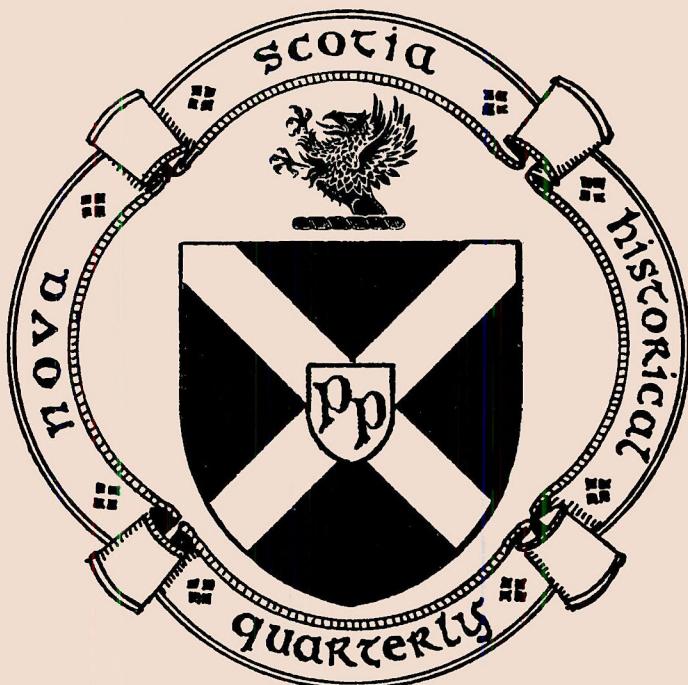


# The Nova Scotia Historical Quarterly

Volume 10, Number 2, June 1980



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# *Annals of A Barrington Shipyard*

MARION ROBERTSON

When Warren Doane began to build vessels, shipbuilding was an old and well-established industry on the shores of Barrington Bay. From the beginning vessels and boats were built in Barrington to meet the needs of the early settlers, who came in the 1760s from New England, mainly from Cape Cod and Nantucket, where they had been fishermen and seamen and master mariners accustomed to sailing their own vessels. Of those who built vessels on the shores of Barrington Bay, Warren Doane was the most prosperous and built the greatest number of ships launched from a Barrington shipyard.

When he began to build vessels, Warren Doane was thirty-three years old and a master mariner who had worked his way up from the deck to the command of vessels. As a young man he first sailed in the Barrington-built *Caroline*, under the command of Captain Seth Coffin. As a master mariner he sailed first in the brigantine *Reindeer* owned in Halifax by William B. Hamilton, who sent him on long voyages to the West Indies, to American and Can-

adian seaports and to Newfoundland. In the spring of 1846 he purchased from Messrs Charles MacLaren and Richard Kenney a quarter interest in the schooner *Voyager* then on the stocks in Gamaliel Kenney's shipyard in Coffinscroft. After helping to finish and to rig her for sea, he took command and on the 28 of July sailed for Halifax. As a successful little schooner in the West India trade, Captain Doane sailed in her as master mariner until 1848 when he gave the command of the *Voyager* to his brother Seth and he returned to Barrington to build his first vessel, the brigantine *Sebim*. She became the symbol of a man's ingenuity to build a vessel and of man's spirit of adventure. She is still remembered in the schooner *Sebim*, thrice winner of the International Schooner Race and the Halifax Herald trophy, owned and skippered by Captain Doane's great grandson, Warren Doane of Barrington Passage.

By the fall of 1848, having decided on the dimensions of the vessel he wanted to build, Captain Doane made a working model for a brigantine of 111 registered tons. For pine to build his brigantine he went up the Barrington River with a number of hired men to the wooded acres near Great Pubnico Lake or, as the Micmac's called it, *Sebim, the great wide waters*, and cut logs he floated down the river on the spring freshet. From Charles MacLaren he bought fifty-three oak trees on Morris Island in Argyle Harbour which he cut and brought to Barrington in the brig *Caroline* that he had first sailed in as a seaman. With the exception of some timber he bought delivered at his yard, he cut his own at a cost of £38, each man receiving for his labour six shillings a day and seven shillings sixpence for a man with an ox to haul logs.

His timber ready, in the spring of 1849, Captain Doane laid the ways to build his vessel in John Homer's fish lot on the eastern shores of Barrington Bay. With some additional land he later acquired, he used it as his

shipyard, building in it the greatest number of vessels constructed in a Shelburne County shipyard in a comparable span of years. His capital when he planned the *Sebim* was £160 to build a vessel of 111 registered tons which would cost approximately £1,101. It seems that his brother Israel assisted him financially, for they jointly sold the Cochrane and Company of Halifax a one-quarter interest in the *Sebim* for £225. To help finance his shipyard he opened a store in his workshop offering his workmen goods as cheap as they could purchase them elsewhere and paid them for their labour in part in groceries. Nine capable ship carpenters framed and built the *Sebim*, with David Atwood master foreman, Samuel Atwood moulder. They were paid according to their abilities from four shillings six pence to six shillings a day with meals, and for two, their room and board, amounting in all to £185.

On an evening in August, on the rising tide, the *Sebim* was launched from her ways into Barrington Bay. Her measured beam was nineteen feet nine-tenth inches, her hold, ten feet five-tenth inches, and she was registered on August 18, 1849, as 111 certified tons. She was rigged as were all of Captain Doane's brigantines with five yards and the old type two-piece bowsprit and jibboom held together with a spider band.<sup>2</sup> With his savings invested in the *Sebim*, it was expedient that Captain Doane should sail in her as master, earning wages as her captain and interest on his investment, and on September 5 he set sail for Halifax where he filled her hold with a cargo of fish for John Whitman, destined for Kingston, Jamaica.

It was an adventurous first voyage for the *Sebim* and for her master, for twice she sailed into heavy gales and was laid to, and twice she rescued shipwrecked mariners —eleven lives from a Spanish brig bound from Havana to Barcelona with campeachy wood and cigars, and Captain Warren Doane's brother Seth and his crew from the wrecked schooner *Voyager*. For Captain Doane it was a

profitable voyage for he received a quarter of the insurance from the *Voyager*, a small reward for rescuing the Spaniards, and his share in the earnings of the *Sebim* which amounted to £285. With capital to build a vessel, he gave the command of the *Sebim* to his brother Seth and he returned to Barrington to build a brigantine.

Under the command of her new master, the *Sebim* sailed between Halifax and the West Indies and American and Canadian seaports until June 1852 when she was sold to Captain Warren Doane's brothers, Seth, Joseph, Arthur and Arnold and seven of their friends who wanted to dig gold in Australia.<sup>3</sup> Lifting her sails in July for the far shores of Australia, the *Sebim* left her homeport never to return, casting her keel on a reef in the South Pacific sixteen years after she was launched into the waters of Barrington Bay.

On his return to Barrington Warren Doane began his plans for a new vessel — a brigantine to be known as the *Voyager*. As with the *Sebim* he went with a number of hired men to Great Pubnico Lake for the pine he needed, floating the logs down the river and from thence to his shipyard. Where he had his logs sawn into planks and boards the records are silent. By midsummer of 1851 he had the *Voyager*, of 137 tons, ready for sea and sold her for £1200, retaining three-eighth interest for himself, to George Wilson of Barrington, George H. Starr of Halifax, and to Captain Elijah Wood who sailed in her as master mariner<sup>4</sup>. Her first voyage was from Clyde River laden with lumber for the West Indies. Near the Isle of Pines she grounded on a reef and tore the copper from her keel. Lifted from the reef and recapped, she was later sold by Captain Wood in London, England, for £1500.

In the years 1852-1855 Warren Doane built three vessels: the brigantines *Onward* and *Conquest* and the barque *Voyager*. As for many vessels that have sailed from sheltered harbours, it is only remembered of the

*Onward* that on her first voyage she sailed under the command of Captain Benjamin Banks. The *Conquest*, launched in early May 1854, was owned by George Starr and Joseph Belcher of Halifax, James Knowles and Warren Doane of Barrington. On her first voyage outward bound she was commanded by Captain Elijah Wood. A few months later under the command of Captain Angus McKay she sailed from Pernambuco, Brazil, for an American seaport and was not heard from again. The barque *Voyager* soon after she was launched in May 1855 set sail for Halifax, Captain John O. Crowell, master, with a cargo of lumber from Liverpool destined for the West Indies. She plied the seas for eight successful years, until in April 1863, sailing from Nassau she misstayed and was driven on shore at Havana.

The brigantine *Starr*, built in 1856, was named for her chief owner George H. Starr. She was the last of Captain Doane's vessels built mainly from timber which he cut himself near the shores of Lake Sebim on land he was permitted to buy for £10 by order of the Governor and Council, he and his heirs to pay a yearly rental of one peppercorn if the same was lawfully demanded. The *Starr* first sailed on a chartered voyage from Puerto Rico to London under the command of Captain Isaac Hopkins. Five years later she was dismasted in a hurricane in the Gulf Stream and was abandoned, her crew and master, Captain Martin Doane, rescued by a passing vessel.

All of Warren Doane's first vessels were square-rigged. In 1857 he built his first schooner-rigged vessel, the *Ranger*. She was followed in quick succession by the schooners *Barrington*, *Orion*, *Albert*, *Mary Alice*, the *Capella*, the *Maria*, and in 1864 by the *E.A. Wilson*. The *Ranger*, the *Albert*, and the *Maria*, a 175-ton, topgallant schooner, owned by Thomas Robertson, Winthrop and Daniel Sargent, Israel Doane, and Captain John O. Corwell, who sailed in her as master, were designed for trade

in the West Indies. Three were off-shore fishermen owned and manned by local men: the *Orion*, skippered by Captain Joseph Hopkins; the *Avon* owned by Warren Doane and later sold by him to a group of Cape Island fishermen for goods salvaged from the *Hungarian* lost in a February blizzard off the Cape Sable shores. In her Captain Doane's young sons, Albert and Warren, sailed as crewmen and handy boys, catching their first cod and digging and shucking clams for bait. The *Capella*, the smallest vessel launched from his yard was also owned by Captain Doane and sailed out of Bear Point, Captain Leonard Nickerson her sailing master. The *Barrington*, the *Mary Alice*, and the *E.A. Wilson* were packets, and were long remembered for their faithful passenger service between Barrington, Port La Tour, Halifax and Boston.

During these years, 1857-1864, when Warren Doane was building his first schooners, he built the brigantines *Alice* in 1860, the *Thomas Albert* in 1862, and in 1863 and 1864, the *Louisa*, the *Iris* and the *Regatta*. They sailed the busy West Indian trade route and to European and American seaports laden with lumber from Clyde River, with oxen, sheep and fowl for Bermuda and the West Indies, with salt and meat and West Indian products for American and European seaports. Two were the shortest-lived of Captain Doane's vessels — the *Thomas Albert* which survived only a few months and the *Iris*, owned and sailed by Captain Benjamin Doane, was run down on her third voyage to Liverpool, England, by the German barque *Emilia* bound from Callao, Peru, for Antwerp.

It was during these busy years when Warren Doane was establishing himself as a trusted and able shipbuilder that he made extensive improvements to his shipyard and was able to have on the stocks two vessels in process of construction. In 1857 he built a wharf near his shipyard over a firm hard landing that enabled him to repair vessels at his wharf rather than beach them on Hog Island or

Nathaniel Crowell's Point or inside Liberty Point as had been the custom of the Barrington shipbuilders, their landings being mostly soft and muddy. Over the years many brought their vessels to be repaired or to be re-topped, and although there was little monetary return in repairing vessels, they gave extra employment to his workmen. Among the many vessels he repaired were the brigantines *Brisk*, and the *Annette*, the schooners *Orion*, the *Lily of the Valley*, the *Augusta Parker* the *Rising Dawn*, the *Palm* and the *Petrel*. These were traders and coasters and fishing vessels owned by local merchants and shipowners and fishermen and were sailed and manned by local men.

With a good landing to repair vessels, in 1861 Captain Doane and Asa Crowell bought at auction the schooner *Seafoam* which had been seized at Port La Tour for smuggling. They repaired her and, loaded with lumber and fish, she headed for the West Indies, returning to Barrington laden with molasses and sugar and tamarinds from Crab Island that they sold for the tidy sum of \$1,905. In 1867 Warren Doane again invested in a vessel sold at auction. In June of that year the topgallant schooner *Ibex* of Maitland, guano laden, caught fire off Cape Sable and was abandoned. Some fishermen boarded her, quenched the fire, and she was towed by Captain Josiah Hopkins to Barrington where she was condemned, stripped of her sails, rigging and anchors, and sold at auction to Warren Doane for \$311. He had her towed stern-first to his landing, forced holes through her to keep her from floating, and rebuilt and rerigged her as a brigantine renamed the *Helen*. She proved a profitable trader, sailing on her first voyage with a cargo of lumber for Thomas Coffin and Company from Clyde River to Trinidad under the command of Captain Doane's son, young Warren Doane, sailing on his first voyage as master. In the Gulf she was dismasted and bore up for Barbados for a new foremast

and from thence to Trinidad in twenty-one sailing days from Clyde. Her cargo sold, she sailed to Cienfugos and on to Boston where she was chartered for a voyage to Ivigtut, Greenland, for a cargo of cryolite for Philadelphia. A few years later, under the command of Captain Rayne, she caught her keel on a reef in the West Indies and was abandoned.

The years 1865-1875 were the busiest of all the years in Warren Doane's shipyard. Including the two vessels —the *Helen* and the *Seafoam* which he purchased and rebuilt, twenty-one schooners and brigantines slipped down the ways from his yard. Steam-driven ships were not as yet cutting deeply into the lucrative coasting and West India trade that gave the Barrington shipbuilders and ship-owners their prosperity. Nor were steam packets coasting along the shores gathering the passengers and freight service from the white-sailed packets Captain Doane had built in the 1850's and the early 1860's.

Sailing packets still the accepted way to distant seaports, Warren Doane in 1865 built the schooner *Umpire* to replace the packet *Barrington* which was sold to J.B. Lawrence for a fisherman-freighter. The *Umpire* owned mainly by those who had owned the *Barrington*, sailed between Barrington and Halifax with Captain Josiah Hopkins her master. In the same year of 1865 Captain Doane built the 258-ton brigantine *Ida* for himself and others and for Captain Benjamin Doane who was her captain. She was used mainly in the lumber trade from Clyde River to the West Indies. The schooner *J and B* was built in 1866 for James C. Smith, Bartlett Covell and others of Cape Sable Island and, apart from repairing and retopping the *Annette*, she was the only vessel launched from Captain Doane's yard in 1866. In 1867 his shipyard was again busy with two schooners slipping down the ways in the early spring months of April and May. The first of these was the *Sentinel*. She was owned by Thomas,

Wishart and Gabriel Robertson, Dr. Israel Kelly Wilson, Israel Wilson and her master, Captain James Ross of Cape Sable Island. She was wrecked on a reef in the West Indies and was a considerable loss to her owners as she was only partly insured. The *Adelaide*, launched a few weeks after the *Sentinel*, was built for Samuel Smith and for her Captain, Thomas Taylor, who sailed her in the West India Trade. She was lost in the Gulf in the winter of 1871.

Most of Captain Doane's vessels were built for local business firms or for local men joining together to have a vessel built for fishing or for coasting or trading voyages. In 1868 he contracted to build a vessel, a brigantine to be known as the *Ariel*, for Salter and Twining of Halifax for \$5,469, he to retain one-quarter share in the vessel when completed. She was built to be sold in Australia. Learning that the market for vessels was dull in Australia, she was sent from Halifax to New Orleans for a cargo of yellow corn which Captain Doane purchased and had ground into meal at the Barrington grist mill. Captain Matthew Ritcey Doane sailed as master in the *Ariel* until 1876 or 1877 when she was lost in a gale on a voyage from Prince Edward Island to the West Indies and nothing was heard of her or her master and crew.

The schooner *Bertha* built for Thomas W. Wilson and William Hopkins and others of Barrington, Captain William Hopkins to be her master, was launched in the spring of 1869. Captain Doane's other venture in building that year was the fishing schooner *Voyager* which he bought on the stocks in Woods Harbour and completed her construction before having her towed to his shipyard for spars and rigging. She was sold in Carbonear, Newfoundland, for \$2,500.

Young Warren Doane having discovered that the carrying of cryolite from Ivigtut to Philadelphia was a profitable enterprise, in the late fall of 1869 his father laid

the keel for the brigantine *Reaper* of 282 tons designed mainly for the Greenland trade. She was owned by Benjamin Crawley of Yarmouth, Samuel Smith and others of Barrington and Port La Tour and by Captain Doane and his son Warren who was her captain on most of her long voyages at sea. She was built at a cost of \$9,669 and proved a very profitable freighter and a fast sailer, accomplishing the remarkable feat of three voyages between Philadelphia and Ivigtut in one sailing season between April and November. During the winter she was used in trade between Philadelphia and Barbados. On a voyage from Ivigtut to Philadelphia in June 1873, in a night of heavy fog, she struck a rock below the lighthouse at Scatari and sank in eighteen feet of water. The *Elbe* built and launched in the same year as the *Reaper*, a brigantine of 221 tons, was owned by F. Melchertson of Antigua and sailed under the command of Captain William Crowell the long trade routes of the American seaports and to the West Indies; between New York and Cadiz, from Bahia to Bristol.

The vessels built by Captain Doane in 1871 were fated for unhappy endings. The 198 ton brigantine *W.A. Henry*, Thomas Taylor, master, built for Barrington, Cape Negro and Port la Tour owners, and for Black Brothers of Halifax was lost at sea with all on board, her destination unrecorded. The *J. Morton*, a 138-ton schooner, launched a few months after the *W.A. Henry*, and built for the Halifax-West India trade, Captain Joseph Wilson, master, on a return voyage from Barrington to Halifax ran ashore on South Side, Cape Sable Island, and was held fast in the sand. Deep trenches were dug and with hawser and tug she was floated and towed to Yarmouth where she was condemned and sold at auction. The brigantine *Helen* built in 1874 for William, Archibald, and Joseph Hopkins and others of Barrington, and for Black Brothers of Halifax, also met an unhappy ending when she was cast ashore on her maiden voyage outward bound from Halifax

to the West Indies on the eastern shores of Portugese Cove. Other vessels built in these years met happier fates, the brigantines *Dottie* and *Eureke* and the schooners *Janet* and *Annie May* serving their owners for many years as coasters and freighters.

To build a vessel, until 1874 when he built the brigantine *Eureke* and charged twenty-four dollars a ton for her construction, Captain Doane's prices were never higher than nineteen, twenty, twenty-two and twenty-three dollars a ton. In 1875, for the schooner *Nina Page* the price was twenty-five dollars a ton, a sum easily obtained as other builders in the county were charging more for their vessels. The *Nina Page*, a fine 143-ton schooner with an eighty-seven foot keel, was designed and built as a packet to replace the *Mary Alice* built in 1861 and still coasting along the shores of Nova Scotia and across the Bay to Boston. She was named for the daughter of one of the owners, a resident of Boston. Other owners were Orlando Taylor who sailed in her as master for many years, Thomas Robertson and Warren Doane. The *Ich Dien*, built two years prior to the *Nina Page*, was Captain Doane's largest vessel built to the year 1873. She was a splendid 421 5/8-ton brigantine, her keel 113 $\frac{1}{2}$  feet long, and cost her owners \$17,066.14 to build. She was built for the prosperous cryolite trade and was one-half owned by Warren Doane and his son, Captain Warren H. Doane; the other half, held in one-eighth shares, was owned by Samuel Smith, Israel Crowell, Captain Hervey Doane and William Robertson. As was the custom of the cryolite freighters, when the ports of Greenland were held in ice, the *Ich Dien* in the winter of 1875 carried a cargo of coal from Cardiff, Wales, to Brazil, to the port of Bahia. Her cargo discharged, she was being loaded with bags of sugar when, in heavy wind and rain, her cables parted below the surface of the water and she drifted onto a ledge of coral and was a total loss.

Eighteen seventy-six was one of Captain Doane's busy years with two brigantines and a schooner slipping down the ways into Barrington Harbour. The schooner *Kate McKinnon* launched in March was built for Captain Randall McKinnon of Cape Sable Island who sailed in her as master on her voyage. The brigantine *Albion* was built in 1875 and was held on the stocks until New Year's day 1876 when she slid down the ways and was moored to Captain Doane's wharf. She was built for the lumber and fish trade outward bound for the West Indies; for the molasses, sugar and coffee trade homeward bound. She was Captain Doane's only white-painted brigantine and was named *Albion* by his son Albert.

The *Albion* had no sooner left the ways than there sprang up in her place a fine new brigantine, the largest vessel built by Captain Doane — the 419 10/95-ton *Lillie Sleightholm*. She was named for the young daughter of George Harrison Willison of Philadelphia who was one-half owner, the remaining half owned by Captain Doane and his two sailor sons, Captain Warren H. Doane and William Arnold Doane. She was built at a cost of \$16,530.

The *Lillie Sleightholm* first sailed under the command of Captain Warren H. Doane. Later, under the command of his brother William Arnold, she sailed for many years in the South American and Mediterranean trade. In January 1884, with a cargo of sugar, she set sail from Bahia for the port of Halifax. By the end of February she was off the coast of Nova Scotia and nearing her destination, when she was caught in a heavy northwest gale and was driven miles to the southward. Undaunted, Captain Doane kept her headed for the coast of Nova Scotia, and, as she again approached the port of Halifax, she was again driven to the southward in a blinding blizzard that iced her deck and rigging. On the 6th of April she was dismasted in still another heavy gale and sprang a leak. A few days later, on the 14th of April, she foundered, forcing Captain Doane

and his men into an open boat. They were picked up days later by the Austrian barque *Nerji* bound for Gibralter and for Genoa from whence Captain Doane and his men found their way to their home ports. It was Captain Doane's last voyage. In Florida he bought an orange grove and later, following the spirit of adventure of his uncles seeking gold in Australia, he went to the Klondike.

Until 1877 Captain Doane had no serious accident as he directed and assisted his workmen in the building of his vessels. In early May, when helping to secure a shore under the frame of his new brigantine *Laura*, he received a heavy blow on his leg above the knee. He suffered for months with infection and fever, and not until June of 1878 could he walk with a cane to his shipyard. The *Laura*, her construction completed during his illness, was built for Thomas W. Wilson, Thomas Albert Wilson, William Robertson, and William Sargent, with Warren Doane holding one-eighth share. The schooner *Stella* of 209 1/7 tons was also built during Captain Doane's illness, his workmen coming to his bedside for their instructions. She was built for local shipowners and for William Robertson of Halifax and was named for the daughter of Samuel O. Crowell.

The schooner *Bessie Louisa* skippered by Captain Williams S. Hopkins for whom she was built, with others of Barrington and Halifax part owners, and the brig *Zula* were Captain Doane's contribution to shipbuilding in 1879. It was a year of depression in trade and consequently in shipbuilding and the brig *Zula* was built by Captain Doane to keep his yard busy and his workmen employed. Under Captain Lendal Lewis Doane she trudged back and forth over the long trade routes between Halifax and Boston and the West Indies carrying drums of pickled fish, barrels of meat, potatoes, lumber, and ice for Barbados; sailing northward with puncheons of molasses, casks of yellow-brown Demerara sugar, logwood from Haiti for

Boston. On one of her long voyages from the West Indies, bound from Cienfuegos for Boston, Captain Doane died of smallpox and was buried in Georgetown, South Carolina.

In the years 1880 and 1881 three brigantines were built in the Doane shipyard: the *W. Doane* launched on July 9, 1880; the *Bohemia* built in 1881 and owned by Seth C. Doane, who sailed as her master, Captain Joseph Homer and Warren Doane; and the *Stag* owned by Captain John O. Crowell and others of Halifax and Barrington and built in 1881. Captain John Osborne Crowell, Sr. was to sail in her as master, and his nephew, Captain John O. Crowell, as mate. Before sailing Captain Crowell had a warning not to take command of the *Stag* or to sail in her. His nephew took his place as captain and Captain David Wilson his place as mate. On her maiden voyage outward bound from the port of Halifax, the *Stag* passed into silence.

The *Elsie Cronan*, built in 1883, was Captain Doane's last brigantine. She was owned by Daniel Cronan of Halifax and sailed under the command of Captain Deegan also of Halifax. Of the remaining six vessels built by Captain Doane all were schooners for fishing, for coasting or trading in the West Indies, and one, the *Daisy Vaughn*, built in 1886 for Captain Josiah Hopkins, with others of Barrington part owners, sailed as a packet between Barrington and Halifax with Captain Hopkins her master. The schooner *Mable Howard* owned by William S. Hopkins and others, her skipper, Captain Hopkins, was built in 1882.

The *Georgie Harold* built in 1884 for Captain Uriah Lyons and others of Barrington named for Captain Lyons' young son, was a salt bank fisherman. She was designed by Sylvanus Nickerson and was the fastest vessel launched from Warren Doane's yard, showing her heels to every vessel she met at sea. On her first homeward voyage from the fishing banks, when off Cape Canso, she

was caught in a heavy southeast gale that veered into the north. In the early morning light, her crew sighted what appeared to be men clinging to a rock covered with the rising tide. Captain Lyons called for volunteers to man two dories. Martin Hopkins and George Pike of Barrington and William Thompson of Sable River stepped forward to the first dory; Stilman Goodwin of Pubnico, Smith Carter of Portland, Maine, and Charles Nickerson of Charlesville manned the second. Into the heavy seas they launched their dories and edged their way to the rock, rescuing from it seventeen men they landed safely on the deck of the *Georgie Harold*. The rescued were the crew of the Yarmouth schooner *Twilight* wrecked on Shag Rock, who had saved themselves by driving a pole into a crevice in the rock, one man clinging to it, the others clinging to him.

After several years as a fishing schooner, the *Georgie Harold* was used in the coasting trade. Twice during these years she had the unique experience of being wrecked in the same seaport. In the fall of 1890 her captain received a charter to proceed to Prince Edward Island for a load of potatoes for the Boston market. As she neared the port of Souris, caught in a heavy wind and blinding snow, working her way into the harbour under reefed sails, she mis-stayed and was forced to anchor outside the shelter of the breakwater. At midnight in the heavy seas her anchor chain snapped and she was driven on shore under a high cliff. She quickly filled with water forcing her crew into the rigging. Attempts were made from the shore to get a line to the wreck, but not until morning when the gale abated were the men safely landed on shore. The *Georgie Harold* was condemned and sold for the benefit of her underwriters. She was repaired and used for coasting along the Island shores, when again she went ashore at Souris near the scene of her first disaster and was a total wreck.

Of the three vessels built by Captain Doane in the late 1880's, the *Will Carleton* was owned by Captain George L. Nickerson and others of Port La Tour and was used as a fishing and coasting schooner; the topgallant schooner *Ida* was built for G.P. Mitchell and Sons of Halifax and for Captain Fraser of Halifax who was her sailing master. As if remembering that the first vessel he helped to build as a young man in Gamaliel Kenney's shipyard was the schooner *Voyager*, Captain Doane named his last vessel the *Voyager*. She sailed under the command of Captain Zephaniah Nickerson of Port Clyde and was used in the coastal trade between Barrington and Halifax, Newfoundland, Saint Pierre and Miquelon.

The years of shipbuilding and the white-sailed vessels that plowed the waters of the Atlantic for fish and for trade were nearing the end of their days as Captain Doane's *Voyager* slipped down the ways to the sea. They had been good years with men who trusted their ability to achieve with their own initiative, their own labour, the prosperity that made Barrington a thriving seaport and her people prosperous.

## References

1. The information for *Annals of a Barrington Shipyard* came from notes kept by Albert Doane, son of the ship-builder, which after his death were carefully copied by the late Frank A. Doane. Other sources of information were letters, deeds, account papers, ships' logs, and other records pertaining to his grandfather's shipyard preserved by Captain Stanley Doane; a letter from Captain Fernandez Coffin to Arthur Doane, 1898; newspaper articles on Barrington shipbuilding, *Halifax Herald*, February 16, 17, 1899, and *Halifax Chronicle*, March 2, 1929.
2. Informant Captain Stanley Doane, grandson of Captain Warren Doane.
3. Of the four Doane brothers who sailed to Australia, only Joseph remained there and was for many years the mayor of Ballarat. Arnold Doane returned to study music at Royal Academy of music, London, England. Following his graduation he conducted a school of music in Halifax, and later taught music in Barrington where he began his years of research into the history of Barrington Township which provided the bases of Dr. Edwin Crowell's *Barrington Township*. The seven friends, who with the Doane brothers purchased the *Sebim* and went with them to Australia were: Jacob Norton Crowell, Daniel and William Sargent, Peter Coffin, Jr., Donald MacDonald and Daved and John Gabriel.
3. Following his retirement as a master of vessels, Captain Wood was for a number of years harbour master for the port of Halifax.
4. Informant Miss Bella L. Hopkins.

# *A Letter To My Country Friends*

E. M. STEVENSON

A LETTER TO MY COUNTRY FRIENDS was a series of articles written by Robert Murray, the editor of the PRESBYTERIAN WITNESS in 1863 and published in that paper on the dates indicated.

Robert Murray's family history was a familiar one in Nova Scotia in the last century. His pioneer parents, William Murray and Christie Matheson had emigrated, in 1822 to Earltown, Colchester County, where Robert was born ten years later, on Xmas Day, 1832. William and Christie had come from the Parish of Rogart in Sutherland, where William like his father before him had been that respected if unpopular official, the Catechist. There being upon his arrival at Earltown neither church nor minister, William held Sabbath 'readings' under his own roof, reading from his precious books of sermons which he had brought with him from Scotland, translating into Gaelic for those who had not the English. Although Robert's first language was the Gaelic, according to family legend he himself was reading theology and writing poe-

try — in English by the age of nine. At twenty he had graduated from the Free Church College in Halifax, a licensed Presbyterian minister. At twenty-three he became the editor of the *WITNESS*. He retained that position for the next fifty-five years, during which time he wrote prodigiously, expressing his strong opinions and inherited prejudices on all the controversial matters of the day, as well as on literary and philosophical subjects.

A LETTER TO MY COUNTRY FRIENDS  
FEBRUARY 7, 1863

There are many things taking place in Halifax that the papers don't know, don't tell, can't tell; or if they try they do it in a stiff and formal way. — Now I think *THE WITNESS* folk will let me have a quiet weekly chat with my friends, on things in general and some things in particular. I'll save postage that way, and also save the trouble of writing the same things over to my innumerable friends. I can kill many birds with one shot.

Politics means here what set of men is to be in power. Johnston is politics, and Howe is politics and crabbed Jonathan McCully, and saponaceous Adams G. Archibald, and fierce little, tempestuous Dr. Tupper — these are politics. Between ourselves I like all these men in a quiet way. There is some good in each and all; and there's no use denying it. The House is going to meet next week; and high time they'll have of it. Joy be with them. Awful denunciations will be hurled on heads that don't deserve them and eloquent exhortations will be addressed to ears proof against them. You fancy how fine it would be to be here listening to the speeches. I'll tell you a secret; — the speeches are not worth listening to! It is a fact! There are not half a dozen speeches in the course of the whole session worth a pin.

Howe makes a jolly speech when he doesn't try to make it too long. If he never passes an hour he does bravely; but when he spins out five hours — why it is dreadful. Johnston has passages of rare eloquence near the close of his speeches but there are long dreary reaches of commonplace slowly drawled out, tedious, miserable. —Tupper — well, he is sprightly and fast like a wild colt released from harness, and if he wasn't so bitter or reckless, or so self-repeating one would listen to him with pleasure. Archibald is too slow, and flat like stale beer —except when he gets greatly pinched by Tupper, and then he can do remarkably well. McCully always makes short speeches and telling — but not graceful. He is sort of bitter and curt. Henry, of all tedious mortals bears the palm. He could make a good half hour's speech, but his long harangues, if you ever hear one of them you'll never hear another if you can help it.

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The Red Benches have been dusted, the floors swept, the passages cleared and cleaned, and the galleries put in order. Hundreds of ragamuffins will crowd into those galleries — odorous ragamuffins who ought to be working on the roads, breaking rocks and carrying sand, — the “intelligent constitooincy” of Mr. John Tobin.

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February 21, 1863

I want to tell you about the opening of the Houses of Parliament, how the thing is done. It is pretty much this way I think; — The members of the Executive Council go up to the big house where the Governor lives and he and

they talk matters over and it is decided that the House shall be called on such a day. The Governor must make a speech. But he doesn't make it after all. I suppose Howe made the speech for last week and Archibald dressed up a few of the clauses and put in the commas and semi-colons, and the rest said, Amen. Then on the night before the meeting of the House a Caucus of all the Government folk would be held and the speech would be talked over and the answer to it would be concocted and a mover and a seconder appointed. Then the speech would be written in somebody's best hand; the pages tied together by means of red tape; the leaves folded and sent in a big envelope to the Governor. He no doubt read it over twice before he left home on Thursday.

On Thursday a number of soldiers came down and lined the streets and passages to the Provincial Building. When the Governor came in, a baker's dozen of great guns were fired and the soldiers "presented arms" and made quite a noise with their rifles; and the Lord Mulgrave entered the Council Chamber, the Sheriff clearing the way before him; and he took his seat on the throne, which is a big easy chair with fine red cushions and a sort of canopy high over it with the "Loin and the Unicorn". There are portraits in the chamber worth looking at. The Council Chamber is large and airy. A space is railed in for the Council. They are crowded right and left by ladies of all ages. Mrs. Mulroney is there with her two daughters, all in their new clothes; tickets have been given them by the PRISIDINT OF THE LIGISLATE IVE COUNCIL. The place is jammed long before the Governor has come. The Sheriff and his deputy had hard work to keep people from bursting in the door. Swords flash, cocked hats flutter, red coats abound; it is quite a gay and exciting scene for small boys and grave councillors to look at. At last the Governor takes his seat. Some mysterious words pass between him and Mr. Kenny the President of the Legislative Council;

the Gentleman Usher of the Black Rod (Sheriff Sawyers) is sent out to warn the Members of the Assembly that they are wanted. The doors are flung open and in they come.

Look there now! I should know the face of the unfortunate! What on earth has he done that they have put that awful business on his head? You know that when the famous Brian O'linn had the ill luck not to have breeches to wear, you know what *he* did: "He bought him a sheepskin to make him a pair." Well, something must be the matter or else they wouldn't put the awful sheepskin on the handsome head of my old friend A.C. McDonald! . . . It comes down over his ears, away down his coat collar, the ugly sheepish thing. . .

The speaker. . . Yes there it is now. Poor McDonald is martyred in this way for honour's sake. He is Speaker and therefore he must wear the Sheepskin. What will not men come to in pursuit of earthly honors? But others have worn it before? Ay, have they, faith; and that doesn't improve its looks in the slightest. But it is all right; if the House thinks the Speaker's looks are improved or their own dignity promoted by the use of the Sheepskin it is none of our business; and I only wish just to tell you how they do. The "how" is clear; the "why" is a mystery.

. . . When the Speech is read and a few words are said on the Government side of the House, it is common for the leaders of the Opposition to make a dash at the Speech and the Government and point out all the faults, blunders and crimes which they can imagine or invent. . .

Last week it was Dr. Tupper who made the onslaught on Mr. Howe. . . He knows how to work himself up into a passion — how to *look* tragic when he *feels* as kindly as anyone; at least so I interpret him.

He stand up there behind his desk on the right hand of the Speaker, works considerably with both hands; feels dry, calls on John to bring him a glass of water which John hastens to do; and he carries on with more and more

steam till the water is exhausted. If the speech is long he calls Johnny again and empties another glass. Adjectives are flung broadcast in fiery showers. It is an unceasing torrent of words. No pause to breathe even. . . He is tall, not stout, but pretty compacted. His face is generally pale, at times painfully white. His eyes are dark, and somewhat keen when he is excited. His hair is divided on the *right* (that is, the *wrong*) side and he is blessed with a profusion of it, and (like too many speeches) it is rather lengthy; all in all he is "good-looking."

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Febuary 28, 1863

... We had Rev. David Honeyman lecturing here last week. What a lively quick-witted, nice little man he is! Short and firmly built, weatherbeaten, dark complexion; long hair and much of it, black once but iron grey now. His smile diffuses the most genial sunshine all over his face. You see at a glance that he is a man of simple aims and perfect frankness and honesty. He is immensely popular here now, mainly on account of the services he rendered at the Exhibition — services which no one else could have rendered so well. Mercy on us! If the business had been left in the hands of \_\_\_\_\_ everything would be in a pretty mess.

... There is another fine old man I wish to point out to you. Silber-haired, eagle-eyed, Roman nosed, white as marble. Tall, stooped over, wiry. Face deeply furrowed. He stretches back in his seat and closes his eyes; for Dr. Tupper is speaking and he feels safe. You imagine he is asleep. Perhaps he is but the moment Howe jumps up the man of the white locks opens his eyes, straightens himself up and takes a few notes. Howe stops; up starts the Ancient to speak. The words come slowly, hesitatingly; the voice is deep and clear. Gradually he warms up, hits the

desk with his bony fingers, raises his voice, modulates it beautifully and rolls out sentences which you could hardly carry on your shoulder. It is JOHNSTON — the old man eloquent — the venerable and accomplished leader of the Opposition.

Opposition.

### A Letter to My Country Friends

March 21, 1863

People who should mind their own business, sometimes ask me what party I belong to — If I am a tory — a radical — a great liberal or a liberal conservative. To all questions I have the shortest possible answer, — No! They are poor fools who pin their political faith to any party or set of men; I wouldn't do it for all the gold in Nova Scotia quartz. They say to me, You find fault with Johnston, and you don't think Dr. Tupper an angel; therefore you are a Liberal! And another man will say, You blame Howe, and don't approve of everything done by Archibald and McCully; therefore you are a tory! Such absurd reasoning, I never did hear out of politics. I think Tupper, Johnston and Howe have just as good a right to follow me as I have to follow them. Sheep, savages, small boys, fanatical fools and paltry knaves follow leaders through thick and thin. You and I will be guilty of no such absurdity.

I told you some time ago what sort of men Johnston and Tupper are — how great and smart and good and bad and small and all that. Now you would like to hear about HENRY, wouldn't you? He is one of the stateliest men in the house, tall, stalwart, bushy-haired. He has a manly look about, that leads you to expect something past common. His eyebrows are dark and large. His forehead tapers off too rapidly. His whiskers are thoroughly well-bred. As a speaker, he is hot and heavy like a tailor's goose. He

speaks too long and loud, and his voice is harsh in the extreme. He knocks his poor knuckles on the poor desk before him till the poor desk resounds in agony. Yet Mr. Henry would make a capital speaker if he checked his appalling long-windedness. Confine himself to an hour, and everybody would listen; but the prospect of such a speech for five hours is too much for human nerves and human nature as a present constituted. A little more industry, a little more caution and tact would make Henry a first class public man. The strength is in him, if he would only put it forth judiciously.

He was once Provincial Secretary, and a great "Liberal"; he went to the other side of the fence in 1856 and his expectations were considerably raised at the moment only to be dashed down disastrously in 1859. He is a Presbyterian — an "Anti-burger"<sup>2</sup>, and no less! My tory friend John Holms will say, Well, there are fine men among the "Anti-burgers" after all!

There is another distinguished member of the Opposition that I want to picture to you if I can. — I refer to Mr. JOHN WADE of Digby, very improperly and profanely called the Digby Rat, the Digby Chicken, Howe's Man Friday, and sundry other names. I tell you truly, that his proper name is neither Rat nor Friday nor Chicken, but simply and solely, plain John Wade, member of parliament &c..&c. Height, 5 ft. 9½ in. Complexion, whitie-green. Hair, grizly gray. General qualities, negative; compound of gas, spirit of al, chloride of soduim, bitumin and herring in unequal proportions. He is a weakish, watery, dull little spitfire of a fellow; going off every now and then in small explosions like a wee popgun. He must "rise in the place" to speak on every subject that comes before the house, but no one cares for what he says, for maugre the spite of the little body his speeches are as dull as ditch water. Ah, but have I not spoken unkindly of friend WADE? Let us recall the contemptuous words and say there's many a worse

fellow than Wade in the world. Who would have done better in his circumstances? If he hadn't said naughty things about Presbyterians folk of few weeks ago I don't think I would have been so particular about him. This is just to frighten him a little and make him better in time to come. I'll tell you when he gets better, poor man. I would say he is over fifty years of age — old enough to be wiser. — He has ten or twelve years in the House; far better at home curing "Digby Chickens!"

You have seen the leader of the Government I suppose, or if you haven't seen himself you have seen his portrait. He sits at the lower end of the Clerk's table writing rapidly while small fry talk. He writes often when more formidable antagonists hurl darts at him. This is a good way of economising time and weathering out a long dull speech, "JOE HOWE" is, all and all, the most remarkable man in the house. You are not ashamed to point him out to a stranger and say, This is our Prime Minister. His speeches have been exceedingly good this winter, for they have all been short and to the point. When he fails is when he rambles over too wide and flat a field. His attitude, when speaking, indicates self-possession and is graceful and expressive, except when he plunges his fists into his breeches' pockets. He has a venerable and veteran air now:

I love old JOSEPH; — his eventful life —  
His genorous spirit — his contempt of danger —  
His firmness in the gale, the wreck, and strife; —  
And though wild and reckless ocean ranger,  
God grant he makes that port, when life is o'er  
Where storms are hushed, and billows break no more!

Every one of us will be sorry when Howe leaves the house; but I think it very likely he will leave us as soon as the present Parliament is wound up. He has too much sense to

make himself cheap by forcing his services on any constituency or on the Province at large. You my country friends needn't be told that you like Howe and rejoice in his prosperity. For twenty five or thirty years he has worked hard for Nova Scotia; and whatever he may have done amiss his influence and work have been on the whole highly beneficial. He has had his faults; but who hasn't?

Who is that composed, peaceful, calm, bright-complexioned man sitting near the head of the ministerial benches? He stands up to say something, but you cannot hear distinctly; so you take time to look at him. He is every inch a gentleman and there are a good many inches of him, say six feet one. His hair is thin; his whiskers are faintly visible. His features are finely regular; and there is a repose in his frame that indicates strength of character and purpose which he does not often fully display. He speaks somewhat hesitatingly at first and you have great difficulty in catching his sentences; but by degrees he warms up, and as you listen you find that he is abusing nobody, hurling no unmeaning adjectives, pouring out no stream of senseless vituperation, but dealing closely with the facts of the case before him. He is perfectly self-possessed, never gets unduly excited; was never yet called to order by the Speaker or any one else. Eminently cool, collected, gentlemanly is the Hon. A.G. ARCHIBALD. —Mr. Johnston at times raves with intense violence of feeling of which he is afterwards greatly ashamed. —Dr. Tupper often transgress the rules of courtesy in the heat of debate. Mr. Howe sometimes indulges in expressions which one deeply regrets to hear; but ARCHIBALD is always a model of perfect propriety. He does not speak often; but when he does speak his works carry much weight with both sides of the house, and when he has dealt with his subject he sits down and doesn't run amuck against everybody like some other leading members in the house. He is not a ready debater; he takes time to collect

his thoughts and arrange his facts, and leaves bitter rhodomontade to weaker if readier minds. One thing more I must say about him: he is mindful of all the proprieties that become a Christian gentleman. You cannot say of all the members in the house that they do not indulge in dissipation — that they do not break the Sabbath — that they do not make ugly exhibitions of moral conduct; but all this you can predicate of the Attorney General with the utmost confidence. He has been in the House many years, but I believe no one has heard him say a word or seen him do an act inconsistent with the character of a gentleman. This is high praise, and there are many, very many on whom it cannot be conferred. He is modest, as becomes a man of sense and honest as becomes a man of honour.

March 28, 1863

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I am not going to tell you how everybody looks and what everybody says in the House, for this good reason that there are some of them I don't know, and that few of them say much in which I have any interest.

Look at that shaggy, good natured, humorous looking man on the left of the Speaker. He never makes a speech; and he seldom says anything that reporters can take down; but he works notwithstanding, and in matters relating to trade his views are of importance. He listens with patience till Henry or James MacDonald rise to speak and then he rises and walks away with a true sea-man's gait; it is Captain McKenzie, member for East Pictou.

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The Financial Secretary rises to expound the Estimate. Tall, but well-built and strong, with a head and face bare of hair, stands WILLIAM ANNAND a man whose name has been before the public for many a long year, and almost always on the side of progress and right. He has been a faithful follower and supporter of Mr. Howe, in good report and evil report. He is not a man of considerable power as an orator, but he writes well, and speaks briskly, correctly and to the purpose.

On the other side of the House I want to point out to you a man who is a model politician in his way; so quiet, sensible moderate; never pushing himself into notoriety; temperate in all things; respectful to all men; graceful, courteous, the very opposite of your rabid partizan. Bushy black hair, cloudlets of black whiskers, a round forehead, a lively face, — these things are the signs of S.L. Shannon. He is not a great man, doesn't pretend to be; but he is a useful clever, honest man; as honest I think, as a strict party man can be. I wish he and a dozen men like him would come into the House unpledged to either party, and with characters too high to make the attempt of buying them possible, they would exercise a genial christianizing influence on the whole field of politics. But I suppose it is vain to expect this class of independant public men till we become a greater older country. In the British House of Commons Palmerston gets almost as many votes from the Conservatives as from the Whigs. — When shall we see the day the Howe or Johnston get as much support from his opponents as his friends? — A great deal depends on our public men.

By Shannon's side sits another Halifax member, whose dandified appearance demonstrates that he is none less than Henry Prior. With "watery smile and educated whisker", with long nose spectacle-bestriden, he sits

simpering in the sublime consciousness that he is the "Member for the City", who was once its mayor. He forgets perhaps that he is the member, as he was once the mayor, of the ragamuffins. He speaks in the most affected and cockneyish way, all the while simmering into the blandest smiles. I don't think he'll harm anybody.

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April 4, 1863

... I told you something last week about the Church of England Synod Bill. Will you listen if I tell you a little more? ... Bishop Binney is as sincere and good a man as there is any need for; and you can't help respecting him; but he came out here full of Oxfordite ideas which look frost-bitten and distasteful to the best people in the Episcopal Church, and in every other denomination. — Among his first gifts to St. Paul's Library was a set of Dr. Pusey's works! ... Then he used to say some very hard things about Baptists and other denominations, whereas many of his most influential hearers had near connections in all these churches whom they didn't like to hear consigned wholesale to Styx. This was painful on all sides and the utmost caution is now exercised not to give or to take offence. I was lately reading over the Life of the Duke of Wellington and came across the following bitter little tidbit; —

"The lately appointed Bishop of Nova Scotia applied to the government of that Province to allow the soldiers of the garrison *to present arms* to him, which Sir John Harvey permitted until he heard from the

Commander-in Chief. The Old Duke's answer was "The only attentions the soldiers are to pay to the Bishop are to his sermons."

Howe now, and Howe then! Well, and what of it? Times change and Howe changes with them. Once on a time he was a "rebel" (so they said) and very much opposed to the British Government and almost going off to the United States and carrying Nova Scotia with him. Now he is just as bad but it is because he is the "paid officer" of the British Government and he'll use his influence to enslave us all to the Queen! And moreover he has said *such* hard things against the States — really it is too bad! That's Howe now and Howe then! Six years ago he was at the sword's point with the Ultramontane faction in this Province. The Roman Catholics proscribed him and declared he should never hold office in Nova Scotia; Now we find him offering *them* office while at the head of the wholly Protestant Government. What a shame he should not proscribe them as they proscribed him. That's the sort of man Howe is. Well I suppose we must take him like a wet harvest or stormy winter — as a dispensation of Providence.

They say Mr. McCully is coming down from the Upper House to run an election and lead the Lower House, so as to make up in a measure for Mr. Howe's absence from the Government. Mr McCully will have no difficulty in getting a constituency, and he'll make a keen and efficient leader. Collisions between himself and Dr. Tupper will no doubt raise the temperature of the House to 312 Fah. — We shall then have the curious phenomenon of the leader of each party being a Baptist! Presbyterians will be sure to cry out "*Baptist Ascendency*" — won't they? No, I don't think they are quite so foolish as that. The only people who are really anxious for ascendency are the Mickies and *mum* is the word with them of late.

Goodbye, till you hear from me again. I'll be very glad to hear from you whenever you have anything to say; but be sure to write legibly, and don't write nonsense, as there is enough of that sort of thing hereabout already.

# *The Dresden Lady of Clifton*

MARGARET PERRY

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## *NOVA SCOTIA*

Nova Scotians can be justly proud of many of its native sons for the contributions they made to Canada in its formative years. Among them, Joseph Howe, statesman, defender of a Free Press and champion of Responsible Government. Sir Sanford Fleming, Engineer-in-chief of the C.P.R. 1871-1880 who surveyed the route the great railway would take in joining Canada together from Ocean to Ocean, Judge Haliburton and so many others. In each case their deeds live after them and in some cases their lives are reflected in their homes, some of which are now Museums.

One of these is the Haliburton House as operated by the late Florence Anslow for many many years. She was so gracious I always thought of her as the Dresden Lady.

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When I see Florence Anslow open the door to receive the many guests who visit "Clifton" each season, I can only think of her as the Dresden Lady. Like Dresden

china, rare, exquisite and fragile, she, as Curator of "Clifton" helps take one back to a time we can only know from books.

The time is the early 1800's when Judge Thomas Chandler Haliburton was one of Nova Scotia's most outstanding personalities, and the place, is Windsor, Nova Scotia, where Haliburton built the charming home he called "Clifton."

To save this historic home from falling into oblivion, the Nova Scotia Government bought it in 1939 for the purpose of restoring it as a Museum symbolic of the culture and way of life of an aristocratic Nova Scotian family of over a century ago.

When Miss Anslow was made Curator in the following year, her great ambition was to restore Clifton to its original likeness, by acquiring as much of the Haliburton furniture and household effects as possible so as to create the atmosphere of the times and the family. To do this, Miss Anslow made herself so familiar with the lives of the Haliburtons that today she says she almost feels as though she is one of them.

### *The Goal*

Once Miss Anslow had set this goal for herself and started on the search for the needed furnishings which had been scattered far and wide since 1856, she found that other people familiar with the lives and history of the Haliburtons were also interested in seeing the restoration of the old home. Slowly but surely many rare old furnishings found their way back to "Clifton." Many of them

came from far distant parts of North America, others from Scotland and England where the Judge had many friends and relatives.

This is the story of the handcarved walnut desk in the entrance hall. The desk, which belonged to the Judge originally, had been owned successively by Charles Westley Weldon, K.C., Major General Hugh MacLean; Sir Frederick Williams Taylor, and later by his sister Miss Margaret Robertson Taylor of Moncton, N.B. Now it is back home again at Haliburton House. In a similar way, many a piece so cherished today could tell a story of its own travels from Haliburton House and back again. Maybe they have, because the Dresden Lady seems to know the story of each one.

Maybe it is you who have come to see "Clifton," you who lift the knocker and knock just as Haliburton's friends did such a long time ago, to be welcomed into the rather stately entrance hall. If so, you can't fail to notice the three-quarter oak panelling of the walls, the old walnut desk previously mentioned, the davenports sitting very properly on either side of the fire-place, the grandfather clock dating back before 1800, and the mahogany games table in the centre of the room, but instinctively your eyes will be drawn to the fine old painting of Judge Haliburton which hangs over the mantel.

As you study the fine features, Miss Anslow will tell you about the Judge, and at the same time she will add a side-light on the town. She will tell you that Windsor was favored by the aristocracy even when it was passing through its growing stages, and was not much more than a straggling street along the bank of the Avon River. That before Haliburton was born in that same town in 1796, Kings College, which was the first British Colonial University, was founded in Windsor in 1789, and that young Haliburton received his early education at King's College, and went from there to England to study law.

While in England, Haliburton met and married Miss Louise Neville. After returning home they spent the early years of their married life in Annapolis Royal where Haliburton practiced law, did some writing, and became very prominent in the political life of the county of Annapolis which he represented. When his father died in 1829, Haliburton was appointed Chief Judge of the Court of Common Pleas and returned to live once again in his father's house at Windsor. He was then only 32 years of age.

But the young Judge grew restless in the home of his father. He wanted a home of his own. Judge Haliburton was aristocratic to his finger-tips, and furthermore had a yearning for pretentious living. These desires stirring in him were really the beginning of "Clifton."

He acquired an attractive piece of land on the outskirts of Windsor located on a rise of land overlooking both the town and the Avon River, and on the crest of the hill he built his home. It was a beautiful setting surrounded by shade trees and approached through a winding avenue of acacia trees. Even today one does not have to use one's imagination. The home is as it was, and except for a few trees mowed down by our seemingly very modern hurricanes, the property is much as it used to be.

You can easily picture fashionable carriages drawing up to the door, and fashionable guests being ushered into the drawing-room where the warm hospitality of the Haliburton family was dispensed so freely, though of course, social standing had to merit it.

In the drawing room today are the rare ornaments and dignified yet gracious furniture. But, it seems to me that the most personal articles in the room are the leather bound Family Bible, and the Rosewood Melodeon. Around the former we can imagine family groups gathering for prayers; around the latter, gatherings for song and the friendly warmth of music.

But guests also came to dinner, and the Dresden Lady will make very real to you a picture of women gowned in the latest fashion, and men gracious in frock coats, chatting brilliantly together as they sit around a mahogany table so large that it has not one, but two Duncan Phyfe bases to support it. Such a table is rare to see these days when many people forego a dining-room altogether.

In this well proportioned house of 14 rooms, there is no evidence whatever of a kitchen where one would expect to find it. So you go down a few steps into the basement, and there it is in all its 19th century glory. Of course there is no stove. Instead, you will see an old colonial fire-place with ovens for cake and bread baking on either side of it, and a heavy crane to swing over the open fire. Grouped around the fire-place are all manner of cooking utensils of that period. Getting a meal in those days must really have been an Art.

Now we wander up the stairs again and through the other rooms. It would take pages to tell of the bed-rooms, but you will be impressed with the assortment of rare antique beds which you will find there. For instance, there is a "Field" bed which is 6 feet square, a Jenny Lind spool bed with a small matching Trundle bed by its side; a sleigh bed, and Walnut Tester bed.

Adjacent of the Master Bed-room is the dressing room. Here you will see an old-fashioned tin bath-tub sitting on the floor, and a Davenport foot-bath with matching pitcher and basin. The H and L hinges on the closet doors are quite significant. They mean "Holy Lord —Heavenly Lord, Guide and Protect us from all Evil Spirits". Hinges of this type originated in the days of witches, when superstitious people believed they were a source of protection.

Now there is still one more room you must visit, the one the Dresden Lady is most fond of. It is the Library where Haliburton made himself famous through his writings.

We know for instance, that the judge was brilliant in debate and politics; that he was somewhat of an industrialist; that in his native town of Windsor he built stores and took interest in the development of the town generally; that he was the first to ship gypsum from the large quarries outside the town; that he was interested in Agriculture and President of the Agricultural Society of that town, where incidentally, the first Agricultural Fair in Canada was held. All this we know, but as a writer we seem to know and remember him best to-day.

He became known as an author and an Historian when he wrote the Historical and Statistical Account of Nova Scotia in 1829, but the books which really made him famous and earned for him the title of "The Father of American School of Humour" were his four volumes of Sam Slick of Slickville under the titles:- "The Clock-maker", "The Attache", "Wise Saws", and "Nature and Human Nature".

You probably have heard such sayings as these many times:

"A nod is as good as a wink to a blind horse".

"Them that I would have won't have me, and them that would have me the devil wouldn't have".

"Nothing is so heavy to carry as gratitude".

# *The Maxners of Lunenburg and Windsor*

JOHN V. DUNCANSON

The surname Maxner is derived from the original German spelling of Meichsner which has changed over the past two hundred years due to differences in pronunciation between the German and English languages. The gradual transformation of this surname can be traced in public documents and gravestone records. Early forms of Maxner surname were: Meichszner, Meixner and Mixner which continued to be used by some members of the family up to the late 1800's.

Johann Heinrich Meichsner, the founder of the Maxner family of Nova Scotia was born about 1730. He emigrated to Nova Scotia aboard the *GALE* arriving in Halifax in 1751 with other "Foreign Protestants". His name appears in the ship's list with a family named Muhlig from Zschorlau, Saxony which is located in the Erzgebirge district about 85 kilometers south of the city of Leipzig, East Germany. On arrival at Halifax his indebtedness for the passage from Europe was 70 florins. Meichsner remained at Halifax until 1753 when his name appears among the "Foreign Protestants" who settled Lunenburg under the auspices of the British Government. In December of that year he was named as one of the ringleaders of an armed insurrection which occurred at Lunenburg when some of the settlers felt ill-treated by government officials. There is some evidence that Heinrich Meichsner was wounded in the knee by a member of the garrison defending the blockhouse. By 1754, however, Meichsner's name appears in the records as a "good Single Man", probably meaning that he was industrious and temperate. He and another young man, Gottlieb Muhlig shared Lot A-10 (Rudolph's Div.) in the Lunenburg settlement. In later years Meichsner seems to have cor-

rected his rebellious nature since the DesBrisay history mentions his leadership at Lunenburg, "with his resolute spirit, and a compass to guide him, would lead the party venturing into the woods". DesBrisay also lists Captain H. Meixner as a member of an expedition in September 1758, which went in search of hostile Indians.

Johann Heinrich Meichsner was born about 1730 probably in Eastern Saxony and died at Lunenburg on 27 June 1815. He was married to Maria Dorothea — on 24 April 1757 by the Anglican clergyman at Lunenburg. She was born July 1742 and was buried with the rites of the Lutheran Church on 16 February 1779. Johann Heinrich and Maria Dorothea had at least eight children:

1. Ann Mary Meichsner, bapt. 1758; m. 1783 John Christian BORN, and had issue.
2. Andrew Leonard Meichsner, bapt. 9 Feb. 1760 (of whom presently)
3. John Henry Meichsner, bapt. 1762; (of whom presently)
4. Mary Dorothy Meichsner, bapt. 1764; m. 1783 John George BORN, and had issue.
5. Clara Elizabeth Meichsner, bapt. 1768; m. 1789 John F. MILLER, and had issue.
6. Godfrey Meichsner, b. 1770, d. 1844, unm.
7. Rebecca Elizabeth Meichsner, bapt. 1775, d. 1847; m. 1793 J.G. HEBB, and had issue.
8. Ann Catherine Meichsner, bapt. 1772

In keeping with the policy of this genealogical series, the descendants in the female line will not be included. Many Lunenburg and Hants County residents trace their ancestry through the Maxner female lines to Johann Heinrich Meichsner.

The Maxner spelling of the surname will be used throughout the remainder of the genealogy.

The first section to be presented will be that of Johann Heinrich Meichsner's eldest son Andrew Leonard Maxner.

#### THE FAMILY AT WINDSOR, NOVASCOTIA

Andrew Leonard Maxner, the eldest son of Johann Heinrich Meichsner and Maria Dorothea — removed to Windsor as a young man where he married on 4 Jan. 1788 Jane (3 Jun. 1763-12 Sept. 1858) dau. of John and Eleanor (Palmer) CLARKE. John Clarke (1741-1825) was an important land owner at Windsor and was engaged in the gypsum trade with New England. During his lifetime Andrew Leonard acquired considerable property. He was living on 14 May 1840 when he and his wife Jane appointed trustees in connection with the division of their real estate among their sons David, John and Andrew, and their grandson John Watson Maxner. Their Windsor lands consisted of 287 acres of farm

upland, 55 acres at Ferry Farm, 15 acres in the square block of dyked marsh and 27 acres in the irregular block of dyked marsh. Andrew Leonard and his wife Jane had eleven children:

- (1) Catherine Maxner, b. 1792, d. 16 May 1870, unm.
- (2) David Maxner, b. 1794, d. 27 Apr. 1873. He is listed in the 1871 Windsor census as a farmer. He received the Old Upland Farms No. 3 and No. 5 consisting of 90 acres from the division of his parents property. He d. 27 Apr. 1873 at Windsor. Heim. Margaret CURRY, b. ca. 1799, d. Windsor 15 Oct. 1867, dau. of John Curry of Windsor.

Children of David and Margaret (not necessarily in this order):

- (1a) Leonard Maxner, b. ca. 1823, d. after 23 Sept. 1878; m. Sarah Susannah HALL of Cornwallis, N.S. by whom he had at least one dau.:
- (1b) Ellen Elizabeth Maxner, bapt. 30 Jan. 1857 Kentville, N.S.
- (2a) William Maxner
- (3a) Eliphal Maxner, m. William REDDEN
- (4a) Mary Maxner
- (5a) Margaret Maxner, m. William STEVENS
- (6a) Sophia Elizabeth Maxner, b. ca. 1838, d. ca. 1920; m. James SLOAN, and had issue.
- (7a) Sarah Maxner
- (8a) Jane Maxner, m. 20 Jul. 1841 George REDDEN
- (9a) Fally Maxner, bapt. 9 Jul. 1820

- (3) John Maxner, b. ca. 1798, Windsor, d. 3 Nov. 1874; listed in the 1871 census as a farmer at Windsor, N.S. He received Farm No. 2 consisting of 110 acres from the division of his parents' lands. He married 22 Oct. 1816 Mary Anne BROWN, b. ca. 1796, d. 1 Apr. 1872 Windsor, N.S.

Their thirteen children:

- (1a) Elizabeth Maxner, b. ca. 1822, bur. 16 Apr. 1914.
- (2a) Leonard Clarke Maxner, b. ca. 1825, d. 11 Mar. 1903.
- (3a) Martha Hamilton Maxner, b. ca. 1826, d. ; m. Constant CURRY, and had issue
- (4a) John Thomas Maxner, b. ca. 1827, d. 19 Mar. 1913; m. (1) Esther O'Brien and had issue:
  - (1b) Jessie Maxner, b. ca. 1856; m. —MORTON
  - (2b) Ida Maxner, b. ca. 1860, m. Charles Maxner DILL
- John Thomas Maxner m. (2) 25 June 1863 Saline Lavinia LYNCH (1840-1915) dau. of Joseph Lynch and Fanny Dotton of Newport, N.S.

Their children:

(3b) Frederick John Maxner, b. ca. 1864, d. 23 Oct. 1918, Windsor m. Lydia WILE dau. of Andrew Wile (1824-1879) and Sarah —(1828-1912).  
 Their children:

- (1c) Maurice Howard Maxner, living Kamloops, B.C. 1979.
- (2c) John Maxner, living in Winnipeg, Man.
- (3c) Ralph T. Maxner, b. June 1898, d. 16 Nov. 1898.
- (4c) Frank Elroy Maxner, b. 1901 Windsor, d. 1976; m. 1953 Freda CLARK
- (5c) Doonie Maxner, b. 1904, d. July 1974, unm.
- (6c) Ellen Maxner, m. John DOWNEY, Long Island, N.Y.
- (7c) Alice Maxner, m. Leon MURSER, Long Island, N.Y.
- (8c) Hedley Maxner, b. 1912; m. Muriel Marian WHITE dau. of James and Sadie (Melanson) White. Their issue:

- (1d) Frederick James Maxner, b. 25 Dec. 1953 Annapolis Royal, N.S.; m. Brenda ROBINSON dau of Richard and Mary (Tidd) Robinson of Digby, N.S.

(4b) Herbert C. Maxner, b. 1865, d. 19 Feb. 1892 Windsor, unm.

(5b) Charles H. Maxner, b. 1866, d. 19 Feb. 1890 Halifax, N.S.

(6b) Wesley Joseph Maxner, b. 1867, d. Windsor, N.S. unm.

(7b) Bertha Maxner, b. 1869

(8b) Maude Abnie Maxner, b. July 1870, d. — : m. J. Hardy PARTRIDGE

(9b) Morton James Maxner, b. 25 Nov. 1872, Windsor, N.S. d. 15 Aug. 1960 Cambridge, Mass., bur. 18 Aug. 1960 Lexington, Mass.; m. 29 Nov. 1898 Dartmouth, N.S. Eliza MILLS who was born 24 Aug. 1879 at Dartmouth, N.S., dau. of Oliver James Mills and Susan Bailey  
 Their seven children:

- (1c) James Oliver Maxner, b. 29 Apr. 1900 Dartmouth, N.S.; m. Dorothy BUTTERS, dau. of Frederick E. Butters and Nettie Church of Lexington, Mass.  
 Their children:

- (1d) Elizabeth Maxner, b. 29 July 1922, Boston, Mass.; m. Lyman B. STEWART — 1 dau. and 2 sons

(2d) Robert James Maxner, b. 30 Jan. 1925, Arlington, Mass., m. Ann C. FEELEY.  
Their children:  
(1e) Ann Marie Maxner, b. 21 Aug. 1946, Brighton, Mass.  
(2e) Mary Lou Maxner, b. 28 June 1948, Brighton, Mass.  
(3e) Theresa Ann Maxner, b. 23 Jan. 1954, Brighton, Mass.  
(4e) Roberta Jean Maxner, b. 12 July 1960, Brighton, Mass.  
(3d) Shirley Ann Maxner, b. 2 Sept. 1928, Arlington, Mass., d. 7 Aug. 1962; m. Harold LARIMORE of California — 1 dau.  
(4d) Dorothy Maxner, b. 11 May 1930, Medford, Mass.; m. Colin Ramsay, family of 3 sons and 1 dau.  
(2c) John Wesley Maxner, b. 29 Apr. 1900, Dartmouth, N.S.; m. Mary Rose OSGOOD who was b. at Lexington, Mass. 28 Feb. 1909, dau. of Harry Osgood and Alice Rose, He d. 21 Apr. 1953 and bur. 24 Apr. 1953 at Lexington, Mass.  
Their family:  
(1d) Sandra May Maxner, b. 6 May 1945, Somerville, Mass.  
(2d) John Wesley Maxner, b. 23 July 1947  
(3c) Arol Edward Maxner, b. 4 June 1904 Eastern Passage, N.S.; m. Edna Viola DILLMAN, b. 20 Apr. 1904 at Milton, Mass. dau of John Lewis Dillman and Mary Elizabeth Mossey.  
Their family:  
(1d) Donald Edward Maxner, b. 17 Sept. 1935 Arlington, Mass.; m. Roberta Marilyn PHILLIPS, b. 7 May 1938 Marlboro, Mass., dau of Albert Phillips and Bernice Hedges.  
Their children:  
(1e) Penny Lee Maxner, b. 16 Dec. 1958 Framingham, Mass.  
(2e) Cathy Lynn Maxner, b. 2 Dec. 1959, Phoenixville, Pa.  
(3e) Gary Allan Maxner, b. 20 June 1962, Jacksonville, Florida  
(2d) Richard Allan Maxner, b. 15 Aug.

1940 Arlington, Mass.; m. Marcia (LABREE) CHASE dau. of Douglas C. LaBree of Saskatchewan and Muriel P. Farmer of Prince Edward Island.

Their child:

(1e) Michael Edward Maxner, b. Weymouth, Mass.

(3d) Bruce Maxner, b. 11 Nov. 1946, d. 11 Nov. 1946

(4c) Arthur Milton Maxner, b. 11 Jul. 1906 Dartmouth, N.S.; m. (1) Miriam GEARY and had issue:

(1d) Patricia Ann Maxner, b. 30 Apr. 1941 Cambridge, Mass.

Arthur Milton Maxner, m. (2) Charlotte Margaret WALMSLEY, b. 17 Jan. 1921 Newburg, Missouri, dau. of Charles Walmsley and Marion Howie and had the following children:

(2d) Nancy Lee Maxner, b. 27 Dec. 1948 Arlington, Mass.

(3d) David Lawrence Maxner, b. 16 Jan. 1950 Woburn, Mass.

(4d) Charlene Louise Maxner, b. 22 Oct. 1951 Concord, Mass.

(5d) Thomas Alexander Maxner, b. 27 Sept. 1954 Arlington, Mass.

(6d) John Charles Maxner, b. 18 June 1959 Arlington, Mass. d. June 1977.

(7d) Mark Leonard Maxner, b. 29 April 1962 Arlington, Mass.

(5c) Hedley Morton Maxner, b. 3 Aug. 1909 Mattapan, Mass.; m. Hazel GUPTON who was b. 15 July 1905, Statesboro, Bullock Co., Georgia, dau. of Sidney Louis Gupton and Emmie Moore.

Their child:

(1d) Jerry Frederick Maxner, b. 27 Aug. 1945 Savannah, Georgia

(6c) Douglas Herbert Maxner, b. 8 July 1912 Dorchester, Mass.; m. (1) Winnifred THOMAS and had issue:

(1d) Melvyn Douglas Maxner, b. 26 Nov. 1936 Arlington, Mass.; m. Gail F. EZZY at Machias, Maine dau. of Maron Joseph Ezzy and Luella Fran-

ces Sites of Presque Isle and had issue:

- (1e) Maron Douglas Maxner, b. 5 Nov. 1960 Worcester, Mass.
- (2e) Elizabeth Jean Maxner, b. 18 Oct. 1961 Arlington, Mass.
- (3e) Katherine Frances Maxner, b. 15 Mar. 1963 Portland, Maine
- (4e) Anthony Melvyn Maxner, b. 26 Aug. 1964 Portland, Maine
- (5e) Stephen Ferris Maxner, b. 18 Dec. 1965 Augusta, Maine
- (6e) Anissa Maxner, b. 3 Mar. 1970, Cambridge, Mass.

Melvyn D. Maxner m. (2) Sylvia Ann JONANSEN of Waltham, Mass.

- (2d) Stephen Carlyle Maxner, b. 9 Sept. 1939 Arlington, Mass. m. (1) Maxine SAVAGE of Machias, Maine and had issue:

- (1e) Wendy Jo Maxner, b. 26 May 1961 Calais, Me.
- (2e) Wanda Sue Maxner, b. 21 Dec. 1962, Calais, Me.

Stephen C. Maxner m. (2) Regina HYLAND

Douglas H. Maxner m. (2) Eva Jean HARVIE b. 16 Nov. 1922 Scotch Village, N.S. d. Mar. 1978.

Their children:

- (3d) Dennis Lee Maxner, b. 6 Oct. 1946 Arlington, Mass.
- (4d) Douglas Mitchell Maxner, b. 7 Apr. 1950 Arlington, Mass.

- (7c) Beatrice Elizabeth Maxner, b. 27 May 1915 Mattapan, Mass.; m. Frank Henry HAGEMAN of Bismarck, N.D. and had issue 1 dau. and 1 son.

- (10b) Bessie Maxner, b. 1874 m. George GARLAND who was born in England and had issue-three daughters

- (11b) Arthur Milton Maxner, b. 1876, d. ; m. Eva HUBLEY. Their children:

- (1c) Roy H. Maxner, living in Dartmouth, N.S. (1979)
- (2c) Arthur S. Maxner
- (3c) Jean L. Maxner

- (12b) Hedley Vickers Maxner, b. 1878, d. 28 Mar. 1909, unm.
- (13b) Alice May Maxner, b. 1880 d. 1959, unm.
- (14b) Maurice Howard Maxner, b. 1883, d. 1958, m. (1) Gladys MARVIN of Woodside, N.S. m. (2) Mary Florence CONDRAN of Dartmouth, N.S.
- (5a) Charles G. Maxner, b. 1830, d. 12 Nov. 1863
- (6a) James Frederick Maxner, b. 1832, d. 8 Nov. 1914 Melbourne, Australia m. GARDINER. There is a family tradition that James was in the banking business in Australia and visited Nova Scotia in 1891. Family tradition also has James' children to be Frederick and Isabella.
- (7a) Eleanor Maxner, b. 1835, d. 11 Mar. 1903 Windsor, N.S.
- (8a) Isabella Maxner, b. 4 May 1837, d. 25 Nov. 1929 Falmouth, N.S.; m. 24 Sept. 1857 John Sangster ARMSTRONG (1823-1855) son of Capt. John Thomas Armstrong and Eliza Sangster of Falmouth, N.S., family of 2 sons and daughters.
- (9a) Frances Maxner, b. 1838, d. 22 Mar. 1863 m. 24 Sept. 1861 W.A. BUCKLEY
- (10a) Rosina Maxner, b. d. ; m. 18 Oct. 1860 G. Solomon HEBB
- (11a) Jane Maxner, b. d. ; m. John CURRY
- (12a) Mary Anne Maxner, m. William DILL —one son Charles William DILL
- (13a) Wallace W. Maxner, b. d. Windsor, N.S. aged 40.
- (4) Sophia E. Maxner, b. 2 Mar. 1799, d. 17 Apr. 1867; m. 3 Jul. 1828 Daniel Frizell SNIDE (1795-1874) son of John Snyde and Sarah Frizell. Had issue of one son and eight dau. Their dau. Jessie Snide married John Watson Maxner.
- (5) William Maxner, b. ca. 1800, bur. 17 Feb. 1889 Windsor, N.S.; m. 1830 Janet HUNTER, b. ca. 1805, d. 20 Dec. 1892 dau. of James Hunter and Ellen Veitch. Listed as a farmer in the census of 1871 for Windsor. He received Farm lots No. 1 and No. 6 consisting of 86 acres in the division of his parents properties. Their children:
  - (1a) Clarke Maxner, b. 4 Feb. 1831, died at sea 22 May 1851.
  - (2a) James H. Maxner, b. 18 Sept. 1832, bur. 8 Nov. 1914, Windsor. Listed in the 1871 Windsor census as a farmer. m. Catherine — b. ca. 1839. Their children:
    - (1b) Jeanette Maxner, b. ca. 1857, d. 4 Nov. 1871
    - (2b) Clarke W. Maxner, b. 5 Nov. 1860, d. 2 Oct. 1888; merchant at Boston Mass.
    - (3b) Ellen Maxner, b. 1866
    - (4b) Charles Maxner, b. 1872
    - (5b) James C. Maxner, b. 1877, d. New York, bur. 1 Sept. 1900 Windsor, N.S.
  - (3a) Ellen Maxner, b. 9 Aug. 1834, d. 6 Feb. 1909, unm.

(4a) William Maxner, b. 25 Apr. 1838, d. Australia  
 (5a) Jane Maxner, b. 25 Apr. 1838 d. ; m. William MEARNS  
 (6a) Leonard W. Maxner, b. 7 Apr. 1840 Windsor, d. 28 Dec. 1927 Windsor; m. 27 Oct. 1880 Margaret Jane ROSS, b. 1847, d. 16 May 1932 dau. of James Ross from Scotland 1817. Margaret Jane died without issue. Her petition dated 11 Jan. 1928 listed several nieces and nephews: Mrs. Ellen G. Sawyer, Charles A. Maxner, William H. Mearns, Mrs. Janet H. O'Brien, John D. McHeffey, T. Leonard McHeffey, James H. McHeffey, Jane McHeffey, and Mrs. Mary E. Spain.

(6) Andrew I. Maxner, b. ca. 1802, bur. 13 Apr. 1892, unm.  
 (7) Jane Maria Maxner, b. ca. 1803, d. 25 Jan. 1826  
 (8) Mary Maxner  
 (9) Henry Maxner, b. ca. 1809 Windsor, N.S., d. 28 July 1837 Windsor, N.S. m. Mary Ann SNYDE, b. 12 May 1808 and, d. 19 Feb. 1869 at Windsor, N.S. dau. of John Snyde (1796-1874) and Sarah Frizell (1799-1867). Henry Maxner and his brother-in-law, Richard Snyde drowned when their canoe overturned. His son John Watson Maxner inherited Farm Lot No. 4 consisting of 20 acres in the division of Andrew Leonard Maxner's properties. Their children:

(1a) John Watson Maxner, b. 1829 Windsor, N.S.; d. 6 May 1904 Windsor, N.S., m. Jessie SNYDE who was born 20 March 1837/1838 at Shubenacadie, N.S., dau. of Daniel Frizzel Snyde (1795-1874) and Sophia E. Maxner (1799-1867). She d. 24 Apr. 1925 at the home of her daughter Mary Eleanor Duncanson at Falmouth, N.S. bur. 26 Apr. 1925 Windsor, N.S. In 1872 John Watson and his uncle Andrew Maxner moved from the Ferry Farm adjoining "Clifton". They purchased Richmond Hill Farm consisting of more than 1000 acres on College Road, Windsor. The Maxner family owned Richmond Hill for over 70 years. Through the generosity of the late Mrs. G.L.W. MacDonald, Richmond Hill Farm including the historic farm house probably dating prior to 1840, has become the property of the Heritage Trust of Nova Scotia. Their children:

(1b) John Snide Maxner, b. 31 Aug. 1859 Windsor, N.S. d. 19 Sept. 1859  
 (2b) Mary Eleanor Maxner, b. 1860 Windsor, N.S., d. 25 Sept. 1943; m. Herbert Owen DUNCANSON (1859-1943), son of John Cyrus Duncanson (1806-1872) and Eliza Bishop (1826-1911) of Gaspereau, N.S., H.O. Duncanson's first wife was Annie Armstrong (1860-1884) dau. of John Sangster Armstrong and Isabella Maxner (1837-1929) see family of John Thomas Maxner above. Mary Eleanor

Maxner and Herbert Duncanson had 3 sons and 7 daus. One son John Maxner Duncanson was the father of the compiler of this genealogy.

(3b) Henry W. Maxner, b. 1863, d. 13 June 1931, Windsor, N.S., unm.

(4b) Andrew Maxner, b. 1866, d. 1889, unm.

(5b) Robie Tiley Maxner, b. 28 Apr. 1869 Windsor, N.S., d. 5 Jan. 1924; m. 4 June 1895 Mary Ann **DILL**, b. 5 June 1868 dau. of John Dill and Jane Rachel Cochran. She d. 14 Nov. 1953.  
Their children:

(1c) John Watson Maxner, b. 22 July 1896 Richmond Hill Farm, Windsor, N.S., d. 20 Oct. 1966 Windsor, N.S.; m. 3 Sept. 1919 Sarah **SIVWRIGHT**, b. 15 Oct. 1896 Three Mile Plains, N.S. dau. of William Sivwright (1851-1933) and Bessie Sweet (1853-1934) of Three Mile Plains, N.S. John Watson operated a farm for twenty-three years following military service during World War I. Secretary-manager of the Hants County Exhibition Commission. Served three years as organizer and secretary-manager of the Atlantic Winter Fair. Their children:

(1d) Helen Sivwright Maxner, b. 3 June 1920, Windsor, N.S.; m. (1) 17 Apr. 1942 Shawn Duff **BLACK** son of Maurice Black and Alice Brown of Fredericton, N.B., — family of 2 daughters and 1 son. m. (2) A.K. **ROBERTSON**, Montreal

(2d) Owen Haliburton Maxner, b. 21 June 1922, Windsor, N.S.; m. 7 Oct. 1946 Catherine Alton **KNOWLES** of Windsor, N.S. Their children:

(1e) David Alan Maxner, b. 12 Aug. 1947, Windsor, N.S.

(2e) Debra Lynn Maxner, b. 25 June 1951, Windsor, N.S.

(3e) John Owen Maxner, b. 7 Feb. 1961, Wolfville, N.S.

(2c) Gordon Nathaniel Maxner, b. 26 Dec. 1898 Windsor, N.S. m. 7 Dec. 1923 Mabel Elizabeth **BOYD** dau. of Arthur and Amy (Swinamer) Boyd of Three Mile Plains, N.S., d. 16 Feb. 1970 Windsor, N.S. He operated a farm at Windsor, N.S.  
Their children:

(1d) Robie Nathaniel Maxner, b. 24 Aug. 1924; m. Patricia Margaret DEVENNEY b. 14 Oct. 1929 dau. of John Wm. and Nellie (Sweet) Devenney of Windsor Forks, N.S. living at Windsor, N.S. 1980. Their Children:

(1e) Peter Gordon Maxner, b. 21 Dec. 1949 Windsor, N.S.; m. 14 Jan. 1972 Elaine Dora BOYD dau. of Clarence R. and Elizabeth L. (MacDonald) Boyd

(2e) Barrie Philip Maxner, b. 24 Nov. 1952 Windsor, N.S.; m. 29 July 1978 Nancy Ann SMELTZER dau. of Gerald G. and Helen R. (Campbell) Smeltzer.

(3e) Judith Mary Maxner, b. 10 Feb. 1955 Windsor, N.S.; m. 4 June 1977 Claude Sherman O'HARA son of Claude and Lillian May (White) O'Hara of Sydney, N.S. and Louisbourg, N.S.

(4e) Timothy Robie Maxner, b. 6 Feb. 1958 Windsor, N.S.; m. 17 Nov. 1979 Kim Darlene VAUGHAN dau. of Leo E. and Joyce E. (Grimm) Vaughan of Hantsport, N.S.

(5e) Gail Patricia Maxner, b. 16 Apr. 1961 Windsor, N.S.

(3c) Cecil Reid Maxner, b. 23 Aug. 1908 Windsor, N.S.; m. Phyllis MACUMBER b. 8 Nov. 1913 dau. of Frederick and Margaret (Sweet) Macumber of Wentworth, Hants County, N.S.; living at Truro, N.S. 1980. Their Children:

(1d) Eric Carlton Maxner, b. 25 Oct. 1930; m. Marion HORNE dau. of Burton and Isabel (Gray) Horne of Enfield, N.S. Their Children:

(1e) Coleen Elizabeth Maxner, b. 27 May 1962 Truro, N.S.

(2e) Andrew Robin Maxner, b. 12 Dec. 1964 Kentville, N.S.

(2d) Lucille Elaine Maxner, b. 20 May 1933 Windsor, N.S.; m. 10 Jan. 1958 Gerald Peter BARTLETT son of Irving and

Ethel (McPhee) Bartlett of Truro, N.S.  
Family of one son and four daughters.

(3d) Jean Gillmore Maxner, b. 16 Apr. 1937 Windsor N.S.; m. Oct. 1956 Michael Patrick CASSIDY b. 2 Apr. 1934 son of Ernest and Grace (Ball) Cassidy. Family of four sons.

(4d) Alexander Darrel Maxner, b. 19 July 1945 Windsor, N.S.; m. Mary Janet REDMOND, Upper Musquodoboit, N.S., dau. of Harvey and Bessie May (Mont) Redmond.  
Their children:  
(1e) Charles Alexander Maxner, b. 29 June 1968 Calgary, Alta.  
(2e) Tashya Jean Maxner, b. 17 Sept. 1971

(6b) John Clarke Maxner, b. 6 May 1871, d. 5 Jan. 1941 Windsor N.S. unm.

(7b) Rena Beatrice Maxner, b. 1872, d. 7 Apr. 1903 Halifax, N.S.; m. 6 Oct. 1896 John William NAYLOR of Halifax, N.S.—family of three sons.

(8b) Elizabeth Murdock Maxner, b. June 1875, d. 28 Sept. 1876

(2a) Sarah Elvira Crope Maxner, b. ca. 1831, d. July 1920 Boston, Mass. unm.

(3a) Jane Maxner, b. ca. 1832, bur. 25 Dec. 1919 Windsor, N.S. unm.

(4a) Susannah Amelia Haliburton Maxner, b. 28 July 1837 d. m. BLOOD of Boston, Mass.

(10) Sarah Maxner, b. ca. 1812, d. ; m. Hugh SNYDE, b. 11 Jul. 1805 Family of at least one son Richard Henry Snyder.

(11) Leonard Maxner  
(1c) Henry Allison Maxner, b. 25 Sept. 1909, living at Newmarket, Ont. (1980).  
(2c) Stuart Maxner, b. 21 Oct. 1920 Lunenburg; m. 6 Aug. 1945 Halifax, Aileen Carol MCKAY, b. 28 Mar. 1921 dau. of Walter James and Kathern (LaRisey) McKay. They live at Moncton, N.B. Their children:  
(1d) Stephen Stuart Maxner, b. 25 Feb. 1949 Yarmouth.  
(2d) Carolyn Jane Maxner, b. 22 Nov. 1951 Liverpool, m. 22 June 1974 John Vincent BULGER.  
(3d) Edward Walter Maxner, b. 20 Oct. 1959 Moncton.

- (3c) Lucille Maxner, m. Cameron WALSH of Montreal.
- (4c) William Maxner, b. ca. 1905, lost at sea 24 Aug. 1927 aboard the Schooner "Joyce M. Smith".
- (5c) Elburn Maxner, b. ca. 1907, d. ca. 1920.
- (4b) Harriet Maria Maxner, b. 5 Aug. 1874, d. 20 Apr. 1886 unm.
- (5b) William Archibald Maxner, b. 22 Sept. 1876 Lunenburg, d. 23 Aug. 1959 Franklin, N.C., bur. Claremont, N.H.; m. Matilda NEMSNER. Their family:
  - (1c) Paul Maxner, m. Charlotte Rosen and had issue:
    - (1d) Joseph Maxner
    - (2d) Dena Maxner
- (6b) Ellen Louisa Maxner, b. 15 Nov. 1878; m. George MACLEOD. They had a son, John.
- (7b) John Berwick Maxner. b. 25 Sept. 1880 Lunenburg, d. at sea 14 Mar. 1918 aboard the Schooner "Allison H. Maxner"; mariner: *The Acadian Recorder* of March 21, 1918 and *The Progress Enterprise* of March 27, 1918 reported the loss of the "Allison H. Maxner" and her crew. It was assumed that the vessel had gone aground of the Black Rock (Lunenburg). No boats or crew were found with the wreckage. The vessel was overdue from Turk's Island carrying salt and was in command of Capt. John Maxner. The "Allison H. Maxner" was launched on 30 Dec. 1913 and was 104.2 feet long. The owner was Zwicker and Company of Lunenburg. The "Allison H. Maxner" had been twice to Turk's Island, the first time commanded by Capt. Edward Maxner. m. Margaret Louisa REID (30 Mar. 1889-13 Dec. 1978), dau. of Charles and Margaret (Cann) Reid. They had four sons and two daughters.
  - (1c) John Herbert Maxner, b. 11 Mar. 1911 New Waterford; m. (1) 21 Jul. 1934 Grace M. MACDONALD. dau. of Reuben and Eliza MacDonald. m. (2) 14 Feb. 1945 Isabel L. MACEACHERN, Saint John, N.B., dau. of Andrew and Ellen MacEachern. His five children are:
    - (1d) Ruth Jean Maxner, b. 4 May 1938 at Halifax;
    - m. (1) Nov. 1956 Basil SMITH.

They had four children.  
m. (2) 25 Nov. 1972 Ronald VAUX.

(2d) John Ernest Maxner, b. 14 Nov. 1940 at Halifax.  
m. 2 Oct. 1970 Grace — — —.

(3d) Wayne Douglas Maxner, b. 27 Sept. 1942 at Halifax;  
m. 7 May 1965 Elizabeth BIL-LARD dau. of Leslie and Vinie Billard. Children:  
(1e) Wayne L. Maxner, b. 9 Apr. 1966.  
(2e) Shelley Maxner, b. 15 Aug. 1974.

(4d) Allison Herbert Maxner, b. 18 Jan. 1946 at Sydney.

(5d) Dr. Charles Edward Maxner, b. 13 Oct. 1952 at Halifax; m. 7 Oct. 1978 Maryth B. BROWN, dau. of Frank and Maryth Brown.

(2c) Charles Earl Maxner, b. 10 Apr. 1908 at Grace Bay, d. 13 Apr. 1957; m. 1930 Blanch SIMMONS

(3c) Morris Maxner, b. 1909 at Glace Bay, d. 1910.

(4c) George Osborne Maxner, b. May 1913 at New Waterford;  
m. 1935 Margaret JEWELL.

(5c) Mary Dorothy Maxner, b. 26 Jul. 1915 at Lunenburg; m. 1933 Archie MACVICAR.

(6c) Margaret Maxner, b. 11 Nov. 1917 at Lunenburg, d. 1 Apr. 1974; m. 1935 William BURKE

(8b) James Bernard Maxner, b. 25 Oct. 1882, living at Hartford, Conn.

(9b) Celia Eliza Maxner, b. 24 Nov. 1884; m. John OXNER. They had two children.

(10b) Morris Osborne Maxner, b. 4 Oct. 1886, d. ; m. Minnie J. NICOL. They had two sons.  
(1c) Lawrence Maxner, m. Helen CORKUM. Their children.  
(1d) Cynthia Maxner  
(2d) Elizabeth Maxner

(2c) Donald Maxner, m. Brenda DEMONE. Their children.  
(1d) Susan Maxner  
(2d) Nancy Maxner

- (11b) Jenny Eldore Maxner, b. 28 June 1888, m. Herbert COLLIER. No issue.
- (12b) Emily Maud Maxner, b. 6 Nov. 1890; m. Clarence S. CORKUM. No issue
  
- (5a) Maria Maxner, b. ca. 1834
- (6a) James Maxner, b. Nov. 1835; m. Christie MOSHER.
- (7a) Catherine Margaret Maxner, b. ca. 1838 Lunenburg.
- (8a) Henry Maxner, b. 1839, d. 20 May 1870 aboard Barquentine "Elizabeth", bur. Antigua, West Indies; m. 24 Nov. 1868 Coralina Angela HILSHEY, 3rd dau. of George Hilshey of Halifax.
- (9a) George Maxner, b. ca. 1840; m. Irene HALL, b. ca. 1840; fisherman at Lunenburg 1871. Issue.
  - (1b) George Maxner, b. ca. 1876.
- (10a) Jasper Maxner, b. ca. 1847; m. Lucy JEFFERSON, b. ca. 1853; ship's carpenter at Lunenburg 1871. Their children.
  - (1b) Emma Maxner, b. ca. 1876
  - (2b) Harry Maxner, b. ca. 1878
  - (3b) Jasper Maxner, b. ca. 1880
- (11a) William Maxner, b. 15 Aug. 1848, d. 6 Feb. 1885 lost at sea; m. Louisa CURILL (8 Nov. 1852-17 Apr. 1917).
- (6) John Christian Maxner, b. Feb. 1804, d. 12 Sept. 1811, bur. 14 Sept. 1811.

## THE FAMILY AT LUNENBURG, NOVA SCOTIA

Johann Heinrich Meichsner, the immigrant ancestor of the Maxner family of Nova Scotia was at Lunenburg at the founding of the settlement in 1753. His family consisted of three sons and five daughters. In the genealogical account which follows, the male lines of Johann Heinrich Meichsner's second son, John Henry Maxner will be presented as far as information has been available.

John Henry Maxner, the second son of Johann Heinrich Meichsner and Maria Dorothea — — — was baptized 25 July 1762 and confirmed in 1778 by the Luthern Church at Lunenburg. He was living at Windsor, N.S. in 1791 when his name appeared in the Poll Tax Roll as a farmer. On 17 Nov. 1792 a marriage license for Henry Maxner and Elizabeth Hamilton was recorded but no further information concerning their marriage has been discovered. On 2 Feb. 1794 John Henry Maxner married Catharine Sargent, widow at Lunenburg. John Henry died before 21 Aug. 1830 when Catharine Maxner's Will was probated. Five of their children were baptized by the Lutheran Church at Lunenburg.

- (1) John Henry Maxner, b. July 1795, bapt. 9 Aug. 1795; m. Charlotte ERNST  
Their child:
  - (1a) Johann Heinrich Maxner, b. 9 Feb. 1829 at Lunenburg.
- (2) Joanna Magdalen Maxner, b. 13 Apr. 1797, bapt. 7 May 1797; m. Jacob SMITH.
- (3) John Casper Maxner, b. 23 Nov. 1798, bapt. 15 Dec. 1798; listed in the 1871 Lunenburg census as a fisherman. Two children, Anna Maxner, aged 10 and James Maxner, aged 6 were living in his household. Sometime later Annie Maxner was living in the household of John McAuley, druggist.
- (4) Dorothy Maxner, m. John SILBER.
- (5) Edward Maxner, b. 1 June 1802, Lunenburg, d. 8 Feb. 1865; carpenter; m. 27 July 1826 Maria Barbara ANDERSON, b. 1806, d. 21 Nov. 1874, dau. of John Anderson.  
Their eleven children:
  - (1a) Catherine Margarethe Maxner, b. ca. 1827.
  - (2a) Johann Matthias Maxner, b. 28 Nov. 1828 Lunenburg, d. 23 Jan. 1888; m. Mary Ann KNICKLE (1838-1904)
  - (3a) Emily Maxner
  - (4a) Edward Benjamin Maxner, b. 22 Apr. 1831 Lunenburg, d. 7 Aug. 1904 Prince Edward Island, bur. 12 Aug. 1904 Lunenburg; m. 27 Feb. 1868 Mary Jane TOWNSHEND (14 Nov. 1850 — 31 Mar. 1926) dau. of William Townshend. Edward B. Maxner listed in the 1871 Lunenburg census as a mariner. Their children:
    - (1b) Charles Edwin Maxner, b. 15 Jan. 1869, Lunenburg, d. 9 Apr. 1908; master mariner; m. 8 Dec. 1898

Alfreda Anna RITCEY, b. 9 Sept., 1875 dau. of Anthony Ritcey. Their children:

- (1c) Leah Beryl Maxner, b. 23 Jan. 1900, d. 8 Jan. 1952; m. Lawrence J. ZINCK.
- (2c) Charles Samuel Maxner, b. 13 Apr. 1901, d. 13 Oct. 1958.
- (3c) Mary Kate Maxner, b. 7 Dec. 1905, living at Lunenburg (1980).

(2b) Mary Florence Maxner, b. 22 Aug. 1870, d. 23 Jan. 1947; m. (1) Richard JEFFERSON. No issue. m. (2) Allan SIMMONS, and had issue.

(3b) Edward Henry Maxner, b. 3 Oct. 1872, d. at sea 24 Aug. 1927; mariner; *The Progress Enterprise* of Sept. 7, 1927 reported the 24 Aug. 1927 loss of the "Joyce M. Smith" and all crew members including Capt. Edward Maxner and his son William Maxner, aged 30. The wreckage of the vessel was sighted off Canso after a gale which swept over the entire Atlantic seaboard. The "Joyce M. Smith" was built at Salmon River in 1920 and was 122.5 feet long, 113 tons. Capt. Maxner had left Lunenburg on 8 June to take the vessel on the summer trawling trip. Capt. Edward Maxner and others were the manager owners of the vessel. He was one of the veteran skippers of Lunenburg and was regarded as one of the best in the Lunenburg fleet. m. Floresta CORKUM (1880 — Apr. 1962). Their children: (not necessarily in this order):

## Abbreviations

b.	born
bapt.	baptized
bur.	buried
ca.	about
d.	died
dau.	daughter
m.	married
m(1)	first marriage
m(2)	second marriage
PANS	Public Archives of Nova Scotia
unm.	unmarried

## SOURCES OF INFORMATION

### Cemeteries

Falmouth Centre, Falmouth, N.S.  
Maplewood, Windsor, N.S.  
Old Parish Burying Ground, Windsor, N.S.  
Old Cemetery, Lunenburg, N.S.

### Census and Poll Tax Records

1793 Windsor, N.S. Poll Tax Records  
1838 Census for Windsor, N.S.  
1871 Census for Windsor, N.S., and Lunenburg, N.S.

### Church Records

Halifax, N.S.  
St. Paul's Anglican

Kentville, N.S.  
St. John's Anglican

Lunenburg, N.S.  
Zion Lutheran  
St. John's Anglican

Windsor, N.S.  
Christ Church Anglican

### Newspapers

Acadian Recorder  
Christian Messenger  
Progress Enterprise

### Notes on Families

Bell Family Papers PANS  
O'Brien Papers PANS

### Personal

Mrs. Arol Maxner, Lexington, Mass.  
Mrs. Sarah Maxner, Windsor, N.S.  
Mrs. Frank Maxner, Windsor, N.S.  
Mr. Hedley Maxner, Granville Ferry, N.S.  
Mr. R. Meuse, Windsor, N.S.  
The late Maude Armstrong Palmetter  
The late Beatrice Duncanson McNeil  
The late Dr. Winthrop Bell  
Miss Kate Maxner, Lunenburg, N.S.  
Mr. Allison H. Maxner, Newmarket, Ont.  
Mr. John H., Maxner, Halifax, N.S.  
Mr. Stuart Maxner, Moncton, N.B.  
Mr. T.M. Punch, Armdale, N.S.

### Probate Records

Hants County, Windsor, N.S.  
Lunenburg County, Lunenburg, N.S.

### Publications

Winthrop P. Bell, THE "FOREIGN PROTESTANTS" AND SETTLEMENT OF NOVASCOTIA Toronto, 1961

Mather B. DesBrisay, HISTORY OF THE COUNTY OF LUNENBURG, Toronto, 1895

### Vital Statistics

Hants County Death Records  
Hants and Kings Counties Marriage Licenses

## *Contributors*

**MRS. MARION B. ROBERTSON**, noted South Shore historian, has written many articles and papers on Nova Scotia history and has also written two books, *The Red Earth and Rock Drawings of the Micmac Indians*. Mrs. Robertson resides in Shelburne and is a member of the Shelburne Historical Society.

**MRS. ELIZABETH STEVENSON** was born in Londonderry, Nova Scotia. She graduated with a B.A. from Queen's University. Mrs. Stevenson is the granddaughter of Robert Murray, whose letters in the Presbyterian Witness are contained in the article, which she edited.

**MARGARET LEWIN PERRY** was born in Upper Mills, New Brunswick and received her education in Saint John.

Between 1945 and 1969 she produced over fifty publicity films for the Nova Scotia provincial government, many of which won national and international awards. Her greatest achievement was the film "Glooscap Country" which won the Polytechnic Trophy for Canada at the International Film Festival in Brussels in 1961. It also won the Chris Award at the Columbus Film Festival in the same year.

Although primarily recognized for her films, Mrs. Perry is also an experienced journalist. Her articles have appeared in the Montreal Star, Illustrated London News, Canadian Geographic Magazine, Atlantic Advocate, and many others.

She is interested in history and belongs to the Heritage Trust of Nova Scotia. She is retired and lives in Halifax.

JOHN VICTOR DUNCANSON was born in Windsor, Nova Scotia and received his early education in Falmouth and Windsor public schools. After serving six years in the Canadian Army during the Second World War he returned to Canada and attended Queen's University, Kingston, Ont. where he was granted the degree of Bachelor of Arts. His book *Falmouth — A New England Township in Nova Scotia* in 1966, was awarded a Certificate of Merit by the Canadian Historical Assoc. He currently resides in Sarnia, Ontario but maintains his home at Falmouth, N.S.

## *Book Reviews*

Two new books deal with historic structures, one book covering Dartmouth and part of the Eastern Shore while the others feature buildings of historic interest in Cape Breton.

\* \* \* \* \*

**Lakes, Salt Marshes and the Narrow Green Strip, Heritage Trust of Nova Scotia,**  
**88 pages, paperback, illustrated, published May 1980 Heritage Trust of Nova Scotia,**

This latest in the list of Heritage Trust publications is a brief look at some of the houses and buildings with distinctive links with the history of Dartmouth and its suburbs and in communities in that: "narrow green strip", as the Eastern Shore from outside Dartmouth to the line which divides Halifax and Guysborough counties has been described.

The bulk of the work in assembling the material for this book was done by members of the Trust's publications committee who are Dartmouth residents. The Eastern Shore section is largely the work of Philip Hartling whose knowledge of that area was demonstrated in the book, *Where Broad Atlantic Surges Roll*, published by Formac Publishers, Antigonish.

When the photograph of No. 24 Wentworth Street, Dartmouth, was taken is not stated, but the rather innocuous looking little house bears a "For Sale" sign on its exterior. Whoever owns the little house has a share in the early history of Dartmouth.

The house stands on land which was granted to one Jonathan Tremain, who owned land bounded by what are now Portland, Dundas, Queen and Wentworth streets, a prime piece of real estate indeed.

While No. 24 may not be the original house built there, records show that it stood on the spot when Tremain died in 1823. It is suggested that the Scottish style dormer windows may have been among the first of their kind in the community. The house has had many owners since Tremain's time and it would be interesting to follow its history in more detail.

The Quaker House and Evergreen are among the best known of the large historic houses in the city, and both are included in this book.

Few houses can have had the colourful procession of tenants that 53 King Street has had over the years. It was built about 1790 and sold for £7/10s. in 1791 to a William Allen. One wonders if it remained in the Allen family because the next owner was Thomas Allen Stayner, Deputy Post Master General of Quebec. The house was sold in 1844 to a Captain David Hunter, a mariner, and by then the price had risen to £60. Capt. Hunter sold the house in 1857 to a printer in Halifax, James C. Bowes and at his death in 1844, the house was sold to a Mrs. Janet Bentley. While Mrs. Bentley owned the property, it was let to a J.C.P. Frazee, a founder of the Wartime Business College, and later mayor of Dartmouth.

The house passed through other hands and in 1935 was brought by Dr. A.G. MacLeod who had the roof raised, the appearance of the front altered and a side entrance added to space used as a doctor's office. This is of particular interest since "before and after" pictures have been included in the book.

As the wave of building swept out from Dartmouth into the surrounding countryside in the 1960s and 1970s, acres of farmlands and woods were replaced by rows of lookalike houses. Through the untiring efforts of some Cole Harbour residents, one of that community's oldest houses — if not its oldest — was moved to its present location where it forms the centrepiece of the Cole Harbour Heritage Farm Museum. The Giles house is dated about 1804 and its former Cape Cod style was expanded and alternated to its present "salt box" appearance.

Other buildings of particular interest within a few miles of Dartmouth are the Bisset House in Cole Harbour and St. John's Church, Westphal.

The rest of the book is devoted to a sampling of Eastern Shore architecture, Rose Bank Cottage, Musquodoboit Harbour; the Fisherman's Life Museum at Oyster Pond Jeddore; the Rutledge house, Watt Section; the Stone House (at one time the local post office), Port Dufferin; and several others as far as Moser River and Necum Teuch near the county line.

Considering the age and "candid" nature of most of the photographs, the quality of reproduction is surprisingly good.

The Heritage Trust and other organizations undertaking this type of work are to be congratulated on their initiative and encouraged. In many instances, such records are the only ones readily available to the reader other than the serious scholar who simply wants to "know a little more" about the neighbourhood. Moreover, the examples of how swiftly an historic house or other building can disappear from the landscape are too numerous to mention. Books, of as high a standard as possible, do a lot to fill the gap for future generations.

**Collections of the Nova Scotia Historical Society, Volume 40**  
**229 pages, paperback, published June 1980**  
**Nova Scotia Historical Society**

The appearance of a volume in this series is always a welcome event. They appear about every three years and this one covers the period in which the society celebrated its centennial. The Very Rev. E.B.N. Cochran, who was the society's president during that significant year, has provided an account of the celebrations, highlighted by the move to change the name to Royal Nova Scotia Historical Society.

This book lists the contents of Volumes 1-39, the officers and presidents of the society, the ordinary and institutional members.

There is a list of the papers read before the society between January 7, 1977 and December 7 1979, and selected papers are reproduced in their entirety. These include Howe and the Enactment of the B.N.A. Act, by Prof. J.M. Beck; the Rev. John Payzant, Henry Alline's Successor, by B.C. Cuthbertson; Along the Shores of Saint Mary's Bay by A.J. Deveau; the Brothers Hind by G.F.G. Stanely and L.C.C. Stanley, and a bibliography of the works of the late Dr. C. Bruce Ferguson, a past president and distinguished member of the society, by Karen Smith.

Volume 40 of the Collections is available free of charge to members of society at the time of publication. This volume, and earlier ones still in print, may be obtained at various costs from the Public Archives of Nova Scotia.

**The Sea Road to Halifax, By Rear Admiral Hugh F. Pullen, OBE,  
CD, RCN, (Ret'd)**  
**80 pages, paperback, illustrated, published April 1980**  
**Maritime Museum of the Atlantic, Halifax, —**

This book Occasional Paper No. 1 for the Maritime Museum of the Atlantic, has been published by the Nova Scotia Museum as a part of the province's Education Resource Services Program and produced by the NSCIC.

In setting the tone for this paper, Rear Admiral Pullen notes that while no one knows who the identity of the first white man to sail into Halifax Harbour, one might speculate that Champlain was among the first. It is noted that he wrote an account of a voyage past Sambro Island. "Since his day," writes Admiral Pullen, "a vast fleet of ships and men have passed up and down this sea road, both in peace and war."

The sea road described in this Occasional Paper "starts at what is called the Halifax Alpha Light and Whistle Buoy, and near where the Sambro Lightship used to lie at anchor."

The paper includes descriptions and historical notes about buoys and navigational markers in the area, about lighthouses and lightships and their specific roles.

There are lists of buoys and markers and detailed descriptions.

The lighthouses on Devil's Island and George's Island are familiar harbour landmarks but what about the Halifax Harbour Inner Range (Dartmouth) Light?

Though not as old as the others, it has an interesting history. The first lighthouse tower there was built on the Exhibition Building in Dartmouth in 1903. The tower was 140 feet high and on March 31, 1903, a fixed red light was shown for the first time.

In 1945 the light was changed to a fixed green. The tower was replaced in 1961 by a tubular tripod steel tower supporting a red and white horizontally striped day mark, 124 ft. above high water and showing a fixed green light. Both light and day markers underwent various changes until 1979, when the light was changed to a fixed white one.

Small details though these may seem, they will be of interest to the sailor and the maritime historian.

The book also contains a list of the commissioners of Lighthouses of Nova Scotia 1816 to 1868; abbreviations and explanations; an illustrated chart of buoys and beacons; a chart showing lights and buoys in the approaches to Halifax Harbour; a chronological list of charts of Halifax Harbour and some extracts from a report by the captain of the lightship Halifax reproduced from *The Acadian Recorder* of December 1, 1873.

Admiral Pullen, whose naval service from 1924 to 1960 included an appointment as commander of HMC Dockyard at Halifax, was a co-founder of the Maritime Museum of Canada. He is a member of the Advisory Council of the Maritime Museum of the Atlantic, a member of the Society for Nautical Research and the Navy Records Society.

**Nova Scotia Book of Days, by Shirley Elliott**  
**Paperback, illustrated, published April 1980**  
**Nova Scotia Communications & Information Centre, Halifax**  
**-\$6**

Questions about events and dates are routine for librarians and Legislative librarians are no exception to the rule. One such librarian

who decided to do something about it is Shirley Elliott, a native of Wolfville, who has presided over the library in Nova Scotia's Province House since 1954.

The library has had to deal with enquiries by phone and mail from outside the province, as well. In a move to simplify the searching, several years ago, Miss Elliott began to keep a small file of hard-to-find answers in case they were needed again. As it turned out, the file saved a great deal of time and increased in size rapidly.

The idea of putting some of the information into book form had been in Miss Elliott's mind for some time and finally, in her spare time, she began assembling the material into chronological order.

When the Day Book concept was chosen, she began filling in the gaps so that there was at least one fact for every one of the 365 days, with some left over for Leap Years.

The Book of Days, sub-titled "A calendar of the Province's History," has been published under the authority of the Hon. Ronald S. Russell, Speaker of the Legislature, and produced by the province's Communications and Information Centre. Miss Elliott chose the black and white illustrations mainly from historic prints and photographs and the design of the book is by Stephen Slipp, a student at the Nova Scotia College of Art and Design.

In her list of acknowledgements, Miss Elliott notes that "No publication of this nature would be complete without recourse to a vast number of sources, including books and pamphlets, periodicals and newspapers, as well as microfilm . . .

And so, she has "plucked from the past and recorded in capsule form the red letter days — the achievements and disasters — which relate the Nova Scotia story spanning five centuries . . .

The list includes events such as the founding or incorporation of towns and cities, the opening of bridges or famous buildings and institutions, battles and treaties, triumphs and tragedies, shipwrecks and launchings. Famous people — royal personages, teachers, politicians —doctors, athletes — have had their accomplishments recorded here.

Unusual events, the most elusive when one wants to track them down and the kind usually omitted from the standard reference works, may be found here.

For example; on April 21, 1978, Walter Wood of Kentville became the oldest Canadian to be invested in the Order of Canada. He was 101 years old at the time.

On June 27, in 1957, HMCS Bonaventure, Canada's first aircraft carrier, arrived from Britain and berthed at her home port, Halifax.

On October 15, 1785, it is recorded that Capt. John Coape Sherbrooke and Lt. George Wynyard saw the Wynyard ghost at Sydney.

And on January 20, 1842, Charles Dickens attended the opening of the provincial Legislature.

Of such bits and snippets is history made and the Book of Days opens doors to the reader's imagination.

The book was first published in paperback but hardcover edition is due shortly.

**Still Standing, by Terry Sunderland**  
**Paperback, illustrated, published 1980**  
**College of Cape Breton Press, P.O. Box 5300, Sydney, C.B.**  
**BIP 6L2**

In the summer of 1978, Terry Sunderland, then in his late teens, set out on his bicycle and travelled around Cape Breton, sketching old and interesting buildings and researching their history. The trip was financed by the Canada Council and encouraged by Dr. Robert Morgan and Hilda Day of the College of Cape Breton's Beaton Institute.

Two pages of the book are devoted to each building; one full-page sketch and on the other page a brief text giving an outline of the building's history with a sketch of some architectural detail of interest.

The first subject is the Cossit House in Sydney, built in 1787 and believed to be the city's oldest house and formally opened in 1977 as one of the historic houses operated by the Nova Scotia Museum.

There are several Sydney churches — St. George's and St. Patrick's, Judge Crowe's house, now a restaurant; and the North Sydney Railway Station.

Variety is provided by such buildings as the Grand Narrows Hotel, Grand Narrows; Baddeck Post Office; the Long Barn in the Margaree Valley; an Acadian farmhouse at Grand Etang; company houses at Inverness and fish sheds at Little Harbour.

The 32 pen and ink sketches provide a basic picture of some of the distinctive architecture which is still a part of the Cape Breton scenery.

**My Grandfather's Cape Breton, By Clive Doucet**  
**213 pages, hardcover, published March 1980**  
**McGraw-Hill Ryerson, \$12.95**

In recent years there have been several "boyhood down on the farm" books with Nova Scotian settings but this is the best to date. Clive Doucet is descended from people who left the Breton coast of France and settled at what is now Grand Etang in Cape Breton. They pronounced their name "Doucay" in the old way.

The Doucets shared with other early settlers a deep sense of the land, a feeling which has been passed down from generation to generation and which helped to shape the attitudes of the young Clive Doucet when, as a 12-year-old, he spent his first summer on his grandfather's farm. That

summer's visit was to be repeated many times but the experiences of that first year when Clive made the transition from city boy to country boy were etched indelibly on his mind.

When Clive went to Grand Etang in the summer of 1958, he found everything about as different from his home in Ottawa as it could possibly be. The relatives who waited to welcome him were strangers, their way of life totally foreign.

Although the welcome was warm, the period of adjustment was a hard one. For a time it seemed as if the young city boy could do nothing right. Everything he touched turned to a mini-disaster. A horse bolted and caught its leg in a fence the first time he tried to help his grandfather put up fence posts, Clive dropped a sledgehammer on his foot. Hitching up the wagon and milking cows were mysterious rites.

But one of Clive's grandfather's qualities was patience and he helped Clive out of each difficulty and encouraged him to keep trying. "You'll get it right," Grandfather would say and in time Clive did.

Some of the mishaps as Clive looks back at them from the distance of 20-odd years were funny, although when a 12-year-old is trying to impress his country cousins, a pretty young girl among them, humour is far from his mind. But time has placed the awkward business of growing up in perspective and the author now has a 12-year-old boy of his own. It is partly to recapture in a kind of "Memory hold the door" way the experiences and lessons of that time and partly to share those experiences with his own son that Clive Doucet has written this book.

It is a tribute to a way of life which produced strong, capable, durable people, the kind so often described as "the salt of the earth".

Doucet still lives in Ottawa. He has an MA in anthropology from the University of Montreal and one of his plays, *Hatching Eggs*, was the first play by a Canadian to be produced at the National Arts Centre. He is also the author of a novel, *Disneyland, Please*.

**Sagas of the Land and Sea, By Roland H. Sherwood**  
**100 pages, paperback, illustrated, published 1980**  
**Lancelot Press — \$2.95**

This is the seventh book of its kind by the man who has acquired the nickname, "The Pictou County historian." Like the other books, *Sagas of the Land and Seas* is a collection of about a dozen and a half stories, most of them well-known, with a Maritime flavour.

Sherwood recounts the story of Captain Hall's treasure buried presumably at Hall's Harbour in Kings County; the story of the Royal William, which "heralded the coming age of steam navigation" when she called at Pictou in 1833 to take on coal prior to making her historic Atlantic crossing, and the mysteries of Jerome, the Mary Celeste, as well as the tragedy of the *Titanic*.

The stories serve to indicate something of the wealth of Nova Scotia's maritime history, legend and folklore.

Some of Sherwood's earlier titles are *Tall Tales of the Maritimes*, *Atlantic Harbours*, *Maritime Mysteries* and *Atlantic Yesterdays*.

**The Island, Fall-Winter 1979**

**45 pages, periodical, illustrated, published 1980**

**Prince Edward Island Heritage Foundation, \$2.**

The fall-winter issue of this magazine, Number 7, has just come to hand. It is edited by Harry Baglole who has also contributed an article about William Cooper of Sailor's Hope, "an eminent patriot who faithfully advocated the interest of the people through the press and in Parliament for upwards of thirty years, during part of which time he filled the office of Speaker of the House of Assembly with credit to himself and the Colony." The words are taken from the inscription on his tombstone in Bay Fortune United Church cemetery. A colorful man, described by Baglole as at one time "the most feared and revered public figure on the island," Cooper died in the year of confederation.

*Memories of a Golden Land, the Harvest Excursions*, by Susan Hornby, is an account of the annual journeys when trainloads of Islanders would go to the Prairies to help harvest during the wheat boom in the early decades of this century.

Older residents recall the methods and hazards of winter travel on the Island in an article by Deborah and David Stewart.

Jim Hornby writes about the Great Fiddling Contests of 1926, and the Agricultural societies of Prince Edward Island are discussed in an article by Elinor Vass. There are more of Robert C. Tuck's exquisite black and white sketches of old buildings in an article *Victoria: Seaport on a Farm*.

The Prince Edward Island Heritage Foundation was formed in 1970 "to preserve and interpret the Island's past" and in addition to publishing its Journal, the foundation organizes exhibitions at heritage sites throughout the province and at its headquarters, Beaconsfield, Charlottetown.

**This Way to Canada, By Sharon Bray & Sarah Stouffer, 48 pages, large-size paperback, illustrated, published 1980 Kenneth L. Brown & Associates, The Early Years Associates, Mississauga, Ont.**

This is a combination drawing, counting, history and all-round activity book for pre-school age children (but still useful up to about grade 3 in some respects) created by two young teachers in Antigonish who were concerned at the shortage of Canadian materials for that age group.

They spent several years sifting through teaching materials, selecting and adapting to fit the special needs of Canadian children. Both authors wanted to produce a book which would foster knowledge of and love of country, which would give young children a sense of patriotism, of "What it means to be Canadian."

A first printing of 3,000 copies has found acceptance in Ontario and British Columbia as well as Nova Scotia and a second printing will include a teachers/parents manual expanded from the brief suggestions which are now included in the book.

The black and white illustrations are the work of Debi Perna.

**Dictionary of Canadian Biography, Vol. IV — 1771 — 1880, General Editors — Frances Halpenny/Jean Hamelin  
913 pages, hardcover, published December 31, 1979  
University of Toronto Press, \$35.**

Volume IV is the latest edition of this fascinating series which when it is finished, will provide a unique understanding of the Canadian personality.

The first volume appeared in 1966 and covered the period 1000 to 1700, dealing with the lives of noted people in or involved with Canada who died during that period. Volumes II and III followed the chronological order to 1770. The sequence was broken in 1972 to allow for the publication of Vol. X (death dates 1871-1880) because that particular work was covered by a special grant awarded by the Centennial Commission. Volume IX (1861-1870) was published in 1976 and Vol. XI (1881-1890) is in the process of publication.

Volume IV returns to the natural chronological order and a further four volumes will cover the years 1801—1860. Volume XII, the final volume, will cover the balance of the 19th century.

The dictionary is a bilingual project, the Dictionary of Canadian Biography having been launched with a bequest from the late James Nicholson (1861-1952) and the *Dictionnaire biographique du Canada* supported by the University Laval. Further assistance has been provided by the Canada Council and the Social Sciences and Humanities Research Council of Canada.

In the introduction to this latest volume, the editor notes that a number of the biographies contain reflect "the effects of wars in this region (the Maritimes); in the struggles for Annapolis Royal (Du Pont Duvivier), Louisbourg (Du Pont Duchambon), and Fort Beausejour (Moncton), and in the questions of allegiance for Acadians and Indians (Le Loutre).

"Volume IV also presents the groups involved in the administration and settlement of Nova Scotia, Prince Edward Island and Newfoundland. Their stories may be followed through the careers of administrators such as Cornwallis, Patterson, and Palliser; officials such as Cal-

lbeck, Bulkeley, and Mathews; merchants and traders such as Mauger, Higgins, and Slade; and religious figures such as Bourg, Alline MacDonald and Coughlan . . . ”

Other figures of special interest in the Maritimes are Danks, Fillis, Henry and Salter, and the Loyalists — Thomas Peters, Marston, Hardy and Sower.

But not all of the people whose lives are recorded in this book were leaders or merchant princes. The effort in this volume has been to provide “a broad spectrum of people through the many biographies of shorter length”, and some very colourful characters emerge — the infamous, the failures (some of the latter spectacular ones indeed), as well as the famous.

Volume IV includes as well an essay on the Acadians and their settlements to the end of the 18th century, by Prof. Naomi Griffiths, and an essay on the political organization of British North America by after 1763 by Prof. Pierre Tousignant.

There is a glossary of native peoples, a section of detailed general bibliography and a list of contributors. The massive nature of this work is indicated in part by the fact that the list, two columns to the page, takes eight and one half pages.

Maritimes contributors include Harry Baglole, of the Prince Edward Island Heritage Association; Prof. J. Murray Beck, Halifax; Dr. Phyllis R. Blakeley, Associate provincial archivist of the Public Archives of Nova Scotia; Prof. Peter Burroughs, Donald F. Chard, Parks Canada, Halifax; Allan C. Dunlop, PANS, Halifax; Shirley B. Elliott, Legislative Librarian, Halifax; the late Dr. C. B. Ferguson, former provincial archivist of Nova Scotia; Judith Finguard, Dalhousie University; Lois K. Kernaghan, Boutilier's Point; A. Anthony MacKenzie, St. Francis Xavier, Antigonish; Malcolm MacLeod, N.S. Teachers College, Truro; Virginia P. Miller, Dalhousie University; Barry M. Moody, Acadia University, Wolfville; Robert J. Morgan, director, Beaton Institute, College of Cape Breton, Sydney; Catherine A. Pross, Lunenburg; James Stokesbury, Acadia University; Christmas Edward Thomas, PANS; Wendy L. Thorpe, PANS; Gertrude E. N. Tratt, Halifax among others, not only from this province but from elsewhere in the Maritimes. Nor does it take into account the fact that, for example, the biography of Jean-Louis Le Loutre was written by Gerard Finn, of Parks Canada, Calgary.

The series provides not only an in-depth “personalized” account of the development of what is now Canada, it opens doors to many new lines of reading and research both for the armchair historian and the scholar.

