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Pharmacist and Entrepreneur Pictou's J. D. B. Fraser

by ALLAN C. DUNLOP

The town and County of Pictou have been well served by their sons and daughters. The fields are multiple and the individuals many who have gone forth from Pictou County and found fame, fortune and reputation in the careers they have pursued. However, James Daniel Bain Fraser was one of those who remained in his native town of Pictou and still was able to leave behind him a record that has justly earned him a place in Canadian history. Fraser is best remembered for the first use of chloroform as an aid in childbirth in British North America, but in fact he was a multifaceted individual and few fields did not command his attention at some point in his life. Pharmacy was his profession but law, literature, business, politics, medicine, science and education were all avocations which he from time to time followed. This brief sketch of his life attempts not only to recognize his contribution to pharmacy but also to outline the career of one of the leading citizens of the old Shiretown—Pictou.

James Daniel Bain Fraser was born at Pictou, Nova Scotia, 11 February 1807,[1] son of Daniel Fraser, trader, and Catherine (MacKay) Fraser. His father had immigrated to

Halifax from Inverness-shire in 1798[2] and had become an active member of the business community as well as a member of the local militia.[3] As his business increased he purchased land in Pictou County at Merigomish[4] and at West River where he owned a stone quarry.[5] Fraser's mother was a daughter of Roderick MacKay, one of the longest lived of the Hector passengers. From 1776-1796 MacKay worked at the Halifax Dockyards, most of that period as foreman of the smithy.[6] It was he who constructed the steel boom which was placed across Halifax harbour to protect the capital from enemy ships at the time of the American Revolution. To gain passage on the *Hector,* MacKay had managed a hasty and premature departure from the Inverness jail and so rapid was his exit that he brought with him the key to the jail. Yet another of MacKay's daughters married Dr. James MacGregor.[7] With a druggist and a minister in the family, MacKay assured both his temporal and spiritual health.

Daniel Fraser married Catherine MacKay on 15 October 1800.[8] Their second child was christened in Halifax at St. Matthew's Church, James Daniel Bain Fraser on 14 January 1808.[9] The father was what today would be called a small businessman. He along with many other merchants suffered very badly following the close of the War of 1812 and the defeat of Napoleon at Waterloo in 1815. Halifax was a military city and the cut backs in expenditures, the decrease in naval needs and the general economic slowdown which peace in Europe produced hit colonial merchants very hard. Prices plunged further as British manufacturers dumped their goods on colonial markets with the result that businessmen operating on narrow profit margins were forced out of business. Daniel Fraser was one of these.

Fraser had incurred heavy debts at the termination of the War of 1812 but he had been able to partially recover by becoming a commission merchant.[10] In 1816 a clerk embezzled

a large sum of money from him which resulted in his debts, amounting to some $8,000.00, being called in and Fraser was unable to honor his notes. He was assigned to debtors' prison on 12 July 1816 with the result that his wife was forced to take in students and boarders to help the struggling family. On 10 October 1816 a fire destroyed the Fraser family home and the children, six in number, were parcelled out among friends of the family. Through the means of a public subscription and a petition to the Nova Scotia House of Assembly, Fraser obtained his release from jail in February of 1817.[11]

In order to try to sustain his family, he took over the operation of the British Coffee House in Halifax in May of 1817.[12] By now Fraser must have had a desire to get away from Halifax and so on 2 July 1818, the family, numbering the parents, three daughters, Catherine, Christiana and Isobel Hannah Grant; and three sons, J. D. B., Thomas Roderick and John sailed on the Brig *Pictou* for their old home town of Pictou and arrived there six days later.[13] Shortly after their arrival a fourth son, Robert G., was born. The family remained in Pictou until about 1820 when they removed to Saint John, New Brunswick. Here Fraser's wife and eldest daughter, Catherine, opened the first Sabbath School in that city.[14] By 1824, however, Fraser estimated he had lost £223-2-3½ in business ventures[15] and once again the family returned to Pictou and there they remained.

Some of the information on J. D. B.'s childhood can be gleaned from the ledger which belonged to his father. His mother was obviously an educated woman and the importance of learning was no doubt impressed upon the young lad. It is safe to assume that Fraser probably attended the school taught by Dr. Thomas McCulloch in Pictou. At the time the family moved to Saint John, Fraser would have been about fifteen years of age. One wonders if he obtained some of his medical knowledge through being apprenticed to some unknown doctor

in that old Loyalist city. The earliest ledger for his drug store has been used in part by a Saint John merchant—possibly the firm with which his father was engaged. This might also explain why Fraser's first order for merchandise for his new store went to Saint John rather than Halifax.

In the *Colonial Patriot,* a local Pictou paper, of 11 June 1828 appeared an advertisement which read: "J. Dan'l B. Fraser, druggist in the shop lately occupied by John McKenzie. Drugs, medicines, patent medicines, perfumery, spices, dye stuffs, etc." The earliest entry in his ledger is for March of 1828. He appears to have invested about £92—approximately $460.00—in establishing his enterprise. Through Walker and McCra, Saint John merchants, he ordered: turpentine, salt petre, alum, linseed oil, lard, tea, sugar, caster oil, snuff, berries and four gallons of rum along with sundry other items.[16]

The setting up of a business is a challenging affair—even more so for a young man just turned twenty-one. Pictou, at this time was a small town, just two score years old, with a population of about 1,500 and about 300 buildings.[17] However, it was an expanding and thriving area, scarcely touched by the economic depression which had stunned Halifax in the previous years. Of the twelve counties or districts of Nova Scotia, Pictou was third in size with a population of 13,699—ninety per cent of whom were Presbyterians. The Scots of the Pictou district had more land under cultivation and grew more wheat and oats than any other part of the province and also ranked third in sheep and horses, fourth in cattle and eighth in potatoes and hay.[18] While others in the province enjoyed "good living and mortgages",[19] the Scots ate oatmeal and thus had wheat to sell. Their economy was based on good oatmeal and sound Presbyterianism, neither of which Anglican Halifax could readily digest. A writer of the day described Pictou: "The houses are little dirty stone and wooden buildings of two and three stories, huddled close together, with chimneys at each end and a door

in the centre . . . I believe that all the feuds of all the Mac's from "A" to "Z", throughout the Scottish alphabet, have emigrated from their ancient soil, in order to concentrate their violence within the precincts of Pictou."[20] And this was before the real furor began!

Obviously the political and ecclesiastical feuds of this period, made the region fertile ground for the ministrations that a druggist could provide. From the outset Fraser received the patronage of the leading families of the community. Possibly this is partially explained by the fact that he was the only druggist within one hundred miles of Pictou. Whatever the reason, he was an immediate success. Indeed, his father ran up a bill of £200 in just two years. The medicines must have had their intended affect for Daniel lived another twenty years and died in his eighty-first year.

Within a year of establishing his shop Fraser became involved in a new venture—the Eastern Stage Coach Company. Established in 1829 on £775 capital, the company ran through thirteen financially skimpy years. Only government subsidies and a monopoly on the mail contracts enabled it to survive that long. Initially the one hundred mile trip from the capital, Halifax, to Pictou required thirty-seven hours of travel, including an overnight stop at Truro.[22] As roads improved the trip became more rapid if no more comfortable. Fraser acted as the Pictou agent for the company and in a few years he acquired some of the company stock. Among his papers are to be found receipts, bills and correspondence dealing with the Pictou end of the operation.[23]

On 20 December 1831 Fraser took time off from his fledgling drug business and struggling coach line to marry Christianna MacKay,[24] twenty-two year old daughter of John MacKay of Pictou. While the records are not clear, it would appear that they had five sons and four daughters. Three of the

sons, Henry, Fred W. and Robert P., followed in their father's footsteps, although Henry later turned to dentistry and set up a practice in Rhode Island. Rupert, the fourth son, was interested in mining matters, an interest which in later years his father also shared. James D., the eldest son, became a sea captain. One of the daughters died in infancy; another, Eliza, married twice, first to Smith Copeland and secondly to Rev. Alexander Falconer who became the Moderator of the Presbyterian Church of Canada. The last direct surviving member of J. D. B.'s immediate family was Agnes, the youngest child, who died in 1940 at the age of eighty-nine.

This period of the 1830's in Nova Scotia has been called a period of "intellectual awakening" in the province. Pictou was in the vanguard of this movement and societies, clubs and literary associations sprang up to provide entertainment for the citizens of this area. Debating societies were a natural development of an area of high Scottish settlement, for as A. S. MacKenzie has pointed out, "it is in polemical and scientific literature that you find them (Scots) at their best, as expositors and critics more than as creators of knowledge and *belle lettres*."[25] In the Shiretown was formed the Pictou Literary and Scientific Society and Fraser was a leading member of this association. Some of the experiments he carried out included: the manufacturing and demonstration of laughing gas; the construction of an electro magnet; the creation and successful demonstration of a fireworks display; tests to demonstrate the properties of hydrogen and oxygen; the demonstration of chloroform and gun cotton—both within months of their initial discovery.

On 5 March 1850 Fraser exhibited a model of an electric light caused by the burning of charcoal with a current of electricity. The principle of the electric light using a carbon filament was not refined until 1860, ten years after Fraser's demonstration in Pictou.[26]

By the 1840's Fraser was a leading citizen of Pictou, blessed with a growing family and a flourishing drug business which serviced most of the Northumberland Strait area, Prince Edward Island, and parts of the North Shore of New Brunswick. His letter books reveal a variety of problems and activities carried out during these years. When a troublesome Customs Collector made him pay duty on school books, Fraser later reported that the man "is now sick in Halifax and not likely to get better."[27] Long delays and transportation problems produced numerous missives to suppliers: "The last acid drops had a smoky greasy taste which spoiled the sale of them."[28] One August he ordered a sample of Havana cigars and within two months he ordered an additional five hundred.[29] A request to stock sasparilla was turned down with the explanation, "I do not think there will be any use of trying it here. This part of Nova Scotia is inhabited almost entirely by Scotch Highlanders who do not use much medicine and they are not easily persuaded to use such articles as you propose."[30]

On many occasions Fraser served as a go-between in efforts to collect bills, one of them he eventually was able to settle in 1838, with interest on the principal dating from 1822[31] To a former Pictonian who entrusted him with a sum of money to give out to his widowed mother over the period of one winter Fraser related, " . . . she is with Margaret and her husband is doing nothing. They are as poor as it is possible for people to be. He is willing and extremely anxious to obtain employment but I do not know what he is fit for except playing on the violin at which he is a good hand."[32]

The early forties were good years for Fraser and this was reflected in an expanding business which included two shops, insured for £ 600, and a small warehouse opposite his private residence.[33] In Halifax his brother Robert married a Hough woman. Hiram Hyde also married one of the Hough sisters and in 1842 Hyde bought out the Eastern Stage Coach Company,

no doubt to J. D. B.'s relief. One wonders if Robert played a part in persuading his new brother-in-law to enter the transportation field.[34] Through his brother John, Fraser was able to obtain a diving suit and with this equipment he organized a venture to recover the guns of H.M.S. *Malabar,* which had run aground of Cape Bear, Prince Edward Island. These guns had been thrown overboard in a desparate and successful effort to refloat the vessel. Fraser was bitterly disappointed with the compensation paid by the British Government and withdrew from active participation in the venture prior to further diving being carried out in 1842. This was the first diving and salvage operation carried out on the Maritime coast and pre-dates by some twenty years the next such effort. However, finances appear to have been a constant problem in the diving venture. In December of 1842 Fraser wrote a firm of London lawyers concerning the release of his brother John from debtors' prison. He sent some funds but warned, ". . . not to discharge any of his debts for it would only be throwing good money away for me to apply it in that way. He would be at once arrested again for other debts from which I could not attempt to relieve him."[35]

At this time also Fraser had branched out, with a partner, into a new operation—a stone quarry on the West River of Pictou County. Fraser sold grind stones, finished and unfinished, on the Boston market as well as supplying stones to Joggins where another large quarry operated. Tombstones and hearths were other necessary items which he produced. Fraser wanted to expand to another quarry on Roy's Island but some legal doubts over ownership forced him to drop that idea.[36] Without doubt this was one of Fraser's more successful ventures and probably explains why in later years he invested so heavily in mining properties.

It was during these years also that Fraser turned to active politics. He was a Liberal and a reformer, siding with Joseph

Howe in the battle for responsible government. Prior to this and as early as 1830 he had joined with Dr. McCulloch in a tense watch to protect Pictou Academy from arsonists who tried to burn the school down[37] at the height of the 1830 "Brandy Election". In Pictou one person was killed in a wild election day brawl.[38] In 1845 Fraser was the Liberal candidate for Pictou and his opponent was Martin Wilkins, a three hundred pound giant of a man who went on to become Attorney General of Nova Scotia.[39] To forestall any possibility of violence at the polls, the sheriff erected a ten foot high fence down the middle of the main street of Pictou and gathered the opposing forces in separate camps on either side of the barrier. The poll, of course, was public and was carried out so that alternate votes were cast. Somehow Fraser went ahead by two votes and this was the signal for a riot to break out accompanied by "bagpipes and bric-a-bats."[40] The Legislature threw out Fraser's election and another election was ordered in which neither Fraser nor Wilkins ran. Fraser next sought office in the election of 1863 but was defeated as Dr. Charles Tupper led the Conservative party to a sweeping provincial victory.[41] As with most Nova Scotians in the election of 1867, Fraser was loud in his opposition to Confederation.

Fraser's efforts on behalf of Howe and the Liberal party did not go unrewarded. In 1841 he was appointed a Justice of the Peace for Pictou County.[42] In his papers are to be found many depositions concerning robberies, rustling, but mainly about physical assaults.[43] Besides his judicial responsibilities Fraser also held municipal positions which included Commissioner of Streets, Captain of the Fire Axe Company, member of the Board of Health, Fire Warden, Health Warden and Commissioner for Placing Bushes on the Ice. This last position sounds somewhat trivial but the rivers were the main means of transportation in the winter and knowledge as to where safe ice was located was essential to the public.[44]

Even while Fraser was increasing his activities in business and political circles, he continued to expand his social horizons through the Pictou Literary and Scientific Society and by aiding in the formation of an Agricultural Society[45] and a branch of the Temperance Society—Oriental Division. He rose to become the Grand Worthy Patriarch of the Grand Division Sons of Temperance of Nova Scotia and represented that society in London on at least one occasion.[46] More than one political opponent found that an easy way to raise Fraser's ire was to comment approvingly upon his temperance record and then to quietly inquire as to the number of gallons of rum Fraser had sold, albeit for medicinal purposes, at his store that day.

Mr. Fraser's day books, ledgers and prescription files provide some insight into the practise of pharmacy in these early years of the profession. Entries for the sale of chloroform appeared in the Fraser day book of 1848. Dr. Muir purchased 1 ounce on 1 April 1848. An entry on 3 July of the same year recorded the sale of 8 ounces of chloroform to Doctor Fox[47] at 1/6 per ounce and six pence for the bottle. The same book lists the sale of the following items which are still familiar in today's pharmacy: 1 dozen seidletz powder at 2/6; 2 gallons of castor oil- £ 1; 2 ounces tincture of digitalis for 10½ pence; 1 barrel of epsom salts at £ 2-2-3; 1 ounce friar's balsam at 8 pence and 2 ounces of blue ointment at 1 shilling. Entries for items which have lost popularity included ½ pound of cochineal at 5/12; 1½ dozen pills of rhubarb and mercury at 1/9; 2 ounces of powdered jalap at 1/3; one-half pound of squill root at 9 pence; 1 ounce tincture of catechu at 8½ pence; dragon's blood at 4 pence; pyroligenous acid at 1/4 ½; one-half dozen llyttae (cantharides) plaster at 3/9; one bottle of "Bull's Sarsaprilla" at 5 shillings and 3 ounces of antimonial wine for 1/10. There were a number of what might be considered "secret" remedies, such as: 2 ounces of hiera picra to Alexander McQuarry for 1/4; 1 bottle of Hunters balsam at 2/6 to B.

Fraser; 1 bottle of electuary to Widow MacPherson for 1 shilling; 1 bottle of whooping cough mixture to George Adamson for 1 shilling; 2 bottles of "Panacea J. D. B. F." to Rev. George Christie[48] for 10 shillings; 1 bottle of pulmonary balsam to Captain Thomas Graham for 2/6; six ounces of gonorrhea mixture to Captain MacDonald for 2 shillings; 1 box of Indian dyspepsia pills to Ebenezer Ross for 1/3; 1 purging ball for 1 shilling and "mixture for fumigation" to Isreal Stiles, Overseer of the Poor, for 10 shillings.

Besides the dispensation of drugs, Fraser handled many other items in his store. Surgical supplies were a common item of sale: an abdominal supporter and pad, 1 Best Lancet to James Carmichael[49] at 4/6, 1 male catheter to Dr. Donnelly[50] 17/6; 1 ounce syringe to James Carmichael at 1/6; 1 injection bag to Board of Health at 1/3; injection apparatus to Dr. Fox for 1 pound and to William Foster "1 bladder at 6 pence and large pipe at 1 shilling."

The months of April and May were busy ones for the sale of seeds. An order to Mr. Page of Pugwash included beet, carrot, parsnip, yellow aberdeen turnip seeds and two ears of corn. General household items can also be found in the day books such as: ketchup at 4 shillings per bottle; 15 gallons of molasses at £1-17-6; ½cwt. of sugar at £1-5-0; 1 pound of tobacco at 1/3; 1 pound of ground coffee at 1/6; 1 gallon of varnish at 10½ pence; 1 hinge and screw for chest at 6 pence; the usual spices such as cloves and allspice along with other items such as essence of peppermint, sweet spirits of nitre, soap, candles, brimstone and gun powder. Not all of his customers paid with cash and on more than one occasion he accepted coal, meat or other produce as payment for accounts.

Mr. Fraser also extracted teeth—the usual charge was 2/6 per extraction. One ledger dated 18 July 1841 shows Fraser charged the Overseer of the Poor thirty cents "for applying a

leech to Mrs. McGilvary's child's eye." At least one of his customers appears to have been "hooked" on certain remedies. One gentleman received two drams of morphine acetate on 5 July 1847 and after that 1 dram on a fairly regular basis approximately every two weeks for the next eight months.

Fraser's business reached far outside of the Pictou area. There were accounts for customers in the Magdalen Islands, Prince Edward Island, Cape Breton and Halifax. Theophratius Desbrisay, the founder of Hughes Drug Store in Charlottetown, John Knight a pharmacist in Georgetown, P.E.I., and Dr. Avery Brown, Halifax, are but a few who had accounts with him. Stock in the 1840's for the pharmacy was purchased from such points as Boston, Providence, London and New York.[51]

It was during the forties also that Fraser carried out the experiments which were to assure him fame in the history of the Canadian pharmaceutical profession. His tests and eventual use of chloroform to aid in childbirth were a controversial and daring decision. Dr. James Simpson[52] of Edinburgh had pioneered the use of chloroform as an anesthetic in 1847. Controversy had immediately arisen surrounding its use to ease labour pains. Religious scholars cited Genesis iii: 16 "In pain you shall bring forth children." A Dr. Green reported that "higher class ladies view with disgust not being allowed to endure their wonted pains and agonies."[53]

Events would seem to confirm that Fraser began to test the Simpson conclusions as soon as they became available to him. On 9 February 1848 the *Royal Gazette* reported that Dr. Almon and Dr. Parker had amputated the thumb of a woman, a patient at the Poor Asylum in Halifax, in a ten minute operation. Chloroform was used in the operation. On 11 March at the same institution and before a large number of local physicians, these two doctors amputated a man's leg above the knee. The *Royal Gazette* stated: "The chloroform made use of

on this occasion (on the purity of which the producing its characteristic affect depends was manufactured by J. D. B. Fraser, Esq., Chemist, of Pictou."[54] Within a fortnight of these two operations, Fraser administered chloroform to his thirty-nine year old wife at the birth of their seventh child, Robert Peden Fraser, 22 March 1848. There does not appear to have been any immediate reaction to Fraser's use of an anesthetic. Indeed, Fraser gave a public demonstration of the properties and characteristics of chloroform before the Pictou Literary and Scientific Society in April 1848. Unfortunately, the secretary gave a rather laconic account of the affair and did not indicate what type of experiments Fraser carried out.

It has been suggested that Fraser was censured by the Court of Sessions for his act and that as a result he left Prince Street Church.[55] The baptism of neither Robert P. nor Agnes appear in the baptismal records of the church. However, the entries for all his older children are to be found faithfully entered in these church records. The list of church members for Prince Street Church shows Fraser as "withdrawn" but provides neither date nor reason.[56] In the session records of the church is to be found a letter from Fraser to the church elders asking that his name be stricken from the list of elders " . . . having for some time past ceased to take any part in the management of the affairs of Prince Street Church . . . ".[57] This letter is dated 17 August 1852, four years after the birth of Robert and approximately a year since the birth of Agnes. Thus is seems evident that there was a parting of ways between the Fraser family and the Prince Street congregation. In later years, Fred Fraser, one of the older children, attended the Methodist church in the community. Not until Queen Victoria used chloroform at the birth of her seventh child, Prince Leopold, in 1853, did it become fashionable or acceptable to use chloroform to ease childbirth.

Whatever, Fraser was not one to tarry long at a dispute and interesting events were beginning to unfold in the East River Valley of Pictou County in which Fraser was to play a leading role. For a number of years the mineral monopoly held by Rundell and Bridge, and for them by the General Mining Association, had been under attack in Nova Scotia. Since 1827 the rich coal fields of Cape Breton and Pictou County had been closed to local entrepreneurs as a result of Rundell and Bridge accepting this monopoly as payment for the Duke of York's gambling debts to them, which at the time of the granting of the monopoly amounted to £600,000 (about twenty-five million dollars.) In 1858 the monopoly was rescinded and Fraser purchased land near the MacGregor seam and began explorations.[58] In short order he found a rich seam of coal with high coal oil content. It was named the "Stellar" seam which in turn in 1870 formed the basis for the change in name from Albion Mines to present day Stellarton. Some of Fraser's coal oil and coal samples were shipped to the London Exposition. The accompanying report stated: "The Fraser coal oil has been mined to some extent, 2000 tons having been raised in 1859. The substance gives an average yield of about 70 gallons of crude oil to the ton, while picked samples gave 159 gallons to the ton."[59] In its first year of operation Fraser's mine employed about 35 men and 1626 tons of coal was shipped to Boston for the extraction of the coal oil. The price received was about $8.25 a ton[60] but two factors combined to destroy any possible profit Fraser might have realized from the mine—first was the discovery of oil in the United States, and secondly was the cancellation of the Reciprocity Treaty in 1866 which resulted in a heavy duty being placed on coal imported into the United States.

Freser had invested heavily in the venture and in order to recover some of his money he was forced to sell out to the Albion Mining Company, which boasted as one of its members, Sir Hugh Allan of railroad fame. Fraser either underestimated

the value of his property or was desperately short of funds for he entered into an agreement with S. G. Archibald whereby Archibald could retain fifty per cent of all funds realized in excess of the base selling price of $24,000.00. Archibald sold the mine for $52,500.00 and retained a tidy profit of $14,250.00.[61]

Out of Fraser's interest and involvement in the coal oil trade emerged the oral tradition that he also discovered a use for creosote in his little drug store at Pictou. Leeches were a common medicine to be found in all drug stores of the day. They had a short life span and the stock had to be constantly replenished. While Fraser was absent from his store, a man brought a bucket of leeches to the druggist, and Fraser's apprentice, J. W. Jackson of New Glasgow, emptied the leeches into a wooden tub at the rear of the store, paid the gentleman, and went about his business. When Fraser returned a short while later, all the leeches had died. Fraser discovered that they had been placed in a bucket in which there remained the residue from some coal oil distillation he had carried out and decided that the residue had killed the leeches. He reasoned that if the Pictou wharves were painted with the residue, no longer would the wooden pilings suffer from ship worms. Fraser purportedly applied for a patent for the use of creosote as a preservative for wood, but a Yankee lawyer stole the patent and registered it for himself.[624]

What faith can be placed in the story? There are some interesting coincidences. Jackson was born in 1838, which would make him about twenty at the time of the incident and at the time of the appearance in the local newspapers of advertisements for the sale of coal oil in Fraser's store. These dates coincide with a reasonable age for apprenticeship and exactly with the date when Fraser had mined his first coal. However, no one has yet been able to locate any patent for the process in Washington. There is no doubt Fraser's inquisitive and alert

mind would have readily deduced both the cause of the death of the leeches and the obvious benefits for the wharves if the process were tested upon them.

The financial struggle to recover from the investments in the coal operation may have sapped Fraser's strength. However, as has been noted, he was a candidate in the 1863 provincial election and he joined with his old rival Wilkins to move a motion condemning Confederation.[63] In his final years he appears to have slowed the hectic pace of his younger days. Within the community he was viewed as "a hardy Scot" with an "enviable reputation;"[64] an individual of "honest purpose, manly integrity and active public spirit.[65] He died after a lingering illness on 4 May 1869.[66] He must have realized the end was near for his will was made on 26 March. He was buried in Laurel Hill Cemetery,[67] overlooking the harbour of Pictou. The Pictou *Colonial Standard* eulogized: "His kindness and charity to the poor and afflicted were proverbial and his labours in the cause of temperance placed him in the very front rank as an advocate of that social reformation."[68] His estate was valued at $14,000.00.[69] Fraser remains today as one of the outstanding sons of Pictou County and one of the leading pioneers in the field of pharmacy in the province of Nova Scotia.

FOOTNOTES

1. The family moved about so often that there may be some confusion as to the actual place of birth of J. D. B. Fraser. This confusion can be compounded by the fact that J. D. B. was baptized in Halifax. However, three items serve to confirm that the location of Fraser's birth was Pictou. The first is an advertisement in the **Royal Gazette,** 2 May 1805 which reads: "The subscriber, intending in a few months to remove to a different part of the Province, requests all persons having any demands against him to render their accounts, and all persons indebted to him to make immediate payment. Halifax Jan. 1, 1805, Daniel Fraser." Fraser was still in Halifax as late as June 8 of that year. See **Royal Gazette,** 6 June 1805. However, an undated letter from Dr. MacGregor to one of his wife's aunts confirms the arrival of Daniel Fraser at Pictou. "Mr. Fraser and sister-in-law Catherine left Halifax and came to Pictou this last summer. There is none of us at all in Halifax now. But though we are all in Pictou we do not live all close together, for Pictou is bigger than some shires in Scotland. Father-in-law and I live close together, John, my brother-in-law, and Mr. Fraser live close together, where there is something of a town, and which is increasing fast, about nine miles distant from my house to the north."
   See **Public Archives of Nova Scotia** (hereinafter P.A.N.S.), microfilm, W721—Certain Pioneers of the A. H. Williams Family. Finally, Frank Patterson in his book **John Patterson The Founder of Pictou,** p. 53 mentions a business deal between Patterson and Daniel Fraser which took place in 1806.
2. Inscription on tombstone, Laural Hill Cemetery, Pictou, Nova Scotia.
3. **P.A.N.S.**, RG 1, vol. 411, doc. 69a shows Daniel Fraser as a member of the Halifax Volunteer Artillery. The document is dated 6 July 1812.
4. **P.A.N.S.**, land grants, Daniel Fraser, 1809. The petition states that £100 was paid to William Fraser by Daniel Fraser for 500 acres of land on the western side of the Harbour of Merigomish, Pictou County.
5. **P.A.N.S.**, land grants, Daniel Fraser, 1810. The petition asks confirmation of two 50 acre lots of land he had purchased at West River, Pictou County.
6. **P.A.N.S.**, Halifax Dockyard Letters, No. 1, entry no. 391.
7. George Patterson, **History of Pictou County,** pp. 451-452. Rev. James MacGregor was born at Comrie, Perthshire in December, 1759 and came to Nova Scotia on 20 July 1786. He died at Pictou on 3 March 1830.

8. St. Matthew's Church Records, p. 311, lists the date of their marriage as 16 October 1800. **P.A.N.S.,** marriage bonds, gives the date as 15 October 1800. It was not unusual for the bond to be dated several weeks before the actual marriage.
9. The present day St. Matthew's is on a different location than its namesake and predecessor. The original church was located at the intersection of Prince and Hollis Streets in Halifax. See St. Matthew's Church Records, p. 102. and also **P.A.N.S.,** Vertical Mss File: Halifax: Churches: St. Matthew's Church.
10. **P.A.N.S.,** RG 1, vol. 173, Commission Book, 1810-1821, p. 218. "A license issued to Mr. Daniel Fraser as a Public Sale or Vendor Master in this Town of Halifax." 12 Feb. 1813.
11. There are a number of sources from which the information was gathered. Chief among these are Daniel Fraser's petition to the Lieutenant Governor in February of 1817 seeking release from debtors' prison. **(P.A.N.S., RG 5, Series "GP", vol. 1).** The Supreme Court Index gives the details of Fraser's financial woes. He was sued eight times between 1813 and 1817 for debts. He himself, went to court no less than fourteen times between 1805 and 1817 in attempts to recover monies owed to him. "An Address on the death of the late Mrs. Catherine Patterson delivered before her fellow teachers, in the Pictou Sabbath School, by the Superintendant," indicates how his wife helped during the financial crisis of 1816.
12. The British Coffee House was situated next to the Ordinance Yard in Halifax. See **Acadian Recorder,** 3 May 1817; **Provincial Museum Report,** 1932-33, p. 38 and Victor Ross, **History of the Canadian Bank of Commerce,** v. 1, p. 57fn.
13. **Archives of the College of Pharmacy,** Dalhousie University, Daniel Fraser's ledger, p. 53.
14. "An Address on the Death of Mrs. Catherine Patterson delivered before her fellow teachers, in the Pictou Sabbath School by the Superintendant," Pictou, 1829, pp. 1-5. Catherine, J. D. B. Fraser's older sister and the eldest child of Daniel and Catherine Fraser had married Rev. Robert Sim. Patterson.
15. **P.A.N.S.,** MG 1, No. 319, p. 102. The losses occurred between the period of 10 May 1820 and 7 May 1824.
16. **Ibid.,** pp. 106-109.
17. Capt. W. Moorsom, **Letters from Nova Scotia.** London, 1830, p. 352.
18. **Census of Canada.** 1665-1871, v. 4. Ottawa, 1876, p. 94.
19. Norman MacDonald. **Canada, 1763-1841, Immigration and Settlement.** Toronto, 1939, p. 469.
20. Moorsom, **op. cit.,** p. 353.
21. Daniel Fraser died 17 December 1850.
22. R. D. Evans, **"Transportation and Communication in Nova Scotia, 1815-1850."** (unpublished masters thesis, Dalhousie University, 1936) pp. 27-29.
23. **P.A.N.S.,** MG 1, No. 323.

24. **P.A.N.S.**, marriage bonds.
25. A. S. MacKenzie, "Pictou's Contribution to the Intellectual Life of Canada," in **The MacGregor Celebration Addresses.** ed. by Frank Baird, Truro, 1937, p. 192.
26. Most of the material on Fraser's activities in the Pictou Literary and Scientific Society is from A. C. Dunlop, "The Pictou Literary and Scientific Society," **Nova Scotia Historical Quarterly,** v. 3, no. 2, pp. 99-116.
27. **P.A.N.S.**, MG 1, No. 319, 15 May 1838.
28. **Ibid.**, 29 May 1839.
29. **Ibid.**, 14 November 1841.
30. **Ibid.**, 6 July 1843
31. **Ibid.**, 30 July 1838
32. **Ibid.**, 16 January 1844
33. **Ibid.**, 24 August 1841
34. Hiram Hyde was born in New York on 25 September 1817 and came first to Canada in 1833 and finally came to Halifax in 1841 at the request of Samuel Cunard to run the coach line. It is doubtful if Robert Fraser managed to persuade Hyde as Fraser did not marry until 1846 and secondly, Mr. Hough was a director of the line. Hyde died at Truro 18 December 1907. See **P.A.N.S.**, MG 9, No. 41, p. 79; **Morning Chronicle,** 29 December 1907, p. 8; and **Colchester Historical Society,** 1958-1967, pp. 54-55.
35. For original letter books concerning the diving operation see **P.A.N.S.**, MG 1, No. 319 and Killam Library, Dalhousie University, Special Collections. J. D. B. Fraser, Day Book, 1840-1843 which contains four entries under "diving machine" between August, 1841 and June 1843. Also **Acadian Recorder,** 4 May 1839; **Mechanic and Farmer,** 27 October 1841; **Pictou Observer,** 23 October and 6 November 1838, and 13 September 1842. Also J. J. Brown, **Ideas in Exile,** Toronto, 1967, p. 100.
36. **P.A.N.S.**, MG 1, No. 319, 39 June 1843
37. William McCulloch, **The Life of Thomas McCulloch.** Truro, 1920 (?), p. 123.
38. J. Murray Beck, **The Government of Nova Scotia.** Toronto, 1957, p. 124
39. John Doull, **Sketches of Attorney Generals of Nova Scotia, 1750-1926.** Halifax, 1964, p. 80.
40. Beck, **op. cit.**, pp. 124-125.
41. **Colonial Standard,** 5, 12 May; 2 June 1863
42. **P.A.N.S.**, RG 1, vol. 214½ E, p. 71.
43. **P.A.N.S.**, MG 1, No. 324, folder 2.
44. The information on the municipal positions held by Fraser was extracted from the listings in **Belcher's Farmer's Almanack,** 1837-1870.
45. **Pictou Bee,** 15, 29 March 1837.
46. **Journals of Proceedings of the Grand Division, Sons of Temperance of Nova Scotia,** v. 7, no. 2, 1869, p. 64 **P.A.N.S.**, Vertical Mss file, Howe, Joseph—letter of introduction for Fraser while he was in London. Also **Colonial Standard,** 26 August 1862.

47. Dr. John Fox (1793-1866) was born at Cornwallis, Nova Scotia and studied medicine at Dublin and London. New Glasgow was one of eight Nova Scotian towns in which he practiced. **Nova Scotia Medical Bulletin,** Vol. 33, No. 8, August, 1954, pp. 302-303; and **P.A.N.S.,** MG 9, No. 188, p. 31.
48. Rev. George Christie (1813-1890) was born at Truro and educated at Pictou Academy. At the time of his purchase he was located at Shubenacadie. **Presbyterian Witness,** 19 July 1890.
49. James Carmichael (1788-1860) born at Fisher's Grant, Pictou County, 29 January 1788, son of James and Ann Carmichael. Established the first store in New Glasgow. John H. Ross, **The Life of James W. Carmichael.** Halifax, n.d., p. 16.
50. Dr. James Donnelly (1810-1856) a native of Ramelton, Donegal Co., Ireland. He practised first at Albion Mines and later at New Glasgow. **P.A.N.S.,** MG 9, No. 188, p. 31.
51. Material on the pharmaceutical operations carried out by Fraser was prepared by Dr. Gordon Duff, a former Dean of the College of Pharmacy, Dalhousie University and a member of the Canadian Academy of the History of Pharmacy.
52. Dr. (Sir) James Simpson (1811-1870) was the youngest son of a village baker but rose to have a brilliant medical career. His major tests of chloroform, which Fraser was to read about shortly after the results were published, took place on 4 and 18 November 1847. Sidney Lee, ed., **Dictionary of National Biography,** Vol. 52, pp. 272-273, London, 1897.
53. **Novascotian,** 6 March 1848
54. **Royal Gazette,** 9 February; 15 March 1848. Dr. William Johnston Almon was a scion of the influential Almon family of Halifax. He served as president of the Medical Faculty of Dalhousie University; president of the Nova Scotia Medical Society and was a founding member of the Nova Scotia Historical Society. He was elected to the House of Commons in 1872 and called to the Senate in 1879. He was aged 32 when he carried out the operation with choloroform. Dr. Daniel MacNeill Parker was only 26 at the time of the operations. He was later appointed to the Legislative Council of Nova Scotia in 1867 and went on to become the second president of the Canadian Medical Association. J. K. Johnston, ed., **The Canadian Directory of Parliament, 1867-1967.** Ottawa, 1968, p. 7; **Nova Scotia Medical Bulletin,** Vol. 29, No. 7, July 1950, pp. 149-154.
55. **P.A.N.S.,** Vertical Mss file, Pictou County: Pharmacy
56. **P.A.N.S.,** Microfilm, Churches: Pictou: Prince Street Church
57. Original records at Prince Street Church, Pictou
58. H. B. Jefferson, "Mount Rundell, Stellarton and the Albion Railway of 1839," **Nova Scotia Historical Society,** Vol. 34, pp. 81-120.
59. **International Exhibition, 1862, Catalogue of the Nova Scotia Department,** Halifax, 1864, p. 18.
60. **Journals of the House of Assembly of Nova Scotia,** 1860.

61. Fraser Ledger, 1861-1868, pp. 277-279. **Archives of the College of Pharmacy**, Dalhousie University; **Deeds**, Pictou County, Books 50-53; 56-57; James M. Cameron, **History of Pictou County.** Kentville, 1972, p. 136.
62. **Archives of the College of Pharmacy,** Dalhousie University, **Drug Merchandising,** 7 November 1928, p. 5.
63. The public meeting was held at the Pictou Court House in January of 1865. James M. Cameron, **Political Pictonians.** Ottawa, 1967, pp. 31-32.
64. **Archives of the College of Pharmacy,** Dalhousie University, unidentified newspaper clipping.
65. **Novascotian,** 17 March 1845.
66. P.A.N.S., RG 32, Vol. 66, Registration of Deaths, Pictou County, 1869-1870.
67. **P.A.N.S.,** Pictou County Cemetery List compiled by Henry C. Ritchie.
68. **Colonial Standard,** 11 May 1869.
69. **Registry of Probate,** Pictou (no. 1053)

Boomtown of Iron and Steel

by DAVID E. STEPHENS

Londonderry is a quiet little village, situated on the Great Village River, about seven miles north of the Cobequid Bay, on the Bay of Fundy. Its present population is less than 250 persons. But when this village was a booming industrial town, its population was well over 10 times that of today.

The original name of the town was "Acadian Mines", which later was changed by custom to "Acadia Mines". It was about 1800 that settlers began to push back up from the shore towards the area of Acadia Mines. In 1805, a base line was surveyed by the government, 7 miles from the Bay of Fundy. Along this line was established a road, which ran through what was to become Londonderry, and settlers began to open up farm land along this road.

In 1844, two loggers by the names of Charles Vance and John Phillips were working in what was called the "Hollow" of the eastern branch of the Great Village River. They discovered what turned out to be hematite iron ore. The following year, 1845, Dr. Abraham Gesner and Sir William Dawson both did investigations in the area to determine the extent of ore deposited. Sir William Dawson, being an experienced geologist, returned the following year with J. L. Hayes (of New Hamp-

shire), and continued his investigations. His report was so encouraging that Charles Archibald (of Truro, N.S.) formed a joint stock company in England under the title of "The Acadian Iron and Mining Association". Archibald began to engage workers in clearing the timber and brush from the area, and burning it for charcoal. The preparations took place during 1847 and 1848. By early summer of 1849, a group of 10 Welsh miners arrived at the port of Parrsboro, under the direction of one Thomas Butler. They went immediately to Acadia Mines and began to develop the mine. By the end of the year, the company appeared to be on the road to success. As the mine began to produce ore, an American, John Blanchard, was hired early in 1850 to construct the plant for the making of iron. He built six Catalon forges, rollers for crushing ore (driven by two over-shot water wheels), as well as other necessary equipment for the production of iron. The equipment was used to some extent throughout the winter. The resulting iron was extremely poor, and the operation ended in failure. The company even considered closing down operations completely. However, after a few months of consideration, the company decided on re-organization, and sent out from England a new manager, Thomas Carswell. He constructed a small blast furnace, using charcoal, and although he encountered many failures, he did succeed in producing some fairly good pig iron. For the next couple of years Carswell kept a steady flow of iron coming out of the plant.

The first store was built in 1853 by a John Gough, who operated it for a few years. Also in 1853, the Iron Company constructed a small school in the village.

In 1855, the furnace was still producing iron, but not of a very high grade. The company seemed to be running fairly well, but not to the satisfaction of the head office in England. Thomas Carswell was replaced as manager by a man by the name of Goodall. Mr. Goodall, also from England, made some

improvements to the blast furnace, but it still didn't work to satisfaction. Special pipes and bricks were even imported from England in an effort to increase efficiency. The following year, 1856, a steam plant was erected to replace the two water wheels, and the rest of the smelter was rebuilt on a new site. This new mill not only had larger furnaces, but had a heat treating oven arrangement and was set up for casting. To build this new complex, the company brought in two special masons skilled in this type of construction, an "iron man" by the name of Ephriam Jones as well as some skilled Germans. Jones became the new manager, and started the company on the road to success by developing the plant. He was able to obtain an excellent quality of pig iron, and was helped along by the discovery, in 1857, of ore that contained almost 70 per cent iron.

But the expanding company soon ran into financial difficulties, the following year, even to the point that the workmen couldn't be paid. The situation finally came to the point that the County Sherrif had to seize the complete plant in order to deal with the company's liabilities. But the year 1858 was also a good year for Londonderry, for in that year a man by the name of Robert Forman came from Scotland and purchased John Gough's store. Not only that, but he realized what was about to take place in the way of development of the town, and he therefore purchased all the available land he could. He drained the large areas of swamp, and set up a real estate business, in addition to his store. Much of the credit for laying out the town of Londonderry goes to Mr. Forman, although at that time it was still called Acadia Mines.

The financial problems encountered by the company resulted in a complete re-organization. Its new name was the "Acadia Charcoal and Iron Company". Another new manager was sent out from England, this time John LeVassie. LeVassie took over, with the assistance of Ephrim Jones, who appears

to have stayed on with the company after the re-organization. LeVassie immediately secured funds, paid off the debts, and started the company into production again. During this period of operation, up until 1859, all the iron produced was hauled by wagon over the Post Road to the "Port of Londonderry", which was Great Village. From here it was then shipped out.

As the 1850's came to a close, the mine and smelter at Acadia Mines had been in operation for a decade, more or less. The over-all view was one of many difficulties and poor quality iron.

Under the leadership of LeVassie and Jones, the company began to show signs of prospering again. During 1860, a rolling mill was erected, a wharf and new road to the Bay of Fundy were constructed, production picked up and the quality of iron greatly improved. The population of the village began to grow; stores, halls, and homes were under construction; and the first doctor arrived. The new doctor was James Kerr, M.D., and the Iron Company built him a nice new home, paid him a salary, and deducted a very small amount from each workman's earnings in order to produce a form of "medicare".

In 1865, while the company was expanding and improving along with the town, it was decided that the name "Acadia Mines"' should be changed. During the spring, the Legislature approved a bill that made the official name of the town "Siemens".

When talk of the Intercolonial Railway was about, the Iron Company decided that it would make every effort to have the line come as close to the Iron Works as possible. Sir Sanford Fleming, who was in charge of building the line, didn't want to make a hugh bend, rather, he wanted to go as straight as possible towards Truro. After much work on their part, the company was notified that the ICR would be built within 2

miles of the Iron Works. This was late in 1868. The point, 2 miles from the works, was to become Londonderry Station. From that point, the company would have to build a line to the works. When the official notice was received, the town again started on increased growth. Assuming that the town would grow, the company even opened up a new store. On a sadder note, the original organizer of the first company, Charles Archibald, died in 1868. As he probably owned stock in the original company, it would be logical to assume that he suffered some losses due to the poor management of the company over the years.

In 1870, new equipment was added, known as "The Pot", which was a converting furnace. The quality of the iron by then was considered "excellent".

Ephrim Jones, who was still working with LeVassie, was also a qualified civil engineer. When the ICR contracts were being given out, he secured one for the section from Folleigh to River Philip. By 1873, the ICR was completed, and with the use of the 2 mile spur to the works from Londonderry Station, it was possible for railway cars to come to the works. This meant that coal could be brought in cheaply, and it also provided a more economical means of transporting the iron products. With the railway came a new company to the town, "The Montreal Pipe Company". This company was not a part of the Iron Works, but made use of the smelter for its materials. The company remained at Londonderry for almost 40 years, until it was moved to Quebec to become "The Canada Iron and Foundry Company".

The next year, 1874, the "Acadia Charcoal and Iron Company" sold out to "The Steel Company of Canada" for one million dollars in cash and shares. The company closed down the old iron works, and brought in a new manager, Benjamin MacKay. It was under his direction that another

re-organization of the company took place. The Steel Company paid out a couple of million dollars in rebuilding the works, as well as developing a coal mine at Maccan. The new works consisted mainly of three Siemen's furnaces. The new manager began at once to construct himself a suitable house, referred to by local people as the "German Castle", as well as several other houses for the company.

Good quality ore was found and developed on Folly Mountain, above East Mines. This area was connected to the ICR line by a spur from East Mines Station. The western ore deposit was developed near Martin's Brook, a couple of miles west of Londonderry, and this mine was also connected to the works by a narrow gauge railway. (Both of these lines, as well as the two mile long section from Londonderry Station to the Steel Company at Londonderry, have been long abandoned.) It appears as if the Siemen's furnaces were never put into production, if ever completed, for in 1875, a series of blast furnaces were first used. These new furnaces were heated with coke, which was manufactured at the Steel Company in beehive ovens using coal from the colleries at Maccan and Springhill. This meant, of course, that the old charcoal method was no longer in operation. The old school built by the original company no longer served the needs of the community, which was expanding just as quickly as the Steel Company, so a new four room school was built, also in 1875.

The following year, the company opened a new rolling mill, and as well, made some more improvements in its operation. However, the manager, Mr. MacKay, lacked sufficient knowledge of blast furnaces to keep the operation running as it should, and there was considerable trouble at the works while he was manager. The trouble at the works became so serious that a riot broke out, and, by accident, one of the workers was shot. The death of the worker resulted in Mr. MacKay being

immediately replaced by a new manager, George Jammie. For his seven or eight years, the company seemed to operate quite well producing a fair product.

According to the census of 1881, the population of the community of Londonderry was 2158, which made the town about the present size of the town of Shelburne.

In 1885, Mr. Jammie left his position as manager, and a Mr. John Sutcliff was appointed. Mr. Sutcliff took his job seriously, and being an industrious man, put the company on good ground. During his stay as manager, the company produced a good quality product, and in good quantity. He was also respected and liked by the workers.

Under John Sutcliff the company continued to produce good iron and steel. In 1887 the company again was re-organized, this time under the title, "The Londonderry Iron Company Limited". It appears as if Sutcliff was still retained as manager until he was replaced by Robert J. Leckie, in 1889. The workers at the steel mill were disappointed to see Sutcliff go, and although the new man was fairly well liked, he didn't match the high production level reached by Sutcliff.

The 1891 census showed a record population for the town, 2,665, the highest that it ever reached.

Leckie stayed at Londonderry until 1894, when another manager took over, this time, in the form of a Mr. C. A. Meissner. Meissner stayed on until 1898. In that year, the house that was built by Ben MacKay (the "German Castle") caught fire and was destroyed. Although the production over the previous decade was fairly good, the company ran out of money. This was also during 1898, which was the year that both the iron and steel producing equipment, and the rolling mills, shut down.

A couple of years later, the local Pipe Company also ran into difficulties. It seems that several youngsters set the plant's foundry and pipe shop on fire. This meant that both units had to be rebuilt.

When the 1901 census was completed, it wasn't too surprising to see that the population was less than half of it's peak 10 years earlier (1,074 - down from 2,665). The closing of the Steel Plant was, naturally, the main reason. The main source of employment, therefore, was the Pipe Company. That is, until 1902. In that year, Montreal's Drummond concern purchased the old iron and steel plant. The new name of the company was "The Londonderry Iron and Mining Company, Limited." The following year, 1903, the company made a request to the federal government to change the name of the local post office to "Londonderry", and this request was met. The Drummond's put some money into the plant, and even built a new steel plant, but the quantity of high grade iron was somewhat limited. As was the case with the older companies, poor management seems to help cause problems. But even with the problems, the population of the town slowly started to increase again. The four room school no longer served the needs of the community, and it was enlarged to six in about 1907.

1915 was the final death-toll year for Londonderry. All forms of operation connected with the making of iron and steel were abandoned. The Montreal interests in the company sold the assets to a Halifax man for scrap metal. By now, the town was almost dead. As if to make sure, a "Great Fire" in 1920 destroyed several churches, the school, a hall, and other buildings. No new industry came to the town, and the population slowly decreased.

Most of the people living in the community secured jobs in Truro, which isn't too far away. By the early 1960's, the population was down to about 600, while today it is closer to 200. But at least it can live in the glory of its past, if nothing else.

The Wreck of The Cobequid

by RUTH B. PERRY

Many years have passed since the wreck of the *Cobequid.* Though the story was widely known at the time, yet it may be forgotten now, or passed over lightly. For real horror thrills, and true heroism, it surpasses any movie, so it well deserves to be told again.

The *Cobequid* was a passenger steamer of the Royal Mail Steamship Packet Co. She was elegantly equipped for the Halifax to West Indies run. On her last voyage she had left Demerara, in South America, to call at various island parts before reaching Saint John, and, finally, Halifax. This was in January, 1914.

Now let us consider the Mackinnon captains for a moment; but for them, there would be no story to tell. Capt. John Mackinnon and his wife, the former Lucy Trefry, were Chebogue Point people, and their children were born and brought up there. I think there were three daughters. There were also five sons, and each one became a sea captain, receiving early training with his father. There names were: Arthur, Norman, Adelbert (Del), Edgar and Loran. Capt. John, the father, lost his life off Emerald Isle, Shelburne Co., as described in Mrs. Evelyn Richardson's book, "My Other Islands". Her grand-

father, Capt. Ephraim Larkin, owned Emerald Isle, and ran a thriving fish business there. To quote: "On that wild winter night Ephrim saved one friend and lost another, and was again reminded of the sea's malignancy,"

At the time of our story, Capt. Edgar Mackinnon was living in the town of Westport, on Brier Island, Digby Co. He was master of the steamer *"Westport"*. For many years, small steamers plied between ports on Nova Scotia's coast, carrying both passengers and freight. Capt. Del Mackinnon was master of the *John L. Cann,* and lived in Yarmouth, which was his steamer's headquarters.

January 14th was a day of savage storm and bitter cold, -10° F., a record for this area. Capt. Del, with the *John L. Cann,* was stormbound in Westport. In the early morning, SOS signals were heard; location of the vessel in distress was given as "the quarries", when there is no such place. The wireless operator thought they had struck on Brier Island, so Capt. Del took his ship out into the raging blizzard and bitter cold, and went all around the island. There was no sign of a wreck in the thick snow; the Capt. greatly feared that the ship he was looking for had foundered, with all hands lost.

Then word came that wreckage was washing ashore on Yarmouth Bar. The wireless signals had ceased—this was due to the apparatus going out of commission in the storm. Between that fact, and the false message about "the quarries", many valuable rescue hours were lost.

Meanwhile, the men of the *John L. Cann,* as well as those of Capt. Edgar of the *Westport,* were puzzling over where the wreck could be. If parts of the ship were coming ashore at the Bar, she must be nearer to it than to Brier Island—could it be Trinity Ledge? This is a three-pronged ledge off Port Maitland,

Yarmouth Co., and a nasty menace to sea travel in the Bay of Fundy. (The *Cobequid* was not the first, nor the last, to be wrecked there.)

In a slight let-up of the storm, about 3 p.m., it was found to be true—she was sighted from the shore, at Port Maitland, Sanford and Beaver River; plain to be seen; with people moving about, although it was only a few minutes after the *Cobequid* struck that the water rose in her hold and put the fires out. The steamer *Westport* put off to her immediately, with the *John L. Cann* following close behind.

Taking off passengers was most dangerous and risky, for the seas were mountains high and constantly washing over the doomed ship, the intense cold making her look like an iceberg. But the plucky little *Westport* and *Cann* circled about her, to give the passengers all the shelter they could. The *Cobequid's* starboard lifeboats had all been smashed in bad weather on the way up from Bermuda, but the port ones remained. One at a time, and headed west, so wind and waves would carry them to the *Westport,* they were lowered into the sea, then, as each lifted on a huge wave, the passengers were put into her, one by one. When the lifeboat was full, it was cut adrift, and the passengers lifted onto the *Westport,* then the small boat was set adrift once more, never to be seen again. This was done with all five of the port lifeboats, till seventy-four rescued passengers were aboard the *Westport.*

Now the *John L. Cann* took over, and the other twenty of the ninety-four passengers were brought aboard her. With the lifeboats gone, the only way to effect a rescue was by throwing a rope from the wreck of the *Cann,* to haul each person in separately. The engineer had also been brought on a lifeboat—the last one—but tumbled overboard; he came up on the other side and grasped a lifeline, and so was hauled on board the crowded little steamer. A gruelling experience, but ably carried

out. The lifeboat was stove in completely; it was the last one, and was to have been sent back for the Captain and eleven crew members of the *Cobequid.* However, the Government steamer *Lansdowne,* from Saint John, had picked up wireless signals and came to the spot; she agreed to lay by all night, and in the morning took Captain and crew to Saint John.

As it was now dark, the rescue steamers proceeded to Yarmouth, where they arrived about 8 p.m. The passengers were cold and hungry, some frost-bitten, all drenched. There was loud praise for the ship's doctor, as well as the stewardess, who attended them. Among the number were girls on their way to Edgehill School, in Windsor, and nuns going to Mount St. Vincent, in Halifax. These were all from Bermuda. The Grand Hotel, as well as private homes, were opened at once to the storm-tossed passengers, and they were quickly made as comfortable as possible.

This disaster was the fault of no one. The weather was against them, all the way from Bermuda. It was in the early days of wireless signals, but the operator worked with all diligence at his apparatus, often in icy water waist deep. Repeatedly, the aerials were carried away by the gale. One or two steamers answered the SOS, but were too far away to go to the rescue, owing to scarcity of coal.

The passengers were brave, and did not panic. As for the crew of the stricken steamer, besides those on the rescue steamers, the papers reported "great praise all over the country; every man a hero; owners, captains, crew, all worked in unison. The rescue steamers were little, and had never been intended for work against such overwhelming odds."

While we sit in our cosy homes and read sea stories like this, how can we imagine the circumstances as they really were? Try to picture the mountainous waves, the crashing

breakers that turned to spray, and then to ice, almost immediately, the little rescue steamers, bobbing up and down like corks, as they endeavored to give what shelter they could to the stricken *Cobequid,* so much larger, but so helpless, stranded on that treacherous ledge, which is just out of water at low tide, but hidden the rest of the time.

To quote the newspapers again: "Too much praise cannot be given the Mackinnon captains for bravery and seamanship; due to them, not one life was lost, when it was a miracle that any were saved." Capt. Del said that with every roll, his rail went under water; the right moment had to be seized to bring the rescued aboard. Also he had to constantly manoeuvre, to keep his vessel in position alongside. Ninety-four persons owed their lives to the courage and skill of the Mackinnon brothers that day.

Port Maitland fishermen went off to the *Cobequid* as soon as the sea was a little quieter, and while looking around, heard a pitiful little mew from under some tangled wreckage. Hiding there, lonely and distressed, but unharmed, was the ship's cat! They took her back to shore, and soon found a good home for her in Port Maitland. So every living thing aboard the *Cobequid* was saved.

Now for an interesting item. Remember the shipwreck and rescue took place on January 14th. On the 18th, a son was born to Capt. and Mrs. Edgar Mackinnon, in Westport.

If only the story of this family could end happily! But such is not the case. Capt. Edgar received a severe blow in the chest from the ship's wheel, during the rescue operations, which must have injured his lungs. By spring, he was in the TB Sanitarium in Kentville, but not until his wife had also contracted the dread disease. They both died of it, and their young child-

ren were scattered about amoung various relatives. So the family was broken up; a sad ending, indeed, to such a tale of heroism.

Capt. Dal and his brother, Capt. Arthur, were long masters of the steamers that plied regularly between Boston and our home town of Yarmouth, Nova Scotia—for many years our chief link with New England. They were both very able men; I have heard Capt. Del called "the Fog Wizard".

In thinking of the wreck of the *Cobequid,* we may well recall words from the 107th psalm: "They that go down to the sea in ships, that do business in great waters; These see the works of the Lord, and His wonders in the deep."

Early Automobiles in Nova Scotia

by GEORGE MACLAREN

INTRODUCTION

This brief history of the introduction of the automobile to the highways of Nova Scotia is written to give a glimpse of the furor and refusal aroused in the citizens of Nova Scotia by this new mode of transportation. Although limited to Pictou County, the same problems must have been faced by the other citizens of the province.

The Halifax Echo of September 10, 1899, carried the following notice: "The first automobile ever seen in Nova Scotia arrived this morning on the *Siberian* from Liverpool (England). The propelling motor is operated by gasoline. It is owned by Mr. William Exhaw, son-in-law of Sir Sanford Fleming, who expects to run it on the city streets in a few days."

The first cars to arrive in Nova Scotia for resale were two curved dash Oldsmobiles from the New York Automobile Show of 1904. They were brought to the province by Archie Pelton, a native of Berwick, and Mr. Porter, a Kentville merchant.

An article in *The Eastern Chronicle* of 1924 stated that the first automobile brought to New Glasgow in 1907 was imported in joint ownership by three men: Colonel Thomas Cantley, John W. Fraser and John Irving. It was a two-seater Oldsmobile with one cylinder, handle steering, solid rubber tires and no doors. To start it, one cranked from the side of the seat. It was not a success as a pleasure vehicle: "By dint of hard effort, considerable push and some pull, one morning Messrs. Fraser and Irving managed to negotiate a trip to Pictou Landing, but it was a morning's operation and one they did not essay to repeat. Local mechanics D. P. Brown and Levi MacMillan tried their hand at it, but usually returned it to the garage with the aid of a horse, the car was declared a failure and returned to the Toronto firm."

One is apt to forget the impact caused by this new mode of transportation on the economy of everyday living. The blacksmith was the first to feel the effect of the invention. With the decline of the horse and buggy his business eventually became limited to the needs of the rural areas. A number of livery stables that served the public in every small town succumbed to the taxi-cab and many of them resorted to dispensing gasoline and repairing the "new-fangled" automobiles which were so subject to breakdown and punctures. Prior to this the horse and buggy had reigned supreme although a day's pleasure drive in the country seldom exceeded fifteen miles or so. The hazards were few, with the exception perhaps of an occasional run-away horse which could cause injury to the unfortunate passengers and damage the wagon.

After the first world war some of the familiar cars seen on Nova Scotia highways included the Ford, Grey Dort, Maxwell, Studebaker, McLaughlin-Buick, Overland, and the Chevy. The majority of these cars used carbide gas lamps which were lighted with a match at dusk. The tires, with a guarantee of 3000 miles, were without tread on the front wheels but had arrow

treads on the rear and carried a pressure of about sixty pounds. A hand crank was used to start the motor, and unless the driver used caution he could break a wrist. Due to frost and ruts in the 1920's, automobiles could only be used for six or seven months of the year and then they were laid up during the winter months to await the opening of the driving season.

The Automobile Green Book of The Nova Scotia Motor League for 1920 describes the conditions of the roads, including the route from Halifax to Truro, as being mostly dirt with rough stretches. A portion of this highway was under construction in 1921 and the telephone poles were banded in different colours which would act as a guide to motorists, red was used to mark the route to Bedford, blue to Truro and yellow to New Glasgow. The roads were of gravel and on sharp turns the sign "Sound your Klaxon" was posted to warn the unwary farmer that he had better keep to the right side of the highway. By 1925 a return trip from Pictou to Halifax could be done in one day.

The arrival of the horseless carriage was not generally well received as an aid to transportation. Typical of its reception were the protests of the Pictou County Farmer's Association against its use on the roads of the county. The following excerpts from the *Eastern Chronicle,* 1908, give an indication of the feeling at that time:

> "In Ontario the running of these vehicles on the country roads is as much of a live question as in Nova Scotia. Large delegations pro and con waited on the municipal Committee of the Legislature during the past week."

The Chronicle also stated:

"Autos were a rich man's toys" and a poor man would be jailed

> "who contrived a devilish machine so constructed that in looks and noise it scared horses, broke wagons, killed people and spread terror among women and children, as it flitted like a ghostly personification of his Satanic Majesty."

The auto was blamed for loss of trade in the towns and particularly in New Glasgow (where it was given the name "Devil Wagon"). People were afraid to take their horses on the roads and therefore could not attend Church on Sundays. The automobilists felt that even at the expense of broken necks of the farmers and their wives and children the "automobiles must have the right of way."

The *Halifax Echo* of 1908 argued that, —"The owner of the motor-car has just as much right—no more and no less—to the reasonable use of the roads as the owner of any other convenience." A letter to the *Halifax Echo* commented on that "absurd piece of legislation which provided that every town, city or municipality in the Province may forbid the running of automobiles on certain days of the week." The *Echo* stated that, "the opposition to automobiles is as narrow and small as was the opposition to the spinning-jenny and half a dozen other inventions which were mile-stones on the road of progress."

The following is an excerpt from a letter to the Editor of the *Eastern Chronicle* on April 4, 1908, from a John A. McDonald of Kerrowgare, Pictou County. He claimed that:

> "our country roads are not fit for automobile travelling on the same days that the country people are supposed to go to the market."

He felt that the majority (some 40,000 in Pictou County) were being subjected to the wishes of the minority (a half dozen) because they were fortunate enough to buy an auto and in this way prevent:

> "almost every man, woman, and child in Pictou County from driving on the public roads with horse and wagon."

He proposed "Peoples Days" when one could go to the market "without none daring to molest or make them afraid by the so-called motor vehicle."

"Peoples Days" were to be Monday to Thursday and anybody running an auto on said days, after due notice, was subject to being

> "fined and shot at and maybe killed and they will have no person to blame but themselves."

The *Pictou Advocate* reported at the same time, "that an auto owner under our law can run his machine in Pictou County on Mondays, but must stop it when he enters the boundaries of another county that gives running rights only on Fridays."

The *Eastern Chronicle* stated on May 9, 1911, that, "Four years ago the Legislature of Nova Scotia passed an Act regulating the running of automobiles on the public highways. It is called the Motor Vehicle Act. The maximum speed permitted under this act was seven and a half miles per hour in towns and cities, and in the county districts fifteen miles per hour. There were also special regulations for reducing speed on approaching bridges and on curves in the road. It was also provided that any person, walking or driving, by raising a hand could compel a motor vehicle to stop.

An amendment introduced in the Legislature in 1908 by R. M. McGregor of New Glasgow provided that the municipal and town councils would have the right to say on what days of the week motor vehicles should be allowed to run.

"Under the above amendment to the Act automobiles have for the past two or three years been allowed to run on the country roads of Pictou County on Mondays and Fridays. Last September, when the measure came before the Governor-in-Council for its annual approval, a change was made by which three days were given to the automobilists by the addition of Wednesday as an open day. This met with protests from all parts of the county. The Attorney-General explained to the Farmer's Association that the extra day was made in error and was willing to comply with the wishes of the Pictou Municipal Council when the automobile season opens again. It will in this County be restricted to Mondays and Fridays."

The *Eastern Chronicle* of 1911 said of the automobile owner:

> "It is the speed that attracts him; he careens over the country like a madman, and he is speed mad for the time regardless of consequences. He must be curbed by the law with a determined people behind the law."

The main complaints against the auto seemed to be that it frightened young horses who had never seen autos before and that owners never contributed financially to the construction of roads while the farmers did. The *Eastern Chronicle* of 1911 claimed that there was a cry, against the cars taking possession of the public roads which was heard "from California to Cape Breton."

In 1911 the by-law prohibiting the running of cars on the New Glasgow streets was repealed and automobiles were free to travel every day of the week.

Nova Scotia's first production car was the outgrowth of the Nova Scotia Carriage Company that was established in Kentville, in 1868, for the manufacture of horse-drawn carriages and sleighs. This company prospered until about 1905 when automobiles started appearing on the highways of the Province. In 1908 the company's facilities were rented by the McKay brothers for the purpose of building motor cars as well as carriages.

One of their employees visited Detroit where, on the advice of the President of the American Association of Automobiles, he purchased Buda engines, Bendix rear ends and accessory parts for twenty-five cars. Wooden frames for the bodies were built by cabinet makers but in Nova Scotia at a later date metal frames were used.

A new company, the Nova Scotia Carriage and Motor Car Co. Ltd., was subsequently formed and a large building was constructed at Amherst to house this industry. The machinery was installed in the winter of 1912-13. Carriages and sleighs were still built but the plan was to "build hundreds of automobiles", estimating that future employees would number 1,500. Up to this time twenty-five cars had been manufactured in Kentville with 50 workers employed. The advent of the First World War and the difficulty in meeting demands for body changes were factors in the failure of the company, which closed in 1914 after producing some 125 cars.

Although it was known that the McKay automobile was built in Nova Scotia, it remained for Mr. William H. McCurdy of the Nova Scotia Antique Car Club to research and publish the history of Nova Scotia's first automobile company. During the past summer (1969) Mr. McCurdy located the body of a seven passenger McKay touring car which he donated to the Nova Scotia Museum.

It is interesting to note the increase in the number of automobiles and the beginning of a concentrated programme of road construction from the 1930's to the 1960's. Mr. John O. Millard, formerly Executive Assistant to the Minister of Highways, has kindly made available to us the Nova Scotia Department of Highways records for this period. We learn that there were only 6.5 miles of paved highway in 1930. In the next ten years there was an increase to 854 miles; between 1940 and 1949 an additional 355 miles were paved and from 1960 to March 31st, 1968, 1,754 miles of new pavement had been laid.

The records also show that in 1930 there were 36,078 vehicles registered in the province, increasing to 41,919 by 1939, and to 54,419 by the end of March 1968. At present there are 192,212 passenger cars and trucks registered.

APPENDIX

At the beginning of the twentieth century Canada had 25 companies manufacturing automobiles and 10 companies producing light delivery and express trucks. In the Maritime Provinces, the McKay Car Company of Amherst, Nova Scotia, and the Maritime Motor Car Limited, of Saint John, New Brunswick were manufacturing touring, roadster and passenger cars with 30 to 40 horse power motors and priced from $1500 to $3000 depending upon the model. The Canadian companies produced four and six cylinder automobiles with from 30 to 60 horse power and the models were roadster, touring, coupe and limousine to runabout, with prices ranging from $2000 to $10,000.

For the collector of antique automobiles, the followng list of automobiles and trucks manufactured in Canada during the period 1906 to 1913 will act as a guide although most automobiles on Nova Scotia roads at this period apparently were imported from the United States.

BRINTNELL MOTOR CAR LTD.,—Toronto, Ontario
1911—Roadster and Touring

BROCKVILLE-ATLAS AUTO CO., LTD.—Brockville, Ont.
1912-15—Roadster and Touring

CANADIAN CROW MOTOR CO.—Mt. Brydges, Ontario
1916—Roadster and Touring

CANADA-CANADIAN MOTORS LTD.—Galt, Ontario
1911—Runabout and Touring

CHEVROLET MOTOR CAR CO.—Oshawa, Ontario
1916—Roadster and Touring

CLINTON MOTOR CAR CO. LTD.—Clinton, Ontario
1912—Roadster, Touring and Coupe

FISHER (formerly "TUDHOPE") MOTOR CAR CO.
Orillia, Ontario
1915—Roadster and Touring

FORD MOTOR COMPANY-FORD—Ontario
1906—Coupe-Couplet-Runabout and Touring

GALT-CANADIAN MOTORS LTD.—Galt, Ontario
1912-13—Limousine-Roadster and Touring

GRAY-DORT-GRAY-DORT MOTORS LTD.—
Chatham, Ontario
1916—Roadster and Touring

GUY-M. GUY CARRIAGE AND AUTO CO. LTD.—
Oshawa, Ontario
1911—Roadster and Touring

JULES-JULES MOTOR CAR CO. LTD.—Guelph, Ontario
1911-15—Roadster and Touring

KEETON MOTORS LTD.—Brantford, Ontario
1913—Coupe-Roadster and Touring

KENNEDY MOTOR CAR CO.—Preston, Ontario
1911—Runabout and Touring

MARITIME MOTOR CAR CO. LTD.—Saint John, New Brunswick
1913—Roadster and Touring

MARITIME SINGER-MARITIME MOTOR CAR CO. LTD.—Saint John
1914—Roadster and Touring

McKAY-NOVA SCOTIA CARRIAGE AND MOTOR CAR CO. LTD.—Amherst
1913-Roadster and Touring
(Formerly the Nova Scotia Carriage Co.—established in Kentville, 1868.)

OXFORD MOTOR CAR AND FOUNDRIES LTD.—Montreal, Quebec
1914-Coupe Limousine-Roadster and Touring

PECK ELECTRIC LTD.—Toronto, Ontario
1912-Coupe and Roadster

RUSSELL-RUSSELL MOTOR CAR CO. LTD.—West Toronto, Ontario
1906-Limousine-Runabout-Torpedo and Touring

STUDEBAKER-STUDEBAKER CORPORATION OF CANADA—Walkerville, Ontario
1913-Limousine-Roadster and Touring

TATE ELECTRIC LTD.—Windsor, Ontario
1913-Coupe and Roadster

TUDHOPE MOTOR CO., OF CANADA LTD.—Orillia, Ontario
1912-Roadster and Touring

WILLYS-OVERLOAD CO.—Toronto, Ontario
1916-Coupe-Limousine-Roadster and Touring

COMMERCIAL VEHICLES

CANADIAN-COMMERCIAL MOTOR CAR LTD.—
Windsor, Ontario
1911-Delivery and Express

CLINTON MOTOR CO.—Clinton, Ontario
1912-Chassis-¾ tons and delivery

DOMINION-FEDERAL-NEW DOMINION MOTORS LTD.
—Walkerville, Ontario
1912-Chassis

DREDNOT-MOTOR TRUCKS LTD.—Montreal, Quebec
1909-Delivery

EVERITT-TUDHOPE MOTOR CAR CO. LTD.—
Orillia, Ontario
1912-Delivery

GALT-CANADIAN MOTORS LTD.—Galt, Ontario
1912-

McLAUGHLIN-McLAUGHLIN MOTOR CAR CO. LTD.—
Oshawa, Ontario
1911-Delivery-Express and Panel Body

McKAY-NOVA SCOTIA CARRIAGE AND MOTOR CAR
CO. LTD.—Amherst
1913-Bus-Chassis and Power Dump

PECK ELECTRIC LTD.—Toronto, Ontario
1912-Light Delivery

STUDEBAKER FLANDERS-STUDEBAKER
CORPORATION OF CANADA—Walkerville, Ontario
1913-Delivery

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The Floral Emblem of Nova Scotia

by CHARLES BRUCE FERGUSSON

The floral emblem of the Royal province of Nova Scotia is the Trailing Arbutus or Ground Laurel, the pretty little *Epigaea repens,* commonly known as the Mayflower. Long before it received legislative sanction as such, the Mayflower, that early harbinger of hope and gladness, was generally recognized as the provincial flower of Nova Scotia. This recognition is embodied in Chapter 10 of the Statutes of Nova Scotia of 1901 in the following words: "The Trailing Arbutus (Epigaea repens, Linn), commonly known as the Mayflower, is hereby declared to be, and from time immemorial to have been, the floral emblem of Nova Scotia."

It is a creeping evergreen plant, which grows in shaded sandy or rocky soil, in eastern North America, from Newfoundland to Florida, and is prized for its fragrant deep rose to almost white flowers. There is little use trying to coax this shy sylvan flower into our gardens, for it is an untamable plant that slowly pines to death when brought into contact with civilization and can be successfully grown only by reproducing the conditions of its native habitat.

1814. In the former year one of the toasts proposed was—The British Constitution: May the Rose and the Thistle, the Leek and the Shamrock grow in unison with the Dandelion of Nova Scotia and Flourish in Spite of all their Enemies. In the latter year, the dandelion was again included in an almost identical toast—The British Constitution: May the Rose and the Thistle, the Leek and the Shamrock, grew in unison with the Dandelion of Nova-Scotia, and bloom and flourish in spite of all their enemies. Between 1823 and 1842, moreover, Nova Scotian copper coins bore the Thistle on the reverse. But it soon became clear that the bristling Thistle of old Scotland was to be supplanted in the affections of Nova Scotians by the sweet Mayflower.

This was particularly evident in the proceedings of a new charitable association. Notwithstandiing the many associations of that sort which had been founded and still existed in Halifax, Nova Scotia, particularly among the natives of Scotland, in the North British Society, founded in 1768, and among the natives of England and Ireland, in St. George's Society and the Charitable Irish Society, both founded in 1786, a few individuals, feeling the great need of brotherly affection among the natives of the province, including the aborigines, as well as the rising generation of coloured and white inhabitants, took steps to do something about it. They exchanged views and assembled at friends' houses on four occasions in October of 1833 to discuss the matter. After surmounting unforeseen and unavoidable difficulties, they established the Nova Scotia Philanthropic Society at Halifax on April 7, 1834. According to its fundamental rules, this society was to be composed of natives of this province. Its first president was John Naylor and its first secretary was William B. Wellner. Joseph Howe was its second president and Robert M. Barratt was its second secretary. In 1834, a committee, comprising Thomas B. Akins, Scott Tremain, William McAgie, William Stephenson, and Robert Richardson,

to whom the subject of a badge to be worn by members was referred, made the following report:

> Your Committee recommended that a small pin Skye Blue Riband with the word Acadia Encircled by a wreath of May Flowers as on the Banner of the Society should be worn by Each member on his Breast. Also, the May Flowers when in Bloom and when not in Season the Leaf itself (which can be always procured) tied with a Blue and White riband. They also recommended that the Badge be worn only on days of Festival as on the 8 June, when Each member should wear the Leaf tied with narrow white & Blue Ribands and the Badge only at the festivals or in procession . . .

Thus it was that in 1834 the Nova Scotia Philanthropic Society chose as its emblem the Mayflower and as its motto "We bloom amid the snow." This was a significent milestone in the general acceptance of the Mayflower as the floral emblem of Nova Scotia.

Following the example set by other charitable institutions, the Nova Scotia Philanthropic Society decided to hold a festival in 1836. It was held on Tuesday, November 1st at the Exchange Coffee House, where an excellent dinner was served, with suitable wines, admirably inspiring music, provided by the band of the 34th regiment, and about two dozen loyal and appropriate toasts. One of the toasts was "The Mayflower—Nova Scotia's Emblem, May its odorous buds, and ever-green leaf, never be trodden by the foot of a slave."

These developments, designed to stimulate and promote local patriotism, were confirmed and reinforced by other actions. Joseph Howe played an effective part in popularizing the Mayflower as the emblem of Nova Scotia by including it in the new device of his newspaper *The Novascotian* on January

2, 1840. The title of his new series of *The Novascotian* was surrounded by a long wreath comprised of Mayflowers at the top, with the Rose, the Shamrock, and Thistles below.

In the same year Joseph Howe wrote another poem about the Mayflower and he submitted it for the approbation of the Nova Scotia Philanthropic Society "as a humble tribute of respect to the dear Land of their birth." Thereafter it was printed and then sold by the Secretary of the Society at the Halifax Library and at J. Bowes' Printing Office, in Bell's Lane, Halifax. That poem is as follows:

THE MAY-FLOWER OF NOVA SCOTIA

All Hail, Acadia's Flow'r! whose hue,
With England's Roses can compete,
Few are those flowers—both rare and few,
With tints or odours half so sweet!
All hail, Acadia's flow'r!
Heav'n blessings on us show'r.

Deep in the glades, 'neath forest trees,
Shelter'd from tempest and from blast,
With fragrance fillest thou the breeze,
First flow'r of Spring—and Summer's last.
All hail, &c.

Fair Scotia's daughters blithe and gay,
With lightsome hearts and lighter tread,
For thee dear flow'r through valleys stray,
Thy beauties with their own to wed.
All hail, &c.

Blest emblem of the ope'ning Spring,
When She her gorgeous robes put on,
When She her grateful treasures bring,
This season of the year to crown.
All hail, &c.

Sweet emblem of thy Country's birth,
When the fierce Micmack Tribe retir'd,
Simple and honest men of worth,
Thy humble loveliness admir'd.
All hail, &c.

An emblem too of purity;—
Long in this Land may virtue live,
And grace the queen of modesty,
A charm to Scotia's daughters give.
All hail, &c.

Where'er we roam, by lake or flood,
On mountain-top, or verdant plain,
Thy leaf so green and tender bud,
With raptures wild our senses chain.
All hail, Acadia's flow'r!
Heav'n blessings on us show'r.
H——

Halifax, 8th June, 1840.

John MacPherson, one of the rising poets of the country, who unfortunately died young, hailed the Mayflower in verse as the emblem of Nova Scotia. One of his poems which was published in 1841 in *The Novascotian* and afterwards in his volume entitled *Poems, Descriptive and Moral,* runs as follows:

WILD FLOWERS

Though gay exotics reared with care
  May please a cultured taste,
Give me the flowers the valleys bear—
  The wildings of the waste.

These, nursed in Flora's native bowers—
  On earth's uncultured sward,
Come to this northern land of ours
  All smiling from the Lord.

But one, our Country's Emblem dear,
  The lovely flower of May,
Springs in the wild our heart to cheer
  While vernal suns delay!

I love its amaranthine leaf,
  I love its simple bloom;
It whispers, *"Hope!"*—and counsels Grief
  To look beyond the tomb.

It breathes of some untroubled scene—
  Some land divinely fair;
Of skies ineffably serene—
  Of pure immortal air!

Another poem by MacPherson is the following:

THE MAYFLOWER

Sweet child of many an April shower,
First gift of Spring to Flora's bower,
Acadia's own peculiar flower,
  I hail thee here!
Thou comest, like Hope in sorrow's hour.

I love to stray with careless feet,
Thy balm on morning breeze to meet—
Thy earliest opening bloom to greet,
To take thy stem,
And bear thee to my lady sweet,
Thou lovely gem.

What though green mosses o'er thee steal
And half thy lovely form conceal—
Though but thy fragrant breath reveal
Thy place of birth—
Gladly we own thy mute appeal,
Of modest worth!

Thy charms so pure a spell impart,
Thy softening smiles so touch my heart,
That silent tears of rapture start,
Sweet flower of May!
E'en while I sing, devoid of art,
This simple lay.

Yet thou, like many a gentle maid
In beauty's radiant bloom arrayed,
O'er whom, in early youth decayed,
We breathe the sigh,—
E'en thou art doomed, the lov'd to fade
The lov'd to die.

The Mayflower, inspiration of patriot and poet, illustrated in newspapers and worn in button-holes, and paramount emblem of patriotic propaganda, was made the theme of song-writer and orator alike. "The Flag of Old England," a centenary song written by Joseph Howe in 1849 for the one hundredth anniversary of the founding of Halifax, begins as follows:

All hail to the day when the Britons came over,
And planted their standard with sea foam still wet,
Around and above us their spirits will hover,
Rejoicing to mark how we honour it yet.

Beneath it the emblems they cherished are waving,
The Rose of Old England the roadside perfumes;
The Shamrock and Thistle the north winds are braving,
Securely the Mayflower blushes and blooms.

When the centenary was celebrated, Sir John Harvey, in reply to an address from the City of Halifax, used these words:

> . . . Members of the National societies enrolled under the flags of your native lands! The holy love you cherish for them is your best assurance of your worth. It tells us you will prove good citizens and faithful friends to the land of your adoption, the home of your choice, the birth place of your children. The charities that bind you to each other indicate your social value.
>
> Society of Nova Scotians! True virtue becomes conspicuous in the most adverse circumstances, as your Mayflower blooms amidst the snows. Act on the lesson your favorite emblem furnishes, and your patriotism will come out of every trail as pure and brilliant as your native amethyst . . .

In May of 1851 the first issue of *The Mayflower or Ladies' Acadian Newspaper,* edited and published by Mary Herbert, of Halifax, appeared. On its title page are the following verses:

Oh pass it not unheeded,
This unassuming flower,
Through rich and rare exotics
Smile in your garden bower;

For nature made you kindred,
A common soil ye know,—
Then cherish lovingly the plant,
That blooms amid the snow.

What may be regarded as the first official use of the Mayflower occurred in 1851. In that year, Nova Scotia's three-penny and six-penny postage stamps were issued, bearing a Rose, a Shamrock, a Thistle and a Mayflower, one in each of the four star-shaped compartments arranged about a Crown in the centre. In the late summer of the same year, at a railway celebration in Boston, Joseph Howe declared that "Nova Scotia has adopted the little 'Mayflower' as the emblem upon her escutcheon . . . "

Soon the Mayflower was to be seen on Nova Scotian coins as well as Nova Scotian postage stamps. In 1855 the copper coin in circulation in the province was inadequate and steps were taken to obtain a new supply of pennies and halfpennies. These new Nova Scotian coins appeared in 1856. They were the first Nova Scotian coins to bear a spray of Mayflowers on the reverse, in a design said to have been proposed by John Sparrow Thompson, father of Sir John S. D. Thompson.

The Mayflower as an emblem had a variety of other uses. In 1860 it was depicted on a silver medallion which was presented to S. R. Caldwell by the Union Engine Company of Halifax. The new chair of state for the Lieutenant-Governor, which was made about 1863, has a Rose, a Thistle, a Shamrock, and a spray of Mayflowers carved on it. The Mayflower was also placed upon flags and prior to Confederation it was worn upon the buttons of the Nova Scotia militia and on the belt buckles of its officers.

Moreover, in 1864, the Mayflower was celebrated in a new song, with words by Sergeant Instructor J. E. Smith and music by Drum-Major Gurney. Its title and words were:

THE MAYFLOWER

Neath the lee of rubbly rocks
Snowy fragments linger,
Shedding tears that *Phoebus mocks*
With his fiery finger;
Tears that act as cheering show'rs,
Beams that cherish sweet Mayflow'rs
Till each little lilac bell
Breaks in beauty o'er the dell.

When the runlet's muddy line
Grains the snow like marble,—
When amid the spruce and pine
Merry Robins warble,—
When the snow's death-tear is shed,
Then the Mayflow'r rears her head,
Tiny bells her triumph ring,—
"Winter's past, Huzza for spring."

In 1872 a Halifax newspaper named *The Mayflower* began to appear. It was a literary and rather personal journal.

Subsequently, in 1873, a spray of Mayflowers was carved on a maple cabinet presented to Sir Charles Hastings Doyle by the citizens of Halifax. Even long before that time the Mayflower had been the emblem of Nova Scotia by informal adoption and by official action. Its symbolic significance or sentimental attraction is rather fittingly described by a writer in these words:

> The first blush of the *Arbutus,* in the midst of the bleak March atmosphere, will touch your heart, like a hope of Heaven in a field of graves.

Eventually in 1900 and 1901, efforts were made in the State of Massachusetts to have the Trailing Arbutus or Mayflower made the floral emblem of that state. It had, however, been generally recognized that, in history and tradition, the Mayflower was especially linked with Nova Scotia, and serious objections to the Massachusetts proposal were raised by people of that state as well as by Nova Scotians residing in it. On the one hand, it was stated that there was no evidence that the province of Nova Scotia had ever in any way adopted this flower as its floral emblem. On the other hand, it was said that, although neither the Rose of England, nor the Thistle of Scotland, nor the Shamrock of Ireland had been sanctioned by legislation as emblems of those countries, they were unquestionably recognized as such. Attorney General J. W. Longley, of Nova Scotia, who was then President of the Nova Scotia Historical Society, was unwilling to admit that legislative action was necessary in a matter of this kind. In order to remove the excuse which had been advanced in Massachusetts, however, he proposed a bill respecting the floral emblem of Nova Scotia. Enacted into law in 1901, it declared the Mayflower to be, and from time immemorial to have been, the floral emblem of Nova Scotia.

Informally and formally, by executive action and by legislative sanction, there could now be no doubt whatsoever that the Mayflower was the floral emblem of the Province. Nevertheless, seventeen years later, the Mayflower was adopted as the official flower of the Commonwealth of Massachusetts by the General Court on May 1, 1918. It is the State Flower of Massachusetts and the Provincial Flower of Nova Scotia.

New France
Digby County

R. BADEN POWELL

Editor's Note:

New France, Digby County, made no startling impact on the province of Nova Scotia. However, the following story does show that even in the late 1800s there were still courageous people with a pioneering spirit willing to cut a home out of the remaining wilderness. Although the homestead has disappeared, the name has remained and the little known story behind that name adds its own contribution to Nova Scotia history.

Emile Charles Adolphe Stehelin, the son of a naturalized French citizen from Switzerland, was born in Bitchwiller, Alsace in June, 1837. He became an engineer, and in 1869, he married a French lady from Marsailles. Emile established a felt factory in Alsace and became prosperous in his business.

The Franco-Prussian War of 1870 involved the young manufacturer, as it did most of the men of France. Emile Stehelin served under General McMahon during the conflict. While in the army, Emile met and became close friends with a young man who, in later years, was to have a great indirect influence on the Stehelin family. The soldier friend, by the name of Gustave Blanche, later became an Eudiste priest and one of the founders of St. Ann's College at Church Point, Digby County.

After the Franco-Prussian War, Emile Stehelin moved to Gisors, Normandy. He sold his holdings in Alsace, except his machinery, and re-established his manufacturing plant at Gisors. A number of his employees went with him. They, like himself, preferred to remain French citizens.

In 1890 Father Blanche arrived at Church Point with Father Morin, and established the College. The army friendship between the two men continued in spite of the distance. It was through the influence of Father Blanche that Emile's son, Jean, came to Clare, Nova Scotia.

Jean was impressed with the possibilities for lumbering in Nova Scotia, especially around the shores of the Little and Long Tusket Lakes. It was with glowing terms that he wrote to his people in Normandy of Nova Scotia. Jean cruised the timberlands and was able to give a first hand account of the stands of timber and the prospects of building a family estate of great expanse and potential.

Monsieur Stehelin instructed his son to purchase land which was available, and apply for grants of other stands of timber on crown lands. With this encouragement from home, Jean purchased timberlands and applied for grants from the provincial government. Then he erected a sawmill and began logging and lumbering operations.

Jean selected a site for his mill at the head of Langford Lake. There had been two mills on this location before. The first mill on this site was erected by a Langford family in 1860. The road to New France and the lake at the end of the road still bear the family name. In 1882 Isiah Smith and Abram Hill erected the second mill on this location.

In 1894 Jean was joined by three of his brothers, Emile Junior, Paul and Roger. Being active young men and enthused with the prospects of the future, they set to work to carve out a home and an industry in the forest. Buildings were erected and the four young Stehelin men found an outlet for their natural pioneer spirit.

In 1895 Monsieur and Madame Stehelin visited their sons in Nova Scotia. Emile was pleased with what he saw. The following year, 1896, Emile returned to Nova Scotia with his wife and his seven other children.

Emile and his family settled at the lower end of Little Tusket Lake. Buildings were built with expedition. A large house was constructed for the family. A barn was raised for the live stock. A small chapel was constructed. These buildings were arranged around a square, which was cleared of trees and undergrowth.

Of course none other than Bishop Blanche, Monsieur Stehelin's army buddy, could bless the chapel. It was on this day, that someone called the settlement New France and New France it has been called ever since.

A few smaller buildings were erected, among which were a blacksmith shop and an office. Plumbing was installed in the family house and an electric dynamo, driven by waterpower, provided lights for the buildings. The square and a short section of the road, which led into the settlement, were lighted from the dynamo.

Stumps were cleared and some of the land was tilled to provide vegetables for the family. Fields were cultivated to raise hay and grain for the live stock.

The transportation of lumber from New France to Weymouth presented a problem. It was a slow and expensive process to move forest products over twenty miles of road, six of which were little more than a woods trail.

The road from New France to Southville, the six mile section, was rough and rocky in the summer. In the winter, when there was sufficient snow, it made fair sledding. From the settlement of Southville to Weymouth the road was passably good when compared with other country roads of Nova Scotia before the turn of the century. The Southville-Weymouth road provided fair wheeling for ox-carts, laden with lumber, in the summer. It gave good bottom for sledding in the winter. But like all country roads of the period, it was practically impassable for a loaded wagon in the spring break-up.

Southville Corner, just a junction of two country roads in Digby County, was once the meeting place of ox-carts laden with lumber destined for various ports of the world. It was here, at noon on fine days and days not so fine, that teams of oxen and their drivers, took time out to refresh themselves. There they ate their noon lunch.

There was a crude shelter by the roadside and a water trough from which the thirsty oxen would quench their thirst, The teamsters from The Tusket road exchanged their bits of information and gossip with those from the Southville and Langford Roads. This assemble of freighters took place around the turn of the century and into the first quarter.

It was necessary for the teams to be on the road early in the morning; for the most part before daylight. The teamsters wanted their animals to rest in the heat of the day during the summer.

Often two or three wagons or sleds travelled, one behind the other. The Nowlands from Havelock and others from the Tusket Road were always ready to exchange bits of news with their friends from New France. At one time the late George Nowlan, one-time Finance Minister of Canada cracked his whip over a team of oxen on this country road.

Monsieur Stehelin, being an engineer, began to seek for a better method by which he could get his timber with greater despatch to the vessels at Weymouth dockside. A corduroy road was laid in the swampy areas of the Langford Road over which a steam engine hauled loads of logs to the mill and lumber to a convenient place for the ox-teams and horses. But this improvement in method still did not meet the desires of the aggressive pioneer. He began to dream of a railroad which would carry his forest products to Weymouth.

A new trail was swamped from New France to Southville. It ran on the high land and avoided the swamps. It was cut to accommodate a narrow gauge railroad. The ground was levelled but not graded to any appreciable height. Sleepers were laid, and wooden, instead of steel or iron, rails were bolted to the sleepers. It was decided that in this way the cost of construction of the railroad could be kept within a reasonable margin for the purpose of the conveyance required. In the meantime Monsieur Stehelin had contracted the Rhodes-Curry Company and the Robb Firm of Amherst for the rolling stock.

The files of the Digby Weekly Courier inform us that on August 5, 1897, two carloads of railroad equipment arrived at Weymouth from the Rhodes-Curry Company of Amherst. On the sides of the rolling stock were the letters "W&NF (Weymouth and New France Railway) With the equipment was a caboose or coach which bore the name "Caribou". The caboose was fitted to carry passengers, if the occasion should arise.

However, the caboose never was taken to New France. It remained at Weymouth and there the Stehelins used it for a bunkhouse.

In the September 3, 1897 issue of the "Digby Weekly Courier" we find the following item: "Messrs. Stehelin's engine, manufactured by the Robb Co., of Amherst, has arrived and is being conveyed to New France in sections on a wagon especially constructed for the purpose. The engine is named "Marie Theresa" and weighs, with the tender, 8 tons."

The October 8th issue of the same year of the "Courier" states: "It required ten pairs of oxen to convey the engine 'Maria Theresa' to New France from the Weymouth Station. The engine was tested on a short piece of track of the Weymouth & New France Railroad, which was completed for a short distance."

It seemed as though the transportation problem of moving lumber from the settlement to Weymouth would be solved. Work was pushed ahead on the wooden track. But two factors seemed to plague the operation of the railroad; the light roadbed and the destructive effect of the Canadian winter frosts. Without a heavy roadbed and proper drainage, the track heaved and twisted out of shape. It refused to carry the loads demanded; an eight ton engine and tender and heavily laden rolling stock.

Although Monsieur Stehelin realized that he had erred in his railroad project, he persevered in his lumbering operations. His dream for New France in Canada was not to be denied. The large family continued, under the direction of their father, to play out their part as a pioneer unit. The sons toiled with Emile to carve out an estate, deep in the Nova Scotian forest.

Though the family had elected to live and struggle as pioneers, it still retained its desire for a cultural life. They did not seek a life of isolation. The two youngest sons attended St. Ann's College at Church Point and a daughter, Simone, was a student at Sacred Heart Convent, Halifax. One son, Roger, gave in to his desire for a more adventurous life. He left New France and joined the United States Merchant Marine. He became very successful in his chosen occupation.

We are informed by a news item in the October 11, 1912 issue of the Digby Weekly Courier: "Captain Roger Stehelin, son of Mr. Emile Stehelin of Weymouth, Nova Scotia has received command of the 12,000 ton steamer Texan, of the American Hawaiian S.S. Company of New York."

The first break in the family circle occurred in March, 1910 when Madame Emile Stehelin, 60 years of age, died. She left to mourn, her husband, eight sons and three daughters. Her passing weakened the family ties. Monsieur Stehelin decided, after her death, to move to the village of Weymouth. But the family forestry operations continued.

The First World War had an adverse effect on Monsieur Stehelin's dream. By November, 1914 five of the Stehelin sons were involved in the world conflict. They were Charles, Roger, Paul, Maurice and Bernard. Shortly after this time Emile Junior joined the Allied forces and rose to the rank of major.

Major Emile Junior served in the 2nd Canadian Forestry Battalion; Lieutenant Charles in the 8th French Cuirassiers; Roger Captain in the U.S.A. Merchant Marine and later was superintendent of an American embarkation base; Paul was an interpreter with the 3rd Canadian Artillery Brigade; Lieutenant Maurice was attached to the British and Canadian recruiting mission under Major General White; Bernard served as an interpreter with the Canadian Brigade. Louis was the only son

who remained at home to carry on the family business. Jean, at the time, was engaged in business in New York City.

Another Weymouth family had six sons actively engaged in the World Conflict. Six sons of G. D. Campbell of Weymouth, merchant, pulp mill operator and shipper had also built his business around the hopes of his sons' participation. Both fathers found it difficult to operate their projects without their sons' assistance.

Monsieur Emile Stehelin died in August 1918 at the age of 81 years. With the passing of the promoter died a dream, a dream of a family estate in the forest of Nova Scotia. It had been his hope that his sons would stay together as a unit and bring to fruition the vision which he pursued for twenty-two years.

During the war the Stehelin sons developed dreams of their own, quite independent of the settlement at New France. There was no place in their lives for the rugged forestry work in the Nova Scotian timberlands. After Monsieur's death it was decided to sell the family holdings and so leave each son free to follow the life that he felt best suited to his talents and to his ambitions.

For a time two of the sons remained in Nova Scotia. Louis became involved in the activities of Weymouth and when the Digby County Power Board was formed in 1926 he became the representative on the Board for the Village of Weymouth. The following year he decided to return to France. There he joined five of his brothers who had remained in France after the war.

Major Emile Stehelin settled in Church Point after the war. He had two sons. Emile Junior taught school in Weymouth and then moved to Alberta where he became an inspector of schools. He died in Alberta. Paul was a lawyer in Yarmouth

for a while. During the Second World War he enlisted and rose to the rank of major. Upon returning to Canada he found employment with the Federal Civil Service and became stationed in Ottawa. A daughter Anne Marie married and settled in Little Brook. A second daughter Agnes married and became Agnes Merriet. The third daughter, Jacqueline became a nun and for many years a nun of the Good Shepard.

Paul Stehelin, the son of the founder of New France, died at Eragny, France in 1962. At the time of his death he was survived by one son Paul Junior and three sisters, Theresa Stehelin at Gisors, France, Mrs. Germaine Kay of Ottawa and Miss Simone Stehelin of Paris. Paul was the last living son of the founder of New France.

In January 1933 Major Emile Stehelin told the following story to the Digby Kiwanians. It was recorded by the Digby Weekly Courier in its January 13, 1933 issue:- "John (Jean) Stehelin came to Nova Scotia in 1881 with Bishop Blanche, who at the time was founding the college at Church Point. John Stehelin purchased land in the Silver River District, and in the year 1894, he was followed by three brothers, Emile, Paul and Roger, who arrived at Church Point.

"In 1895 his father came out from St. Charles, France and later in the year, having left instructions with his sons to purchase more land. He came back with his wife and family in 1896.

"In the meantime the sons purchased crown lands in the region of the virgin forest at 40 cents an acre; they also bought other lands from Blackadar & Co. of Yarmouth and others.

"Shortly after the New Year of 1895 their colony was much in readiness for lumbering operations. A chapel had been erected, comfortable houses and a small mill built, Bishop

Blanche was asked to come and bless the new enterprise. At that time no name had been given to the new colony, but on the day of the blessing the words 'New France'—the name by which the colony has been known ever after, were used, but just who gave New France its name has never been learned.

"The first cargo of lumber from New France was shipped to Buenos Ayres in 1896 by the Yarmouth barque Aldine, owned by Lovitt & Lovitt.

"A pole road was built over which timber and logs were hauled by a light locomotive, later a heavier locomotive was purchased from a Mr. Macpherson of Bass River, and the Riverdale to Weymouth Company was organized. The heavy locomotive proved to be the undoing of the company. It being too heavy for the rails used.

"The electric light plant capable of lighting 150 lamps, one of the first in the county, was installed at the settlement.

"In 1918, after the death of the senior Stehelin, the property was sold to the New France Lumber Company, F. J. D. Barnjum, H. W. Schofield of Saint John, Mr. Fry of the Jessup & Moore Pulp Company, Philadelphia; later it was sold to the Nova Scotia Timberlands Association."

At the time of the sale it was estimated that the Stehelin holdings included, with scrub land, an area of 10,000 acres. The stands of timber were estimated to be about forty-eight million feet of spruce and pine, 200,000 feet of hemlock and 75,000 cords of pulpwood. Of the 10,000 acres, it was estimated there were at least 8,500 acres of timber.

In 1940 the Nova Scotia Timberland sold the property to the Port Royal Pulp and Paper Ltd. About 1948 the Mersey Paper acquired the property. It is now owned by the Bowater company.

The mill was dismantled before 1932. For years the boarding house, stable and office remained in good repair, a testimony to the workmanship of the family from Gisors, Normandy.

During the Second World War the Nova Scotian Government helped to finance the building of a road into New France. They used only part of the route along the Langford Road. The new road cut off from the old logging trail used by the Stehelin ox-carts and bridged the Narrows between the two Tusket Lakes. It then skirted the shores, using the excellent material from the much discussed and mysterious "Turnpike" or "Boar's Back."

The new road made it easier access to the timber stands, some of which at the time, the 1940's, was still virgin forest. The buildings at New France, in fair repair, were used by the road builders. Later the stable and boarding house were levelled and the last trace of Monsieur Stehelin's efforts for a wilderness estate were obliterated, except for the open fields where the buildings had been erected and where food and fodder had been garnered for the needs of the settlers and their employees.

Many and fanciful are the stories of the ghosts, who are reputed to hold sway in the clearing at the foot of Little Tusket Lake. The lumberman, fisherman and hunter does not believe the stories, but he avoids the open fields when the sun sinks in the west. The late Ben Hatfield, a talented guide, entertained his parties at night around the campfire with tales of his two favorite ghosts, Old Marley, the white horse. At night the animal pulled and tugged at the rope which strangled him in his stall. Years after the settlement was abandoned, Marley reinacted his death scene every night on the full of the moon. White hairs could be found in the stalls the following morning by those who sought evidence of Ben Hatfield's stories.

The second ghost, whose exploits were proclaimed around the campfire by the guide, appeared on occasion in the boarding house. If one had the nerve to verify this story, he would encounter the ghost of the man who was killed at the mill on Langford Lake. He was a noisy individual who announced his presence with the noise from his chains which he dragged across the wooden floor.

The stories, as told by the expert guide, rang true. The hoot of a loon on the lake, breaking the silence of the night, lent background effect to the stories.

The settlement of New France is now present only in the memory of the older people of Weymouth and surroundig area. Like all stories dependent on memory, they vary with the individual. But one person remains vivid in the minds of the older generation. They recall the soldierly bearing of Major Emile Stehelin as he marched along the road in Church Point through the business section of Weymouth. Members of his family still make occasional visits to the area.

On September 9, 1973 a bell at the St. Theresa's Church, Southville was dedicated. The bell was a gift from the Monastery of the Good Shepherd of Halifax. It was through the initiative of Sister Jacqueline Stehelin that the bell was donated to the Southville Church. At the ceremony Sister Jacqueline, Mrs. Agnes Merriet and Major Paul Stehelin were present. Major Emile Stehelin was their father, Monsieur Emile Stehelin, the founder of New France, was their grandfather.

Contributors

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.

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

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

He has written numerous educational and historical articles for several Canadianan and American publications, is a regular contributor on local history to the *Dartmouth Free Press,* and has previously contributed to the Nova Scotia Historical Quarterly.

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

RUTH BARNARD LEWIS PERRY was born in Sag Harbor, New York, but spent her early years and went to school in Yarmouth County, Nova Scotia.

She attended the London Central Collegiate Institute, London, Ontario, and Mount Allison Ladies College, Sackville, New Brunswick.

Mrs. Perry is very interested in historical research. Her work has been published in The Maritime Farmer and The Yarmouth Light-Herald. She is a member of the Yarmouth Historical Society and makes her home in Central Chebogue, Yarmouth County, 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 antiques, under Ettori 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 magazines as The Canadian Collector, Antiques Magazines and American Antiques.

Mr. MacLaren has retired as Chief Curator of History of the Nova Scotia Museum and is now acting as Consultant in that Department.

CHARLES BRUCE FERGUSSON was born in Port Morien, Nova Scotia, and received his early education there and in Glace Bay.

He attended the Provincial Normal College in Truro, Nova Scotia, where he won the Governor General's Medal. He continued his education at Dalhousie University, receiving the degree of Bachelor of Arts with Great Distinction, and was designated Nova Scotia Rhodes Scholar.

After further study at Oxford University, he was granted the degree of Bachelor of Arts with Honors, Master of Arts and Doctor of Philosophy.

Dr. Fergusson is the recipient of the Centennial Medal.

As Archivist of Nova Scotia and Assistant Professor of History, Dr. Fergusson has a vast knowledge of our province and wide writing experience; being the author of books, articles, pamphlets, papers, reviews, etc., too numerous to mention here.

He is actively involved in several historical associations and committees including past President of the Nova Scotia Historical Society and a member of the Nova Scotia Historic Sites Advisory Council. Dr. Fergusson is also a member of the Editorial Board of the Nova Scotia Historical Quarterly.

ROBERT BADEN POWELL was born in Westport, Digby County, Nova Scotia. He attended Yarmouth Academy and went on to The Provincial Normal College, with further studies at Queens, oronto, and Acadia Universities.

He served with the Canadian Survey Regiment from 1940-1945 and was mentioned in dispatches. He has taught school and was M.L.A. for the Digby constituency for seven years.

Mr. Baden Powell has written numerous articles and short stories for various magazines and periodicals and the book *Scrap Book, Digby Town and Municipality*. He has spent many years collecting material on Bay of Fundy Steamboats and Digby local history.

He is now retired and lives in Plymton, Digby County, Nova Scotia.

Book Reviews

LORNA INNESS

Country Roads, Rural Pictou County, Nova Scotia,
Drawings by L. B. Jenson
Spiral-bound paperback, 76 pages, Published March 1974
Petheric Press, $2.95

Using the format developed in Vanishing Halifax, Nova Scotia Sketchbook and Wood and Stone, artist L. B. Jenson travelled along the country roads of Pictou County sketching along the way, and the result is this new book.

In writing briefly about Country Roads, Jenson notes that for over a century after the great Scottish immigration to Canada, the appearance of Pictou County must have shown little change, except for steady improvement. The houses of the original settlers were handed down to other generations and, perhaps rebuilt or enlarged along the way. A small settlement might grow into a town, a new mill might be added or a hostelry to serve coach travellers on a coach route.

It is in this last century, indeed in the last few decades, that the pace of change has made a major impression on the countryside. Now, in many cases, no longer "country", the county has lost some of its landmarks to decay and vandalism. Crumbling dams show where mills once ground corn. Small box-like bungalows constitute the only crop on some once profitable farms. Not only the land, but the whole character of rural life has changed.

Part of Jenson's mission is to record some of these old buildings, some of these almost unchanged views, that are left before, they, too, are gone.

Further, there is the hope that books of this type will stir interest in preserving some of these "humble works which have stood so well to the test of time. They were built to last, not to become obsolescent."

Not only houses and farms are shown in this book, included are such buildings as the post office, general store and railway station at West River Station; the Terrace Hotel at Sunnybrae (once a coaching stop), the small school at Rocklin and the "Old Row" of company houses for coal miners at Thorburn.

Jenson's roads take him to Lismore, Kenzieville, Chance Harbour, River John, Three Brooks and Durham, among others. A map on the back cover of the book is a further guide for the reader.

Books of this type stir the imagination and it is to be hoped that artist Jenson will take to the road again and visit other counties of this province where the structures raised by the hands of the early settlers can still be seen.

Early Man In Nova Scotia, By Patricia Hayward
Paperback, 36 pages, illustrated, Published 1973
Nova Scotia Museum, $ .75

Published material about the earliest people to inhabit Nova Scotia has been needed for a long time. Although explorers and missionaries, early settlers and military men left accounts of the Indians they observed, there was little record of any kind to throw any light on the men and women who roamed this land thousands of years ago.

The finding of a stone spearpoint by an amateur archaeologist and his wife while they were berry picking at Debert a decade ago opened the door to the past. The find was reported (fortunately it was made by someone who recognized its value), and digging began in the summers of 1963 and 1964. Scientists and staff members from the Nova Scotia Museum were joined by others from the National Museum of Canada, the National Science Foundation, Washington, and the T. S. Peabody Foundation for Archaeology, Andover.

The site is a particularly interesting one. It is thought that the sea level was about 200 feet lower than it is today. The site is a sloping plain about three miles from the Minas Basin, and it is believed that Cobequid Bay "was probably a fertile plain supporting large herds of grazing animals." The site is thought to have been a seasonal camp occupied during the caribou migration by a small band of people who depended primarily for food upon hunting and the gathering of edible roots and berries.

Charcoal remains suggest that they used fire; the nature of the stone tools which have been found tells us that they prepared food, processed raw materials for clothing, shelter and ornaments, and made other tools.

It is noted in this account that scientists found 11 concentrations of tools, some disturbed by natural occurences, but for the most part, "all were where they had been left so long ago." In the light of recent announcements concerning the possibility of constructing an industrial park in the Debert area, one hopes that those areas which have additional discoveries of value will be accessible to scientists before other links to Nova Scotia's past are destroyed.

It is estimated that the early people, Palaeo Indians, they are called, first came to the area about 11,000 years ago. They are thought to have come to North America via the Siberian ice route.

It is known that at that time the mean annual temperature in this area was below zero. When these nomadic people had gone (whether they moved elsewhere, were killed, or died off, we know not), they were to be followed, apparently some 5,000 years later, by people who lived a semi nomadic life in a gentler clime. There was a greater abundance of game and plants; fish provided a mainstay of their diet.

From this Archaic Stage we progress to the Ceramic Stage, and the arrival of the Micmacs. About 2,000 years ago, they were making pottery by the coil method. They used birchbark for their canoes and wigwams.

Following this stage of development, we begin to rely on the written word. Nicolas Denys, a Frenchman who lived in Nova Scotia and traded with the Indians from about 1632 to 1670, has left accounts of how the Indians lived, their customs and attitudes. Notes Mrs. Hayward: "By 1600, the Indians had been influenced for nearly a century by contact with European fishermen and fur traders . . . " She cites accounts by Lescarbot, Biard and Diereville, but as the settlers began to arrive in greater numbers, by the 18th century, much more had been written about the Indians.

This account was written by Mrs. Hayward, director of education for the Nova Scotia Museum, and published as a part of the Cultural Service Program of the Department of Education. It is illustrated with drawings of figures, animals and tools by George Halverson and Edward Claridge.

The pamphlet will be of interest to anyone who is fascinated by the early inhabitants of this region and wants to know more about them. It will fill a blank in the historical material available for use in the schools.

Cars of Canada, by Hugh Durnford and Glenn Baechler
hardcover, 384 pages, illustrated in black and white, published 1973
McClelland & Stewart Ltd. $25

This is a superb documentation of the development of the motor vehicle in Canada. From the early days of the steam buggy of 1867 to the development of snowmobiles by Bombardier, the book provides an exciting look at that institution which has become so interwoven with our way of life that the shortage of gas for fuel brings to a halt not only the car or truck itself, but has spin-off effects that reach into almost every aspect of our lives.

This history of the development of cars is divided into eight main sections, dealing with the pioneers and the early cars, the motorists, makers, travellers, American influence, the helpers, the specialists.

Oddities of the car industry are included; an early McLaughlin was made to run on straw gas in an experiment at the University of Saskatoon. The supply of gas was kept in a large storage tank carried on the roof of the car and resembling a miniature dirigible.

One story with a Maritime flavor concerns one "Dutchy Himmelman, a famous practical joker of Lunenburg, Nova Scotia. Once, at the top of a hill leading into nearby Bridgewater, the engine fell right out of Dutchy's car. Two young men with an ox-cart happened by, and agreed to take the engine to town. Then Dutchy hopped back into his car and rolled it down the hill and into a garage, where he told the mechanic. 'There's something wrong with this here car; for the past 19 miles or so she ain't got no power. See what you do while I'm at the store.' And he walked away."

The story of the McKay car (1910-1914) and the Nova Scotia Carriage Company is recounted in this book. (See also The McKay Motor Car, by W. H. McCurdy, Petheric Press) so, too, is the story of the Maritime Six (1912-1914), "the only other car from the Atlantic provinces to get into commercial production."

The book, a long-time project with the authors, is not only a history of cars, but a social history of the automotive culture in Canada.

Space is also given to early car shows, to road rules, to wartime vehicles, and trucks, buses, etc. Specifications are included in chart form for the models mentioned in the book and give such details as cylinders, wheelbase, price and serial numbers (where available), year, production and model.

And, while speculating on "the road ahead", the authors sum it all up: "The stories of Canada's automotive pioneers, some winners, some losers, make a fascinating tableau. Some of them were methodical engineers, others clever handymen. Some of their vehicles originated in sophisticated factories, others in humble garages. Many companies were created by resourceful businessmen and others were little more than stock promotion swindles, but the efforts of all had one common ingredient: they taxed the resourcefulness of Canadian talent."

Durnford, a journalist with the Montreal Star, owns a 1919 McLaughlin H45 Special touring, a 1932 Frontenac 6-70 sedan (the last Canadian car) and a 1942 Bombardier b-7 snowmobile.

The book was published with the assistance of the Craven Foundation. Readers may have had the opportunity to see some of the Craven cars on tour in the Maritimes this past year.

The National Dream, The Last Spike, by Pierre Berton
paperback, 511 pages, published February, 1974
McClelland and Stewart Ltd. $4.95

Here in paperback is an abridged edition of Pierre Burton's two railway classics, timed to coincide with the presentation of the CBC's eight-part television series slated to begin early in March.

The paperback is brightened by the addition of 6 pages of color photographs taken during the filming of the series.

This is an attractive and useful edition of the story of the building of a trans-continental railroad in a young country in the process of carving itself out of wilderness.

The Sea Has Wings, by Franklin Russell
hardcover, 189 pages, illustrated, published 1973
Clarke, Irwin & Company Ltd., $11.50

"Seabirds are a small and independent example of the diversity of life itself," writes Russell in this book about petrels and puffins, gulls, gannets and auks. "They are not merely an education to watch but also a drama, a comic opera, a tragedy, an entertainer . . . " Notes Russell, "The watcher vicariously becames a participant as he is drawn into their world . . . "

The reader becomes a participant, too, as he follows the birds through the seasons of the year, from nesting to the fight for survival in the vast oceans. The territory covered lies along the coasts of Maine, the Maritimes and Newfoundland.

The book is profusely illustrated with black and white photographs by Les Line, an editor of Audubon magazine, who has spent considerable time studying the seabirds of the coasts of eastern North America.

If one is fortunate enough to live by the coast in areas where such birds may be seen, the book will be of special interest.

Irish Settlements in Eastern Canada, by John J. Mannion
paperback, 219 pages, published February 1974
University of Toronto Press, $5

This study, by Dr. John Mannion of the department of geography, Memorial University, St. John's, Newfoundland, is concerned with the Irish, who, in company with the people of other European countries, came to the New World in large numbers during the 19th century. It was originally a doctoral dissertation for the University of Toronto.

Dr. Mannion states that although "the vast majority of the southern Irish opted for city life in North America, many settled in rural areas, particularly in eastern Canada . . . "

It is with three of these areas, Peterborough, in Ontario; the Miramichi, New Brunswick, and the Avalon Peninsula of Newfoundland that the study is primarily concerned.

Dr. Mannion discusses early "studies" of migration to North America, noting that much of the work done in this respect at the beginning of this century "was coloured by hostility towards certain immigrant groups or pride in the author's own ethnic origins and identity. Few of these antagonistic or filiopietistic treatises are of use to the student of cultural transfer."

Dr. Mannion adds that the next generation of historians was "freer of the malice and chauvinism" of earlier historians "and considerably raised the standard of immigrant historiography."

Dr. Mannion adds that while "sociologists have been examining ethnic group settlement in North America for over two generations, "most of this work deals with the problems of

assimilation, of inter-ethnic relations, that little attention has been paid to "the patterns of settlement or the origins and diffusion of items of material culture."

Once he has dealt with the migration from various sections of Ireland to the three areas chosen for study, Dr. Mannion devotes the rest of the book to the settlement patterns, field systems, farm technology, farm outbuildings (studied in considerable detail, with diagrams and sketches), and dwelling houses.

Of particular interest is the change in traditions or usage from the Old World to the New. Preserved from the Old World: "the 'streel-car' and kish, recorded only on the Cape Shore, where it retained its Gaelic name and form", its absence outside that area "best explained by an early introduction elsewhere of wheeled vehicles."

And with livestock: "In the harsh North American winters multi-purpose structures were functionally superior to the homeland arrangement. Although some of these outdoor stacking techniques crossed the Atlantic, they generally yielded to the dominant North American practice of indoor storage . . . Even in the smaller structures, such as the 'linhay', studded stable, or log stable, a hay-loft was often introduced or part of the floor-space reserved for hay . . . "

The book also contaiins charts and statistics, and an extensive bibliography.

The Unknown Island, by Ian Smith
hardcover, 174 pages, illustrated, published November, 1973
J. J. Douglas Ltd. $17.50

This book is a song in praise of Vancouver Island, all 12,500 square miles of it. The more than 120 photographs, 90 in color, show the island in all moods—the maturity of summer in the forests, the clear running quality of the streams, the harsh hand of winter upon the mountain ranges, the color and delicacy of the wildflowers.

Smith has travelled in the remote parts of the island, the unknown and undiscovered areas where the hand of man has touched only slightly, if at all. In this book, he seeks to make people aware of the richness of the island's quiet and remote places, of its wildlife and flora, and of the need to preserve them.

Preservation is Smith's major interest, particularly the Tsitika River watershed, the last major unlogged watershed on the island's east coast. He is concerned about the damage that logging can do to such areas. His concern for wildlife has already involved him in the transplanting of sea otters from Prince William Sound to the west coast of the island, and the bringing of geese back to areas of the island from which man had driven them.

Smith looks at the mountains, the forests, the underground caverns and the streams and rivers and seeks to make others understand the beauty to be found there.

Having served as a regional wildlife biologist for the island, Smith is well aware of the changing moods of both the forests and the creatures living in their shelter and this sense of change of the living forest pervades the book. "The forest is never a static place," writes Smith, and he proceeds to take his readers into that magical land.

Nor is his interest limited to the creatures of the land; the animals and birds of the shore, the sea lions, and otters, the colonies of cormorants and gulls are included in his book.

The black and white photographs taken are the work of Bob Keziere and, stunning in their own right, they provide balance for the breathtaking beauty of some of Smith's color photos.

The Highland Clans, by L. G. Pine
hardcover, 198 pages, published 1972
David & Charles, Newton Abbot, England

This story of the clans, their origins and history, was published in 1972 but came to hand just recently and is included here because of the keen interest in Nova Scotia in books about Old Scotia.

It covers the Scottish history from the origins of the Gaelic people, through the developments of Celtic monarchy to the early clan struggles, the growth of the clans and the strife and war which led to the eventual breaking up of the system.

There is a chapter on the Highland way of life and culture, and Pine ends his account with a look at the "popularization" of the Scottish tradition by the writings of Scott and by the royal interest and favor. He adds that with the "new sentimental appreciation of the Highlanders," the "despised 'savages' . . . triumphed vicariously."

Pine, who is a noted authority on genealogy and the peerage, is the author of many books on these subjects, including: The Stuarts of Traquair, The Story of the Peerage, The Story of Surnames, and The Genealogist's Encyclopaedia.

Children of the Light, by Everett S. Allen
hardcover, 302 pages, illustrated, published 1973
Little, Brown & Co.

Subtitled "The Rise and Fall of New Bedford Whaling and the Death of the Arctic Fleet," this is an interesting book to read in these days of "energy crisis" talk and a scrambling for new resources and fuels.

That time when fortunes were made by New Englanders and Maritimers in the pursuit of the whale, primarily for its oil, seem far away indeed. Yet those leviathans of the seas provided the oil for the lamps of North America aand elsewhere, and kept the wheels of industry turning.

The hard life of sealers has already been thoroughly documented in The Wake of the Great Sealers by Farley Mowat. The whaling industry was fully as perilous and hard a way to wrest a living from the sea.

This account of the industry opens with a vivid description of the construction and launching of the Concordia in November 1867 at a New Bedford, Massachusetts, shipyard, "when the whaling industry of the town was already more than a century old."

Including outfitting, the vessel cost $100,000, "reportedly the highest such figure paid for a whaling vessel in the town's history. She was built for two Quaker brothers, George Jr. and Matthew Howland, in "Quaker times and Quaker country." On that fair day of the launching, who, in that optimistic crowd, could imagine that the Concordia would be lost in the ice of the Arctic sea.

The voyage with which much of Allen's book deals is the sailing of the New Bedford whaling fleet to the Arctic in the summer of 1871.

Heedless of Eskimo counsel that this was to be an unusually short summer, 32 vessels, with 1,200 officers and men, "cruised in the treacherous waters off Alaska's Point Barrow in pursuit of the bowhead whale. They had not more than three months provisions, they lacked winter clothing. When they became trapped in the ice with the turn of the weather, it was simply suicide to remain. The only possibility of escape lay in taking to small boats.

Allen weaves the threads of his story into a moving drama. Eskimo and New England Quaker share in this drama of the Arctic, this story of hardship and survival.

In addition, Allen devotes chapters of the book to the nature of the Eskimo at that time, to the community of New Bedford, originally called Old Dartmouth, and to the Quaker life and the whaling industry's effect upon it.

Allen notes that "Whaling is, in short, like nothing else. To deny its poetry, drama, and pathos is to ignore the struggle—man against man, man against creature, man against nature—of which its fabric is woven. To deny its uncomfortable, wearisome, boring, distasteful hard work is to turn one's back on reality.

"Yet somewhere in between, there were such matters as sunsets and satisfaction for those responsive to either. It is no wonder that, like the parable of the blind men and the elephant, the whalemen's versions of what whaling was like varied as night and day; it is no wonder that some of them loved it and some could not stand it."

"Sunsets and satisfaction" notwithstanding, the book provides a fascinating look at 19th-century New England and its economy.

Notes on Nova Scotia

The illfated Mary Celeste, the well known mystery ship, was built at Spencer's Island in 1861. It was a 100 foot brigantine originally christened Amazon.

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In 1827 the Glasgow Colonial Society of the Church of Scotland sent 295 books to Merigomish, Pictou County and one of the earliest public libraries in Canada was established. Members paid 2s. 6d. per annum.

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The first recorded Protestant (Anglican) service in Nova Scotia was held in a chapel inside a small fort on the present site of Fort Anne at Annapolis Royal following the capture of the fort by Col. Francis Nicholson in 1710.

* * *

The first school in Nova Scotia was founded at La Have, Lunenburg County, by six of the Capuchins, a branch of the Franciscan Order, at the time of its settlement by Isaac de Razilly with forty families in 1632. The school was moved to Port Royal in 1636 following the death of deRazilly.

* * *

The town of La Have receives its name from La Heve, the name given the river on which it is situated, by De Monts and Champlain in 1604 after Cap de la Heve in France.