charlottetown on May 10, 1924, making one trip daily. (Retired from the service about 1940. Formerly the private yacht of the Archduke of Austria.)

### **Ashagola**

- 1926 - In 1926 a diesel screw propeller driven vessel of 157 tons called the Ashagola ran between Pictou and Pictou Landing. R. Powell and J. Christie, managers. (Sold later to Pictou interests and the service was discontinued in 1951.)

# *Andrew Downs*

MARJORIE MAJOR

ANDREW DOWNS, ornithologist, taxidermist, exhibitor, scientist and founder of the first natural history museum in North America ( north of Mexico)

The Dutch Village Road of 1971 is a thoroughly urbanized city street of four lanes, traversed by the entire gaumet of vehicular traffic, in such numbers and at such speeds that few of their drivers, or occupants, are aware of the modest cairn under the trees of a small wooded section on the west side. This cairn honors the memory of Andrew Downs, and the site where he founded the first Zoological Gardens—not only in Canada—but in the whole of North America, in 1847 (north of Mexico where Montezuma founded one at the time of the Spanish conquest.)

This wooded area is not quite all that remains of a garden estate which once comprised one hundred acres. The greater part of this acreage has gradually been converted into individually owned residential properties. However, there remains the original homesite, greatly altered, some of the waterways, part of the original circular drive and on adjacent property, the second home built by Downs. The entrance gates to the Zoological Gardens have long since disappeared (it would be interesting to know what became of them). The wild life inhabitants, once



abundant and exceedingly varied, are only a memory; except for stuffed specimens. These are, or at one time, were, almost literally scattered over the world. There is, however, a fine collection now on view at the new Nova Scotia Museum of Natural History.

Knowing the Dutch Village Road as it is today, it is difficult indeed to imagine a determined seal flip-flapping its way out of captivity and down the road toward the North West Arm, and to the Sea which had been its home. But in the days when this was a narrow, winding dirt road, regarded as a good long way outside Halifax, this was not an infrequent occurrence. The seals were of a species frequently seen in Halifax Harbor and in the Arm until after the turn of the century. Although the seals were in a wire enclosure at Down's Zoological Gardens, with a private swimming pool with running water, the smell of the sea sent out an irresistible call to them, and out they would get, sliding down the hill and bumping along down the road. Alas! they never quite made it for response to an alarm following escape was speedier than they could be. Writers, dealing with Downs and his project, have always given the seals full marks for trying—a tradition worth following!

Who was this man, Downs, who is so little known, and yet whose contributions to the science of natural history should have earned him lasting fame, especially in the province where he gave so much of his resources to extend public knowledge and enjoyment of native and foreign wildlife?

Rather by accident than by design, Andrew Downs was born in the United States, in New Brunswick, New Jersey, September 27, 1811. Robert Downs, his father, had intended to make his home in Quebec when he left Scotland. But en route to a position there he learned some of his possessions had been landed in Halifax, so we went there and then on to New Jersey in preference to Quebec. That is where he met and married Eliz-

abeth Plum. When their son, Andrew, was fourteen, the memory of Halifax sent out its irresistible call to come back to the port-side city. Unlike the seals of a later date, Robert, his wife and teen-age son reached their chosen destination. Andrew lost no time in transferring his already strong interest in wildlife to his new home. There are stories about him which suggest he frequently 'forgot' to go to school and went out in the woods to study birds instead, making do with fruits as he found them rather than returning home for lunch.

As a lad, and needing to be trained in some trade, he worked for some time with his father. But he couldn't have found this very congenial, since his father was in the plumbing trade, which is not exactly in line with natural history interests. Nevertheless, Andrew was a plumber in his own right for some time. But his 'hobby' took more and more of his time and certainly of his interest, and eventually he devoted himself entirely to the study, preservation, propagation, acclimatization and education relating to birds and animals.

It must have been a little helpful to his purposes when the British Museum expanded to bring home to Nova Scotians the importance of natural history when, in 1837, Lord Glenelg, Secretary of State for the Colonies, was requested to instruct Governors of the Colonies to take advantage of opportunities to secure such rare and curious objects, of sufficient importance to justify a place in the Museum. This was a matter to come before the House of Assembly of Nova Scotia in 1838 and in April of that year a 'Select Committee of the House' recommended appropriate action by the Members, through their respective counties.

Possibly this was useful to Downs later, when he applied for financial aid, for at least the general subject would already have received favorable attention by the House, but without financial involvement. By the same token, at the very time of this

action by the Nova Scotia government, Andrew Downs had established a considerable reputation as a naturalist. As an indication of this Dr. C. Bruce Fergusson in an article in *The Dalhousie Review* says that in September, 1838, "Andrew Downs, of Water Street, Halifax, (opposite the then Tobin's wharf), was empowered to purchase living specimens of the indigenous birds and quadrupeds of this province for a gentleman desirous of presenting them to scientific institutions in England."

The editor of the *Novascotian* commented of this proposition that it "ought to direct attention to an interesting subject. It may induce some thoughts of forming a Provincial collection, before much time elapses, by showing the value set on such specimens at a distance, and by leading persons to consider the many sources of interest and pleasure which a Provincial collection would include."

Dr. Fergusson says others were of the same opinion, including Dr. Thomas McCulloch who became Principal of Dalhousie College in 1838. At the same time Andrew Downs himself was trying to stir up interest for the establishment of a Museum of Natural History; efforts which were reinforced by a definite proposal and plan for a Zoological Garden. His personal enthusiasm failed to get an effective response although his plan, as outlined, showed a great deal of confidence and concern.

Unfortunately the whole idea got snarled up in matters of finance, indecision as to whether Dr. McCulloch or Andrew Downs should get the Lieutenant-Governor's nod, since he had been given the magnificent sum of £250 to dispense, and lack of public support. It was obviously too little an amount although Downs said while it was by no means sufficient for an extensive collection of specimens, if properly applied, it would be enough to procure 'nearly all the ornithological specimens of the country.'



Since that could scarcely hope to get much public attention Downs further suggested annexing the proposed collection to the Museum of the Mechanics' Institute which already had a variety of items to the value of about £400. This idea didn't get far either. Some members couldn't see voting money for 'stuffing kingfishers and such things', or to display 'the frogs and butterflies to children whose great grandfathers ran after them'.

Small wonder, perhaps when in 1842 Lieutenant-Governor Falkland, in informing the House he had not spent the grant because he thought it too small, said he was 'quite aware that the foundation of a Provincial Museum would be highly honorable to the enlightened liberality of the legislature, and eminently serviceable to the country, and that it would have a tendency to extend the information and refine the taste of the people.' Such a flattering approach was no avail. A larger grant was refused at the 1842 sitting as Members, by their remarks about stuffing birds and frogs, plainly revealed their low regard for the preservation of a natural heritage, to satisfy the curiosity of future generations.

Andrew Downs had been interested for some years in the Mechanics' Institute, chiefly because of their Museum, and in 1846 he had worked his way through various offices to that of Curator. It was in that capacity he is first associated with an exhibition, not only of stuffed birds but also of wild animals at—of all things—a picnic! The Halifax Times, July 28, 1846 stated the event was to raise funds for an Institute Hall (adding the hope none of the wild animals would escape!) According to reports the picnic, held at McNab's Island, attracted six thousand people and added more than £200 to the building fund. Incidentally, the 'wild animals' included elks, bears, black foxes, a wolf, a pair of ichneumons, a monkey and some foreign birds in cages.

Spurred on no doubt by Curator Downs, the Mechanics' Institute offered prizes that year in the schools for the best essays on "The Zoology of Nova Scotia", and other subjects.

Harry Piers, Curator, Provincial Museum, Halifax, wrote one of the few sketches of the life and work of Andrew Downs for the Nova Scotia Institute of Science 1901-2, and in it he says: "I would like to emphasize the fact that to him (Andrew Downs) belongs the honor of founding the first zoological garden in America. This he started at Halifax in 1847, sixteen years before the Central Park collection at New York was opened to the public. Philadelphia garden did not open until July, 1874, although the society was incorporated a number of years before; while the 'zoo' at Cincinnati opened in 1875; that at St. Louis in 1877, and the Lincoln Park Garden, Chicago, in 1881." And it must be noted Downs would have had a zoological garden some years prior to 1847 if the choice had been his and the necessary support forthcoming.

Between 1847 when Downs first established his Zoological Gardens on a five-acre plot of land, ultimately increasing this to one hundred acres, and August 26, 1892, when he died at his home, then 200-202 Agricola Street, Andrew Downs twice created a natural history mecca on properties abutting the Dutch Village Road.

Also during this period he had many triumphs, won many medals for the excellence of his taxidermy work; was honored for many of his contributions to natural history and allied sciences; numbered among his visitors and patrons heads of state including royalty and was probably better known outside Canada than within the boundaries of his own province. He, himself, may have been partly responsible for this. He was so busy doing the things he felt were important at the moment he did not take time to record material which would have been both interesting and valuable today. He was not much interested in



maintaining a correspondence with people who might have helped to preserve records either. And on top of all that he was utterly without a sense of public relations in today's sense. He saw a job to do; he enjoyed doing it, and that was that. Unfortunately this selfless attitude has almost resulted in a total forgetting of the man and his work. Thanks mainly to a handful of admiring chroniclers, and a few papers he did write for the Nova Scotian Institute of Science, we have a good description of his Zoological Gardens, a somewhat meager picture of Andrew Downs himself and a strictly factual record of some of his outstanding achievements. On this evidence, it is also true to say that certain conclusions may fairly be arrived at.

He was intensely, even passionately, devoted to the cause of wildlife appreciation. He would have been a valuable influence today as the world slowly appreciates that one should not try to conquer Nature, but to understand her if we are to survive. It is quite possible to assume he was a somewhat inarticulate man who expressed his convictions through his work rather than through words, because on one occasion at least, his enthusiasm broke through his reticence before one of his chroniclers in a description of some of his charges.

Major-General Campbell Hardy quotes Downs, whom he found spreading Indian corn for his great collection of land and water fowl, as saying: "There are days when the light seems to bring out the colors on birds' feathers which you would never see in dull weather; days when all Nature seems brightened up by the peculiar state of the atmosphere; when the trees are greener and when the sky has a greater softness and depth than commonly, and your own feelings are in tune all around . . . Look at that wild turkey as he comes swelling along! The sun's rays light up the wonderful metallic hues on his neck, back and sides; hues of bronze and green, and orange-copper, which now and then flash with the brilliancy of the humming-bird's plumage." Then he called attention to a pair of pigeons with delicate plum-

bloom color on their necks and breasts, a moment later burning with emerald green as they turn to catch a new light, and in another the sparkling tints of hyacinth or topaz.

"I will say this of Downs", says Hardy, "He was a man of sweet disposition, tender and merciful to all his feathered friends. He was incapable of any act of cruelty or neglect."

Many visitors arrived at the gates of Down's Zoological Gardens by way of boat excursions of the North West Arm, or by horse and equipage to traverse the circular drive to "Walton Cottage", his home and headquarters. It came by its name following a visit Downs made with Charles Waterton, of Walton Hall, (author of "Wanderings in South America"). Hardy describes it as a "neat, rustic little residence with tall, sharp-pointed gables ornamented with trellises and a porch groaning under the weight of honeysuckle and Virginia creeper." Antlers were numerous around the place and tall poles bore miniature cottages for the convenience of wild birds. A large, clear pond was fed by a stream from the hillside at the rear and all around there with footpaths and shrubbery.

An article in the Acadia Recorder said the Zoological Gardens were a "half an hour's walk from the city—over the Common and down the telegraph road leading to the west, which brings the visitor to the crossroads at the head of the North West Arm where you will probably find a lad fishing in the brook there who'll say, 'Yaas, that's it, where yer hear them burds screamin'." The 'birds', the article explains, would likely be a peacock or a cockatoo, never noted for their gentle voices.

Trees have grown a lot since those days and there is no longer the unobstructed view of the entire length of the North West Arm which was one of the great features of this location originally. The rustic gates, the enclosing hedge, the curving gravelled road no longer invites distinguished visitors to a magic

world of feather, fur and fins. But in that period the place was abuzz with activity and sights and sounds associated with wildlife live and wildlife preserved by Downs' extraordinary taxidermy art.

Entering the house, Hallock, relates, by the main door, already ajar, the visitor would find the parlors and reception rooms alive with the more delicate species and here, too, would be paintings, engravings, water colors, herbaria, busts and miniature sculptures. Out the bay window was the vista of the Arm and outside among his wildlife population, like as not, would be Downs, himself, in shirtsleeves, tending to this or that chore. There were all kinds of pigeons—tumbler, pouters, fantails; Chinese and Egyptian geese; cranes, monkeys and marmosets, and a big Brazilian monkey which was not above giving the writer's coat tail a sly tug through his cage. Bantams, game fowl, ducks, geese, pheasant and any number of rare breeds. For each he had a peculiar call and was able to produce a special treat of seeds, grain, bread or biscuit to tempt each kind.

Everywhere one looked there were cages, coops, perches and shelter-houses, some closed, others open. There were ponds, running streams, a fountain and even a weedy section for the delight of the cranes, and lilypads to entice the herons. Since the house and most of this paraphernalia was on a height of land, it had been possible to create a sizeable cascade below the big enclosed pond. At the foot of this was the rocky basin which provided refreshment for the polar bear. (And there are still traces of the basin—not the bear—in 1971)

Several rustic bridges spanned ravines and beyond the area inhabited by the seals, beavers, mink and otters, there was a delightful bower, with a table inside made of a whale's tailbone. All around were artistically arranged flower gardens and shrubbery.

Beyond this again were the enclosures for Spanish, Mexican and Virginian deer.

Hardy points out that it is "To Downs the province owes the introduction of both the English pheasant and the Canadian red deer." This was in connection with the vast amount of work Downs did in the then new study of the possibilities involved in successful acclimatization of various species of wildlife.

A large area was provided for moose, remembering their need for trees on which to browse; others for elk and caribou and another for the black bears.

"And so the visitor passed on through this hundred-acre domain", reports Hallock, "with its alternate woods and open intervals, to gaze successively at the long-billed bitterns, *whooping cranes* (the italics are mine . . . What did happen to *them*??); gold, silver, English and Amherst pheasants, California and native quails, eagles, hawks, foxes, lynxes, prairie wolves, owls, fancy rabbits, Guinea pigs, China sheep, Angora goats, silver-bearded Polands, Hamburg fowls, Indian and Egyptian doves," and on and on through an incredible list.

There was too, an Oriental kiosk which was filled with every variety of stuffed birds, live snakes, lizards, turtles and quite an extensive aquarium.

In January, 1865, Downs read his first paper before the Nova Scotia Institute of Natural Science, on the Land Birds of Nova Scotia. He gave a continuation of the subject some months later, and so far as is known wrote but one other, his third, during his lifetime.

Following the presentation of these two papers, and the articles written about Downs by Hallock in *Field and Stream*, he was proposed for superintendent of the Central Park managiere



in New York, recommended for the post by Prof. Spencer F. Baird of the Smithsonian Institution.

Hallock, in the course of his article, had written: "It is easy to perceive, from such results accomplished (at Downs Zoological Gardens, in care and adaptation, etc.) what is possible for our public gardens in the United States, with sufficient area and liberal money appropriations. Certainly no existing zoological collection is as thoroughly and suitably provided for as at Halifax under Downs' care."

It was a tempting offer and apparently Downs felt funds and opportunities would be forthcoming far beyond what he could hope for in Nova Scotia. Consequently, enticed by the promise of a \$3,000 yearly salary Mr. Downs sold his natural history collection by auction (J. D. Nash, auctioneer) through an advertisement which concluded "Everything will be sold, no matter what it may bring." It brought somewhere between eight and ten thousand dollars from Dr. E. Doull for the land and the buildings, but there is no known record of what the auction realized, or what happened to either the livestock or the stuffed collection.

It was characteristic of Downs and of his times, that prior to his departure—and advertised in the same item as was the sale—that he would hold a reception at his Gardens and "treat them (his friends) to a Dejeuner or Lunch, so that our last meeting may prove a merry and a happy one. Those who will not drink Wine or Champagne may have beer or water." And thus he said goodbye to his Gardens and to his Halifax friends. It was in 1868 Mr. Downs left for New York; the end of his first attempt to create interest in a publicly supported natural history museum and zoo in Halifax.

There is little record of what happened between then and January 1, 1869, but there must have been a great deal of heart-



break and considerable bitterness, but apparently Andrew Downs himself, as usual, wasted little time on words. In any event, he and his family arrived back on the steamer *City of Cork* on the latter date. (He was twice married, first to Mary Elizabeth Matthews, who died in 1858, leaving four daughters and secondly to Matilda E. Muhlig, also of Halifax, and they had one daughter.)

Andrew Downs let it be known at once that his chief aim was to re-establish his zoological gardens. He evidently tried to buy back the original property but was unable to do so and subsequently purchased an adjoining property from George Taylor for \$4800. He built a new house a stone's throw from his original cottage. (This house still stands; has been considerably added to, and is probably the only house within miles where the heating equipment is located in a former living-room, further graced by a large bay window.)

The local public was pleased apparently for according to a newspaper report of the day "The closing up of 'Downs' deprived pleasure-seekers of one of the favorite resorts from the dust and heat of the city during the summer months."

The second Zoological Gardens were maintained and improved for the brief span of three years. In the spring of 1870 he appealed to the City Council for financial assistance. In it he wrote, as reasons for devoting his life to natural history: "first of all, a strong and enthusiastic impulse to study out the beautiful works of Nature—To read for the benefit of my fellow-countrymen, her marvelous lessons on the economy, the aptitude, the industrial value, and the ornamental variety of her forms of living creatures—And to promote among my fellow-men that intelligent consideration for the lower classes of animal life over which man has been entrusted with dominion—which constitutes one of the most hopeful signs of the human tendency of modern civilization."

Was he a man too much ahead of his times? Was it that such terms as 'ecology' and all that implies, was not then of general knowledge. Or had the term 'tourist' not yet been coined? The Acadian Recorder, a newspaper of the day, editorially supported Downs' appeal, but to no avail. The city fathers, in their wisdom, saw fit to turn down the appeal and in July 1872, Andrew Downs abandoned his second attempt to establish a Zoological Gardens, selling the property to S. A. White.

Whenever support had come to Andrew Downs, in recognition of his talents, it had been enthusiastic, but the financial support for which he made such strong pleas, was meagre indeed. It is true provincial grants were made on occasion, but none was by any means generous, although Downs obviously made the available funds stretch to their utmost. An example was his request for money to help him improve the breeds of domestic fowl by establishing a poultry yard. Local birds were known to be inferior to those in Great Britain and the U.S. He got £100 for this. He, himself, won about 20 prizes in two years at the N.S. Exhibitions of 1853-4, for his geese, ducks and other poultry.

Andrew Downs was prominent among those who organized both flower and poultry shows in Halifax. He was a member of the organization committee for the 1868 Agricultural and Industrial Exhibition for Nova Scotia where he again won first prize for stuffed birds and quadrupeds.

The Prince of Wales, later King Edward, visited the Downs Gardens while in Halifax in 1860. A small white kid glove, in the N.S. Museum is said to have been dropped by him on the circular drive.

In 1864 Downs visited Europe, carrying with him living specimens, two cases of mounted birds and a stuffed moose, to present to the London zoological garden. He received many

honors in Europe, especially for his taxidermic work, including a bronze medal at London in 1851 and 1862; a bronze medal at Dublin, 1865 and a silver medal at Paris, 1867. Sir Wyville Thomson wrote in the *Illustrated London News*, August 24, 1867: "In the Nova Scotia Court there is a very beautiful collection of birds stuffed by Mr. Downs; the form and proportions of the body perfectly preserved—scarcely a feather out of place."

Andrew Downs was one of the moving spirits in the foundation of the Nova Scotian Institute of Natural Science. He was a corresponding member of the Zoological Society of London—elected in 1862.

Specimens of his taxidermic work were supplied to several European sovereigns and large quantities went to the great museums and private collections on both sides of the Atlantic, some specimens were lost in a fire, but others are now in the collection of the new museum in Halifax. To quote one of today's taxidermists, "Andrew Downs, the man, his work and his beautiful gardens deserve to be better known and remembered."

# *Gold Fields Of Eastern Nova Scotia*

DAVID E. STEPHENS

For one hundred and ten years, gold has been taken from the rocky coast of Nova Scotia's Eastern Shore. Much of the gold reserve held for years by the Bank of Canada, in four hundred ounce bars, came from this very district.

In 1872, just twelve years after the first "gold rush" in Nova Scotia, gold ranked as the third most important mineral in the province, coal and iron being the only two of more value. Gold production, from the several mines in operation along the five thousand square miles of the Atlantic slope, amounted annually to about five hundred thousand dollars.

Sixty years after the discovery of gold, just following the end of the "War of Nations", the gold production of Nova Scotia had decreased. Although gold was still found in paying quantities at a number of places along the Eastern Shore, the yearly output amounted to only \$140,000.

By 1934, gold production in Nova Scotia was valued at \$167,370. Two years later, a short-lived "come-back" occurred, when production increased to \$441,735. From then on production decreased, so that by 1948, of the three and one-half million ounces of gold produced in Canada, Nova Scotia had contributed only 192 fine ounces.



Gold production in Canada, over the last few years, has been decreasing at a rapid rate. In 1968, two and three-quarter million ounces were refined, but by 1969, it had dropped to two and one-half million ounces and two and one-quarter by December 1970. To these amounts, Nova Scotia has not contributed, for since the early 1950's, the only gold removed from the mine fields has been either by tourists or adventurers, who comb the old ruins of half-forgotten mine "dumps". But even if there is no longer a gold producing industry in Nova Scotia, the word "gold" helped to put the Eastern Shore, in fact, all of Nova Scotia, on the map of the world.

The largest single nugget of gold taken from the Eastern Shore, or from any mine in the province, was from the Tangier area. When it was sold, it brought about three hundred dollars. This nugget, however, was not the largest found in Canada, for a prospector by the name of Conrad Dahl claimed that honor. On the 26th day of March, 1894, he was working his claim in Franklyn Gulch in the Yukon Territory, when he found a nugget with a total weight of exactly thirty ounces. After it has been melted down it weighed twenty-nine and forty-five one hundredths ounces. The value of the nugget, at the time, was \$491.45. (Even this however, didn't come even close to the largest one ever found free in sand or gravel in the world, it being discovered in Victoria, Australia, and weighed 183 pounds. This solid lump of pure gold was worth, at the time of its discovery, fifty thousand dollars.)

## EASTERN SHORE GOLD FIELDS

### **Tangier, Halifax County**

The birthplace of Nova Scotia's gold fields was in Tangier, back in the year 1859 (although some sources give the year as 1858.) It was during September of that year that an army officer, Captain L'Estrange, was moose hunting with his guide in the upper regions of the Tangier River. Even though it was a little early in the year to find moose, it was probably the only time



that he was able to obtain a "leave" from his duties. While in the area, he discovered some of the precious metal laying on top of the ground. Upon returning to the city, he mentioned to several persons that he had found gold in the area. It didn't seem to arouse much interest until the following year, when the Captain's guide was persuaded to take another man to the same area, a man who was interested in seeing the gold for himself. He not only saw the gold, but took out several hundred dollars in golden nuggets. The rush was on. Within a couple of weeks there was over four hundred men working the field, and within a year, over two hundred claims had been staked. A great deal of nuggets were located on the surface, although some shafts were dug in search of a rich vein, the deepest shaft being only forty-five feet. In 1864, A. & W. MacKinlay (Halifax, Nova Scotia) published a small volume written by Miss Elizabeth Frame, entitled "Descriptive Sketches of Nova Scotia in Prose and Verse". In her book (of which only two copies are presently reported to exist), Miss Frame described her trip to the Tangier gold fields during July of 1860, just shortly after the rush had started:

"Gold.—'Gold at Tangier', has run like an electric (sic) shock along the settlement. Every man able to walk had gone from Musquodoboit Harbor to his Eldorado. So we learned on returning from a two days' excursion up the river. We procured a small specimen of the precious ore from an Indian. Gold, pale and pure! Gold it most certainly was, adhering firmly to its quartzite bed. Tangier, soon to be as well known as its ancient African namesake, is a strip of land lying between the Musquodoboit and a very small stream named Tangier River, which empties into the Atlantic east of Ship Harbour. The rear of this block, and where the gold was first found, has since been called Moose Land.

"Enquiring at the hotel (which is at present Riverside Lodge in Musquodoboit Harbour) for particulars as to the

amount found, &c., we were directed to the house of the county surveyor, 'who knew all about it.'

"Mr. Urban drove to this gentleman's farm, about a mile from the hotel. (Now called Anderson Road.)

"The surveyor welcomed us warmly, and for the last time that day, re-told the whereabouts of the gold field, adding that by daylight next morning he expected to convey a party from the city to the spot, and invited us to join them.

"Early on the following day we set out, and after a long row up Ship Harbor lakes we landed, and set out through the forest, guided by the surveyor's compass. All day we marched over the tangled craggy cliffs, through swamps covered with cranberry vines and bake apple blossoms. At night we slept—slept as only the weary can sleep the blue sky over coverlid. The second day at noon we arrived at Tangier. Several hundred fortune hunters were on the ground before us. To outward appearance they were a gay and happy party, with plenty of provisions, picks, pans, &c., but alas! a positive lack of the yellow dust.

"In the words of a celebrated statesman, then on the ground, 'Not gold enough to make a thimble,' and he counselled the would-be miners to leave this new avocation, and return forthwith to their respective occupations. How little do the wisest know of the future! 'Ye know not what a day may bring forth,' is the word of Him 'who seeth the end from the beginning; 'who spake as never man spake.'

"Within a year this same statesman is penning reports of Tangier and the surrounding gold fields, which are read over half the globe. The fame of that golden grain, too

small for a thimble, like the grain of mustard, is spreading over the land, attracting the attention of noblemen and statesmen, of the learned and the unlearned. Men of money and men moneyless, from the Land's End to John O'Groat's House, have said, 'where is Tangier?' Starving thousands by voiceless looms hope that they or their children might yet see this Eldorado.

"At the Great Exhibition, admiring crowds from all quarters of the globe have examined samples of its quartz and slaty rock veined with gold. The son of our beloved Queen has gathered ore from its mine. A nephew of the great Bonaparte, and his bride—the daughter of a regal line, uniting to the name of Napoleon the blood of all the princely dynasties which have swayed sceptres over Europe and the Isles—came to visit it. Capitalists from Europe and the neighboring Republic have found Nova Scotia gold mines a most profitable investment."

The gold fields of Tangier were worked from the Mooseland area down towards the village of Tangier, on the sea. Even a few years ago, the buildings were visible from number seven highway (in fact, one roadway went under part of the sluice). In 1967, the Dominion Bureau of Statistics published a book entitled "Canada One Hundred 1867-1967" in which it listed the Tangier gold rush as one of the major ones in Canada's history.

#### **Goldenville, Guysborough County**

In 1861, a woman was walking in the woods three or four miles southwest of Sherbrooke, looking for wild flowers to pick. She came upon a piece of quartz, and because its bright colour caught her eye, she took it home with her. She kept the sample of rock, showing it to her friends and neighbours, none of whom, it appeared, realized its value. After some time had passed, a traveller who had stopped at her home, spotted the quartz, and asked her of its origin. She offered to show him the spot, an

offer which he accepted. It is told that he showed no great interest in the area, other than idle curiosity, going on talking about other matters. However, it appears as if he returned later, dug up a great deal of the quartz by hand, and sold the gold ore. Others, becoming excited over his good fortune, watched him closely, and soon discovered the source. Another great rush was on in search of more quartz, which proved to be very rich in gold. So rich in fact, that many of the men who first arrived in the area gathered in one day over four hundred dollars worth of gold, just from the rocks lying on top of the ground. Soon claims were staked, and the town of Goldenville was founded. A town which saw millions of dollars in gold pass from the area, for the mine was the most productive and largest in Nova Scotia for many years. There is still a part of the town left, with a total population of less than fifty.

From then on, every hunter and every fisherman looked a little more carefully at each rock he saw, at each ledge he climbed over, and each stream he crossed. He was looking for one thing, that little glistening reflection that would mean instant riches. And many did find their Eldorado, for almost two dozen gold fields appeared along the Eastern Shore between Dartmouth and Chedabucto Bay.

#### **Waverley, Halifax County**

Waverley is located at the junction of routes 2 and 18, on the far western end of the Eastern Shore. Until the gold rush in 1861, the town hardly had more than a dozen houses. Following the rush to the gold fields of the surrounding area, two thousand people lived in the community. The present population is about twelve hundred.

#### **Montaque Gold Mines, Halifax County**

Also at the western end of the Eastern Shore, about two and one-half miles east of route 18 (at Lake Charles) is the village of Montaque Gold Mines. This community was a thriving center of mining activity after gold was discovered in the area in



1863, but the population has died down to about seventy-five at present.

#### **Lawrencetown, Halifax County**

On the wind-swept lowlands of Lawrencetown, not far from Dartmouth, some quantities of gold were successfully prospected.

#### **Lake Catcha, Halifax County**

Lake Catcha was the site of another pit-mining area. The gold fields were located about six miles by road off route seven, from Head Chezzetcook.

The 1951 National Topographical Series map shows four main mine areas with eleven buildings on what is now termed the "Old Mines Road". Recent investigations show few traces of buildings, and all the mines either caved in or flooded, this being typical of the present condition of most mines in Nova Scotia. The roadway to the mine fields is merely a trail (although the author drove an ordinary sedan through in 1965), passable only by foot or trail bike. This area is also typical of the type of gold fields along the Eastern Shore, most of which were claimed by private individuals, rather than any large organization. The only present activity at this gold field is by a few "old timers" living in the East Chezzetcook area, who occasionally search the dumps left from the diggings.

#### **Caribou Gold Mines, Halifax County**

The town of Caribou Gold Mines (spelt "Cariboo" on the National Topographical Series Map) is located about seven or eight miles south of Route 224 on a dirt road running between Upper Musquodoboit and Tangier. The 1954 National Topographical Series Map shows less than 45 buildings in the community. By the mid-1960's, many of these buildings were either run down or had fallen down. The dumps from the mines are visible from the road, some of which are within "a stones throw."



**Moose River, Halifax County**

About fifteen miles south of Upper Musquodoboit, on the dirt road to Tangier, is the community of Moose River Gold Mines. The 1953 National Topographical Series Map shows about thirty-five buildings and three pit areas. One pit is located on the edge of the village, another about one and a half miles west, and the third about three miles west. The present population of this once booming gold town is less than fifty.

**Killag, Halifax County**

A few miles west of the Liscomb Game Sanctuary is the Killag River, another scene of active gold hunting. The main area was about six miles north of what is now route 224, on a loose surface road. Several buildings were still standing in the area according to the 1954 National Topographical Series Map.

**Mooseland, Halifax County**

The gold field at Mooseland (as already noted) was really part of the Tangier gold rush area. It was located on the Tangier River, and although the 1953 National Topographical Series Map shows about 30 buildings, the present population is extremely low.

**Lochaber Mines, Halifax County**

Lochaber Mines, is located on the east side of East River Ship Harbour, near Lake Mulgrave, about ten miles northeast of Sheet Harbour on the Trafalgar Road. The gold fields in this area were only active for a few short years.

**Fifteen Mile Stream, Halifax County**

A small gold field was discovered at Fifteen Mile Stream, which is located on the west side of the Liscomb Game Sanctuary, about 13 miles northeast of Killag River.

**Dufferin Mines, Halifax County**

Considerable quantities of gold was removed from the site of Dufferin Mines, which is located a few miles from Port Dufferin, about three and one-half miles directly north.

**Harrigan Cove, Halifax County**

The small coastal village of Harrigan Cove is located about 5 miles east of Port Dufferin. It was the site of gold digging activity for a short time.

**Liscomb Mills, Guysborough County**

At the head of Liscomb Harbour is located the site of a former gold field. The 1954 National Topographical Series Map shows less than a dozen buildings and no pits or mines are indicated.

**Miller Lake, Guysborough County**

Miller Lake's gold fields were located approximately 3 miles directly northwest of Liscomb Mills.

**Wine Harbour, Guysborough County**

The town of Wine Harbour is located about fifteen miles southeast of Sherbrooke. After the gold discovery in 1862 in this area, it became a prosperous community. During the first few days of Wine Harbour's gold rush, many thousands of dollars were made by the first men at the fields. There were two main mine areas, both of which were within the community proper. The total number of miners prospecting in the area was about four hundred.

**Cochrane Hill, Guysborough County**

The gold area of Cochrane Hill was located a few miles north of the town of Sherbrooke.

**Country Harbour Mines, Guysborough County**

About ten to fifteen miles east of route seven, near Country Harbour Cross Roads, is the village of Country Harbour Mines. After being settled in 1783 by Loyalist Soldiers from the Royal North and South Carolina regiments, it was originally named "Green Harbour" until 1914, when it was changed to Country Harbour Mines.

**Goldboro, Guysborough County**

Another important gold field lay on the east side of Isaac Harbour, about 10 miles from Country Harbour Mines on route

316. There were four main mine fields about 21½ miles northwest of Goldboro and another two fields about 2 miles southwest of the village.

#### **Forest Hill, Guysborough County**

A gold field was discovered at Forest Hill, which is about 20 miles east off route seven on a gravel road between Melrose and the town of Guysborough. The gold fields were in the vicinity of Costley Lake.

#### **Sangster Lake, Guysborough County**

Not far from the town of Guysborough, on Chedabucto Bay, is Sangster Lake, another small mining area, and the last gold field on the eastern end of the Eastern Shore.

### **OTHER NOVA SCOTIAN GOLD FIELDS**

#### **Yarmouth County**

Two small gold fields were worked in Yarmouth County, Cranberry Head and Kemptville (the latter is 25 miles from Yarmouth on route 340.)

#### **Queens County**

Located about half way on route eight between Liverpool and Annapolis Royal is Caledonia. Four miles west of Caledonia, is an area that saw some gold prospecting for a short time, West Caledonia.

Also near Caledonia, off route eight, is Whiteburn Mines, another small gold producing community. In the same area is Brookfield Mines which had the deepest gold mine in Nova Scotia and Molega, near Molega Lake. Mill Village, ten miles east of Liverpool on route three, also saw some gold activity.

About 12 miles north of Liverpool, on route eight, is Middlefield. Located near by, in the Fifteen Mile Brook area, is the site of a gold strike discovered in 1880. Although it didn't last very long, the fields were again active between 1901 and 1914.

### **Lunenburg County**

There was one small mine area about a mile west of Block House, which is just west of Mahone Bay on Route 3A.

On the edge of a cove off Lunenburg Bay is Indian Path, which had one gold mine located just off route 322.

The Ovens is located a few miles off route 332, at the end of a gravel road (presently a privately-owned park). On 13 June 1861, placer gold was discovered here which resulted in a fantastic rush. 82 claims were worked along the shores of the Harbour, some of which were purchased for as high as \$4,800. Between the 13th of June and the end of December of the same year, over \$120,000 was taken from the claim sites, all without the aid of machinery, the gold being "panned" from the sandy beach area. The resulting town disappeared with the gold within a couple of years. Many of the old pits and diggings have been used in the Natural Park, which also maintains a small museum.

The early French settlers are reported to have found gold in Gold River, which is on route 3 near Chester. Several mines were in operation about 2½ miles north of the town.

### **Hants County**

Mount Uniacke Gold Mines is located about one mile northwest of Mount Uniacke, off route one on a dirt road 3 miles long. The gold fields were located between Long Lake and Lewis Lake. Another gold mine was located at South Uniacke, which is about 2 miles off route one.

Mines were formerly operated at Rawdon, Rawdon Gold Mines, and Renfrew. As with most mines they are presently in-operative and all the workings are either flooded or caved in. The shaft at Rawdon Gold Mines was called the "East Rawdon Mine", while the "Withrow Mine" was located on Little River just northeast of Rawdon. The "Centre Rawdon Mine" was between Little River and the Rawdon Road while the "Northup



Mine" was just off the Rawdon-Woodville Road. About 1 mile from West Gore is a flooded and inoperative mine that produced several minerals, including gold, and was called the "West Gore Mine".

#### **Colchester County**

The Gays River gold field is about 1 mile north of Coldstream. The placer gold has been intermittently worked since 1862, but like all the other mines, is now inoperative. There were three fields in the area. The "South Branch Gold Mine" was located 3 miles northwest of Elmsvale (near Middle Musquodoboit), just across the Colchester-Halifax County Line, and was worked intermittently from 1865 to 1908. Placer gold deposits have been panned in the surrounding areas as well.

#### **Victoria County, Cape Breton Island**

A little gold was worked at Middle River, about 10 miles north of the Trans-Canada Highway (route 105) on the Cabot Trail.

### **MINING OPERATIONS**

The Geological Survey of Canada conducted studies in Nova Scotia under the direction of Mr. I. M. Stevenson in 1955. In connection with gold, the "Descriptive Notes" on the Survey's maps states: "The Goldenville formation consists of alternating bands of quartzite and slate, with the former predominant. The quartzite is grey to greenish gray, breaks with a conchoidal fracture, and commonly passes gradationally into narrow bands of siliceous, micaceous slate . . . Numerous quartz veins . . . occur in the strata of both the Halifax and Goldenville formations. The veins are particularly abundant on the crests and noses of the canticlines.

"The gold-bearing Meguma rocks are unconformably overlain by a basal conglomerate of the Halifax Group . . . which in places attains a thickness of 35 feet . . ."

When explained in more simple and detailed terms, the basic results of the survey can explain the appearance of gold on the Eastern Shore. The gold occurred in white quartz veins of from one inch to several feet in thickness. These layers of gold-bearing quartz were found between layers of quartzite rock (called "whin" by the miners) and slate. Because the layers were originally sedimentary, they were at first horizontal, but have since folded, so that the layers were found in every position from horizontal to vertical (or at every "dip".)

Several methods have been used in prospecting for gold in the fields of the Eastern Shore. The main reason of diversification lies in the geological factors just mentioned. Gold was not only difficult to find, but when discovered was not uniform in thickness or in gold content.

Because gold was deposited, originally in these veins (or "lodes") in the rocks, the effects of erosion, over a long period of time, had washed much of the gold free. The result being that the gold particles, which were fairly fine, were either free in the sand and gravel or attached to some of the rock. These particles of gold which were set free were called "placer" deposits. These deposits are shallow and quickly exhausted because they are much more conspicuous and thus more enticing.

When one thinks of prospecting for gold, the first picture that comes to mind is that of a bent figure beside a stream, "panning" with his large 16 inch sheet-iron pan. The basic process of panning involves placing crushed ore in the wide, shallow pan, filling it with water, then slowly rotating it. This rotation allows the gold particles, which are heavy, to stay on the bottom of the pan while the waste material, which is lighter, comes out of the pan with the water.

In most cases, the discovery of gold in Nova Scotia had been followed by a rush of several hundred men, and the placer

deposits (if there) were the first to be sought for panning. But this method of prospecting required a high percentage of gold, or else it was inefficient. One method of increasing productivity was to use a "rocking box" which served the same purpose as the pan, only it allowed a greater quantity to be panned at one time. An improvement on the rocking box was the "sluice" or "long tom". This involved putting the crushed ore in a 12 to 25 foot long trough which had water moving down its sloping bottom. As with the panning method, the lighter material was carried off, while the gold particles went to the bottom, where several small ridges helped to collect the particles.

But placer deposits were only the first step. After it had given out, the ore had to be dug out of the ground. This was done in Nova Scotia either by digging pits on the surface or cutting shafts down to the deposits. The method used to mine ore depended entirely on the local conditions and the location of the deposit. For example, the depth of the quartz layers and the availability of water were two important factors that couldn't be overlooked.

Of the two mining methods, the most difficult, and the most dangerous, was shaft mining. Mine shafts, as cut in Nova Scotia, involved several operations. First a vertical shaft was sunk down to the required depth. At the bottom of the shaft, a room or "station" was formed. From this station, horizontal tunnels were cut through the layers of rock. This was termed "cross-cutting", and the tunnels thus formed were about six or seven feet wide and high. As the tunnels progressed, they began cutting through the quartz veins, which varied from about one inch to several feet in thickness. When a vein was found that probably contained enough gold in the quartz to make the operation profitable, an operation called "drifting" was started. This involved cutting horizontal tunnels or "drifts" along the quartz vein. The rock was cut out and sent to the surface, and the tunnel was continued as long as there was sufficient gold in the

quartz to make it worthwhile to continue. Any quartz vein that lay above the tunnel was blown down by dynamite. This was called "stopping". After about seven or eight feet of the roof had been brought down, strong stages called "laggings" were erected. The lagging was supported by "stulls" or props set crosswise in the tunnel. As the ore was blown down, it was "mucked" out to the station, then hauled to the surface in buckets by means of hand winches (later horse-powered winches). The "stopping" operation was continued until the vein ended, or the surface was reached.

Some of the dangers involved in shaft mining are perhaps obvious. There is always the constant danger of a cave-in, and in addition, water seepage posed a problem. So did ventilation, for it was difficult to get fresh air down into the tunnels.

## THE MINERS

What kind of man went in search of his fortune in a gold field? The answer to that question is basically the same as why men do anything that involves adventure. Unless you have personally experienced the life of the early gold miner, then you can not truly understand the fascination with which he searched for the precious ore.

The prospectors of Eastern Nova Scotia were no different from men in search of gold in any area of the world. They were ordinary men, men from different back-grounds, men who wished to live the hopeful, the rugged, the independent, yet often the disappointing life of a prospector. He went into the rough, rocky, and heavily forested areas of the Eastern Shore, taking with him his pick, shovel and pan as the tools of his trade. He went alone, away from all the pleasures of civilized community life, from all his loved ones. But for all the hardships and all the discomforts, it was when he picked out those yellow fragments from the dirt that his sense of pride, pleasure and excitement forgot everything except "gold".



## THE END OF AN ERA

The mines of Eastern Nova Scotia, and in other parts of the province as well, closed down one by one. Many reasons contributed to their failure. Inexperience on the part of the owners, lack of knowledge of the complex geological structure of the province, inefficient financing of the mines, and of course, lack of gold in paying quantities all contributed. The mines left some men rich, but far more with nothing but broken dreams. The only thing that remained was the huge pile of rubble and the scattered, forgotten shafts. Forgotten, that is, until 1936, when a story shattered upon the news media of a disaster at the Moose River Gold Mine.

On Saturday, the 12th of April, three men from Toronto were inspecting an abandoned mine shaft in hopes of finding some traces of gold. When they reached the 141 foot level, the whole mine shaft caved in around them. They were trapped. After six days of cutting with diamond drills, a hole was driven down through the layers of rock to the men. They were alive! The world waited and listened, as news was flown out by a small plane which daily flew to and from the disaster area. For five more long days the rescue crews tried to dig through the fallen rubble, when at last they broke through. But one of the men, Herman Magill, was dead. The other two, Dr. R. E. Robertson and Alfred Scadding, were carried safely to the surface. It was the worse disaster to hit the gold mining industry in Nova Scotia, and the last.

Although the gold fields provided ore valued at many millions of dollars, and many men gained personal fortunes, they have since given out. For years after the mines closed down, many people lived in vain hope that new fields would be found, or that existing ones would be re-opened.

But hope has not completely left the minds of man, for even six or seven years ago companies were exploring the pos-

sibilities of starting operations again if they could find gold in enough quantity to make it pay. And even today, an occasional company still explores the prospect of Nova Scotia, especially the Eastern Shore, in hopes of finding the precious metal.

But it remains more or less a dead industry for Nova Scotia, living in the pages of history and in the hearts and souls of a few old prospectors from the past. But one thing remains a fact, and that is that the gold rush days provided Nova Scotia with a chapter of adventure.

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- Note: The author wishes to express his thanks for the help provided through conversations with Mrs. Fred Turner and the loan of Miss Frame's book on Nova Scotia.

# *Nova Scotia's Role In The Great Paris Exhibition - 1867*

DOROTHY M. GRANT

The flickering light of gas lamps shimmered on the walls of the Nova Scotia Legislative Council Chamber on a cold January night in 1867. Hundreds of Haligonians, in the drab browns and blacks of winter clothing, moved about the room talking excitedly as they stopped before the many colorful displays. The Band of the Union Protection Company was also in attendance and their music added the final touch to the pleasant occasion.

After months of collecting and preparing exhibits, the Nova Scotian Commissioners were ready to take these displays on the long ocean journey to France. There, on April first, the Great Paris International Exhibition would open its doors to the world.

The hundreds of objects that filled the Council Chamber of the Provincial Building were a fascinating and exceptionally comprehensive collection of the products of Nova Scotia; of its abundant natural resources; and of the many skills of its people.

The specimens of gold bearing quartz worth more than one thousand pounds were a visible indication of the thriving state of mining in the province. Copper from Tatamagouche, iron ore from Colchester County along with samples of zinc ore, gypsum



and magnetic iron testified to the diversity of mining in the small but richly endowed province.

In the centre of the room stood a table displaying the best of Nova Scotian fabrics and woolens. Nearby were several fine ship models, fancy work of every kind, earthenware from Elmsdale and two paintings of Louisbourg and Grand Pre by a noted local artist, Forshaw Day. Halifax furriers were showing many luxurious pelts while Starr and Sons of Dartmouth had contributed several pairs of their uniquely designed ice skates. Items like Keith's XXX, Digby cheese, Crosskill's Cordial and Annapolis honey made it obvious that many Nova Scotians were anxious to compete with similar products from all over the world.

An article in the January 8th, 1867 British Colonist gives a detailed account of the display and also makes special mention of a few of the more "unusual examples of handicraft.

' . . . A very tastefully executed piece of cabinet work from the establishment of the Messrs. McEwan, occupies a corner, where a few feet further on there is the Maple tree represented, with its attractive foliage and within a case made of the same wood is a good specimen of the sugar manufactured from the sap. After examining this a right about turn brings you face to face with the chef d'oeuvre of the exhibition—"a pretty piece of hair work" "as the Citizen would call it. It is the handy work of Miss Chipman of this city and contains, we are told, hair from one hundred and twenty different people."

But no loyal Nova Scotian could forget the bounty of the sea. To show the world of this great heritage, countless specimens of Atlantic fish had been preserved in spirits and hermetically sealed in glass jars while many more had been dried and placed in wooden tubs and boxes.

As the time neared for the local exhibition to close, three hundred children and their teachers from the schools in Halifax and Dartmouth, were invited to visit the Council Chamber. Even a few carefully selected patients from the Lunatic Asylum were allowed a free visit before the exhibits left on the trip to Paris.

When the doors closed a day later, the four hundred pounds received from admissions were donated to charity and 181 huge packing cases loaded on several steamers heading for distant ports on the coast of France.

Dr. David Honeyman, the head of the Nova Scotia commission responsible for the exhibits was now joined by William Cunard, Mr. Andrew Downs, a renowned taxidermist and G. W. Hill who had been appointed secretary and interpreter for the group.

Arriving in Paris in March they discovered the exposition site in a chaotic state. The vast park grounds and its 46 miles of pathways were a mess of mud and everywhere piles of planks, sand and bricks made walking nearly impossible. Few countries (except Russia who had overcome snowed-in railways and thick ice in the Baltic) were even close to completing their buildings and the bitterly cold weather did little to improve conditions.

Inside the Palace, the main exhibition building being constructed of glass and iron, the Nova Scotia group found themselves allotted 600 square feet of space. Near them in various stages of completion were the magnificent displays of Great Britain and the less assuming exhibits of Nova Scotia's "neighbour" Canada.

Beyond Canada were the exhibits of Newfoundland and Australia, the former having a collection considered by the Nova Scotians to be very poorly chosen. A letter in the May

9th, British Colonist relates just how unfortunate this selection was!

"Our Newfoundland neighbours seem to have undertaken too much and it was sadly out of place to send Esquimaux hats, coats and boots which have a tendency to do anything but tempt Frenchmen to emigrate to Newfoundland. The taxidermist appears to also have been from home as a beshrivelled goose, an ugly codfish, a duck in a state of putrefaction and a couple of miserable musquashes huddled together in the same case."

But it was also noted that Newfoundland's displays did include a fine collection of mineral ores, furs, fish and several good-looking ship models, (some of which had unfortunately been ship-wrecked during their long voyage to Paris.)

The Nova Scotians soon discovered that some of their own exhibits had been damaged in the rough Atlantic crossing. Many of the stuffed birds in the Down's collection were found to be without heads and tails, while many samples of their prize grains had been ruined by salt water and could not be shown.

As April first approached it seemed impossible for the Exposition to open on time and several newspapers were suggesting it might be wise to postpone the date until the first of May. But with only a few days remaining until opening day, thousands of workmen labored frantically in an effort to have the grounds and Palace in a state that would allow the main exhibits and paths to be open to the public. And in an accomplishment considered to be nothing short of a miracle, they somehow managed to do just that. The weather suddenly improved and on a warm spring day, the Emperor, Napoleon the third led his Empress into the grounds of the Exposition. Striking in his black uniform, he bowed graciously to the hundreds of visitors and even more graciously to the crowds of workmen who raised their picks and shovels in salute to their country's monarch.

Gradually as summer approached, buildings were completed and around the place, dozens of countries of the world invited the Exposition visitors to be their guests.

In Halifax, the *British Colonist* was continuing with its policy of publishing all letters written by the Nova Scotia Commissioners to local government officials. For the price of a newspaper, their readers were treated to a colorful impression of countries that many of them may barely have known existed.

The *British Colonist*, May 23th, 1867—"The Exhibition presents truly an International aspect. All varieties of costume and color are hourly seen: we have Arabs riding on their camels, and Eastern donkeys with their oriental riders, racing after the stalking camels. We can visit Egyptian mosques, Chinese theatres, stables with Arab horses, Russian stables, an International Club and last, but not least, the Bible and Missionary Societies have their extensive department of trophies of heathenism and depositories of the distribution of Bibles and tracts in various languages and a "Salle Evangeleque" where they have services in German, French and English."

But not everyone was having a good time as G. W. Hill reports in a letter published June 4th: "Of course the centre of attention is the Exhibition, which is sometimes so cramped that one can hardly move and woe betide the unhappy visitor who is troubled with corns or who wears light boots. I often see people limping out of the Palace evidently in deplorable condition."

Many royal visitors had begun to visit the Paris exhibition as the same letter reports "We have a great many illustrious visitors just now, the Prince of Wales and the Duke of Edinburgh, and King and Queen of the Belgians, Prince Oscar of Sweden, the Queen of Portugal, the brother of the Tycoon of Japan, are all in Paris. The Emperor of Russia and the King of Prussia are expected to visit us soon as well as the King of Italy."



The Prince of Wales and the Duke of Edinburgh were apparently quite impressed by the Nova Scotian displays. "... The first objects which occupied their Royal Highnesses' attention were Capt. Hardy's model of a beaver house and illustrations of the habits of the Beaver. Starr and Sons beautiful skates was after that object of peculiar notice, the Prince remarking to the Duke of Edinburgh that he knew them well. Dr. Honeyman then referred to the chief articles of our Representation, dwelling upon the products of our coal mining industry displayed in the Park. "(Soon after their arrival the Nova Scotian delegation realized the 600 feet within the Palace would not accommodate all their exhibits and two important items had to be placed outside in the Park. One exhibit consisted of six coal columns depicting the great mining industry in Cape Breton. It was placed near a small cottage where the Prince of Wales stayed during his visit. The other, a large gold quartz crushing machine, found itself housed within the British department.)

Captain Hardy's model beaver house became one of the most popular displays at the Exhibition. Pains-takingly constructed and exact in every detail, it even included stumps of trees gnawed by beavers' teeth. Numerous collectors were anxious to own it and they offered the Nova Scotians "any price" to buy it. But the answer was always a polite NO as it was to be returned to Halifax where it would become part of a permanent Museum collection.

The judges at the Exhibition were now faced with awarding the thirty-three thousand pounds in prizes to the outstanding contributors. Mr. Hill and Dr. Honeyman were both optimistic about Nova Scotia's chances of winning a few of the coveted gold and silver medals. Certain Nova Scotian products seemed to have especially pleased the jurors: "... some of them took advantage of being jurors and made free with the figs of tobacco in our cases. Crosskill's Cordial and Costin's Cider have been sent to the tasting place, where they will, no doubt, be duly

appreciated—and we do not expect that they will ever re-appear in the Nova Scotia department.”

Late in July Nova Scotians learned the good news. In a letter dated July 15th, Mr. Hill reported that the province's exhibits had earned eight medals. A gold medal had been awarded to their fish collection considered by many experts, to be the best in the whole exhibition. Their illustrations of Nova Scotian gold fields, general mining and Andrew Downs' stuffed bird collection had each been awarded bronze medals and there were also twelve honorable mentions.

Later, in front of a gathering of 20 thousand people, Dr. Honeyman proudly accepted his province's awards.

In August the Nova Scotians began to encounter problems with their exhibits. Dr. Honeyman tells about it in his letter of August 15, “. . . I have had to remove all the dried fish from our department and I will also have to remove some of the barrels as they are beginning to leak. I have received a letter from the British Executive asking the removal of the latter as they are considered offensive. I have also to remove cheeses for similiar reasons. I am sorry to make such inroads into our Department but it cannot be helped.”

And then there were rats. They had discovered the province's collection of cereals, biscuits, soap, and rice and soon set to work to devour as much as they could.

The Russians and Americans at the exposition had also discovered the excellent quality of the Nova Scotian grains and in particular, were very impressed with its samples of buckwheat. Both countries continually bargained with the Nova Scotians for the purchase of buckwheat seeds, little realizing that this strain had resulted from the Russians' own efforts.

Up to 1862, there had not been any buckwheat grown in Nova Scotia and when Dr. Honeyman had seen samples of Russian seeds at another international fair, he had decided to see how it would thrive in his own province. Twenty of the finest strains had been planted and had flourished so well, the unsuspecting Russians were looking on it as superior to any of their own.

The Nova Scotia government had invested \$20,000 in their exhibition at the Paris Exposition but it had proved to be money well spent. It had had to compete with the greatest manufacturing countries in the world and yet, it was able to present a favourable impression of a small but successful province of people.

In September, the Paris correspondent of the Montreal Herald wrote in that paper that Nova Scotia had more than held her own against the powerful countries of the world. Her section under what he described as "wide-awake people," was one of the richest exhibits in the fields of fisheries, fossils, mineralogy and botany. The province's fish collection, in his opinion, was without rival at the exhibition and its grains had proved to be the envy of many countries.

When the Paris International Exhibition closed its doors on October 31st, 1867 it had attracted 39 million visitors within its parks and buildings. The weary Nova Scotian representatives packed their depleted exhibits and thought longingly of their homes. But they knew, in their hearts, that they had made an important mark at the great Exposition. Their displays had drawn the eyes of thousands of people and they had shown the world that Nova Scotia was a province of industry, of rich natural resources and above all, a land of promise for its people. Their achievement in France had also created an historical challenge that future generations of Nova Scotians would find extremely difficult to repeat.

## *Contributors*

**WILL R. BIRD** was born in 1891 at Mapleton, Cumberland County, Nova Scotia of Yorkshire descent. He received his education at the Amherst Academy, then went west to Alberta where he took up homesteading.

He served overseas in World War I with the 42nd Royal Highlanders and won the Military Medal at Mons.

He began his writing career as a feature writer on the Halifax Sunday Leader, from which he had won a prize. He soon became a successful free lance writer and won three prizes for historical essays. He sold numerous articles and short stories to thirty or more publications. All told, twenty-five books and over five hundred short stories and articles on predominately Maritime subjects have been published in Canada, and some abroad, in other languages.

The honorary degree of Doctor of Literature was conferred on him at Mount Allison University, Sackville, New Brunswick, in 1949.

The Nova Scotia Historical Quarterly is privileged to have a contributor of such renown.



GEORGE E. G. MacLAREN was born in Pictou, Nova Scotia, and received his early education at Pictou Academy. He is a graduate of the Boston School of Fine Arts and Crafts, and continued his education in Florence, Italy, where he spent a year studying the restoration of silver, paintings, furniture and other antiquities, under Ettore Batagli.

Mr. MacLaren spent several years with the Public Archives in Halifax, doing extensive work on newspapers and manuscripts.

He is the author of the Pictou Book, Antique Furniture, by Nova Scotia Craftsmen, two editions of Nova Scotia Glass, a paper back guide book Nova Scotia Furniture, as well as numerous articles and pamphlets for the Nova Scotia Museum and such magazines as The Canadian Collector, Antiques Magazine and American Antiques.

Mr. MacLaren is the Chief Curator of History at the Nova Scotia Museum, and lives in Halifax.

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MARJORIE V. MAJOR was born and received her early education in New Hampshire. She attended university in Maine and furthered her education in Halifax, Nova Scotia, at the Maritime Business College and with university extension courses in Newspaper Advertising.

She has held office as President of the Canadian Women's Press Club, Nova Scotia Branch, Canadian Author's Association, Nova Scotia Branch, is a founding member of the Business and Professional Women's Club, and is a member of the Landmarks Commission for the City of Halifax.

Mrs. Major resides in Halifax and is a free-lance writer of long experience. She has been associated with the Halifax Mail-Star for over twenty-five years, Editor of The Commercial News, edited The Halifax Gazette, and written many feature articles for such magazines as Chatelaine, Saturday Night, Atlantic Advocate, and others. She has also done extensive work in public relations, radio and television.

DAVID ERNEST STEPHENS was born in Truro in 1946 and received his education there at the Colchester County Academy. He studied Industrial Arts Education at the Nova Scotia Teacher's College and received several scholarships during that time. Following graduation he received five scholarships for further study from the State University of New York and the Nova Scotia Teacher's College.

Mr. Stephens collects Nova Scotia relics and publications as a hobby and does extensive historical research and writing.

He has written numerous educational and historical articles for such publications as *Canadian High News* (Toronto), *The Teacher* (Halifax) *Bookworm* (Rockport, Me.), *Relics Magazine* (Texas), *The Nova Scotia Journal of Education*, *The Nova Scotia Museum*, and several newspapers.

Mr. Stephens is presently instructor in Graphic Communications at the Eastern Shore District High School. He is married with two children and resides in Musquodoboit Harbour.

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DOROTHY ANNETTE GRANT was born and educated in Halifax, Nova Scotia. She graduated from the Halifax Infirmary School of Nursing in 1956 and pursued her nursing career in several hospitals both here and abroad. She is presently a housewife, mother and free-lance writer.

Since 1966 she has written numerous scripts of historical interest for the C.B.C. Radio productions "Maritime Magazine", and "A. M. Chronicle". In addition to book reviews, her work has been used on such radio programs as "Music Column", "Tempo", "Radio Information", "Assignment" and "Matinee", several of which were also of an historical nature.

Articles written by Mrs. Grant have appeared in such publications as *The Canadian Nurse*, *L'Infirmiere Canadienne*, *The Nova Scotia Magazine* (a government publication), *The Halifax Mail-Star*, and *The Maritime Farmer*.

Mrs. Grant is a past secretary of the Nova Scotia branch of the Canadian Authors' Association.

## *Book Reviews*

LORNA INNESS

**A Sense of Place — Granville Street, Halifax, Nova Scotia**

**45 pages, paperback, \$2.75, published 1970**

**The Heritage Trust of Nova Scotia**

This book is the result of a detailed study of the east side of Granville Street, from Duke to Buckingham streets. This is the street described by a visitor, A. L. Spedon, in 1863 as "One of the finest, I think in British North America." He cited the five or six-storey buildings "converted into costly warehouses and exhibiting many of the richest specimens of the world's manufacture."

The history of the buildings remaining on this section of the street has been explored thoroughly and information regarding the deeds, titles and the changing uses to which the buildings have been put over the years is given here. There are many fine photographs, as well as sketches of architectural details and a profile of the street by L. B. Jenson. The book was prepared by the Heritage Trust's Granville Street Project Committee; George W. Rogers was its chairman.

The committee has also looked into the future so that while the book is a working study of the area and its historical attributes it shows also what might be accomplished not only to preserve what is worth keeping, but to make it once again a vital, functioning part of a modern city which cherishes its roots in the past.

**Nova Scotia - A Photographic Essay, By Frederick Leidemer**

**70 pages, spiral-edged, \$3.50, published April, 1971**

**in a limited edition of 1,000 copies.**

Frederick Leidemer is a young American photographer who first came to Canada in 1967 as a summer visitor and returned to settle in 1969. He has become deeply interested in the "character of the Nova Scotian people . . . who could settle on



the rockbound coast and sustain a living. Whatever the combination of determination, perseverance and simple honest gumption, we would all do well to try and emulate it."

Aware that modernization and "progress" will change the face of "the rich heritage of Nova Scotians", Leidemer has set out to preserve some of it on film. Seventy of his photographs, mainly of Halifax and the South Shore, have been collected in this book. Leidemer is a member of the Royal Photographic Society of Great Britain, and lives in Halifax where he works as a free-lance photographer.

The book will provide tourists or former Maritimers living elsewhere with a glimpse of some familiar scenes as seen through the eyes and camera lens of a newcomer. Those who collect habitually everything published about Nova Scotia will want to add this one to the list.

**Anchorage Northeast, by Howard T. Walden II**  
**254 pages, hard-cover, \$10.95, published January, 1971**  
**George J. McLeod, Ltd.**

High on the local best seller list for the past few months is this account by an American of how he and his wife found sanctuary in a small house on the shore at Jordan Bay, Shelburne County - a house that has now become their home for six months of the year.

Walden writes with a keen understanding of nature, made keener by having seen in New York state the destruction of the beautiful rural land and the wild life which inhabited it by the steamroller march of "progress and development." Walden's book is filled with his encounters with the woods creatures of Jordan Bay and vicinity, with the birds and with the fish to be found in the dark, quiet pools of the woodland.

His book is filled, also, with warnings to Nova Scotians to recognize the priceless quality of their heritage and to act now to preserve it before much that is beautiful is covered by endless strips of concrete and asphalt, before the fresh, uncluttered scenery which Nova Scotians take for granted is obscured by a screen of flashing neon signs.

Walden's book is interesting also for the picture he gives of day-to-day life in a small coastal community, a picture fleshed out by his skill at characterization.

This, a perceptive American's look at us, is a timely book and one which any collector of Nova Scotiana will want to have.

**The European Discovery of America, The Northern Voyages,**  
**by Samuel Eliot Morison**  
**712 pages, hard-cover, \$15, published 1971**  
**Oxford University Press**

Somehow one expects a seaman to be a teller of tales. Who does not remember some early schoolbook which contained that famous painting of a sailor of Columbus's time seated on



a jetty, and gesturing toward faroff, unknown lands while two small boys sit at his feet, their faces rapt with wonder? Those fortunate enough to live by the sea usually number among relatives or friends at least one old sea dog who can be counted upon to spin a salty dip at the drop of a hat.

So, when the teller of salty tales is Admiral Samuel Eliot Morison, USN, retired, the reader knows that here is a story teller supreme. Admiral Morison draws not only upon his seafaring experience, he combines with it the interest of an historian. Nor is this interest superficial; it is rooted in extensive and sound research.

In the preface to his latest book, the admiral acknowledges his debt to the tellers of tales:

"Just as old Horace wrote that his rustic poems came not only from personal experience but from his farmer Ofellus, *rusticus abnormis sapiens*; so much of what I know comes from a succession of Maine sailors who initiated me into the mysteries of the sea. Among these, I am especially indebted to Enos Verge, *nauta abnormis sapiens*, who sailed with me for years, mostly from Nova Scotia to Cuba. My knowledge of seafaring, acquired from such oral sources and from books over a period of seventy years, enables me to stretch back across the centuries and understand not only the triumphs of the navigators but their day-to-day problems. And, of late, Alan Villiers has been very generous to me from his vast fund of sea experience."

Admiral Morison explores the legends of the early crossings, from St. Brendan, Lief, Prince Madoc, citing facts which may support the legends and giving also detailed reasons why many of them seem implausible.

As a digression, it is interesting to compare his treatment of the legends surrounding Prince Madoc and the Welsh Indians with the treatment accorded them by Mrs. Ellen Pugh in *Brave His Soul* (See review of this book in this edition).

Admiral Morison deals at length with the major voyages of Cabot, Cartier, Frobisher, Hakluyt, Gilbert, as well as the contribution to exploration made by the fishermen of Italy, France, Portugal, Spain, concerned primarily with the seemingly limitless stocks on the Banks, rather than adding details to the maps. The mapmakers are here, too, and the book ends with the attempts to found colonies in Virginia.

Of particular interest to Canadians will be the stories of the exploration of the coasts of Newfoundland, Labrador, the Saguenay, Prince Edward Island, and the French attempt to colonize Sable Island.

"There is something very special about these northern voyages," writes Admiral Morison. He adds: "People ask me to compare the hazards of the early navigators and those of the modern single-handed breed. The Atlantic was crossed many years ago by a Gloucester fisherman rowing a dory; and since

Captain Slocum sailed around the world in his little *Spray*, with not one modern gadget, there have been countless one-man ocean crossings and a number of non-stop circumnavigations with self-inflicted hardships perhaps equal to those of the crews of Cabot and Frobisher. But these modern loners' know where they are going; they have accurate charts, many instruments, and an auxiliary engine; they are in communication with the world by radio; naval vessels, airplanes, and coast guards shepherd them, drop food and water, and even, on occasion, take them on board for a rest; and, perhaps most important, they have no unruly, timid, and suspicious crew to govern and cajole into doing their duty."

For that matter, only a few years ago, one man who set sail across the Atlantic "to get away from it all" reported that while he was out in mid-ocean he was overhauled by a Canadian naval vessel and asked if he required aid. The next day, while he was basking on his deck, a United States submarine surfaced behind him and enquired after his condition. Nobody, he complained, would leave him alone.

In spite of the wonders science produces, these voyages of the early explorers still hold fascination for the readers. Referring to the moon landing on July 20, 1969, Admiral Morison writes: "The three young heroes of the moon landing did not supply the idea; they bravely and intelligently executed a vast: enterprise employing some 400,000 men and costing billions of dollars whilst Columbus's first voyage cost his sovereigns less than a court ball; and Cabot's, which gave half the New World to England, cost Henry VII just fifty pounds. The astronaut's epochal voyage into space . . . was long prepared, rehearsed and conducted with precision to an accurately plotted heavenly body. Their feat might be slightly comparable to Cabot's if the moon were always dark and they knew not exactly where to find it - and if they had hit the wrong planet."

Admiral Morison has flown over much of the North American coastline mentioned in the book and the use of present day aerial photographs of places which represent the first land sighted by the explorers after leaving Europe adds considerably to the interest of the book.

Admiral Morison is a prolific writer and those who have read other books by him will expect and find in this one a breezy style of writing, a book rich in fact and spiced with humor and wit.

Admiral Morison is the author of the 15-volume *History of United States Naval Operations in World War II*, The Pulitzer-prize winning story of Columbus, *Admiral of the Ocean Sea*; John Paul Jones, *A Sailor's Biography*; *The Maritime History of Massachusetts*, *Builders of the Bay Colony*, and *The Oxford History of the American People*, the latter still to be found on the rosters of book clubs.

This is a book to cherish, a valuable addition to any library and one which will give hours of pleasure in re-reading.

**Brave His Soul, The Story of Prince Madog of Wales and His  
Discovery of America in 1170, by Ellen Pugh  
144 pages, hard-cover, \$5, Dodd, Mead & Company published  
1970**

What Admiral Samuel Eliot Morison disposes of in three pages, forms the basis of Mrs. Pugh's book about the legendary Welsh prince who, with a boatload of his people, sailed across the ocean to land somewhere along the southeastern or southern coast of North America. There he and his people settled. Their descendants were any one of a dozen tribes of Indians to whom later travellers attributed a language similar to Welsh and an heritage of legendary white forefathers who came from over the sea. So goes the legend; it has variations.

The legend was given a new lease on life when Rev. Morgan Jones, a Welshman travelling in the Carolinas, met and lived for a time with an Indian tribe which, he claimed, spoke Welsh. In 1686 he published an account of his sojourn with them. Subsequent travellers sought in vain for a tribe which might be the lost descendants of Madog and his followers.

Repudiated on one hand, cherished on the other, the legend is still around. In 1953, that august body, the Daughters of the American Revolution, erected a tablet at Fort Morgan, Mobile Bay, Alabama, to the memory of Prince Madog and cited on it some of the "proof" accepted by the DAR.

Admiral Morison quotes the Bureau of American Ethnology on the matter of the Welsh Indians: "There is not a provable trace of Welsh, Gaelic or any other European language in any native American language."

Mrs. Pugh concludes: "That it all happened just as set forth is unlikely; that none of it occurred seems equally unlikely. Too many people witnessed something . . . And tomorrow - or the day after - someone, somewhere, may happen upon an old manuscript, a piece of armor, an inscription . . . Perhaps then we will know for sure whether or not Madog landed in America . . ."

And there you have one of those exclusive romantic tales, not unlike the tales of Arthur, enshrined in song and verse. Did it really happen? Was it really as the Welsh poet, John Hughes, recorded it?

"Thirteen small ships did sail away  
One morning long ago  
With Madog, brave his soul and free,  
As Captain of the fleet . . .  
Thirteen small ships discovered land  
One morning long ago.  
The weary sailors cried with joy  
And rushed upon the earth  
They never thought to see again.  
The Captain spread his arms -  
'Behold here peace for every man,  
And my long dream fulfilled!'"



**International Heraldry, by L. G. Pine**  
**244 pages, hard-cover, \$7.25, published 1970**  
**M. O. Hurtig Ltd.**

Certainly one of the most colorful ways of recording history, in use long before the printed page, is heraldry. One has only to look at the rows of banners hanging in St. George's Chapel, Windsor Castle, to feel oneself in the presence of centuries of history.

Heraldry is a complicated subject and the uninitiated need the services of a guide to find their way through the maze of its language and ritual. A world-renowned guide is L. G. Pine, a former editor of *Burke's Peerage* and author of a dozen books on the subject.

*International Heraldry* is Pine's latest work, and it provides a brief background to the subject. In addition, the book deals not only with the heraldry of Britain, but that of continental countries, of Russia and the Orient. It also discusses the growth of the use of heraldry by schools, government agencies, business firms, international corporations, and other groups.

Pine also deals with the arms of Canada and its provinces, the development of some Commonwealth symbols.

There is a glossary of terms (annulet, fusil, hauriant, tanist, etc.) to help someone whose interest in the subject is new or whose knowledge of it is small.

Just for interest, "quarterly" is a term used in heraldry and readers might want to take a closer look at the emblem on the cover of the *Nova Scotia Historical Quarterly*.

*International Heraldry* is a particularly useful reference book for school libraries. Some of the other books by L. G. Pine are: *The Story of Heraldry*, *The Story of the Peerage*, *A Guide to Titles*, *The Story of Surnames*, and *Princes of Wales*.

**The Riders of the Plains, A record of the Royal North-West Mounted Police of Canada, 1873-1910, by A. L. Haydon**  
**385 pages, hard-cover, \$8.95, published 1971**  
**M. G. Hurtig Ltd.**

Certainly no collection of books about the history of western Canada would be complete without some close look at the role of the RCMP. This is provided by the reissuing of a record of the early years of the force written and first published in 1910 by A. L. Haydon in an attempt to counter the "general ignorance of the solid achievements" of "the Rider of the Plains," and provide an antidote to the sentimentality which generally characterized romantic accounts of the force.

Haydon's record is thorough and is filled with his obvious admiration of the quality of the men on the force. Detail is there; detail about the setting up of the force, about the training of the men, about the wilderness outposts and life in them, about the problems of keeping law and order along the frontier. There is further detailed information in the appendices which



cover treaties with the Indians, the strength of the force at various posts, etc.

Yet all this reads with the ease of an adventure story. Any one who thinks Canadian history must be dull should read this account, as full of battle, courage, deprivation, "characters", bad men, brave men, traders, trappers, Indians, rustlers, home-steaders as any Wild West drama to come out of the American West.

Haydon ended his narrative with a look at the "modern" force which the Royal North-West Mounted had become in 1910. At that time Haydon wrote: "In the north-west the troublous times are over. There is peace among the Indian tribes, a sense of security among the settlers far and wide. The provinces of Albert and Saskatchewan are on the high road to prosperity, but the day when they will be able to stand alone without the assistance of the Mounted Police is still far distant . . . the bulk of the work has been done, perhaps, but many years of strenuous labor have still to be faced before Finis can be written to this chapter of Canadian history, and the Mounted Police may be relied upon to complete the task which they so bravely began . . ."

**Peace River, A Canoe Voyage from Hudson's Bay to Pacific, by  
Archibald McDonald  
119 pages, one map, hard-cover, \$5.95, published December, 1970  
M. G. Hurtig Ltd.**

Another in the series of journals and accounts of exploration reissued by this Alberta publisher is *Peace River*, written by Archibald McDonald, and first published in 1872.

McDonald arrived in Rupert's land as leader of a party of Lord Sekirk's settlers in 1813. For a time he was deputy governor of the Red River settlement and then he entered the employ of the Hudson's Bay Company where he became eventually a chief factor. When he retired, he settled in St. Andrews, Lower Canada, and lived there until his death in 1853.

In 1828, McDonald accompanied Sir George Simpson, (later governor-in-chief of the Hudson's Bay Company) on a journey from York Factory, through the Peace River country and down the Fraser River to Fort Langley.

Simpson, McDonald and company certainly were intrepid travellers. When McDonald wrote that they "got an early start", he wasn't kidding. Today's modern campers who "rough it" in the woods occasionally might try this:

"Monday, 28th: Did not start before three. Entered Beaver Lake at Five. Fine, clear weather. Breakfasted on one of the islands. Commenced Portage de Pins at half-past ten . . . Reached at five o'clock; made the Birch Portage and several strong rapids before we got to another stretch of still water, where we put up a little before eight . . ."

And, "Monday, 8th: Started late. At another Grand Rapid by seven, and at Finlay's Branch twenty minutes after . . ."

The notes occupy some 80 pages of the book, rather than straggling along the bottoms of the pages, and provide a full account of canoe travel in the wilderness, equipment, methods, etc.

**The Centennial History of Manitoba, James J. Jackson**  
270 pages, hard-cover, \$7.95, published 1970  
McClelland and Stewart Ltd.

(Published under the auspices of the Manitoba Historical Society in association with McClelland and Stewart Ltd., with financial assistance from the Manitoba Centennial Corporation.)

J. A. Jackson has taught history at both the University of Winnipeg and the University of Manitoba, has served as provincial archivist, and is also a member of the Canadian Council for Social Studies. He was commissioned by the Manitoba Historical Society "to make available to the public a history written in a popular vein." And so, "from the earliest European explorers to Ed Schreyer's election in 1969," he has sketched his province's history. He has shown its role in exploration and the fur trade, its position as "crossroads and larder of the West," its entry into confederation, the tragedy of the years of dust and depression and the province's economic recovery to attain its present status.

The book is well-illustrated with some exceptional early photographs.

**Land of Promise, John H. Blackburn, edited by John Archer**  
238 pages, hard-cover, \$8.95, September 1970  
The Macmillan Co. of Canada Ltd.

This is a story of the Blackburn family, settlers on a farm at Tofield, Alberta, in 1910. The story is typical of hundreds of settlers' families.

John Blackburn was not yet 16 when he came to Alberta. Archer, who edited the book, writes of Blackburn that, "He helped tame a frontier. His kind helped build the Canadian West. Here is a man, a writer, quite without guile. If he writes at length about farm work, farm animals, hired men, and very little of farm women, the farm home, family relationships, it is because he reflects both the society of his day and his own make-up. Perhaps in this way, his own way, he reveals more of the bleakness of the pioneer life and more of the problems of rural society than he intends. It is the very concentration on the work of the pioneer that makes this story a source book for the sociologist and for the historian."

Blackburn left farming in the late 1930's, served with the RCAF in World War II, and later built a second career in life insurance.

John Archer is an historian and archivist specializing in the history of western Canada. He is principal of the Regina campus of the University of Saskatchewan.

## **Canadian Lives, Oxford University Press**

The Oxford University Press has launched a new series of paperback biographies of noted Canadians. The purpose of the books is "to provide lively, brief biographies that emphasize character, anecdote and social history - often by means of vivid extracts from contemporary sources - while giving a clear outline of the main historical events." The publishers intend to cover "all the major figures and events in Canadian history" by the time the series is complete. The first four are now available. They are:

**Louis Riel, The Rebel and The Hero**, by Hartwell Bowsfield, university archivist and lecturer in history at York University, Toronto. (160 pages, paperback, halftones and maps, \$3.50).

**David Thompson, Fur Trader, Explorer, Geographer**, by James K. Smith, educational editor of the Canadian Branch of the OUP. This account of the travels of the man who has been called "the greatest land geographer in North America," incorporates sections of Thompson's own Narrative, published in 1916 by the Champlain Society. (128 pages, 6 halftones and two maps, \$3.50).

**James Douglas, Father of British Columbia**, by Dorothy Blakey Smith, who taught at the University of British Columbia and served until 1968 on the staff of the provincial Archives. Douglas was another Hudson's Bay Company man who eventually became governor of the British colony on Vancouver Island, and of the later colony established on the mainland in 1858. (128 pages, 12 halftones, map, \$3.50).

**John A. Macdonald, The Man and the Politician**, by Donald Swainson, assistant professor of history at Queen's University. (160 pages, 24 halftones and 1 map, \$3.50).

The next four books to make their appearance later this year will be: Wilfrid Laurier, by Barbara Robertson; William Lyon MacKenzie, by David Flint; John Strachan, by David Flint; and Alexander MacKenzie, by James K. Smith.

These paperbacks provide a useful, comparatively inexpensive supplement for students of Canadian history.





## Notes on Nova Scotia

Flora MacDonald ("preserver of Bonnie Prince Charlie") and her husband Capt. Alan MacDonald spent the winter of 1779 at the blockhouse in Windsor, Hants County.

\* \* \*

The city of Halifax, capital of Nova Scotia, was named after George Montague Dunk, otherwise known as the Earl of Halifax, President of the Board of Trade and Plantations 1749.

\* \* \*

In Stellarton, Pictou County, one of Canada's pioneer coal-mining centres, is said to be the world's thickest coal seam — forty-eight feet thick.

\* \* \*

Welsford, Kings County is the birthplace of Alfred C. Fuller, the founder of the Fuller Brush Company.

\* \* \*

Among the loyalists arriving in Nova Scotia in 1783 were fifty per cent of the then living graduates of Harvard College.

\* \* \*

Abraham Gesner, M.D., F.R.G.S., Geologist, born at Cornwallis, Annapolis County, May 2, 1797, was the North American inventor of the process of making Kerosene oil. The Standard Oil Company is still in possession of the original Gesner refinery which they acquired in 1874.



