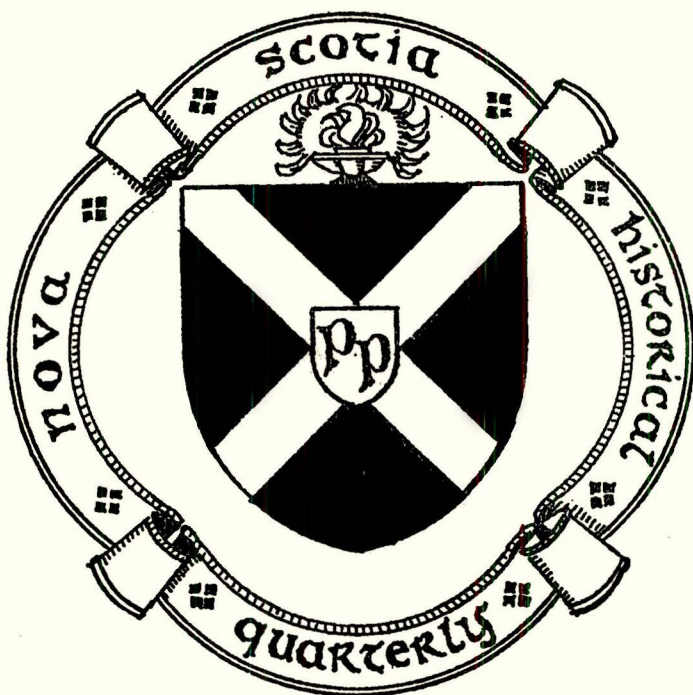


The Nova Scotia Historical Quarterly

Volume 3, Number 2, June 1973



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Editor's Note:

Sept. 15, 1973 will be the 200th Anniversary of the landing of the ship Hector which brought the first settlers from Scotland to Pictou. To mark this historic event we are featuring a number of Pictou articles in this Edition.

Landing Of The Hector

ROLAND H. SHERWOOD

PICTOU, the shiretown of Pictou County in Nova Scotia will, with the county and the other towns of New Glasgow, Trenton, Stellarton, and Westville, celebrate the 200th anniversary of the arrival of the Scots in 1773, the vanguard of pioneering immigrants that began the continuing of Scottish peoples, first to Pictou, then Nova Scotia sections and finally spreading to all parts of Canada.

The whole year of 1973 is expected to be one of continuing celebrations in honor of those stalwart Scots of 1773, and to bring back to the county the thousands of former Pictonians lured by more lucrative jobs to Ontario and New England.

200 years ago, on September 15th, 1773, an ancient sailing ship dropped anchor in Pictou Harbor, presenting the sight of close-packed trees to the nearly 200 ship-weary Scottish immigrants. This was the *Hector*, a name that has been closely associated, to this very day, with the descendants of those early Scottish settlers.

And down through the 200 years that have elapsed, hundreds of status-seeking Canadians, and Americans too,

have, in the tradition of the Mayflower of Plymouth, made claim that their ancestors "came on the Hector." If all the claims were substantiated, then that poorly equipped Hector must have been larger than any of the modern ocean liners of today. In truth, the Hector was a two-masted, double decked brig.

The Hector carried anywhere from 179 to 200 passengers, according to which report is taken as being correct, the government of that day or the historian of Pictou County.

Whichever figure is used, this much is true; there were too many for the size of the vessel on which the passengers were crowded into the unsanitary conditions below decks. This, along with the poor provisions, brought on and spread small-pox, so that before the 11 weeks on the water were over, 18 persons, mostly children, were dead and consigned to the deep.

200 years ago when those Scotch pioneers to Nova Scotia boarded the Hector at Loch Broom in Rosshire, Scotland, they didn't know that this adventurous sailing of the old Dutch brig wasn't the first time that ancient vessel had crossed the Atlantic. Nor did they know, as they left Loch Broom, that this was to be the final voyage the decaying vessel would take to the New World.

Had they known, not likely those Scots would have cared, as on that July morning in 1773, the plodding old brig began moving out to the dangers of the Atlantic Ocean. As the immigrants crowded the rails and watched their homeland into the sea behind them, many broke down and wept.

But when the land had faded from view, and the lumbering Hector moved steadily onward, blessed with fine weather, and steady breezes filling her sails, the sound of Scottish pipes

echoed about the ship and over the water. And with that sound they remembered the hills and glens they were leaving behind, with hopes that Nova Scotia, the New Scotland, would be like their homeland, but without the trials and killings that beset them following the defeat of the Highlanders at Culloden in 1745.

Hearts were cheered by the highland music of the lone piper, John Fraser, who had come aboard minutes before the Hector cast off her lines. Like many others on board, he carried his worldly belongings with him; the bagpipes, and not a farthing to pay his passage.

Captain John Spears, with the consent of agent John Ross, had ordered the ragged piper ashore. But the immigrants, all desiring something to remind them of the highlands they were leaving, offered to share their food supply, meagre as it was, with him in exchange for the wild music of the hills and glens of Old Scotland. By dint of overwhelming vocal force, Piper Fraser was permitted to stay aboard. In the wild rejoicing that followed the skirl of the pipes sent the happy passengers, men, women and children, marching about the deck, while first mate, James Orr and second mate, John Anderson, knew that the decision to allow the piper to remain abroad was a good one.

In the 11 weeks of the storm-fraught passage, this was to be proven time and time again as unusual storms drove the Hector back over the many sea miles it had come.

In those trying days when the leaders among them conferred on whether to turn back to Scotland or continue toward the New World, the sound of the bagpipes allayed their fears, and made them determined to go forward to their new homes.

There were good reasons for them to continue. In Old Scotland they had known trying times and persecution, but the

promise of free farms of their own, and free provisions for a year, lured them on. They had been told by wily agents for the Philadelphia Company, and they believed the tales, that in the new country to which they were going, sugar, tea and soap could be had from the same tree!

There were other times on the over-long passage when their spirits were at a low ebb, and only the wailing sound of the Scottish pipes raised their hopes; a thrilling sound to the Scots that rose above the roar of the wind and the creak and snap of sails and running gear.

And there were times when the Scots, standing at the rails of that old Dutch vessel, could break pieces of rotten wood from the ship's sides, and wonder if their water-wide home was as weak.

Those trusting souls who had believed the glowing stories told by the agents for the Philadelphia Company, who, in order to hold their land grants in Nova Scotia, were required to bring out settlers, were to be confronted by more than just delays in the crossing of the Atlantic. Those delays by sudden storms were to bring on the additional hardships of hunger and thirst. The Scots had been assured there were plenty of provisions and water aboard the Hector, and this may have been so, but without the precaution of providing for emergencies that might arise in the crossing.

In the first weeks of the Hector passage, food seemed plentiful. So much so that many passengers discarded pieces of bread and oatcakes that had become mouldy. These bits of food were carefully collected and hoarded by one Scot, more thrifty than the rest, Hugh MacLeod by name. His foresight was to avert starvation, for in the weeks ahead, as the Hector ploughed its slow way over the Atlantic, provisions were exhausted, and those who had previously thrown away the poor

food were glad to share the discards with Hugh MacLeod. The over-long passage of the Hector caused the water supply to become critical, so that in the final week before reaching land, water for any purpose was rationed.

The Hector, purchased from the Dutch, was an old vessel when John Pagan of Greenock, Scotland, secured her. In 1770 he took the Hector to Boston, and returned to Scotland where, three years later, John Ross, agent for the Philadelphia Company, chartered her for transporting settlers to Pictou in Nova Scotia.

The American Company with large land grants in Nova Scotia, which became known as the Philadelphia Grant, were required to bring settlers to Nova Scotia as part of the conditions to hold the grants. These land grants were in the Pictou area, mostly along the coast, a portion of Nova Scotia in which the government had little interest, considering the land of little value as compared with the rest of Nova Scotia.

The main concern of the Philadelphia agents was to get settlers on the land as cheaply as possible, and in this regard they were extremely frugal in the amount and quality of the food provided on the Hector.

On July 1st, 1773, the Hector, with at least three years of weather-beaten tramping, with little or no maintenance, was ready to chance the dangers of the Atlantic with nearly two hundred trusting Scots on board. This voyage was to be the final one for the aged Hector. When the vessel returned to Scotland after landing the Scottish Immigrants at Pictou, it was condemned and destroyed.

Food and water shortages weren't the only problems that beset the Scots on that historic passage to Nova Scotia in 1773. Smallpox and dysentery were rampant aboard the over-crowded

and unsanitary cabins below deck. 18 passengers, mostly children, were to die on that 11 week passage to the new land, and their bodies consigned to the deep.

Finally tho, the long weeks of ordeal were over. On September 15th, 1773, the old Hector dropped anchor in Pictou Harbor, to show to a bewildered and ship-weary group of immigrants the place that was to be their new home. The Scots gazed in utter astonishment, for as far as their eyes could see, the huge trees stood in close-packed legions almost to the water's edge. The trees were a riot of color as the leaves of the various species were beginning to put on their autumn dress. The sight was beautiful in the eyes of the newly arrived Scots, a refreshing change from the sameness of the waters over which they had just come.

With the belief that the promised farms, which they expected to be cleared, were just beyond the trees, the Scots of Old Scotland prepared to set their feet upon New Scotland.

Out of the trunks and boxes aboard the Hector they took the highland dress that had been proscribed in Scotland after their defeat at the Battle of Culloden in 1745.

Dressed in the kilt, with tartan, skein dhu, dirks and broadswords, which they had smuggled aboard at Loch Broom, the Highlanders waded ashore, led by John Fraser, their lone piper.

There were white people there to greet them. The settlers who had come in the brig Betsey six years before from Philadelphia, and had established themselves along the shore about a mile distant from where the Hector dropped anchor.

There were Indians too. The stolid Micmacs of the district, many of whom had been annoying the first settlers, and

had threatened to kill those whom they were told were coming in a big boat. To offset the Indian threat the Betsey settlers had warned them that those who were coming were the "men in petticoats" the Indians had seen fighting on the Plains of Abraham when Wolfe defeated Montcalm.

As the Hector people came ashore the Indians moved back, and when Piper Fraser blew up his pipes, and the wailing sound echoed over the waters and against the trees, the Indians took to the woods, and never again bothered the settlers, either those who came in 1767 on the Betsey from Philadelphia, or the Scots from the Hector in 1773.

The years that followed weren't easy for the Scots. Put down in a land of giant trees, without tools or knowledge to cope with the task of clearing their grants, they suffered greatly, but they stayed. Gradually they spread over the county to take up better land than the acres they had been offered by the Philadelphia Company. Those grants they had refused, as the proffered land was miles away from the coast, in the heart of the forest of which they were afraid.

In the after years, the Scots learned to live with the land, they developed skills that stood them in good stead in New Scotland, and they multiplied, retaining the customs and traditions of Old Scotland.

In New Scotland they were free of persecution, and through the years they moved steadily ahead. They began the ceilidhe, carried on the highland dances, secured the pipes and formed pipe bands, so that by 1923, at the 150 anniversary of the Landing of The Hector, Pictou County had more pipers than any other section of Canada.

The ensuing years did nothing to lessen the impact of the Scots in Pictou County. The descendants of those hardy

settlers have kept alive the high standards of religion and education that characterized the Scots through the long years since the first arrivals in Pictou County.

The old Hector was crowded with those whose names are now familiar in Pictou County. Murrays, Morrisons, Frasers, MacKays, Camerons, MacDonalds, Munroes, Grants, Rosses, MacKenzies, MacGregor, MacLean, MacRitchie, Chisholm, Falconer, Matheson, Sutherland, Graham, and many more Macsomebodies. There are a great many more within the county of Pictou alone who, with the coming celebrations in 1973 of the Landing of the Hector, are now busy researching their family trees in the hope of establishing a connection with those early Scots.

1973, in Pictou County, will become practically a "Come Home, Wanderer" year-long celebration of that historic event in 1773.

Of the thousands that will "invade" the county, practically everyone will claim some Scottish connection, but even the majority of kilt-wearing men and lassies will "na have the Gaelic."

In 1973, in Pictou County, the claim that some ancestor "came on the Hector" will be the "open sesame" to other Scots' Society, who claim the same distinction. Few will have proof, but, in the light of the homecoming all will be accepted at face value.

Pictou, the shiretown of the County of Pictou, the focal point for the 1973 Hector celebrations, is a hillside, seaport town, faced with a mile-wide harbor, fed by three rivers, East, West and Middle, and opens into Northumberland Strait, which is the lobster fishing grounds for some two thousand fishermen. This fishing area is designated by the Federal Fisheries Depart-

ment as 7-B, with the lobster season extending from May 1st, to the last day of June.

Pictou Town has some 5000 citizens, and still retains much of an Old World flavor, as seen in the many stone houses, topped with English chimney pots, and with many windows on the dormer line, but not truly dormer.

Pictou, settled as a Scottish community, has carried that fallacy through the years for, altho the telephone directory gives a long list of Macsomebodies, the Scottish blood strain has been diluted by the influx of other nationalities.

Pictou, the shiretown of the county, expected to be the hub around which will revolve the Hector celebrations, will be bursting at the seams in many respects in 1973. Unless citizens open their doors to the many visitors, the one hotel and several motels, plus trailer and camping facilities near by cannot accommodate the expected influx. The town has limited parking grounds, has little port trade as compared with past years, no passenger train service, and is dominated by the larger, and many years younger, town of New Glasgow, just a stone's throw of 8 miles away.

Surrounded by the smaller towns of Trenton, the birthplace of steel in Canada, by Stellarton, from where the first locomotive to run on steel rails in Canada, operated, and by Westville, a once-flourishing coal mine town, New Glasgow is quietly angling to take over these towns and become Nova Scotia's third city.

Naturally, each of the Pictou County towns will be expected to offer something in the year-long Hector celebrations, and will be eager to do so. But citizens of Pictou are clanishly insisting that major events will be Pictou's alone, for didn't the Hector drop anchor within sight of the present town, and

didn't the Scots wade ashore near the present main street? "Near", to Pictou citizens, being almost opposite the present government wharves, when actually the landing was about a mile west of the present town, near what is now known as Brown's Point.

For many years before the Second World War, Pictonians sat smug in their own little town that harked back to better days when lumber, farming, fishing and the building of wooden ships were the mainstays of the port.

As the years past these industries dwindled with the change in times. Lumber ceased to be the great business of the area, and the building of wooden ships on a large scale became a dead industry. Farming has changed, with the influx of farm people to the shorter hours and greater income from industries in the urban centers. Lobster fishing, scallop dragging, Irish Moss farming, and the building of steel ships have continued to give employment to many.

In the years of change, much of the smugness of the citizens began to die out, retained by the elders of the town and centered around Pictou Academy. They lived in the past, remembering the great glory that was this institution of learning's heritage as, in the years before, went out scores of Pictou's sons and daughters to become famous in many fields of learning across the length and breadth of the North American Continent. They went to bigger places, better incomes and greater opportunities. But they remembered Pictou as their home. Such men as Frederic Yorston of the Montreal Standard; Sir William Dawson, eminent geologist, his son, George Mercer Dawson, also a noted geologist and men in public life, such as Peter M. MacDonald, R. M. MacGregor, J. W. Carmichael, Thomas Cantley and E. M. MacDonald.

Those who left made names, and sometimes, fortunes, for themselves in many fields of endeavor, leaving the loyal ones,

the MacCullochs, the MacGregors, the Blanchards, and other dedicated men, to be remembered and honored in the years to come.

Now, as the 200th anniversary of the Landing of The Hector approaches, committees are being formed, and excitement is beginning to build up on a proposed Summer-long event that will encompass the whole county.

There are annual celebrations now in the county that have a set pattern, and these will be continued as a part of the 1973 celebration of that historical event two hundred years ago; the coming of the Scots.

The fixed celebrations are Westville's Dominion Day Celebrations on July 1st, the Pictou Lobster Fisheries Carnival, the first week in July; New Glasgow's Festival of The Tartans, first week in August; Pictou's Natal Day, the second Monday in August, and the Pictou-North Colchester Exhibition in early September. Around these events will be built the celebrations of the 200th anniversary, expected to bring former Pictonians, and many others, to the county and the towns.

Tentative plans are that each of the towns, and the county, will have their own special days, or events, but the shiretown of Pictou is expected to be the center around which will revolve the summer activities.

The Landing of The Hector, or, The Coming of The Scots, are themes that will be prominent in 1973 when, with the expected influx of thousands during the summer, a call of "Hey Mac!" on the streets of Pictou will cause a dozen heads to turn, and twice that many to answer, for in 1973 the prestige of being a Scot, with even no ancestors from the Hector, everyone will want to be a Mac Somebody, even a MacLeBlanc.

The Pictou Literature And Scientific Society

ALLAN C. DUNLOP

On December 8, 1834 twenty-three men met at Pictou Academy "for the formation in the town of Pictou of an institution designed for the material improvements of its members in the Sciences and General Literature and for the diffusion in the community of a taste for useful information."¹ Two decades later the society passed quietly into history but remains today as an outstanding example of an era which Dr. D. C. Harvey has aptly called a period of "intellectual awakening in Nova Scotia." Men who are now part of Nova Scotian and Canadian history read papers and performed experiments before this society—Peter Crerar, engineer and builder of the railroad upon which the *Samson* ran; J. W. Dawson, geologist and first principal of McGill University; J. D. B. Fraser, chemist and the first person on the North American continent to employ chloroform to ease the pain of childbirth; George Patterson, noted Nova Scotian historian; Henry Poole, mining expert—the list is long and distinguished.

What possessed or motivated a group of young men to form such a society? The population of Pictou County was approximately 15,000² and Pictou was a town of not more than 1600 souls.³ Yet behind Mount Thom, the populace of this perverse little hamlet had already demonstrated the independ-

ence which was to be the bane of church, mercantile and government cliques in Halifax.

The Pictou of the 1820's and 1830's was far different than the Shiretown of 1972. Captain Moorsom was reminded of Edinburgh by the tartans of the men and the red academic gowns of the students of Pictou Academy. Although this highland hamlet contained no more than 300 buildings, it was second in size only to the provincial capital.⁴ Joe Howe on his first visit to the town made light of the political and religious rivalries of the area and wondered whether he might "be burned by the Antiburghers, or eaten, without salt by the Highlanders." Howe was impressed by this busy port with boats departing for such areas as Miramichi, Prince Edward Island, the United States, the West Indies and Great Britain.⁵ Rev. Norman MacLeod had less happy memories of Pictou. After only two years in the environs he had had enough and departed to found a settlement at St. Ann's, Cape Breton. Twenty years later he recalled the town and opined that "I know not the comparison of Pictou in the whole land for shameless and daring wickedness."⁶ The ecclesiastical establishment would have intoned an appreciative, Amen!

Reference has already been made to the intellectual interest which characterised the period from 1817 to 1837 in Nova Scotia. In Pictou the "awakening" was more like 'happening'. One man set the tenor for the entire period—Thomas McCulloch. The seeds of learning which McCulloch so carefully nurtured in his students bloomed fruitfully and evidently in the quality and scope of lectures which were presented to the Pictou Literary and Scientific Society. Harken to the record that lay in the future and in it can be discerned the determination and the excellence which the town and the Academy seemed to instill in all those who came in touch with them.

In the old days, when a man said he was from Pictou County in Nova Scotia, his voice held a ring of deep and

unshakeable pride, for he knew himself to have been born into the company of the Lord's anointed. His pride grew from the fact that in the nineteenth century an invincible army had marched out of Nova Scotia, an army of professional men as firmly taught in Presbyterian principles as in secular knowledge. They came mainly from one County—Pictou County, and from one College—Pictou Academy. Two provincial premiers, eight university presidents, fourteen newspaper editors, twenty-five missionaries, forty university professors, sixty-three lawyers, one hundred and ninety doctors, and over three hundred ministers. All these and more in the last half of the nineteenth century alone, in that final golden age of this modest country academy.⁷

In 1816 Dr. McCulloch had founded Pictou Academy. He viewed a school as an empty shell if it possessed no library. Within three years he not only ordered books for a school library but also took the initiative in establishing the Pictou Subscription Library, one of six such institutions in the province at the time.⁸

The appearance of the General Mining Association in 1827 at the Albion Mines area lifted the northern part of the province out of the financial uncertainties of the immediate past. An off-spring of this new buoyancy was the appearance of the first paper to be printed outside the Halifax peninsula since 1785—the *Colonial Patriot*.

By 1830 Dr. McCulloch could look back, with probable impish glee, on a number of significant achievements; a raging controversy with the Roman Catholic church; a functioning Pictou Academy; chief responsibility for the establishment of two libraries; the publication of a series of letters which have been described as the "found[ation] of genuine Canadian humour"—*The Stepsure Letters*;¹⁰ a private museum which

James Audubon, famed American ornithologist, described as the "best private collection in North America;"¹¹ a continuing controversy with the government in Halifax and a constant conflict with his fellow Presbyterians. Could a man be more blessed?

Into this atmosphere of religious, political and educational turmoil the concept of the dissemination of knowledge through a learned society seems a rather mundane and trivial innovation. Certainly the founding members were flying in the face of past failures. At least one attempt at a debating society had been made previous to 1834. On March 21, 1828 the "Pictou Debating Society" had been formed at Mr. Hugh Brodie's school house. Only six meetings were held and the club appears to have operated on a slender budget. On May 1, 1828 the minutes direct the treasurer to "find blinds for the windows, a chair for the president, and also a table and candlesticks."¹² On the next occasion that the society met, it voted itself out of existence.¹³ Of its nineteen original members only one was among the founders of the Pictou Literary and Scientific Society, David Crichton, although at least three others eventually joined the new society.¹⁴

The Pictou Literary and Scientific Society originally met every second Wednesday from the first of November to the end of May. Over the years this varied from twice weekly to weekly or was shifted to another night for a variety of reasons. Only once was a special meeting held in order that members might hear a lecture from George Young on "Education."¹⁵

The founders and original members paid a fee of two and six which at the end of the first year was increased to five shillings. All new members were required to pay seven and six, in advance, before their application for membership would be voted upon. Any member arriving after the president had taken the chair was subject to a shilling fine. Later, this rule was dropped.¹⁶

The society was normally open only to members but at the first meeting of each year the public was invited. Over the years the public was given wider access to the meeting and as few Scots would pass up free entertainment the result was that:

The Society has of late been much annoyed by Boys and others not belonging to it, crowding in and occupying the room of the members and their regular guests—these must not complain if in future they are wheeled to the right about by the door keepers.¹⁷

After some debate and careful committee scrutiny it was decided that each member could admit one lady guest. The *Bee* purred that:

Much as female beauty is to be admired, its attractions are a thousand times more powerful when they possess the additional charm of intelligence.¹⁸

The minutes of the society perhaps reflect a more calculated and practical result of the female presence. "The presence of the ladies imparts a refined character to the debates."¹⁹

Concessions were also made to the students of Pictou Academy. Initially only non-resident students were admitted to the meetings but eventually all the students in the classes of Messrs. Hay, Bell and McPhail were admitted at the discretion of the particular teacher.²⁰

Decorum appears to have been about what could be expected when Scottish Presbyterians came together to debate. At one point the minutes contain this curt entry:

Mr. Peter Brown, in consequence of disorderly conduct was expelled by a vote of the Society.²¹

Every attempt was made to keep the lectures non-controversial. The most evident example was rule four which read, "That religion and politics be excluded from lecture, essay and debate."²²

Certainly the decision to adopt such a rule comes as no surprise to those familiar with the religious and political atmosphere pervading Pictou County during most of the society's existence. In the election of 1830 one man had died of injuries received in a wild riot between the contending factions;²³ in 1847 a mob led by a Negro bully called 'Black Sam', drove their frightened opponents from the polls²⁴ and in 1845 even the erection of a ten foot high fence down the main street of Pictou could not successfully separate these hearty proponents of participatory democracy, with the result that the initial contest was nullified and another election ordered.²⁵ Indeed, throughout the minutes of the society can be found the announcement of the cancellation of a meeting "in consequence of the excitement likely to be produced by the approaching election . . ."²⁶

The politics of the period had a profound effect on the state of the society. The *Mechanic and Farmer* referred to the meetings of the club as an opportunity "to unite in the general diffusion of knowledge" in sharp contrast to the political situation.²⁷ The annual report for 1845 described the society as:

an arena in which amid the strife of public commotion and the various collisions of society all parties can meet . . .

The report then frankly admitted that the "political state of the community" had harmed the society and lamented that:

The claims of science or the allurements of literature may appear insipid amid the storms which agitate our political atmosphere. ²⁸

However, not until the society amalgamated with the Picou Literary Association on Nov. 1, 1849, was any change made in the rule concerning politics and religion. It was then amended to read that "No question of local politics or Secretarian points of Religion shall be brought before the Society." The storm broke quickly.

The minutes for March 5, 1850 tell the story. The lecture bore the innocuous title "The Pleasures and Advantages of Literary Composition." The minutes state:

In the latter part of his lecture he unfortunately took occasion to refer to religious and political topics upon the state of the connexion between England and Canada at the present time and advocating rather republican principles. This led to a warm and rather angry debate ending in something very nearly approaching personalities.²⁹

This incident led to the rule being returned to its original form and for added assurance a clause "by either essay or debate" was added. This restored a semblance of serenity for the duration of the society's existence.

Throughout its formative years the society was aware of the need for a library as an invaluable aid to members in their preparation of lectures. In short order it was decided that a Library and Museum would be established. It was determined that a committee of seven would be appointed to consider book proposals put forward by members of the society. The library was to be open from 6-7 every Tuesday and Friday evening. Each member could borrow one book for a fortnightly period. This book could be renewed if no other member had requested it. A fine of a penny a day would be levied on over due books. Those preparing lectures had no restrictions placed upon the number of books they could take from the holdings. All essays

were to be preserved in the library. All equipment purchased was to be kept at the library and to be removed only on the written authorisation of the president.³⁰ The rule concerning religion and politics was not to apply to library acquisitions—supposedly.³¹

Within nine months of the committee report, £16 was agreed upon as an initial investment in books. The society also reached partial agreement to keep their holdings at the Pictou Subscription Library.³² Less than a week after the partial agreement was reached the trustees of the Subscription Library convinced the society that a 1/3 contribution to their annual rent would be reasonable reimbursement for use of their building.³³

Inevitable controversy arose over books purchased. The culmination was a decision that:

A book written by Dr. Channing, now in the library of the Society, containing doctrines hostile to the religious opinions of the Society [~~Calvinists~~ is scratched out of the minutes and replaced by 'the Society'], shall be immediately removed and sold as soon as possible.³⁴

No book-burners these Scots, especially if a dollar might be turned.

Over the years substantial amounts were expended for books. The society even received one grant of £20 from the government for the purchase of books.³⁵ The committee report of 1843 noted that £3 was now paid in rent for the Library plus another £1-7-10 for candles and coal. The holdings were now in excess of 150 volumes and the committee urged that books of "a lighter and more interesting description and more suited to the taste of the general class of readers than most of those formerly purchased" be obtained.³⁶

The cost of keeping the Library functioning became a drain on the slender resources of the society. Eventually no funds could be allocated for new books.³⁷ The society finessed this financial crisis by moving to Pictou Academy where their books were held "distinct and apart from the Library of the Academy."³⁸ This move eliminated the rent problem and helped to ease the problem of a declining membership.³⁹

The decrease in membership was as much a reflection of the numerous activities taking place in Pictou as compared to lack of interest in society activities. Indeed the number of occasions on which the society had to cancel a meeting is quite high. The variety of reasons for these cancellations is interesting. Storms, poor attendance, and the absence of a lecturer would seem to be normal circumstances for cancelling a meeting. However, such causes as "the disagreeable state of the streets,"⁴⁰ the unfinished state of the Academy, fasts by Rev. John McKinlay's congregation and conflicts with the annual dinner of the Pictou Agricultural Society⁴¹ must have brought much frustration upon organizers of these lectures.

On other occasions the decision to cancel meetings created a furor. Thus when notice to adjourn was given in order that members might attend the concert by the Sons of Temperance Brass Band, immediate pandemonium resulted and the disagreement over the decision to adjourn was still being voiced a month after the event.⁴² However, the wildest confusion resulted when the society decided to meet, but George MacKenzie refused to lecture, due to the sparse audience.⁴³ One can imagine the resulting bedlam. The committee report delivered a stinging reprimand to all connected with this fiasco.

The committee reports probably give the best insight into the operation of the society and its position within the community. One theme is consistent throughout these yearly reports—pessimism. Inevitably the reports refer to the impending

ing doom of the society for a variety of reasons ranging from the number of members who refuse to give lectures to the problem of competing with new groups such as Temperance Societies. Within the reports, however, can also be found the motivations which kept this society in operation for a period of more than twenty years.

Members of the society placed a great deal of stress upon the dissemination of knowledge. Their claims to the benefits of knowledge reminds one of the Travelling Medicine Shows and their claims about their bottled cure-alls. The society's claims were more sophisticated, if less profitable, and were grounded in a type of elitism. More than once the committee reports commented upon the appearance of new societies, such as at West River ⁴⁴ and River John and reported:

information of all kinds are sought with avidity even in places where we might suppose that civilisation had scarcely penetrated.

The fact that other societies had sprung up throughout the country gave the committee a powerful weapon with which to cajole members to make greater efforts on behalf of the society. They appealed to the pride of Pictonians and their determination not to be outdone by any others. When things were darkest the committee would warn that the society could not be permitted to die:

since it would not be very creditable to the literary character of Pictou that any of the surrounding societies, some of which are founded in the outskirts of civilization should leave us in the background.⁴⁶

The society might well die but it was doubtful if any of its competitors could lay claim to or boast of such an interesting record of quality lectures and innovative experiments.⁴⁷ Here,

perhaps more than in any other aspect of the society's operations can be found the reason for its longevity. A variety of fields and subjects were covered from the fall of the ancient empires to penal reform and medical lectures. All professions were represented within the membership and on at least one occasion a member even managed to subject the society to a lecture on life insurance.

Probably the chief attraction of the society was its scientific branch and the experiments used to illustrate lectures in this field. The scientific lectures most clearly demonstrate the high standard of lectures and discussions carried on by the society.

Obviously the meetings and lectures were far from dull. Early in the first session of lectures the minutes note that the society adjourned "to the Mason Hall when J. D. B. Fraser administered exhilarating gas"⁴⁹ and members were seen to "exhibit various specimens of dancing and pugilistic philosophy."⁴⁸

The principles of 'hydrodynamics' were examined; a galvanic apparatus purchased; an electro-magnet was constructed at one meeting and 224 pounds suspended by it in the lecture room; pyrotechnics were studied and the lecture then adjourned so that the principles could be demonstrated with a display of fireworks.⁵⁰

The gases and their properties were closely examined and demonstrated. To show that hydrogen was lighter than air the lecturer:

inflated the maw of a turkey with it, which immediately mounted into the air and floated about till the gas became exhausted when it gradually descended.⁵¹

Before the largest audience of the session Mr. Fraser demonstrated the properties of oxygen. It must have been a volatile performance for three days later a special meeting was called and it was agreed that:

Mr. Fraser should be reimbursed for the injury which his apparatus received during the lecture.⁵²

The financial statement shows that he received eighteen shillings.⁵³

Indeed, J. D. B. Fraser brought many of the newest scientific discoveries immediately before the society. On two occasions the minutes take note of this fact.

The branch of the subject to which Mr. Fraser directed the attention of the Society (electography) as yet in a good measure unexplored but the zeal and attention and the perseverance and skill displayed by [him] has added another to the numerous obligations which the Society has been laid under to him.⁵⁴

No sooner is a new discovery in science announced than it is exhibited to us and the whole process illustrated in the room, the discovery in relation to gun-cotton and chloroform also may be instanced.⁵⁵

Indeed, on March 5, 1850, Fraser exhibited the electric light caused by the burning of charcoal by a current of electricity. The principle of the electric lamp using a carbon filament was not refined until 1860, ten years after Fraser's demonstration in Pictou⁵⁶ It is doubtful if any other society in the province could lay claim to research into many of these newly discovered areas of science.

The Pictou Literary and Scientific Society passed quietly from the scene on April 12, 1855. The committee did meet in

November of that year but did not arrange lectures for the ensuing year. As late as March 14, 1861 attempts were made, unsuccessfully, to promote another society along the same basis of the old club. However, it was evident from the late 1840's that the society would have difficulty continuing. Even though in 1841 plans were being considered for a suitable building for the society,⁵⁷ signs of impending problems were beginning to emerge. Early in 1842 a "Young Men's Debating Society" was formed in Pictou and was an immediate success, probably due for the most part to the controversial political debates which the new society encouraged.⁵⁸ Thus the society was deprived of a needed source for new blood. The amalgamation with the Pictou Literary Association appears to have been one of necessity rather than of love. The downward trend continued. For almost the entire 1851-1852 session, lectures were cancelled in favour of a series of talks by Messrs. Mulholland and Jervis of the Pictou Academy staff.⁵⁹

Interestingly, the local papers simply ignored the collapse of the society. Nowhere is there to be found a contemporary analysis of the society on the old Shiretown of Pictou. No doubt, like their off-springs of today, Pictonians blithely accepted some of these brilliant men in their midst, as a just reward for their collective goodness; and viewed their activities with the same interest they might reserve for the sale of a farm animal!

APPENDIX I

Arrangement of Lectures for Session 1841-2

Nov.	3.	David Matheson Esq.	Introductory Lecture
	10.	Dr. Anderson	on Galvinism
	17.	Jas. D. B. Fraser	Chemistry
	24.	J. W. Dawson	Mineralogy
Dec.	1.	Rev. Charles Elliot	Liberty
	8.	John Styles	Construction of Bridges
	15.	J. W. Dawson	Mineralogy continued
	22.	Alexander McPhail	Dead Languages
	29.	J. W. Dawson	Mineralogy continued
Jany.	5.	Rev. R. Williamson	Animal and veg. Physiology
	12.	James Fogo Esq.	
	19.	Daniel Dickson Esq.	Ichthyology
	26.	A. P. Ross Esq.	
Febry.	2.	Dr. Johnson	Gases
	9.	Rev. John McKinlay	
	16.	Dr. Anderson	Galvinism continued
	23.	David Matheson Esq.	Mechanical labour
March	2.	J. D. B. Fraser	Chemistry cont'd.
	9.	James Fogo Esq.	
	16.	John McKinlay Jr.	Feudal Systems
	23.	Dr. Johnson	Gases continued
	30.	Dr. Johnson	Gasses continued
April	6.	Mr. George Patterson	"Apparitions"
	13.		
	20.	Dr. Anderson	Galvinism
	27.	James Primrose	

APPENDIX II

The founding members of the Pictou Literary and Scientific Society:*

William J. Anderson, doctor	George Harris
G. A. Blanchard, lawyer	G. M. Johnston, doctor
William Burton	James Johnston
W. B. Chandler	J. W. McCulloch
Joseph Chipman, doctor	Michael McCulloch, teacher
Robert Corbet, yeoman	C. Martin, doctor
David Crichton, lawyer	David Matheson, merchant
J. B. Davison	James Primrose, merchant
Daniel Dickson, lawyer	James Purves, merchant
Charles Elliot, minister	Edward Roach, lawyer
James Fogo, lawyer	A. P. Ross, merchant
William Gordon, yeoman	

*The original list is not in alphabetic order nor does it give the occupations of the members of the society. Where possible I have added these in order to indicate from what segments of society the founding members came.

FOOTNOTES

1. **Minutes of the Pictou Literary and Scientific Society**, April 1, 1845. (Hereinafter cited as **Minutes**.)
2. **Census of Canada, 1870-71**, vol. 4, p. 94.
3. George MacLaren, **The Pictou Book**, gives the population of Pictou as 1,439 on 2 October, 1828. p. 220.
4. W. Moorson, **Letters from Nova Scotia**, p. 352.
5. MacLaren, **op. cit.**, pp. 153-158.
6. D. C. Harvey, ed., **Letters of Rev. Norman MacLeod**, p. 10.
7. Marjory Whitelaw, **That Sweet Inheritance**, p. 2.
8. C. B. Fergusson, **Mechanics' Institutes of Nova Scotia**, pp. 19-20.
9. The **Colonial Patriot** appeared for the first time on December 7, 1827. It was owned by Mr. Milne and its editor was Jotham Blanchard. The paper had a vigorous style and was eagerly sought after whenever it came off the press.
10. Thomas McCulloch, **The Stepsure Letters**, p. ix.
11. G. A. Campbell, **The Contribution of Thomas McCulloch to the Educational System in Nova Scotia**, p. 97.
12. **Minutes of the Pictou Debating Society**. These minutes are kept with the minutes of the Pictou Literary and Scientific Society.
13. **Minutes of the Pictou Debating Society**, February 24, 1829.
14. Peter Crerar, James Hepburn and Thomas Taylor.
15. **Minutes**, October 20, 1843.
16. **Minutes**, May 1, 1839.
17. The **Bee**, March 30, 1836. The **Bee** was published by James Dawson, father of J. W. Dawson, and an active member of the society. It first appeared on May 27, 1835.
18. *Ibid.*, January 11, 1837, p. 270.
19. **Minutes**, February 24, 1836.
20. **Minutes**, December 10, 1846.
21. **Minutes**, December 27, 1837.
22. **Minutes**, December 8, 1834.
23. James M. Cameron, **Political Pictonians**, p. 4.
24. J. Murray Beck, **The Government of Nova Scotia**, p. 124n.
25. *Ibid.*, p. 124.
26. **Minutes**, November 14, 1836.
27. The **Mechanic and Farmer**, December 2, 1840, p. 117. The paper first appeared on May 23, 1838 and was owned and edited by J. Stiles, a member of the Society.
28. **Minutes**, April 2, 1845.
29. **Minutes**, March 5, 1850.
30. **Minutes**, March 15, 1836.
31. **Minutes**, April 12, 1837.
32. **Minutes**, May 30, 1837.
33. **Minutes**, June 6, 1837.
34. **Minutes**, April 6, 1838. This was probably Dr. William Ellery Channing, (1780-1842), pastor of Federal Street Church in Boston and "the foremost theologian in America in his time." See **A Dictionary of American Authors**, 5th ed., p. 57.

35. **Journals of the House of Assembly of Nova Scotia**, March 18, 1839, p. 581
36. **Minutes**, May 9, 1843.
37. **Minutes**, April 2, 1845.
38. **Minutes**, December 3, 1846.
39. James Hogg, Librarian for the Society refused to be put out of employment in the library field. Within five years he opened a circulating library for the Pictou area. **Eastern Chronicle**, January 23, 1851, p. 3.
40. **Minutes**, March 29, 1843.
41. **Minutes**, January 18, 1843.
42. **Minutes**, December 30, 1851.
43. **Minutes**, March 12, 1850.
44. The West River Literary and Scientific Society first met near the Seven Mile Bridge. The Pictou society was referred to as "the parent institution" and at least three of its members attended the founding meeting of the West River Society. George R. Young delivered the first lecture. The first meeting was held on January 8, 1844. **Eastern Chronicle**, December 21, 1843; January 11, 1844.
45. **Minutes**, April 2, 1845.
46. **Minutes**, April 28, 1841.
47. At least two of the lectures were published by the Society. **The Principles of Meteorology**, Thomas Trotter, Bee office, 1837; and **The Pictou Indians**, an Original Poem by a Member of the Pictou Literary and Scientific Society, **Eastern Chronicle**, 1847. The latter was published anonymously but the **Minutes** leave no doubt but that Rev. Charles Elliot was the author of the poem.
48. **Minutes**, January 28, 1835.
49. **The Mechanic and Farmer**, February 23, 1842.
50. **Minutes**, January 28, 1847.
51. **Minutes**, March 2, 1852.
52. **Minutes**, April 28, 1838.
53. **Minutes**, May 2, 1838.
54. **Minutes**, November 13, 1844.
55. **Minutes**, April 6, 1847.
56. **The Lincoln Library of Essential Information**, p. 1335 credits Joseph W. Swan of England with inventing the electric light, with a carbon filament, and gives the date of discovery as 1860. The same book dates the discovery of gun-cotton as 1846. Fraser displayed samples of gun-cotton, which he had made, to the society on November 9, 1846.
57. The minutes do not refer to any plans for or discussion of the possibility of a new building. The only reference is in the **Mechanic and Farmer**, December 1, 1841, p. 115. As Stiles, the editor of the newspaper, was also a member of the society it is probably safe to assume that his report is an accurate reflection of discussions which took place at a meeting of the society.
58. The Young Men's Debating Society was formed on January 12, 1842 by 18 men in Pictou, including George Patterson, who served as president for the founding meeting. By April

it had a membership of 53 with an average attendance between 35-40.

Mechanic and Farmer, January 26, April 6, 1842.

59. **Minutes**, September 17, 1850.

Bibliography

The main source for material for this article was the **Minutes of the Pictou Literary and Scientific Society**. These volumes were donated to Dalhousie University by Dr. J. D. Logan and Dr. H. F. Munro. Both of these men were "Pictonians," as graduates and alumni of Pictou Academy were known. They had planned to prepare an article on the basis of these minutes but this was apparently never undertaken. These volumes are kept at the Special Collection Section, Killam Library, Dalhousie University. [Dal MS 2 62]

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Nova Scotia's First Sculptor

GEORGE MacLAREN

The first Nova Scotian to achieve recognition in the field of sculpture was John A. Wilson, who was born in New Glasgow, Nova Scotia, in 1877. He was a son of John and Annie Cameron Wilson, and his grandfather, was Alexander Wilson a stone mason from Beaulie, Invernesshire, Scotland.

John Wilson early in life began to show an interest in carving and with a file and rough mallet he taught himself to square a piece of stone. When he was fifteen years old he carved in stone a reproduction of a lion. While attending high school in New Glasgow, he showed great interest in athletics especially boxing and every day he boxed with Big Alex MacDonald, champion hammer thrower of the Maritimes.

In 1896, at the age of nineteen he went to Boston to pursue his study of art. He studied drawing and painting under Anderson, Volls, and Decamps, at the Cowes Art School of the Boston Museum of Fine Arts, where he was awarded the Kimball cash prize and two scholarships. He was assistant to Bela Pratt and afterwards worked as assistant in the studio of Henry Kitson. To support himself, he worked as an usher in a theatre and boxed under an assumed name.

The Boston Athletic Club held weekly boxing tournaments that attracted the best fighting talent in New England, and New York. Mr. Wilson took part in numerous bouts, winning prizes of watches etc., which he pawned, enabling him to further his art education. Once he fought the champion Sergeant Boland, at Back Bay Armoury and although outweighed by fifty pounds Wilson emerged the victor.

His first recognition came in 1902 when one of his works was accepted by the Royal Canadian Academy of Arts for its annual exhibition being held in Montreal. In 1906, he was instructor in the classes of the Copley Society of Boston and in 1927 was made Director of Classes having served on the Board of Governors of that society since 1913.

In 1905, Mr. Wilson received his first major recognition when he was commissioned by the State of Pennsylvania to make a monument to the men who served in the American Civil War. Titled "Pennsylvania Volunteers" it was erected in front of Independence Hall, Philadelphia. In his "History of American Sculpture" Lorado Taft wrote,—“No American sculpture however has surpassed the compelling power which John A. Wilson put into his steady motionless “Pennsylvania Volunteer”. Some of his other works are the Civil War Memorial; at Broomfield, Maine; The Soldier’s Monument, at the University of North Carolina; State Monument, Baton Rouge, La.; *Hector Memorial, Pictou, Nova Scotia*, Memorial Tablet, Truro, Nova Scotia. He was known for his delicately carved medals, cast in bronze and gold, some of which were the medals for the Mechanical Engineers of America for M.I.T., and the Frederic Joseph Daley medal; other works included a marble bust of President Abbott Lawrence Lowell of Harvard, and a dancing figure for the Algonquin Club, Boston; Stalking Panther, was exhibited and sold at the exposition, Buenos Aires, Argentina. From 1917 when he was appointed Instructor in the Modelling School of Architecture, Harvard University, until his retirement

a steady stream of his works came from his studio at Chestnut Hill, Massachusetts.

In 1932 Time Magazine wrote of the career of John A. Wilson:

Since 1906, one George Archambeau, 61, has been janitor in the Harvard School of Architecture in the old Fogg Museum Building. Among his duties has been dusting the statues in the Fogg entrance hall, which include that of William Crowinshield Endicott, Secretary of War under Grover Cleveland, sculptured by John Wilson of the School of Architecture. Janitor Archambeau has long been an intimate of the schools instructors and students, a patient listener in on all sorts of architectural talk. For the past year he played pinochle every Sunday night with Instructor Wilson. Last week, as George Archambeau went about his dusting, he gave a proud flick to a new bust in the Fogg entrance hall. It was himself, modelled during the pinochle evenings, now set up vis-a-vis to William Crowinshield Endicott.

Throughout the United States are the works of John Wilson . . . the Boston Fire Department Monument, a death mask of Admiral William Simm, Chief of the United States Navy in World War One, a soldier's monument at Dudley, Mass., a monument to the students of the University of North Carolina, at Greensboro who fought with the Confederate forces in the Civil War.

To his students John Wilson taught the full technique of sculpture, metal casting, marble cutting, with all manner of moulds, rubber and plaster. His studio and garden at Chestnut Hill was a spot of rare charm, planned and executed by its owner, Walter Gropius, who shares with one Wright the distinction of the world's greatest architect, was quoted as saying, "Wilson's Studio, is the most beautiful in the world."

To commemorate the tri-centenary of Harvard University the Faculty ordered a special set of dishes and punch-bowl struck. Moulds of the dishes and bowl were made by John Wilson, and sent to England to the Wedgewood concern for manufacture. In the sculpture's home at Potter's Bridge, Pictou County, is a set of Harvard dishes and a Harvard punch bowl, one of the one thousand only that were made.

His working years over, John Wilson came back to New Glasgow in 1949 to live again in the town of his birth. In his more than fifty years of residence in the United States he did not relinquish his Canadian citizenship.

On December 7, 1954 at the age of 78 died John Wilson, a loyal Canadian and a son of Pictou, leaving behind as his own monument the many creations he executed and honours he brought to his native land.

I am greatly indebted to Mr. James M. Cameron for his information on the many facets of Mr. Wilson's most interesting life.

Passenger List Of The Ship "Hector"

GEORGE MacLAREN

"The arrival of the ship *HECTOR*, in 1773, was the first, as well as the most important, event in the history of Highland emigration, or indeed of any emigration to the Lower Provinces of British North America. The *Hector* was engaged in this traffic for several years, and brought out, in 1770, a band of Scottish emigrants. She belonged to Mr. Pagan, a Greenock merchant and landed a band of Scots in Boston in that year. This Pagan and a Dr. Witherspoon bought three shares of land in Pictou, and they engaged a Mr. John Ross as their agent to accompany the *Hector* to Scotland, to bring out as many colonists as possible. To these they offered a free passage, a farm, and a year's free provisions. Ross arrived in Scotland with the vessel, and drew a glowing picture of the land and of the other manifold advantages to be found in the new country. The Highlanders knew nothing of the difficulties awaiting them in a land covered over with dense unbroken forest, and, tempted by the prospect of owning splendid farms of their own, they were imposed upon, and many of them agreed to accompany him across the Atlantic. Calling first at Greenock the vessel was joined by three families and five single young men. She then sailed to Lochbroom, in Rossshire, where she received 33 families and 25 single men, the whole of her passengers numbering about 200 souls. This band, in the beginning of July,

1773, bade a final farewell to their native land, not a soul on board having ever crossed the Atlantic, except a single sailor and John Ross, the agent. As they were leaving, a piper came on board who had not paid his passage; the captain ordered him ashore, but the strains of the national instrument affected those on board so much that they pleaded to have him allowed to accompany them, and offered to share their own rations with him, in exchange for his music, during the passage. Their request was granted, and his performance aided in no small degree to cheer the noble band of pioneers in their long voyage of eleven weeks in a miserable hulk, across the Atlantic. The pilgrim band kept up their spirits, as best they could, by song, pipe music, dancing, wrestling, and other instruments, through the long and painful voyage. The ship was so rotten that the passengers could pick the wood out of her sides with their fingers. They met with a severe gale off the Newfoundland coast, and were driven back so far that it took them about fourteen days to get again to the point where the gale first met them. The accommodation was wretched. Smallpox and dysentery broke out among the passengers. Eighteen of the children died, and were committed to the deep, amidst such anguish and heart-rending agony as only a Highlander can fully appreciate. Their stock of provisions became exhausted, the water became scarce and bad, the remnant of provisions left consisted mainly of salt meat, which, from the scarcity of water, added greatly to their sufferings. The oatcake, carried by them, became mouldy, so that much of it was thrown away before they dreamt of having such a long passage; but, fortunately for them, one of the passengers, Hugh Macleod, more prudent than the others, gathered up the despised scraps into a bag, and during the last few days of the voyage his fellows were glad to join him in devouring this refuse to keep soul and body together. At last, however, on the 15th of September, the *Hector* dropped anchor in the harbour, opposite where the town of Pictou now stands. Though the Highland dress was then proscribed at home, this emigrant band carried theirs

along with them, and, in celebration of their arrival, many of the younger men donned their national dress—to which a few of them were able to add the *Sgian Dubh* and the claymore—while the piper blew up his pipes with might and main, its thrilling tones, for the first time, startling the denizens of the endless forest, and its echoes resounding through the wild solitude. The stream of Scottish emigration which flowed in after years, not only over Pictou, but over the greater portion of the Eastern Province of Nova Scotia, Cape Breton, Prince Edward Island, portions of New Brunswick, and even the United Provinces of Canada, began with the arrival of the *Hector*; for those who came in her, in after years, communicated with their friends and induced them to join; and the stream continued to deepen and widen ever since. The Scottish immigrants are admitted upon all hands to have given its backbone of moral and religious strength to the Province, and to those brought over from the Highlands in this vessel is due the honour of being in the forefront — the pioneers and vanguard.

“But how different was the reality to the expectations of these poor creatures, led by the plausibility of the emigration agent, to expect free estates on their arrival. The whole scene, as far as the eye could see, was a dense forest. They crowded on the deck to take stock of their future home, and their hearts sank within them. They were landed without the provisions promised them, and without shelter of any kind, and were only able by the aid of those few who were there before them, to erect camps of the rudest and most primitive description, to shelter their wives and their children from the elements. Their feelings of disappointment were most bitter, when they compared the actual facts with the free farms and the comfort promised them by the lying emigration agent. Most of them sat down in the forest and wept bitterly; hardly any provisions were possessed by the few who were before them, and what there was among them was soon devoured, making all — old and new comers — almost destitute. It was now too late to

raise any crops that year. To make matters worse, they were sent some three miles into the forest, so that they could not even take advantage, with the same ease, of any fish that might be caught in the harbour. The whole thing appeared an utter mockery. To unskilled men the work of clearing seemed hopeless; they were naturally afraid of the Red Indian and of the wild beasts of the forest; without roads or paths, they were frightened to move for fear of getting lost in the unbroken forest. Can we wonder that, in such circumstances, they refused to settle on the company's lands, though, in consequence, when provisions arrived, the agents refused to give them any. Ross and the company quarrelled, and he ultimately left the new-comers to their fate. The few of them who had a little money bought what provisions they could from the agents, while others, less fortunate, exchanged their clothes for food; but the greater number had neither money nor clothes to spend or exchange, and they were all left quite destitute. Thus driven to extremity, they determined to have the provisions retained by the agents, right or wrong, and two of them went to claim them. They were positively refused, but they determined to take what they could by force. They seized the agents, tied them, took their guns from them, which they hid at a distance; told them that they must have the food for their families, but that they were quite willing and determined to pay for them, if ever they were able to do so. They then carefully weighed, or measured, the various articles, took account of what each man received and left, except one, a powerful and determined fellow, who was left behind to release the two agents. This he did, after allowing sufficient time for his friends to go to a safe distance, and he informed the prisoners where they could find their guns. Intelligence was sent to Halifax that the Highlanders were in rebellion, from whence orders were sent to Captain Archibald in Truro, to march his company of militia to suppress and pacify the rebels; but to his honour be it said, he, point blank, refused, and sent word that he would 'do no such thing. I know the Highlanders,' he said, 'and if they are fairly

treated there will be no trouble with them.' Finally, orders were given to supply them with provisions, and Mr. Patterson, one of the agents, it is said, used afterwards to say that the Highlanders who arrived in poverty, and who had been so badly treated, had paid him every farthing with which he had trusted them.

"It would be tedious to describe the sufferings which they afterwards endured. Many of them left. Others, fathers, mothers, and children, bound themselves away as virtual slaves in other settlements for a mere subsistence. Those who remained lived in small huts, covered only with the bark or branches of trees to shelter them from the bitter winter cold, of the severity of which they had no previous conception. They had to walk some eighty miles, through a trackless forest in deep snow to Truro, to obtain a few bushels of potatoes, or a little flour in exchange for their labour, dragging them back all the way on their backs. A man by the name of Hugh Fraser, after having exhausted every means of procuring food for his starving family, resorted to the desperate expedient of cutting down a birch tree and boiling the buds for his little ones. On another occasion a small supply of potatoes, which had been brought from a long distance for seed, were planted, but the family were so severely pinched that they had to dig up some of the splits and eat them after they were planted. Various other incidents of hardships experienced by the same family — and that one of the families who had brought some means with them — will give an idea of the horrors endured by these pioneers for the first few years after their arrival. The remembrance of these terrible days sank deep into the minds of that generation, and long after, even to this day, the narration of the scenes and cruel hardships through which they had to pass, beguiled, and now beguiles, many a winter's night as they sit by their now comfortable firesides.

"In the following spring they set to work, and soon improved their position. They cleared some of the forest, and

planted a larger crop. They learned to hunt the moose, a kind of large deer. They began to cut timber, and sent a cargo from Pictou — the first of a trade very profitably and extensively carried on ever since. The population had, however, grown less than it was before their arrival; for in this year it amounted only to 78 persons. The produce raised was 269 bushels of wheat, 13 of rye, 56 of peas, 36 of barley, 100 of oats, and 340 lbs. of flax. The farm stock consisted of 13 oxen, 13 cows, 15 young neat cattle, 25 sheep, and one pig. One of the modes of laying up a supply of food for the winter was to dig up a large quantity of clams, or large oysters, pile them in large heaps on the sea shore, and then cover them over with sand, though they were often, in winter, obliged to cut through ice more than a foot thick to get at them.

“This narrative will give a fair idea of the hardships experienced by the earlier emigrants to Nova Scotia.¹

* * * *

This list is attributed to Squire William McKay or to one of his sons. McKay and his wife and four sons were passengers on the *Hector* on the voyage to Pictou in 1773. The only previously known list was made by William McKenzie, the school teacher of the party, which now cannot be found. A copy of McKenzie's list is preserved in Appendix C to Dr. Patterson's *History of Pictou County*. Both agree except in two instances. In the McKenzie list the piper's name is given as John McKenzie, in that of McKay as William McKay. Philip McLeod on the McKenzie list appears as Finlay McLeod on McKay's. The McKay list gives the names of the various children where too frequently the McKenzie merely says “Colin McKay and family”. The *Hector* left Greenock about July 1, 1773. There were ten shipped aboard at Greenock and 179 at Loch Broom. Eighteen children died on the passage and one child, afterwards Mrs. Page of Truro, was born aboard the ship on the voyage.

1. Alexander Mackenzie, “First Highland Emigrant to Nova Scotia” in *Celtic Magazine*, January, 1883, pp. 141-144.

FULL PASSENGERS ABOVE EIGHT YEARS

Alex Cameron	John McGregor
Donald Cameron	Colin McKay
Sarah Campbell	Roderick McKay
Archibald Chisholm	Donald McKay
Colin Douglas	Donald McKay
Alex. Falconer	William McKay
Mary Forbes	Margaret McKay
Helen Fraser	Christopher McKay
Hugh Fraser	Catherine McKay
Thomas Fraser	Margaret McKay
Ann Fraser	John McKay
Alex Fraser	Mary McKay
Hugh Fraser	William McKay
William Fraser	Donald McKay
Mrs. Fraser	William McKay
Kenneth Fraser	(Piper)
Janet Fraser	Magdalene McKenzie
Alex Fraser	John McKenzie
Donald Graham	Colin McKenzie
Christopher Grant	Isabel McKenzie
Donald Grant	William McKenzie
John Grant	Angus McKenzie
James Grant	Alex McKenzie
Alex Grant	Donald McKenzie
Robert Innis	Elsie McKenzie
Robert Lyon	William McKenzie
Margaret Lyon	Alex McKenzie
Donald McDonald	Kenneth McKritchie
James McDonald	Margaret McKritchie
John McDonald	Catherine McLean
Alex McDonald	Alex. McLean
Mary McDonald	Mary McLean
William McDonald	Margaret McLean
James McDonald	John McLennan

William McLennan
 James McLeod
 Elsbeth McLeod
 Janet McLeod
 Hugh McLeod
 David McLeod
 Mary McLeod
 Finlay McLeod
 Marion McLeod
 William McLeod
 Alex McLeod
 Charles Matheson
 William Mathewson
 Mary Mathewson
 Janet Munroe
 Donald Munroe
 John Munroe
 James Murray
 Margaret Murray
 Adam Murray
 Abigail Murray

Christopher Murray
 Walter Murray
 Ann Patterson
 Rebecca Patterson
 Janet Ross
 Alex Ross
 Donald Ross
 Alex Ross
 William Ross
 Alex Ross
 Marion Ross
 William Ross
 Ann Smith
 Lily Sutherland
 John Sutherland
 Mary Sutherland
 Betty Sutherland
 John Sutherland
 David Urquhart
 Christian Urquhart

CHILDREN UNDER TWO YEARS OF AGE

Janet Cameron
 Janate Cameron
 Colin Douglas
 Hugh Fraser
 James Grant
 Robert Innes
 Alex McDonald
 William McDonald
 Alex McDonald
 Colin McKay
 John McKay
 Colin McKay
 Roderick McKay
 William McKay

Donald McKenzie
 Colin McKenzie
 Donald McKenzie
 Finlay McLeod
 Alex McLeod
 Finlay McLeod
 Andrew Mains
 William Mathewson
 George Morrison
 Walter Murray
 James Murray
 Alex. Ross
 John Sutherland

PASSENGERS FROM TWO TO EIGHT YEARS OF AGE

Alex Cameron	William McKay
Mary Cameron	Adam McKenzie
Margaret Douglas	Jane McKenzie
Alex Fraser	Katherine McKenzie
Catherine Fraser	Kenneth McKenzie
Jean Fraser	Kenneth McKenzie
Isabel Fraser	James McKritchie
Isabel Fraser	Angus McLeod
Mary Fraser	George McLeod
Simon Fraser	Katherine McLeod
Margaret Grant	Marion McLeod
Mary Grant	Ann Matheson
Andrew McDonald	Christopher Murray
Catherine McDonald	George Murray
Elizabeth McDonald	Alex Ross
Janet McDonald	Catherine Ross
Mary McDonald	Christina Ross
Alex McKay	Donald Ross
George McKay	Mary Ross
James McKay	Walter Ross
John McKay	
Roderick McKay	

FULL PASSENGERS FROM THE CLYDE

James Campbell	George McConnel
Jane Forbes	George Morrison
Charles Fraser	and child
Jane Gibson	John Patterson
Andrew Hain	John Stewart

A Journal Of The Proceedings..

(Sir Wm. Phipps Expedition to Port Royal,

April 23-May 30, 1690)

RUTH E. KAULBACK

One of the most interesting documents to come to us from the sixteen hundreds is the "Journal of Proceedings in the late EXPEDITION To Port-Royal, On board Their Majesties Ship, the *Six-Friends*, The Honourable Sr. William Phipps, Knight, Commander in Chief, etc., BOSTON in NEW-ENGLAND, Printed for *Benjamin Harris* at the *London-Coffee-House*, Anno Domini M DC XC."

However, before getting into the meat of the "Journal" let us get a little background history of the principal actors in this memorable historic adventure.

Sir William Phipps was born in London, England, in the 2nd of February, 1650-51, so one can see that his Expedition to Port Royal was taken as a relatively young man. Before that he had distinguished himself admirably at Haiti, and for this adventure he was knighted by King James II. Following this he was appointed, again by James II, as provost marshal general of the short-lived Dominion of New England. So, it was from Boston on April 23, 1690, that Sir William Phipps set sail to take possession of Port Royal, and Acadia, for the English.

At that time the French governor of Acadia was Louis-Alexander Des Friches de Meneval. He was only a company lieutenant when given this appointment, but he had been sent out from France to replace Perrot, and it was his job "to encourage colonization and agriculture and prevent the English from trading and fishing in Acadia".¹

We are told that in 1688 the total strength "of the garrison at Port Royal was 90, of whom some twenty remained at Chedabuctou".² From this it would seem that the French felt quite confident that there would be no more pressures from the English to take this territory from them.

Among the 70 then, that were at Port Royal with Meneval, were two priests, who were most helpful to the governor at this time. One, Louis Petit, who in France had chosen a military career and had arrived in Quebec 19 June 1668. Shortly after his arrival, however, he began studies at the Missions Etrangères of the Seminary of Quebec, and on 21 Dec., 1670 Bishop Laval of Quebec ordained him a priest. "From 1670-1676 he was Chaplain at Fort Richelieu (a fort near Sorel, that he had helped to construct on his arrival, when he was a Captain). In 1676 he was appointed vicar general of Acadia"³, and in this capacity he joined Meneval at Port Royal.

"Petit was a remarkable promoter of teaching among Acadians. In 1685 Bishop Saint Vallier sent him, at his request, a nun of the Congregation de Notre-Dame, who took over the direction of a boarding school for girls, and in 1686 sent him Abbé Geoffrey, who acted as pedagogical adviser, and was responsible for building schools".⁴ From this one could assume that these "schools" were for the Indian children, as well as the French, and were not necessarily at Port Royal, but in divers places in Acadia, for we know that the first white settlement of families with children, was at Lehigh approximately 1632.

The other priest of considerable assistance to Meneval was Claude Trouvé, of the Sulpician Seminary in Paris, who came to Canada in 1667. Bishop Laval confirmed priesthood on him on the 10 June 1668. In 1681 his father became very ill and was badly in debt and sent for his son, who returned to France. However, in 1685 when Bishop Saint-Vallier was appointed by the King to the bishopric in Quebec he asked Abbé Trouvé to accompany him, and paid his father's debts in order that he might do so. Then, in 1688 he was sent to the mission fields of Acadia, first at Beaubassin (Chignecto) and later to Port Royal, assistant to Abbé Petit.

These two priests were of considerable assistance to Meneval in carrying out his tasks, and they later played a prominent role on the arrival of the Phipps expedition.

Now let us return to the "Journal of the Proceedings in the late Expedition to Port Royal", in other words the diary of Sir William Phipps on this momentous occasion, as recorded by the ship's writer.

As previously mentioned, Phipps set sail from Boston in the *Six-Friends* on April 23, 1690. Other ships accompanying him were the *Porcupine*, Capt. Cyprian Southack, Commander; the *Mary-Sloop*, Capt. John Alden, Commander; the *Batchelour-Ketch*, Capt. John Welch, Commander, and various other Barques, Sloops and Ketches.

They arrived off Port Royal at 9 in the morning of May 9th, and now we shall let the "Journal" tell the story.

Friday 9 At 9 in the morning being near the shoar, we anchor'd in 40 fathom water to the westward of Port Royal entry, being calm weather. At 3 in the afternoon we weighed, the wind at WSW and about 6 entred the River of Port Royal, where the out-Centinels or Look-outs fired two Chambers, and

got into their Cannoe, their being two in number; the place where they fired was distant from the Entry or River's mouth near a League. At 9 in the night we anchored in the Bay, in 7 fathom at high water, where we lay till next day.

Saturday 10 This morning at 4 o'clock, our General sent the Barge on shoar with a Flag of Truce to Mr. *Laverdure's* house to command him on board, who came and gave a full account of the strength of *Port Royal*. At 5 in the Morning we weighed, and turned up the River to Mr. *Laverdure's* House, where we anchored and immediately sent a shoar the Flag of Truce, with a Demand to the Governour to surrender the Fort; and in Answer he sent on board a Letter by one of his Priests to acquaint our General that he was willing to surrender upon our Terms and comply with the Proposals; the Priest was sent a shoar with a Letter to the Governour; the boat returned and brought Answer in a letter with one of the Gouvernor's Officers to our General, that in the morning the Governour would surrender, and that he and the Priests should come on board, which they performed at the time prefixed.

Sunday 11 This morning we weighed, and turned up the River to the Fort, came to an Anchor, landed our men near Mr. *Nelson's* Warehouse aa *Port Royal*: our men being landed, our General, the Governour and Priests went a shoar, our men drawn up, Possession of the Fort was given; the Governour and Officers delivered their Swords to our General, who returned the Governour his Sword and likewise to some of his Officers. The Soldiers laid down their Arms, and were guarded to the Church, where they were kept as Prisoners.

Munday 12 This Morning we went a shoar to search for hidden goods (for during the time of Parley they had broke open the King's Store, & Merchants Stores, and convey'd sundry Wares into the woods). We cut down the Cross, rifled the Church, Pull'd down the High-Altar, breaking their Images:

and brought out Plunder, Arms and Ammunition into Mr. *Nelson's* Storehouse.

Tuesday 13 And so kept gathering Plunder both by land and water, and also under ground in their Gardens, all the next day.

Wednesday 14 Loading Mr. Welch with salt, and fitting him for his return to Boston with all expedition; also demolishing the Fort. Our Proclamation was read at the Head of each Company, and on board our Ships: the Inhabitants came in answer to the Summons sent them; they took the oath of *Allegiance* to King *William* and Queen *Mary*, making great Acclamations and Rejoicings; our men being drawn up fired three Volleys, our Ship also fired some Gunns. The President chosen and appointed with the Magistrates, were sworn.

Thursday the 15 This day a Post was sent to Menus [Minas] and the places adjacent, to come to Port Royal and take the oath of *Allegiance*. This afternoon Mr. Welch sailed, the wind at SW. The Prizes were haled off, and fitted with Rigging. The Brigantine was apprais'd at 105 l. by Capt. *Gregory Sugars* Sen. and Lieut. *Sampel Adams*, who were appointed by the General and Council.

Fryday 16 This day our Regiment and Seaman were sworn to deliver into the Store what plunder they had in their own custody, or to their knowledge in the Custody of any other person. The Great Gunns were brought out of the Fort, and drawn down to the water side; the Fort was demolish't and sundry Plunders brought into the Stores; the same day one of Capt. *Creek's* men died, on board the Hospital-Ketch, the *Mary Ann*.

Saturday 17 This day Capt. *Cyprian Southback's* men were sworn and those of other Vessels. Nine Pieces of Ordnance brought a-board.

Sunday 18 This Day the Reverend Mr. *Joshua Moody* (our Minister) preached on shoar, at Mr. *Nelson's* Ware-house.

Munday 19 The inhabitants of *Menus* and places adjacent had the Oaths of *Allegiance* administered to them, which they accepted with great joy.

Tuesday 20 This day our Ships Crew was sworn. All the Palisadoes which the French had to strengthen and enlarge the Fort, were burnt and cut in pieces. Plunder put on board the Ketches. The same day one of Capt. *Wade's* men dyed of the Small Pox on board the Hospital.

Wednesday 21 Capt. *John Alden* was ordered to sail; and sent to all places on the Coast of *Nova Scotia*, to parley with the *French* and *Indians* and to swear Allegiance; and upon refusal hereof, to burn, kill, and destroy them. All our Soldiers and Prisoners were shipp't this day. And the President and Council of Port Royal received their Commission and Instructions; then we weighed and fell down the River . . .

Thursday 22 This day we fell down with our Ship into the Bay, within the Entry . . . At 6 in the evening the wind vere'd to NNE, we weigh'd and got out of the Gut . . .

Now we shall include the final entry from the "Journal":

Fryday 30 This Morning when light we saw Cape *Ann* bearing W of us with the Wind at SSE; about ten a Clock it blew very hard at ESE the Weather very thick, we tack't off and handed our Topsails, afterwards it prov'd a little clear, and then we stood in, at 1 we passed by the Castle, they saluted us with five Guns, and we them with the like. Near 2 we Arrived in *Boston Harbour*; the Block-house saluted us with nine Guns, and we answer'd them with the like number.⁵

And so ends the "Journal".

The Dictionary of Canadian Biography tells us that "After forcing the inhabitants to swear allegiance to King William and Queen Mary, Phips sailed back to Boston with his booty, leaving LaTourasse as interim president of the local council, and taking Meneval, the soldiers, and Fathers Trouvé and Petit with him as prisoners.

"Phips bloodless success against Port Royal was presumably considered to justify his appointment to command a more important expedition which was being organized at the time of his return—to take Quebec— . . . It can be argued however that the absence of trained soldiers and adequate supplies had doomed the enterprise from the start.

"Sir John Fortesque, the editor of the colonial 'State Papers' of his period, came to the conclusion that he [Phipps] was 'ignorant, brutal, covetous and violent', and there is much warrant for this opinion".⁶

In Boston, Meneval first spent three months closely guarded in a house, then he complained to the council of Massachusetts, which censured Phipps and ordered him to return Meneval's clothes and money to him. Phipps handed him back only 1,000 *livres* and a few bits of old clothing. Meneval next obtained a passport for London, and fearing disclosures, Phipps had him put in prison again. Meneval succeeded in getting his freedom and sailed for France on a small 25-tonner. He died in Paris around 1703.⁷

In the autumn of 1690 the two missionaries, Abbé Petit and Abbé Trouvé, were put on one of the ships which Phipps was taking to Quebec. The English admiral had to give up his desire for conquest of Quebec, and before he left there was an exchange of Prisoners, which included the missionaries. Abbé Petit returned to Port Royal to rebuild the church and the presbytery. And, in 1693 he retired to the seminary at Quebec.⁸

"A Copy of the Summons sent on Shoar to Mr. Levedures, and to the rest of the Inhabitants of Port-Royal, and the Places Adjacent.

From on Board the Admiral, May 10, 1690.

Sir William Phipps Knight, Commander in Chief of Their Majesties Forces raised for this present Expedition*, against L'Accadie, or Nova Scotia, and particularly Port-Royal.

These are to Summons you, forthwith to come in, and subject your selves to the Crown of England, unto which this place of Right belongs, and some of you to come immediately on Board our Ship for that end, and to require you not to Appear in Arms against us, but to give your Advice in taking of the said Fort, and Reducing it to the Service of the Crown of England; and upon so doing and swearing Allegiance to their Majesties, William and Mary, of England, Scotland, France and Ireland, King and Queen. Do faithfully Promise that you shall enjoy the Lives, Liberties, and Properties under the Priviledge of the English Government, or otherwise you must expect no other Quarter, than what the Law of Arms will allow you.

To the Planters at Port-Royal and the places Adjacent.
From on Board the Admiral, May 10, 1690.

Sir William Phipps, Knight, Commander in Chief of Their Majesties Forces Raised by the Massachusetts-Colony against Nova Scotia and L'Accadie.
Gentlemen,

There being War Proclaimed Between our Soverigns and Yours and many Acts of Hostility done by the French inhabiting this Continent, upon the Subjects of their most serene Majesties, William and Mary of England, Scotland, France and Ireland, King and Queen; And Assistance given by them unto the Heathen-Enemies in their Bloody Invasions, and particularly,

sundry of Our Vessels being taken, and our Men Detained Prisoners by your selves, without any Provocation on our part, and that before any War was Proclaimed between the two Nations. These are therefore in the Names, and for the use of Their Majesties of Great Britain, to Command and Require the speedy Rendition of Port Royal, with all the great Artillery, small Arms and stores of War, and whatsoever else belongs to the French King, promising upon so doing, to give you good Quarters, and to as many of the Planters as will assist and swear Alegiance to Their Majesties of England. And I also promise they shall enjoy their Liberties and properties, and the benefit of peace in living under the English Government; otherwise I am resolved, by the help of God, on whom alone I trust for Assistance, to attaque, kill, burn & destroy and then you may, when too late, wish for that favour which you now refuse.

I expect your positive and present Answer.

From on board the Admiral, May 11th 1690.

These are to acquaint you, That according to the Messages received by your Officer last night, I have sent my Barge on shoar, in order to your coming on board, whereupon I shall sent my Forces and expect a Surrender of the Fort, and you shall not find me failing in one tittle of my promise.

To Mounsieur D. Menevall, Governour of Port-Royal.

A Copy of the Oath Administered to the Inhabitants of Port-Royal, L'Accadie, or Nova Scotia.

You and every one of you do swear by the dreadful Name the everliving God, That you will bear true Faith & Allegiance to Their most Excellent Majesties *William & Mary*, of *England, Scotland, France & Ireland* King & Queen; so help you God in our Lord *Jesus Christ!*

A Copy of the oath Administered to the Council at Port-Royal.

Whereas you Mathieu DeGoutine, Mr. Alexander L'Borgne, fr DeBeliske, Mr. Prire du Brucil, Mr. Rene Laudris, Mr. Daniel L'Blanc, are all chosen by the Inhabitants of port-Royal, L'Accadie or Nova-scotia, to be the Council for the conservation of the peace among the said people, which choice is approved by the Honourable Sr. William Phipps Knight, Commander in chief of their Majesties Forces for this Expedition, with the advice of his Council; You and each of you do swear by the dreadful Name of the everliving God, that you will bear true Faith & Allegiance to their Majesties of Great Britain King William and Queen Mary, and that you will administer Justice to all persons impartially, and keep the peace till further Order from the Crown of England, so help you GOD, in our Lord Jesus Christ!

To Charles Lattoras appointed President for the Conservation of the Peace within the precincts of *Port-Royal*, or *Nova-Scotia*, and *Matthiru de Goutine*, Mr. *Alexander de Borgue*, Sir *de Beliske*, Mr. *Pierie du Brucil*, Mr. *Rene Laudres*, Mr. *Daniel leblanc* appointed, of the Council by Sir *William Phipps*, Knight, Commander in Chief of Their Majesties Forces, fitted out by the Honourable Governour and Council, of the *Massachusetts* Colony, if at any time hereafter (until you Receive further Orders from the Crown of *England*, or the Power of the *Massachusetts* Colony) any Ships or Vessels belonging to the *French* King, or to any *French* Merchant or Trader whatever, that doth Ride within the Harbour of *Port-Royal*, or in any other Road or Harbour within your Precincts; you are hereby Impowred and Authorized in the Names of their Majesties of *Great-Britain*, to Raise the Inhabitants of *Port-Royal*, and the places adjacent, & to Attacque such Ship or Ships, or Vessels, with all Diligence, Strength and Force that in you lieth; Commanding all the Inhabitants within your Precincts, to Assist

you in Assaulting of all such Vessels or Ships belonging to our Common Enemies; and the same to keep safe in your Custodies, for the service of their Majesties, King *William* and Queen *Mary*, of *England, Etc.*, and forthwith to send a full account of your Proceedings in Writing, to the Honourable Governour and Council of the *Massachusetts* Colony in *New England*.

And, finally, we shall have a look at the "Instructions for the President and Council appointed for *Port-Royal*, and the places Adjacent":

First, That you Remember the Oath of God that is upon you, in which you have sworn Allegiance to the Crown of *England*, and demean your selves with all Loyalty and Fidelity, according to the pourport of it, lest you provoke Him to Anger against you for your failure therein.

2. That you take care to prevent all prophaneness, Sabbath-breaking, Cursing, Swearing, Drunkenness, or Theeving, and all other Wickedness, and punish those that you shall find guilty.

3. That you do not impose upon any person in point of Confidence, to constrain him to the way of Worship which you have been brought up in, we hope you will all ere long learn better than hitherto you have been Taught.

4. That all Contest between Man and Man about his Land may be laid aside, and every man maintained in the quiet Enjoyment of what men possess of, till a full satisfaction and settlement be made.

5. That unto all others of the Inhabitants here, or in the parts Adjacent, you shall render to them the same Oath of Allegiance; which your selves have taken.

6. That you take into your possession, the Houses, Lands, Mills, etc., belonging to Mr. *St. Casteen*, and give an account of the Improvement of them, when demanded.

7. That in your Trading with the Indians, you let them have no Powder, nor Shot, by which they may be furnished to War against the *English*, but that you perswade them to carry it peaceably towards us, and do your utmost for the Recovery of any of our Captives, in their hands, or in the hands of other of their Indians or French Neighbours.

8. That inquiry or search be made after any stores of War or any other Goods not yet Discovered, belonging to the *French* King; and them being found, to secure, and give an account thereof, to the Governour and Council of the *Massachusetts* Colony, for the use of their Majesties.

9. That if Mr. Perrot, or any other person or persons who are at enmity with the Crown of *England*, shall come higher, you are to endeavour the seizing and securing, both persons and Vessels for Their Majesties service, and in the places Adjacent, shall impower meet portions for same purpose.

10. That you send an account to the Governour of *Massachusetts* from time to time how Matters are with you, in order to your receiving further instructions, and you may rest well assured, that if you be faithful to our Government, they will seek your peace and prosperity as their own.

FOOTNOTES

- 1, 2, 3, 4, **Dictionary of Canadian Biography**, Vols I and II.
5 **Journal of Proceedings in the late Expedition to Port Royal** as supplied by the Public Record Office, London, England.
6, 7, 8, 9 **Dictionary of Canadian Biography**, Vols. I and II.

Note 1: All references from the **Dictionary of Canadian Biography**, Vols. I and II, have been taken from the biographies of Sir William Phipps, Louis-Alexander Des Friches de Meneval, Abbe Petit, and Abbe Trouve.

Note 2: The writer has found this "Dictionary" erroneous in respect to the above. For instance it calls the Knight, Commander, "Phips", whereas the "Record Office" documents definitely spell the name "Phipps"; it also records Phipps' arrival at Port Royal in all of the above biographies as May 21, 1690, whereas the original "**Journal**" definitely shows this date as May 9.

Note 3: All "s's" in the "Journal" are of course "f's" in the original.

Contributors

ROLAND HAROLD SHERWOOD was born and educated in Amherst, Nova Scotia. He later attended Nova Scotia Technical College.

He has enjoyed a long and varied career in both journalism and broadcasting. He was feature writer for the Halifax Chronicle-Herald for a number of years and author and narrator of radio stories of the Atlantic Provinces on Canadian and overseas networks. He has also had stories and articles published in major Canadian magazines and weeklies.

He has done much research into the history of Nova Scotia, resulting in three published works: "Pictou Parade", "Maritime Story Parade", and "Out of the Past". "Atlantic Harbours" is to be published in the near future.

He has been cited by the Red Cross for community youth work and elected to the Nova Scotia Sports Hall of Fame in recognition for his prowess in long distance running.

He has retired after many years service from the Maritime Telegraph and Telephone Company and is living in Pictou, where he is a free lance photo-journalist and writes a column for the Pictou Advocate.

ALAN C. DUNLOP was born in Halifax. He obtained his early education at Bedford, Truro and New Glasgow schools. He continued his studies at Dalhousie University, receiving the degree of Bachelor of Arts followed by Master of Arts in Political Science. He has also received a degree in Archival Techniques from the Public Archives of Canada in Ottawa under the sponsorship of the Canadian Historical Association and the Public Archives of Canada. Mr. Dunlop is a member of the N.S. Historical Society and the Association of Atlantic Historians. He is Research Assistant at the Public Archives of Nova Scotia.

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

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

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

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

RUTH E. (VOGLER) KAULBACK was born in Crousetown, Lunenburg County, Nova Scotia, attended school there, as well as at LaHave and Bridgewater, and the Maritime Business College, Halifax. She joined the RCAF (WD) in 1943 and after one year's service at various points in Canada, served two years in England. Mrs. Kaulback attended Acadia University 1958, but interrupted this career to get married in 1959.

Immediately thereafter her interest in things historic got its leaway and her first interest was the compilation of the Kaulback Genealogy—a copy of which is at the Provincial Archives.

In November 1972 her particular historic interest—Lehève—saw its culmination in the publication of *The Historic Saga of Lehève*, the factual story of the “cradle of Acadian culture”.

Mrs. Kaulback who lives at Lower Sackville and Petite Riviere, is presently engaged in research for a factual history of Lunenburg County.

Book Reviews

LORNA INNESS

Two new books of interest to Nova Scotians are being published as this Quarterly goes to print. They are mentioned briefly here, but will be reviewed in the Fall issue of this periodical.

Nova Scotia: Window on the Sea, by Ernest Buckler and Hans Weber.

**Hardcover, published May, 1973
McClelland & Stewart Ltd., \$12.95**

This is a picture book, mostly of photographs of this province in all moods, all weathers, all seasons. The pictures help us to see Nova Scotia through the eyes of an artist-photographer who has included the "traditional" art studies one expects—a fishing boat in coastal waters, beautiful vistas in summer's shades of green—but added some moving studies not usually seen in tourist literature.

One aged wooden house stands forlornly, its front door boarded up. This picture alone can evoke a hoard of memories for anyone who spent a childhood in such a house.

The color work in the advance photographs I have seen is superb; the completed book remains to be seen.

Ernest Buckler has provided a text which shows an imaginative and sensitive touch. His short story of an aged farmer confined to bed in the old family homestead is one of the most moving I have read.

Bell, by Robert V. Bruce.
564 pages, hardcover, published May 1973
Little, Brown and Company (Canada) Ltd. \$14.95

The volume is sub-titled "Alexander Graham Bell and the Conquest of Solitude," and in it Bruce studies three aspects of this great man and his career. He studies the personality of the brilliant inventor. He deals with some of Bell's inventions such as "tetrahedral construction, the bullet probe, the 'vacuum jacket' (a precursor of the iron lung)", as well as his most famous invention, the telephone.

Of special interest to Bruce and discussed at length in this book is what is for many today a lesser known side of Bell's work, his interest in the teaching of the deaf.

The book is illustrated with some of Bell's drawings and with family photographs.

The Canadian Diary, 1862-1872, Compiled and edited by Royce G. Tennant,
100 pages, oversize paperback, illustrated,
Encyclopaedia Britannica Publications Ltd., Instructional Materials Division, Toronto, Ontario.

This is a collection of "News and Engravings taken from the following Journals: The Graphic, Harper's Weekly & The Illustrated London News", for one decade.

The engravings, in sepia on buff pseudo-parchment, provide a welcome addition to the supply of "standard" engravings usually used in books about the Canada of that time.

One account deals with the opening of a clubhouse at Halifax. "This fine building, somewhat novel in character, as far as the British North American colonies are concerned," (The only one east of Montreal! Sound familiar?)

"It's main front, (construction throughout of the native freestone) is situated on Hollis-Street, and presents a bold and striking appearance . . ."

The clubhouse contained a coffee room, library, reading room, a billiard room and a private dining room which doubled as a committee room. There were card and writing rooms and it was planned to provide some accommodations for gentlemen on the upper floors.

The building was designed by one David Stirling of Halifax, who, it is noted, had designed the "large Government building just about being erected in the market square for postal and revenue departments."

The item, however, is undated, and unfortunately the various extracts are not linked with their source, so that unless one is familiar with the type and styles of the various journals, it is not possible to tell which extract came from which periodical.

On the same page as the item about the clubhouse, one dated article (January 9, 1864) tells of the "Capture and Recapture of the Chesapeake", a freight and passenger steamer sailing

between New York and Portland, Maine, which was taken, first by Confederates, and later retaken by the federal steamer, *Ella Annie*, in Sambro Harbour and taken to Halifax. It is noted that "three pirates captured on board the *Chesapeake* were taken from the authorities by the mob whilst being landed at Halifax, and set free."

This is a fascinating diary which will provide much useful material for the student and entertaining reading for the arm-chair historian.

History of Tatamagouche, Nova Scotia, by Frank H. Patterson. 143 pages, hardcover, first published by Royal Print and Litho, Halifax, 1917, Mika Studios, 1973, \$9.50.

Patterson noted in the preface to this work that it should have been written "at least half a century ago by one who was either personally acquainted with the facts or had received them first hand . . ." He remarked that every year the information became harder to obtain "for each year there are slipping from our midst men and women whose minds were veritable storehouses of the traditions and folk-lore of the past . . ."

Noting that much of the information in his book might not have been obtainable 10 or 20 years later, he observed that it is better to have it on record, "imperfect as it is", than that it should go unrecorded.

Two sections of the book are of particular interest. One deals with the career of Col. J. F. W. DesBarres, the noted chart maker, founder of Sydney and first landowner of Tatamagouche. Patterson records that DesBarres died in Halifax a month before his 103rd birthday, and notes the disposition of his lands at Tatamagouche.

Another particularly interesting chapter concerns the rise and decline of shipbuilding at Tatamagouche. It is noted that the first registered ship to be built there "was the *Fish Hawk*, a small schooner of 16 tons," built by James Chambers in May, 1818.

"In 1828," Patterson records, "people at Tatamagouche had little intercourse with the outside world. They were a little colony by themselves. In 1847 this was no longer true. Her ships sailed to every quarter of the globe, and to her harbour came vessels bearing the flags of a score of nations . . ."

An appendix at the end of the book lists the vessels built at Tatamagouche from 1818 to 1917.

Here and there in this book, as in others of its kind, one comes across references to descendants of those who came to Pictou aboard the *Hector*. In this instance, Abram Patterson, a son of John Patterson (the *Hector* passenger), "was married to Christina, the eldest daughter of Dr. MacGregor, the pioneer Presbyterian minister in Pictou."

History of Halifax City, by Dr. T. B. Akins
320 pages, hardcover, first published in 1895 by the Nova Scotia
Historical Society.
Mika Studios, 1973, \$15.

It was Dr. T. B. Akins, who did much to encourage the writing of the county histories, some of which Mika Studios has been reprinting. Mrs. Mary Lawson, for example (Dartmouth, Preston and Halifax County areas), was competing for the Akins prize when she wrote her book.

This history of Halifax first appeared as a paper, "History of the Settlement of Halifax," which Dr. Akins delivered before the Halifax Mechanics' Institute on April 18th, 1839. It was subsequently reprinted by the Nova Scotia Historical Society and of late years has been hard to find. Its reprinting is to be welcomed because this is an extremely valuable work. Like Chesterton's Roman road, it is a "reeling road, a rolling road," and it rambles its way through the early history of this city and vicinity, stopping here and there to expand on bits of local history which the author thought fit to include.

It is of interest to note that Dr. Akins, the son of a Nova Scotian merchant, articulated as a barrister under Murdoch and assisted both Murdoch and Thomas Chandler Haliburton in the preparation of their histories of this province.

This reprint edition contains an introduction by D. A. Redmond of the Douglas Library, Queen's University, at Kingston, Ontario, and has been illustrated with pictures of old prints and sketches, and a map.

Wooden Ships and Iron Men, by Frederick William Wallace
356 pages, hardcover, first published by Charles E. Lauriat Co., Boston, 1937.
Mika Studios, 1973, \$15.

This is probably one of the greatest classic accounts of wooden ships and seafaring. Although only printed in 1937, it has been out of print and second-hand copies have been difficult to find and are expensive.

The photographs are sharp and clear; take the one of the Barque Ella Moore, 391 tons, built in 1867 at Halls Harbour and ashore near Canso in July 1892. Superb detail!

It is good to see this book readily available again, and to be able to catch a glimpse of those days when the ships from the Maritimes went out to the four corners of the map.

"I can't help feelin' lonesome for the old ships
that have gone, . . .

I'd like to ship off-shore again upon some Bluenose barque,
And shout a sailor chantey in the windy, starry dark,
Or fist a clawed-up tops'l in a black south-easter's roar,
But it ain't no use a-wishin', for them days will come no more."

Digby Town and Municipality, Second Scrap Book, By R. Baden Powell

116 pages, paperback, February, 1973

Wallis Print, Digby, \$3. (postage and packing, 35c)

In this second scrap book, R. Baden Powell devotes much of the space to the history of vessels using Digby as one end of a ferry service crossing the Bay of Fundy.

He notes that the St. John, a small paddle-boat of 87 tons, 89 feet in length and 18 feet wide, built at Deer Island, New Brunswick, was running between Saint John and Annapolis in 1827, "only 26 years after the introduction of the Charlotte- Dundas on the Fourth-Clyde Canal."

He includes in the book photographs or prints of such ships as the Empress, the Prince Rupert, the Yarmouth, the Boston, the Princess Helene and the Princess of Acadia, and ends his story in 1971

Other chapters deal with how electricity first came to be generated for domestic use in the town of Digby—in 1891, how and where dams were built on the rivers, the rates charged. It cost three cents per night for "stores, offices and commercial premises' lights." But subscribers were required to keep all lights turned off when not in use and to shut off all lights at the close of business in the evenings.

There are chapters dealing with the rural store of yesterday, the Digby Court House, former politicians. Information about the settling of some of the villages in Digby County is included, along with notes on some famous families: the Dentions, the Warners and the Jones family.

Mr. Powell advises that Scrap Book One, Digby Town and Municipality, is still in print and copies are \$1.50, with the 35 cent charge for postage and packing.

L. M. Montgomery, by Hilda M. Ridley

137 pages, hardcover, first published 1956, reprinted March 1973

McGraw-Hill Ryerson Limited, \$5.95

With all the celebration going on in Prince Edward Island this summer it is only natural that at least one book about Lucy Maud Montgomery would make an appearance. In this case, it's a re-issue of a book by the late Hilda Ridley, a Canadian educated in England, and a former editor of the literary quarterly, *Canadiana*.

"Little did she (LMM) anticipate the reception which her first book received!" Little could she have known what enduring qualities her books would have. Mrs. Ewan Macdonald in private life, Lucy Maud Montgomery became a very public heroine. Green Gables remains a much popularized tourist "shrine", and a musical based on Anne of Green Gables is a perennial attraction at the Charlottetown Festival.

This is a brief, sentimental account of a woman whose "best monument is her work. It is still a vitalizing force, and a source of inspiration to those of all ages who are in heart 'forever young'."

**Old Sydney, Sketches of the Town and its People in Days Gone By, by J. G. MacKinnon,
First printed at Sydney by Don MacKinnon, 1918, 143 pages,
hardcover, Mika Studios, 1973, \$7.50.**

In his foreword to the original edition, MacKinnon pointed out that "this little book is not issued as a history . . . the greater part consists of tradition . . . With regard to tradition," he added, "no great accuracy need be expected. That which is passed along by word of mouth naturally becomes vague and indefinite, and often, like the rolling snow-ball, gathers as it goes."

Like many historians, professional and amateur, MacKinnon knew that sorting the wheat of fact from the chaff of hearsay and rumor was not always easy. The accounts of great events and small by people who lived through them may provide several different versions of the same thing. And each person is adamant that his version alone is the correct one, providing no end of headaches — and a great deal of challenge — for the person doing the research. Which is, after all, one of the things which makes research the continuing unravelling of an historical detective story.

**Stewiacke, 1780-1900
Originally published 1902, News Publishing Co., Truro,
166 pages, hardcover
Mika Studios, 1973, \$8.50**

On December 31st, 1900, people came from near and far to meet at Upper Stewiacke to observe the closing of a century, "not in the life of Stewiacke alone, but in her's as a part of the larger life of the world." Addresses were given and papers read. This book is a compilation of those observations, including as an appendix speeches and papers from an earlier gathering in 1880, marking the 100th anniversary of the settlement.

Contributors and subjects from the 1900 celebration include: R. Cox, MD, The Presbyterian Church in Stewiacke; Rev. A. C. Chute, B.D., The Baptist Church in Stewiacke; Isaac Gamel, the Century that has Passed; S. Fleming Creelman, Agriculture; George Campbell, Communication with the Outside World; Rev. D. Stiles Fraser, Social Development; Rev. C. D. MacKinnon, The Coming Century, and C.D. Creelman, Genealogical Record of Upper and Middle Stewiacke.

The 1880 Centennial pamphlet contains detailed descriptions of the construction of a log house (in Stewiacke in 1813, only seven of 70 dwellings were frame houses, the others being built of logs and "warmer than any frame house.")

One of those giving an address at that centennial occasion was Rev. George Patterson, DD, who spoke on the early Religious History of Eastern Nova Scotia.

Voyage to the Edge of the World, by Alan Edmonds
254 pages, hardcover, illustrated, March 1973
McClelland and Stewart Ltd., \$10.

In the fabled era of wooden ships and iron men, many vessels left Nova Scotia ports to take the name of this province around the world. Nowadays, one ship on a scientific mission can sail the seas of the world and bring renown to her home port. Such a vessel is the Canadian scientific ship *Hudson*.

On November 19, 1969, after three years of careful planning by scientists at the Bedford Institute of Oceanography, the *Hudson* left Halifax on the beginning of a remarkable voyage which has been called truly both a voyage to the edge of the world (the *Hudson* went from polar sea to polar sea) and a voyage without end (the information gathered leads in turn to new questions and probably further voyages).

With Dr. Cedric Mann in charge of the scientific side of the voyage and with Capt. David Butler in command of the ship, the *Hudson's* odyssey took her south to Rio de Janeiro, to Buenos Aires, to the South Shetland Islands and past the fabled Cape Horn, that acid test of a seaman's ability in the days of sailing ships. To Valparaiso, to Tahiti, then north to Vancouver sailed the *Hudson*, swinging further north still to sail through the Northwest Passage, returning to Halifax on October 16, 1970.

Edmonds, faced with the problem of writing about a scientific expedition in a way that would be of value to scientists and still retain an appeal to laymen, has produced a book which should be in every school library. This is not only because of its wealth of information about oceanography—the various sciences dealing with the creatures, minerals, thousand and one aspects of the oceans, perhaps the last frontier on earth. The book should bring home to young people (as well as adults) the scope and extent of the fine work that is being done at that group of buildings on Bedford Basin. How many people, while crossing the harbour bridges, have looked at the Institute and wondered what it was and what work was done there? Here, then, is an answer. Haligonians—and all Nova Scotians—should be more aware of the importance of this internationally recognized Institute and of the work done by the people serving in it.

Edmonds' story of life in a floating laboratory is filled with personal details of the lives of the people brought together for all or part of this mission. It provides a warm, human background to a highly complex discipline.

The book is well-illustrated with photographs, mostly taken during the voyage, and showing the members of *Hudson 70* at work and at play.

The saga of *Hudson 70* will take its place with pride with other great Canadian sea ventures, the voyage of the *St. Roch*, for example.

Pictou County's History, by James M. Cameron
300 pages, paperback, published 1973
Pictou County Historical Society, \$6.75

This book is the latest contribution to provincial history by the former columnist, editor and publisher of the Eastern Chronicle and founder of CKEC. His *About New Glasgow* won the Canadian Historical Association certificate in 1964 and *Political Pictonians* was completed as one of Pictou County's centennial projects in 1966.

This latest work touches on the many facets of the development of Pictou County and is intended to provide lively historical background reading in connection with the forthcoming Hector anniversary celebrations.





Notes on Nova Scotia

The first known recorded use of the name Pictou for that site was by Nicholas Denys in his Description and Natural History of the Coasts of North America 1672, where he called it La Riviere de Pictou.

* * *

The name Pictou is derived from the Micmac Indian word Pictook, meaning explosion. It is explained by Silas Rand as gas bubbles escaping from underwater coal seams. The town received its name officially in 1790 and became the shire town in 1792.

* * *

The oldest steam locomotive in Canada, the "Samson" was built in Durham, England and landed in Pictou in 1838. It is now the property of the Province of Nova Scotia and displayed in New Glasgow.

* * *

The first use of Chloroform in North America was administered by J. D. B. Fraser in Pictou 1848.

* * *

In 1874, 20 pairs of English sparrows were imported to New Glasgow, Pictou County, to fight caterpillars.

* * *

The first Quintuplets in Canada were born to Mr. and Mrs. Adam Murray, February 15, 1880 at Little Egypt, Pictou County.

* * *

Until 1885 the Steamer "Clifton" was the largest ship ever to enter Pictou Harbour.

