

The Nova Scotia Historical Quarterly

Volume 4, Number 2, June 1974



EDITORIAL BOARD:

Chairman: W. H. McCurdy

Members: Phyllis Blakeley
Dr. Helen Creighton
Shirley Elliott
Dr. C. B. Fergusson
J. L. Martin

Papers for publication are solicited on any topic relating to the history of Nova Scotia. Manuscripts of approximately 2500 words, or approximately 5000 words, should be submitted to The Nova Scotia Historical Quarterly, P.O. Box 1102, Halifax, Nova Scotia.

Subscriptions to the Nova Scotia Historical Quarterly are \$10.00 per year, obtained at the office of the Publisher, P. O. Box 1102, Halifax, Nova Scotia. Single copies or back issues \$3.00 each.

This quarterly is so designed that the paper cover of each issue may be removed at the end of the volume year and bound by the subscriber into one volume. A cumulative index will be provided with issue No. 4.

Inquiries or information on the Quarterly should be addressed to The Nova Scotia Historical Quarterly, P.O. Box 1102, Halifax, Nova Scotia.

The copyright contained in all articles in this volume is the property and responsibility of the authors. Petheric Press Limited holds the copyright on the format only of the Nova Scotia Historical Quarterly.

Printed at Halifax, Nova Scotia
by
McCurdy Printing Co. Ltd.



PETHERIC PRESS

Copyright 1974

The Nova Scotia Historical Quarterly

Volume 4, Number 2, June, 1974



Contents

"Officials and Walking Gentlemen" — James F. Smith ..	89
Letters of Norman Wade — Leone B. Cousins	117
Was there never a Garden — M. Silver	147
George MacKenzie — Northern Pioneer — Francis W. Grant	155
The Arts of The Micmac — G. E. G. MacLaren	167
Nova Scotia Books In-Print — Compiled by the Legislative Library	179
Contributors	207
Book Reviews — Lorna Inness	211
Notes on Nova Scotia — M. E. Franklyn	221

ISSN — 0300 — 3728

A Publication of Petheric Press Limited

© Petheric Press Limited 1974

Second Class Mail Registration No. 2554

"Officials and Walking Gentlemen"

by JAMES F. SMITH

Municipal politics have often seemed tame, even dull, when contrasted with the world of activity and controversy that usually surrounds provincial and, especially, federal politics. This type of comparison, though, is grossly unfair when one considers the differences in responsibilities at the three levels mentioned. Nonetheless, local politics have not always been a bore. Colorful personalities and blunt statements, which would probably result in lawsuits today, at one time raised municipal affairs to the fore of public attention. Particularly at election time was the political pot brought to a boil by argument, challenges, and even petty prejudices.

To return to the days of New Glasgow's early town elections is to look back on a community of about 2500 people and four dozen streets (all paved), a few board sidewalks, and a temperate conscience. Kempt Street ran through the present Royal Bank of Canada site; the West Side portion of George Street was called Bridge; Stellarton Road was labeled the Road to the Mines; and Provost Street ran up part of what we know as East River Road. The town was serviced by both the Inter-colonial and Halifax Coal Rail Roads; local Baptists had just

formed a congregation; the fifth bridge was being erected over the East River (a bridge used until 1931); while coal and steel were becoming the backbone of commercial life.

In this setting, feelers went out to the citizens of New Glasgow in 1875 to probe for their opinions regarding incorporation of the town. The movement received the necessary support; the Provincial Legislature provided its approval,* the ratepayers said yes, and John McKay, Stipendiary Magistrate, was appointed the officer to preside over the first municipal election for a Warden (or Mayor) and six Councillors, two from each of the three wards which became popularly known as the South End, the North End, and the West Side.

The local newspaper, the *Eastern Chronicle*, under the editorship of Robert McConnell, offered various pieces of paternal advice to the town's electors during that first campaign period, and professed to have no favorites for office, although some of the candidates argued that claim. On 16 Dec. 1875, Editor McConnell advised his readers to commence at once the search for the most desirable candidates for town fathers because the town's first years would be crucial ones and only the most prudent men (women not being eligible) could successfully carry through with the job ahead. Mr. McConnell declared that the "evil" of party politics must have no part in municipal government. ("We all know how unfortunately easy it is to stir up political feeling in New Glasgow . . .") and that the warden and councillors should enter office by acclamation, assuming that the town's most talented men were to be nominated for office.

*The incorporation of New Glasgow and Truro in 1875 made four incorporated towns in Nova Scotia, the others being Dartmouth (1873) and Pictou (1873). Halifax had been granted city status in 1841.

Secondly, Mr. McConnell suggested that the officials chosen should be "capable and successful businessmen; as ratepayers, they should have a real stake in the community; as citizens, they should be men of uprightness and integrity against whose moral character no substantial charge of wrong or wrong-doing can be laid." The town fathers should be of sufficient financial independence to be able to neglect their personal concerns in order to devote their time to the welfare of the town.

Editor McConnell's third exhortation was directed to the local citizens. Having selected a capable town government, and maintaining a watchful eye, then the residents of New Glasgow must allow their Council freedom to manoeuvre both legislatively and financially. Council must have the right to itself to take whatever actions might be necessary "to provide for the safety of property, to improve the sanitary condition of the town, to promote the comfort of citizens, and give New Glasgow a good reputation and a respectable appearance."

Speculation on who would accept the formidable challenge of seeking New Glasgow's first municipal seats included many names. Jeffrey McColl, a prominent local Liberal and active supporter of the incorporation movement, was favored for the office of warden but George W. Underwood, James Drummond McGregor, and Adam C. Bell were also subjects in the guessing game. For Ward I Council seats, Duncan McKarcher, John R. Smith, Angus McQueen, and Jeffrey McColl were suggested; John McKay, Adam C. Bell, and James W. Jackson were mentioned in Ward II; while Ward III possibilities were James Drummond McGregor, James W. McGregor, John Cumming, and Donald McDougall.

Nomination Day (14 Jan. 1876) made speculation more specific. McColl remained aloof from the contest for warden and the candidates named were:-

for Warden: Adam C. Bell and James W. Jackson.

for Councillor, Ward I: Jeffrey McColl, Duncan McKarcher, and Angus McQueen.

for Councillor, Ward II: James W. Copeland, George A. Douglas, J. H. McGregor, and John McKay.

for Councillor, Ward III: Donald McDougall, James W. McGregor, and David Murray.

Since party politics were supposed to be excluded from the contest, there might seem to have been little to prompt public interest. Actually, the temperance question seems to have been a major factor in the election. The *Eastern Chronicle* was a staunch supporter of the temperance cause and, despite the statement that it was not "our intention in any way to discuss the merits or demerits of any of those who have been spoken of as candidates for municipal honors," the paper lashed out at Duncan McKarcher, candidate for Councillor in Ward I. Claiming that the past ten years had seen a dramatic decrease in the occurrences of "open drunkenness and rowdyism," the *Chronicle* felt that Mr. McKarcher, who was evidently involved in the "liquor traffic and its damning influence," was unfit for office as long as his name was in any way associated with intemperance. Maintaining that Mr. McKarcher's position was unacceptable to the majority, the paper proclaimed that "the Christian, moral and temperance people of Ward one cannot support him without stultifying themselves, and directly endorsing the lawbreaking, the vice, the crime, the immorality directly connected with the liquor traffic."

On Tuesday, 18 Jan., just four days after nominations, the election took place under the direction of Magistrate McKay. Returning officers were Daniel Chisolm (Ward I),

Daniel McLean (Ward II), and James W. Carmichael (Ward III). Voting by secret ballot (a relatively new method) took place in Ward I at Mechanics Hall, in Ward II at the Court House, and in Ward III at J. & R. McGregor's Shop. Two ballot boxes were to be found in each polling station, one for the votes for warden, the other for ballots for councillors.

Election results were as follows:-

for Warden: Bell—134; Jackson—130.

for Councillor, Ward I: McColl—75; McQueen—68; McKarcher—63.

for Councillor, Ward II: Copeland—61; McKay—52; Douglas—47; McGregor—46.

for Councillor, Ward III: McDougall—38; McGregor—36; Murray—5.

Thus, Adam Carr Bell became New Glasgow's first mayor. Although he lost both Wards II and III to his opponent (Jackson), Bell swept Ward I by such an amount that he outpolled Jackson on an overall basis by 4 votes! Not only did the town have its first chief magistrate, but, at the age of 28, he matched the freshness of the community in a day when most successful politicians were at least 50.

A protest about the election in Ward I was filed at once by Duncan McKarcher, defeated candidate and victim of the *Eastern Chronicle's* temperance attack. Despite his claim that "improper and illegal means" had been used to defeat him, his protest failed.

Then, on 26 Jan., James W. Jackson, who had lost the wardenship, wrote in the *Eastern Chronicle* that it took the opposition of Dominion and Provincial Parliamentary members, "mighty influence" of liquor, and the efforts against him by the editor of the *Chronicle* to bring about his defeat by only 4 votes. "To the friends who supported me I give my best thanks;

to my opponents who kept me out of trouble for the current year, accept the same."

The results were final; the local government settled down to the job of directing a newly-born town.

THE EARLY LEADERS

"... six feet tall with a weight of two hundred and forty pounds" and "a vigorous, at times tempestuous, nature which craved action." This description of Adam Carr Bell (1847-1912) has been offered by James M. Cameron in *Political Pictonians* (p. 83). As noted previously, Bell was about 28 years of age when chosen by the people to be their town's first mayor. By contrast, James W. Carmichael, M.P. for Pictou County, was twice that age, local Senator John Holmes was 86, James Fraser, M.L.C., was 73, and Prime Minister Sir John A. Macdonald had just turned 61.

Warden Ball, a merchant and druggist, presided over the first Town Council meeting which was held at 7:00 p.m. on Monday, 24 Jan. 1876. His Worship the Warden was sworn in by the Custos rotulorum (a Justice of the Peace) and then Mr. Bell administered the oath of office to five of the six elected Councillors—McQueen of Ward I, Copeland and McKay of Ward II, and McDougall and McGregor of Ward III. Jeffrey McColl was absent.

After Councillor McKay was appointed secretary pro tem, William Smith was named police constable. Finally, following some rambling and disjointed discussion, a committee of three councillors were appointed by Warden Bell to prepare a code of bylaws. The meeting was then adjourned.

Despite the seeming brevity of that initial meeting, the Council held 38 regular meetings during its one-year term.

With the passage of almost 12 months, the Council appears to have satisfied most people although the *Eastern Chronicle* reported on 4 Jan. 1877 that " . . . there are still some who have not failed to be exacting and fault-finding, nay, what is worse, suspicious in their treatment of the officials."

Regulations stated that the warden was to hold office for one year only while councillors were to be elected for two-year periods, with half of those chosen in the first election retiring at the end of the first year. Elections were to be scheduled for the third Tuesday in January.

So it was that Warden Bell stepped down at the completion of his premier term. However, he went on to establish a pattern for many of the town's mayors by going into provincial and, eventually, federal politics. He sat as a Conservative in the Legislative Assembly of Nova Scotia (1878-87), served as provincial Leader of the Opposition (1882-87), returned to municipal politics for another term as warden (1884-85), became a member of the House of Commons for Pictou County (1896-1904), and was appointed to the Senate of Canada in 1911.

For many years, the annual contest for town election began with nominating meetings held in each of the three wards. The 1877 competition for votes opened with these meetings on 11 Jan. but, in the words of the *Eastern Chronicle*, the entire campaign "passed off quietly." In fact, affairs in the newspaper office must have been more active than the search for votes because Robert McConnell, past editor, had sold the paper to S. M. McKenzie while Daniel Logan became editor. Indeed, Mr. Logan was evidently so busy assuming control of his newspaper that he was compelled to print this apology in place of election results: "A press of other matters prevented us obtaining the state of the poll for publication."

Nonetheless, the results have survived. The town's first warden was a keen Conservative; his successor was a staunch Liberal. That successor was Councillor Jeffrey McColl who had failed to run for warden in the preceding election although he had been the favorite for the position. His defeated opposition for the office in 1877 included James H. Fraser who claimed the warden's chair in the next election, and James W. Jackson who was making his second bid for office.

It is not the intention here to follow the progress of town government business but, rather, to concentrate on elections. Yet, little items peculiar to the period are interesting to note. For instance, the *Eastern Chronicle* reported this matter on 13 Dec. 1877 —

"The town authorities have moved in the matter of enforcing the ordinance respecting animals going at large in the streets. High time. The grass on the sides of the streets has not been fit for cattle to eat for at least a month back."

Warden McColl and his councillors discovered that it was impossible to please everyone in a Scottish, Presbyterian community. One man's scathing attack on the town government denounced the "ruinous" financial policies adopted by Council, voiced the familiar complaint about high taxes, questioned the "extravagant" expenditures in the school department, and bemoaned the neglect of public sidewalks and crossings. The author of this attack, a Mr. McPherson, declared that too many "officials and walking gentlemen are paid for looking after each other instead of the town business." Added to this slur was the following piece of philosophy: "The evil that men do lives after them and the debt which our town council have burdened us with will not be interred with their retirement . . ."

"Retirement" was the plan of Warden McColl who followed the example of his predecessor by stepping down after

one term. Mr. McColl (1833-1900), who was a businessman and shipbuilder, ran unsuccessfully for the Provincial Legislature in 1882. However, he did win election in 1886 and sat for four years before leaving the active side of public life.

Jan., 1878, saw the town's third election campaign in progress. It was reported that public interest was high but, in one ward, the candidates were so gentlemanly (or lacking in desire for office) that each man asked the voters to support his rival!

The men seeking the warden's chair were the two defeated candidates from 1877—James H. Fraser and that die-hard, James W. Jackson. John R. Carmichael was also nominated, but without his consent. Consequently, he circulated handbills asking the electors not to vote for him. When the ballots had been counted, the results were: Fraser—146; Jackson—106; and Carmichael (the non-candidate)—1.

Town Council following the 1878 elections was composed of the new warden along with Alexander Fraser, the senior councillor from Ward I, and W. F. McKenzie who resigned his Ward I seat before completing a year in office.

Ward II's senior representative was Peter A. McGregor whose brother, James Drummond McGregor, was waiting in the wings to make his political debut in the town and county where his grandfather, the Rev. James McGregor, the pioneer Presbyterian minister, had become an almost legendary figure. The junior member from Ward II was George A. Douglas.

Both councillors from Ward III had been elected by acclamation. The senior gentleman was John Cumming, local furniture manufacturer and frequent municipal politician. His junior counterpart was Duncan C. Fraser. Mr. Fraser, who had been an exponent of town incorporation, provided his law

The McGregor family contributed several provincial and federal politicians to the public scene and it is of interest to note that James Drummond McGregor's first wife was a sister of former town Warden Jeffrey McColl who was married, in turn, to McGregor's sister, Annie. McGregor now offered himself for the warden's chair as did Angus McQueen who had represented Ward I on Town Council in 1876 and 1877.

Following a short campaign described by the *Colonial Standard* as arousing "not much general interest," the electors went to the polls on Tuesday, 21 Jan. 1879, to cast 154 votes for McGregor and 74 for McQueen. By taking more than two-thirds of the ballots, James Drummond McGregor became the fourth warden or mayor of New Glasgow.

Mr. McGregor's first term in office witnessed the usual round of activities. When elections recurred in Jan. 1880, he became the first mayor to reoffer his services.

Former Warden Jeffrey McColl maintained his concern for community affairs and took advantage of the approaching elections to advise the townspeople and his brother-in-law, the Warden, that there comes a time when "patience ceases to become a virtue." With an election at hand when 4 of the 7 members of Council would be elected, McColl hoped that the voters would choose men who would settle the "question of assessment." This question involved banks, bank agencies, insurance companies, and some "rich men of the county" who were connected to the preceding establishments, all of whom had by some "underhand process" escaped taxation for a number of years. In 1876, the year after incorporation, the Bank of Nova Scotia, the New Glasgow Marine Insurance Company, and the Savings Bank were taxed for the first time in county history. The Bank of Nova Scotia objected and took the matter firstly to the Appeal Court, then to the Supreme Court of the province, but both Courts upheld the town's right to tax the

agencies concerned. However, the bank was still fighting the matter and Mr. McColl believed it would be in the best interests of the town to have the matter settled once-and-for-all.

As New Glaswegians prepared to vote in the current municipal election, the process followed traditional lines and lasted, from beginning to end, for no more than a fortnight. First activity was the staging of the ward meetings where candidates for election were proposed. Then, on 14 Jan., Warden McGregor convened a session in the Town Council Chambers at 7:00 p.m. at which time formal nominations were made. In this instance, backed by 19 supporters, Joseph C. Graham had his name placed in nomination for the Ward I Council vacancy. A group of 9 from Ward II proposed Councillor George A. Douglas for a second term while 13 others led by James W. Carmichael, ex-M.P., and Roderick McGregor renominated Councillor Duncan C. Fraser for another term in Ward III.

Some confusion was contributed that night when two men nominated David S. Fraser for office. The problem was: what office—warden or councillor? It was eventually established that Mr. Fraser was seeking a seat on Town Council for Ward III.

Before nominations closed, George Underwood and 3 others proposed the only candidate for warden—the current chief magistrate, James Drummond McGregor. Since there were no other names put forward, Mr. McGregor became the first warden to be re-elected.

In fact, the only election required after Nomination Day was in Ward III. Nonetheless, at the election itself on 20 Jan., 4 people in Ward I and 4 more in Ward II visited the polling stations to vote for the lone candidates for warden and councillor in their respective zones. Most of the activity that day, though, was across the river in Ward III where David S. Fraser.

the "questionable" candidate, collected 25 votes to topple incumbent Councillor D. C. Fraser whose count was 19. (Incidentally, 6 Ward III voters also threw in ballots supporting McGregor for warden.)

This, then, was the campaign pattern followed for many years, with more than 50% of the men elected being put into office by acclamation. In the newspapers, curling results often received priority over municipal vote returns.

FROM BIRTH TO MATURITY

James Drummond McGregor ushered New Glasgow into the decade that saw its maturation into a full-fledged community. By Jan. 1881, having served his town for two years, McGregor stepped down from office but he eventually remounted the political ladder to sit as a Liberal for two terms in the Nova Scotia Legislature (1890-94; 1897-1900). After he failed to win a seat in the House of Commons, he was appointed to the Senate in 1903 where he stayed until his resignation in Oct., 1910 to take up duties as Lieutenant-Governor of Nova Scotia (1910-15).

McGregor's successor, Donald Grant (1829-97), was a local contractor who established several businesses in the town. As warden for the year 1881, he chaired 30 meetings of Town Council.

The 1882 election brought to office another in the line of distinguished men who have held the mayoralty of New Glasgow. Duncan Cameron Fraser (1845-1910) had already served on Town Council and in the Legislative Council of Nova Scotia but had resigned from the latter in 1878 to run unsuccessfully for the Guysborough seat in the Provincial Legislature. However, New Glasgow electors chose him as warden in 1882 by giving him more than 68% of the vote over his only

opponent, John McGillivray. Then, in 1883, Fraser was re-elected by acclamation but at the end of this second term, he retired from local office. Five years later (1888), he was reappointed to the Legislative Council where he served as Government Leader until he resigned once more (1891) to run for elected office. This time he sought and won the Guysborough seat in the House of Commons. Mr. Fraser remained a member of Parliament from 1891 to 1904 and sat as a Liberal. His resignation from Parliament was to enable him to take up duties as a Justice of the Supreme Court of Nova Scotia (1904-06) following which he completed his life as Lieutenant-Governor of Nova Scotia (1906-10)* during which time he brought suit against the Town of New Glasgow for damages done to his garden by a flooded sewer.

A familiar face re-assumed the wardenship in 1884. It was that of the town's first warden, Adam Carr Bell, who was currently sitting as a Conservative member of the Provincial Legislature.

Taking over from Mr. Bell in 1885 was George Underwood. Like his predecessor, Mr. Underwood was elected by acclamation. He offered himself for re-election in 1886 and was once again chosen by acclamation.

The elections for 1887 and succeeding years were changed to the first Tuesday in February. 1887 also saw wardenship contest in five years but this situation was brought about almost by accident. When nominations were made in Jan., two men were proposed, viz. Robert A. Walker, retiring Councillor for Ward III, and former Warden Donald Grant. Yet, before a

*His son, Alister Fraser, also served as Lieutenant-Governor of Nova Scotia (1952-58) while a grandson, another Alister Fraser, returned to Pictou County in 1965 to run unsuccessfully for the House of Commons.

campaign could be mounted, the men who had nominated Mr. Grant gave the Town Clerk a notice requesting the removal of Mr. Grant's name. However, Town Council refused the request on the grounds that nominations had closed and so it became necessary to go through the motions of an election. When the results were counted, it was found that 86 voters had come out to support Mr. Walker while 4 electors in Ward I voted for non-candidate Grant.

Election Day in 1888 was 7 Feb. but, as was the case in 11 of the 24 elections for Warden in the last century, there was no contest. Twenty electors led by former Warden James Drummond McGregor renominated Robert A. Walker for a second term as chief magistrate. His re-election by acclamation gave him another year in office and it was during this period that he became recognized in Town Council minutes, etc., as "mayor" rather than as "warden".

Acclamation brought to the mayor's seat in 1889 a veteran of four years on Town Council representing Ward II. Hector T. Sutherland, co-founder of Thompson & Sutherland Ltd., had tried for a third term on Council in 1888 and, indeed, was renominated by no less a person than Mayor Walker himself, seconded by fellow-Councillor John R. Smith. However, the flaw was that the mayor did not live in Ward II while regulations required the mover and seconder of a nomination to be ratepayers of the ward in question. Therefore, as expressed in the Council's minutes, Mr. Sutherland's "nomination papers was declared to be illegal." As mayor, Mr. Sutherland served just one year.

MOONLIGHT vs. ELECTRICITY

Town Council was called upon to deal with all manner of affairs in the 1880's. A perusal of Council minutes might bring the reader upon such matters as Councillor Daniel

Chisolm's motion of May 1880 that the town's school teachers should suspend all students in whose families there were any infectious diseases, or Councillor James M. Carmichael's motion of Jan. 1882 ordering arrest and prosecution of anyone caught coasting, skating or sliding on the snow or ice of the town's sidewalks, hills and highways! At the same time that Councillor Carmichael was making winter fun difficult for the children of the town, Council also instructed New Glasgow's lone police constable, William Smith, to visit all three wards at least twice a day, to be on duty until 11:00 p.m., and to report daily (except Sunday) to the Town Office.

It was in June 1881 that Mr. John Carew complained to Council about the "obstruction" in the East River caused "by rafts of logs by J. W. Carmichael and Company"; also that "some persons in the employ of J. W. Carmichael and Company" were guilty of "moving logs on a Sunday." Meanwhile, Council was pushing lawsuits in the Supreme Court against people who were selling "intoxicating liquor" without licences and, at the same time, were being petitioned by annoyed citizens whose cellars had been flooded by the sewer.

By April 1885, the School Committee had employed nine full-time teachers for the town. Principal George Patterson was paid \$725.00 for the year, well over twice the salary paid to any of the seven female teachers on staff. The lowest salary was \$225.00.

And then came electricity! At a Council meeting held 26 Nov. 1888, a letter was read from J. L. Jennison, Secretary of the New Glasgow Electric Co. Ltd. The company was willing to "erect, maintain, and keep lighted efficiently" whatever number of arc-type street lights that Council desired. A sample light was displayed in front of the old Post Office on Provost Street. Council recommended the initial installation of 10 such lights at a cost of \$70.00 each (\$5.00 less than the company

wanted) and with the condition that Council or its officers would decide when the moonlight was sufficiently bright that the use of the lights would not be required.

TOWARD THE TWENTIETH CENTURY

The 1890 municipal elections were held on 4 Feb. with most of the new men being chosen, as usual, by acclamation. The incoming mayor was John Howard Sinclair (1848-1924) who had lost his Ward III Council seat a year earlier. Mr. Sinclair, son-in-law of ex-M.P. James W. Carmichael, was a native of Guysborough County and returned there to follow a wider political career. He sat as a Liberal member of the Nova Scotia Legislature for Guysborough (1894-1904) and ran successfully for the House of Commons in a 1904 by-election. He represented Guysborough County in Ottawa until 1917 and then sat as the member for Antigonish-Guysborough (1917-21). His last years were spent as a director of the Canadian National Railways but throughout his entire career he maintained his links with New Glasgow and died here.

Town councillors chosen in 1890 included George MacDougall of Ward I, J. Leslie Jennison of Ward II, and William A. MacIntosh of Ward II, all of whom were to be future mayors of the town. In addition to these men, there were three sitting councillors, elected in 1889. They were John J. Grant of Ward I (another future mayor), Henry L. P. McNeil (Ward II), and A. O. Pritchard (Ward III).

Mayor Sinclair and the Council were called upon in the autumn of 1890 to entertain the town's first official visitor since incorporation. His Excellency Governor General Lord Stanley (of hockey fame) announced his desire to visit New Glasgow during a trip to open the railway in Cape Breton and the Grand Narrows Bridge. Of interest today might be part of

Mayor Sinclair's response regarding what the Town felt would provide acceptable tourist viewing:

Our chief industries are glass and steel works at Trenton, a suburb of this town, and the coal mines at Stellarton about three miles distant. Both places have railway communication . . . A visit to one of our coal mines would perhaps be more than you would care to undertake but a short inspection of our steel and glass works might interest you. If the day is fine I will be glad to manage the carriages to convey your party from the railway station to any of these places that you may wish to visit.

The Governor General's visit so affected and impressed New Glasgow Town Council that a detailed account was included in Council minutes under an 8-line heading of flowing script that by itself covers half a page. The local pomp and circumstance included public proclamations, light and flag displays, fireworks, county politicians from all levels, addresses, and a formal reception held at McNeil's Hall. For this occasion, the site was decorated with flags, bunting, and ever-green boughs while 250 little girls dressed in white were assembled to sing the national anthem.

After the excitement of the Governor General's visit, Town Council had to settle down to the realities of local life. By the time that the 1892 Council, of which four of the six members were named Fraser, was ready to retire, the town had agreed to borrow \$25,000 for the "erection and equipment" of a High School building, had won a favorable decision in the Supreme Court in the case of a lawsuit brought against the town by a lady who had fallen into an open drain, had approved the laying of a plank sidewalk of a 50-foot-wide strip of land to extend that street from King to East River Road. By 1894, the annual budget had risen to \$20,775 from the figure of \$10,000 in 1878.

For several years, part of the East Side of town had been serviced by an electric tramway under the operation of the New Glasgow Electric Company Ltd. The original scheme had been devised in 1889. In 1892, plans were approved to lay rails in the road from Trenton (said road being then known as Fisher's Grant Road) and running up to Riverside Cemetery, across the main railway at St. John's School, down North Provost Street to the town's business section, and via South George (now Stewart) Street to the Railroad Station. In 1895, Council approved a further extension to include the West Side of town. Both Council and the Electric Company were most concerned with crossing the East River. After deliberation, the Town Fathers decided that the tramway could not make use of the existing bridge across the river at George Street "unless the said company strengthens the same in a manner to be approved by an engineer selected by the town." Evidently, the company felt it was more desirable to construct their own bridge with the result that the new tramway extension, according to a 1910 map of the town, turned the corner at Provost Street where the Goodman Company now stands and ran down MacLean to the river, across the "Tramway Bridge" to Clyde Street on the West Side, up Clyde to Bridge (or George), along that to Stellarton Road and thence to Stellarton town.

Council considered employees' salaries in Dec. 1896 and decided to pay its firemen, active and retired, \$6.00 per year. The following August, John Cumming, himself a frequent member of Council, received notice from the Town Office that some of his land on Abercrombie Road was to be annexed for the creation of a new street; its name: Maple Avenue.

Another vice-regal visit occurred in October, 1897, when Lord Aberdeen brought his family to town. His daughter, Marjorie, Lady Pentland, remembers two visits to New Glasgow and has written about that one of 75 years ago when they travelled "on a tour in old-fashioned style in a special train. My

father, the Gov. Gen. & family in our private *Car Victoria*, the Lt. Gov. of Nova Scotia Sir Malachy Daly, with Mr. Pottinger, Manager of the Inter-Colonial Railway in his private car, a baggage car, and a stable car with the three horses on which we took rides at our stopping-places. In New Glasgow (pop. 4000) the programme included addresses of welcome, visits to schools, to the Trenton Steel Works; ladies' meeting where my mother spoke on the work of the National Council of Women of Canada and the Victorian Order of Nurses; while I had a lesson in watercolour-sketching with Mr. Charles Moss; then a ride on our horses, to give them and ourselves exercise; then the Lieut. Gov. came to dinner with my parents . . ."

Streets were still occupying Council's attention in 1898 when J. J. Grant notified the mayor "that the cost of painting signs of streets, suitable for street corners, would be 30c each. It was agreed that a few be ordered as an experiment."

When the twentieth century dawned on New Glasgow, it found Town Council trying to modernize its fire department by the installation of a fire alarm system. It was recommended that a 1200 pound bell and striker be put in a tower on the Market Building and that seven alarm boxes be placed in various sections of the town. Suggested sites were at Matheson's Foundry and at or near Bell's Corner, Bent & Cahoon's on Archimedes Street, the Railroad Station, Kirk Church, Dan Rose's, and the hose reel house on the West Side.

Guiding New Glasgow through this, the last decade of the Victorian era, were Mayors John H. Sinclair (1890-91), the host for Lord Stanley's visit; J. Leslie Jennison (1892-93), a local barrister; and William A. MacIntosh (1894-95) who fell into the office by acclamation on his third try for the seat. John Stewart, mayor (1896-97), was succeeded by F. D. Laurie in 1898. Offering for re-election in 1899, Laurie lost by 39 votes and thus became the first mayor to be rejected by the public

when he sought a second term in office. An outcry against financial extravagances reached a peak under Mayor Laurie and the effects swelled during the next decade.

To lead them into the wonders of the twentieth century, North Americans looked for youth and originality. The United States inherited the vigorous Theodore Roosevelt for President while Canadians chose Sir Wilfrid Laurier as Prime Minister. At the local level, R. Henry Graham became Mayor of New Glasgow in 1899.

Mr. Graham (1870-1956) was a popular figure, being just 24 when first sent to Town Council for Ward II in 1895. Even now, he was only 28. Graham served two terms as mayor and the *Eastern Chronicle* observed at his retirement from municipal politics in Jan. 1901 that he "retires with the good will of all classes in the community." The paper added that "it was as mayor of the town that he brought to bear those high qualities which won for him in so marked a degree the esteem of his fellow citizens. Entering upon his office at a time when an era of extravagance had depleted the town's exchequer, his position was one of extreme delicacy and requiring the most careful attention by strict application and by the pursuit of a policy of economy, he has with the assistance of the last two councils succeeded in tiding our town over what might have been a financial crisis. Without starving the necessary and legitimate expenditures, the various town services have been efficiently maintained at a minimum of cost, and the town's finances placed on a healthy basis and this was done without adding materially to the general burden of taxation . . ."

The Pictou newspaper of the day differed with its New Glasgow counterpart about Graham's performance. The Pictou editor felt that the ex-mayor had been more of a showman, that while Council took full charge of town's business, Graham performed certain duties like "presiding at meetings and signing cheques. All this he performed gracefully and properly."

In response, the New Glasgow editor hinted that his Pictou rival was merely trying to contribute to the "broil" in which town politics had been for some time.

Henry Graham pursued a political future after serving on the bench for a few years. He sat at a Liberal member of the Provincial Legislature for Pictou County (1916-25) and then spent a long period (1925-49) as a Justice of the Supreme Court of Nova Scotia.

THE PIPE CASE

John J. Grant—Charles M. Crockett: these men, who served successively for two terms each, presided as mayor over town affairs from Feb. 1901 to Feb. 1905. Both gentlemen had had previous experience on Town Council. However, their administrations came under the merciless scrutiny and pen of the outspoken and blunt editor of the *Eastern Chronicle*. The editor, a new man, was James A. Fraser (1841-1930), himself a Councillor who was to serve several terms in municipal office. With his "inside" view of local affairs, Fraser and others believed that the town's finances had been seriously mismanaged during much of the preceding decade and that it was time to rectify the situation.

The "Pipe Case" brought matters to a head. In 1905, Mr. George MacDougall became mayor of the town. During his first term, it was discovered that four of the town councillors, without the mayor's knowledge, had sold some excess water pipe to the town of Glace Bay. The action, which was not carried out in the proper manner, resulted in a financial loss for the town. Mayor MacDougall was understandably indignant, the affair went to various Courts, two councillors—including former Mayor John J. Grant—resigned from office, and public feeling became more than heated.

This, then, was the background for ensuing municipal elections. Mayor MacDougall, on whom Editor Fraser heaped printed honors, was re-elected in 1906 despite a "stillborn" effort to defeat him. Thus, he became the leader of one group formed around Dr. Fred W. Wright, a local dentist; this group which upheld the cause of the pipe-selling councillors was by no means about to accept any verdict handed down from the *Eastern Chronicle's* caustic columns. High among their defences was the fact that it was still legal and accepted practice for locally-elected officials to carry out private business transactions with the benefit of knowledge gained from their public positions.

When the 1907 election approached, the two "parties" took up the challenge with vigor.

The Mayoralty Candidates — 1907

"easy and affable"—"painstaking and single-minded"—these were the glowing words used by Editor Fraser to describe Mayor MacDougall. Fraser declared that he was standing by the mayor "on account of his honesty, integrity, and hatred of grafters." George MacDougall became the town's first mayor to offer for a third consecutive term. His supporters, including the *Eastern Chronicle*, began a loud and hard-hitting campaign.

And what of MacDougall's opposition? Dr. Wright, the dentist, was also mounting a strong campaign in his bid to unseat MacDougall, and thereby strike back at Editor Fraser.

Following are some of Fraser's comments about Dr. Wright:

an ignorant man . . .

a crack-brained moralist . . .

almost wholly useless as a public representative . . .

Indeed, we will not libel the moral status of our citizens by even suggesting that they might be likely to support a man for mayor who seems to have no moral conception of the differences between right and wrong.

Now, lest this examination of those days appear to be as prejudiced as Editor Fraser's writing, it must be noted that Dr. Wright had his own program and case for the public. While recognizing that certain councillors had committed an "irregularity" in the Pipe Case, he claimed that there had been nothing about the matter to reflect upon the integrity of those concerned. It was the feeling of many that Mayor MacDougall had ruthlessly ousted certain councillors from office and that Editor James A. Fraser was the real power behind the mayor. (The *Eastern Chronicle* must have been a most touchy thorn in Dr. Wright's side. His closest journalistic support was in Pictou.)

Regarding charges that Dr. Wright had been a councillor involved in the "alleged wrongdoings" of an earlier Council (1898), the doctor reminded the public that Mayor MacDougall was so thoroughly satisfied with the manner in which the business of the town had been conducted during the year that he commanded the citizens to re-elect Mayor Laurie or he would resign." (Incidentally, this was a threat which he had been forced to carry out.)

Former Mayor Hector T. Sutherland felt moved to support Dr. Wright because of Mayor MacDougall's stand. "I am ashamed of the bickerings when I see old councillors maligned and called grafters . . ." Sutherland felt that the only error committed in the Pipe Case had been the failure to consult the mayor. No businessman could fail to see the common sense in the transaction.

As the campaign progressed, Dr. Wright's forces came out with this unfortunate appeal: "All the best people of the town are on Dr. Wright's side. Why cannot you be with them?"

However, the Wright slogan may have been balanced by the fact that Mayor MacDougall did not participate (it was said because of illness) in a public meeting demanded by his foes.

FOR COUNCIL

The contest in Ward I, as in the other areas of town, was a smaller version of the mayoralty contest. Former Councillor John D. MacMillan entered the fight against Lawrence McKarcher, a MacDougall man. Mr. MacMillan had been a member of that 1898 Council already mentioned. Editor Fraser questioned Mr. MacMillan's prudence by recalling how he once became intoxicated "to prove that the widow's beer was charged with an illegal quantity of alcohol."

Ward II voters had to choose between incumbent Councillor W. H. Glendenning and Dr. John McKay. Glendenning was second in Editor Fraser's esteem only to Mayor MacDougall. On the other hand, Fraser labeled Dr. McKay as a "stool pigeon", being lured into the contest to lend respectability to Dr. Wright's campaign.

Over in Ward III, Thomas Arthur was unopposed but the *Eastern Chronicle* was not disturbed. Mr. Arthur was an ally of Mayor MacDougall.

An unusual aspect in the 1907 election was the fact that the three sitting councillors not required to run for re-election that year were also drawn into the fray. Ward II member, Charles E. Wadden, Chairman of the Water Works, felt obliged to defend his activities from attack by publishing a statement which questioned the spending of \$40,000 by his predecessors.

Then, of course, Editor Fraser, sitting member for Ward III, was issuing a steady flow of facts, questions, charges, abuse, and even some advice to himself to "stand up for what belongs to his own people (in Ward III)."

THE RESULTS AND AFTER

Before Election Day, Editor Fraser moaned: "Oh, if the soreheads get the upper hand at this contest, what a time there will be grinding the many axes. Lord help those who turn the crank. Will the Town Treasury be the grindstone which the taxpayer must keep twirling? Fie!"

However, when the votes were counted, Fraser exulted: "High Street may be the Murray Hill of New Glasgow and may set the fashion but it can't win elections."

Mayor MacDougall won a third term with a substantial 184 vote majority. His allies in all wards won comfortably while his staunch supporter, Fraser, proclaimed: "It was a people's victory, a victory for law and order that does credit to the town."

How ironical that just one year later, in February 1908, after all of the preceding invective and fuss, the voters threw out Mayor MacDougall and two of his councillors. In fact, Editor Fraser even failed to win personal renomination at his own ward meeting, his place going to George White.

Mayor MacDougall's defeat at the hands of Arch McColl was noted in the Halifax *Morning Chronicle* with the comment that the "vote was a personal tribute to Mr. McColl who . . . made no attempt to canvass." The *Eastern Chronicle* grumped that McColl scarcely needed to canvass, having the support of both Liberals and Tories, "reinforced by all of Mr. McColl's relatives."

Editor Fraser had become an outsider in town affairs and didn't like it. It must have been pleasant revenge for him when he was renominated for Council in 1909. These were his words:

When the news arrived at the Town Office that Ward III had selected James A. Fraser as a candidate for Councillor, consternation reigned, faces were blanched, and there was a scurrying back and forth to find a way to keep him out.

The Hall failed! Fraser went in. Moreover, by 1913, being a veteran of four terms on Council, Fraser was elected mayor of the town. He served for two one-year terms. (His successor in the Ward III Council seat was J. B. Johnson, a man about whom Fraser had written during the stormy 1907 campaign: "... we gather the impression that he went up to Max Pullman with the pneumatic wheels in his head and Max pumped them full of hot air.")

Never again elected to public office, Fraser did make one try. It was in 1926 when he was 85 years of age! As the Liberal candidate, he failed to win the Pictou County seat in the House of Commons.

That same year—1926—the year of New Glasgow's Golden Anniversary, the mayor's term was extended to two years like those of councillors had been since incorporation. Although acclamation had brought to local office a variety of talents and personalities, the first 50 years had had their moments of true political excitement. "Peanut politics" was how Editor James A. Fraser often described the home situation but he was one of the many who made town affairs more lively through wit, interest, and vitality.

Letters of Norman Wade

by LEONE B. COUSINS

AUTHOR'S NOTE

When I first read the letters of NORMAN WADE, I was fascinated. I read them a second time. I was interested in the philosophy of a youth of a century ago. I pondered over the heart and mind of this country boy, whose letters revealed such devotion to family and friends, though many miles from home. I admired his evident respect for his parents, his love for his brothers and sisters, particularly for Fletcher, the baby of the large family. I was moved by his fierce loyalty to the Cause he was defending, as he declared, 'with my sword'.

These noble sentiments seem foreign to today's youth, and since rare, doubly admirable. It occurred to me that others would find Norman's letters as interesting as I did.

The letters belong to my friends, Fletcher Bath Wade Mills, Kingston, a native of Granville Ferry. He is currently engaged in researching material for a History of the Ferry, and also an extensive Geneology of the Mills family.

Norman's letters came to Fletcher through his maternal grandmother, Catherine (Wade) Roney, who was Norman's younger sister, and thus Fletcher Mills is a grand-nephew of Norman Wade.

After reading the letters for the second time, I remarked to Fletcher, "These letters should be published". "Well, go ahead and published them", he replied. I promptly 'borrowed' the letters and summoned my family. They each read the letters independently; the consensus of opinion was "fascinating". I then resolved to 'go ahead'. Fletcher's wife, Muriel, ran off a couple of copies, and I began the research with enthusiasm.

I got family background from Chester Wade, 87 years, living in Centrelea, the oldest living nephew of Norman. His father, who had lived in the old family home at Wadeville was John, a younger brother of Norman; Chester and his wife, Hester have recently completed the history of the Wade family after 10 years of research and hard work.

The NATIONAL ARCHIVES AND RECORDS SERVICE, WASHINGTON, D.C. furnished a photostatic copy of the Log of Norman's ship, the U.S.S. "YOUNG ROVER", for Sept. 14 to 16, incl., 1862, which covered the days of Norman's accident, death and burial. There was no information to be had from Tallahassee Records Office, where I had hoped to find an official confirmation of the location of Norman's grave. This is not surprising since this was enemy territory for the Northern ship, and no account of his burial would be likely to be recorded there. The area off St. Mark's Light, including several islands, is now designated WILD LIFE REFUGE, according to my tourist map of Florida.

Muriel and I visited the family plot in Wadeville Cemetery where Norman's name is recorded on the family stone. Also recorded the name of Uncle Joseph, who died in 1887, age 101

years. I still wonder if he got the oranges, to which Norman referred in his letters.

We visited "Wade House" in Bridgewater, N.S., which was the former home of the young brother Fletcher Bath Wade, after he grew up and became a distinguished son of Nova Scotia, a Q.C., and M.P.

I was also in correspondence with the curator of another "Wade House", in Greenbush, Wisconsin, where a branch of the Wade family had settled in Colonial days.

Altogether, I thoroughly enjoyed the work of researching the family background before the publication of Norman's letters. It is my sincere hope that the Reader may find them as interesting as I have.

INTRODUCTION

On a bright day in late winter, in the year 1859, young Norman Wade parted from his family and friends at Granville Ferry, Annapolis County, Nova Scotia, and set out to seek his fortune.

In those days the sea beckoned, offering travel and adventure, and appealed strongly to a farm boy with a family history tied to the sea and the land.

Nova Scotia built proud vessels, engaged in trade and commerce all over the world. Many were built at Granville Ferry and across the river at Annapolis Royal. Nearly every family in the Province was represented on some vessel sailing the Seven Seas.

So it was that Norman went to sea. He bade his brothers and sisters "Good-bye", boarded his ship, the brig *Cyrene*. Waving farewell again, he turned his face toward the Gap and the Bay of Fundy, the first lap of a long voyage. He looked

back at the little village lying on the north shore of the Annapolis River. A number of vessels were moored close to the shore on both sides of the river. Early wild fowl were feeding on the Great Belleisle Marsh to the east. Behind the village, and shielding it from the cold winds of the Bay, lay the line of blue hills, the North Mountain. Before him, to the West, was the Gut, (Digby Gap) the opening in the hills and the outlet from the Basin.

Norman took a last look, and went below to store his gear. His new life had begun.

He liked life on the sea, and was busy and happy. He was responsible and was given responsibility. Always he remembered his family and friends. Sometimes he was homesick. He wrote home often, affectionate letters, describing his new life and seeking news from his old.

These are his letters, lovingly preserved by Norman's family for more than a hundred years. Norman never saw his home again. His life was destined to end abruptly, far from home and loved ones. He was buried on a small Island off the coast of Florida.

The following inscription appears on the stone in the family lot in the Wadeville Cemetery at Granville Centre, Nova Scotia.

Norman, killed on board U.S.S.B.
"Young Rover" off Coast of Florida,
Sept. 14th, 1862, aged 24
child of Job and Mary Wade.

THE LETTERS OF NORMAN WADE

(copy)

MAY, 1859 to SEPTEMBER, 1862

Dear Father:-

I take this opportunity to let you know how I am getting along. I have enjoyed good health ever since I left home. We had very rough weather on the passage, meeting with a South wester in the Gulf. We were twenty seven days on the passage. We have been here¹ three weeks, and expect to leave in a fortnight for New York. I should like to see you all, but don't think I shall until fall.

As it is Sunday, they have had all the darkies out training, but such bad soldiers. Before the King was banished, he gave orders to execute three hundred of the rebels, but the English Consul protested against it, and drew ashore four hundred men which frightened five thousand of the native troops, but the Country is settled now. I should like to come home this winter to go to school. Capt. Bogart is a fine man and has used me well. He wants me to come out again but I don't think I shall this season. He puts some of them through about right. I should like to see Fletcher² and the boys and have them here among the oranges. I should like to know if Johnie Fishbones has made an appearance yet. The weather is very warm here, but there is sickness. The darkies are dancing a fandango³, and such a noise and kicking which they think wonderful.

I expect you are getting ready for planting, and would like to have Cuffie⁴ to hold the plough. I expect Joseph⁵ is getting ready to make bricks. You must excuse this letter, as paper is very scarce here. We stopped at *Turk's Island* and *Boyan*⁶ on the passage. Our cargo is logwood and coffee.

Give my love to all the folks. Tell Johnie⁷ to build all the houses in Granville this summer, for I want him to go with me

to California next spring. I had sharp practice for a green hand. We split our main topmast staysail into ribbons before we got clear of the gut.⁸ We had a wild night, one of our able seamen was afraid and hid himself. I was seasick, but very little as I only lost three meals.

I have no more to write, but will write when we get to New York.

I remain yours,
(Sgd.) Norman Wade.

P.S. May 2nd. Last night the Captain was taken sick and we thought he was going to die but he is better today. We have been working hard today putting the logwood on board, and I think we will get away much sooner than we expected.

1. Bahamas, West Indies
2. Youngest brother, age 7
3. lively Spanish dance in $\frac{3}{4}$ time, popular with the natives in the Indies
4. Bill Cuff, handy man, descendent of slaves who came with early settlers from New England Colonies
5. eldest son in the family; bricklayer in near-by Belleisle
6. belonging to Jamaica. Turks Island exports salt
7. a younger brother
8. Digby Gap, entrance to Bay of Fundy from Annapolis Basin

Detroit,
Dec. 1st, 1860.

Dear Parents:-

I take this opportunity of writing to let you know I am here and how I am getting along. I have not written before, but I have not had a chance to write with possibility of getting an answer for I have not been in one place long at a time.

When I left the brig *Cyrene*, I joined the ship *Manhattan* and being acquainted with the second mate, I got along first rate, while I was on her—after making the voyage to Liverpool in her, I joined the ship *Plutarch* bound for Haore in France, but it is useless to tell the different places I have been at. Having heard that wages were good in the lakes,¹ I came up here which indeed they were, for they are now paying as high as ninety dollars a month. Last week we had a terrible gale which swept over all the lakes. There were a great many lives lost and in fact I barely escaped myself. It is said that over six million dollars worth of property was destroyed in one night.

Times have been good here until after the Presidential Election. They have cried down the western banks which caused a great depression in the money market, and nothing is talked of here but secession and civil war. I should like to see you all, but I don't know exactly when I shall be home.

This winter I am going out into the wilds of Michigan hunting and trading for furs. I suppose Fletcher has got to be quite a lad, and John and Alfred² are beginning to have some notions of matrimony. Tell Joseph he must write and let me know how he is getting along. You must let me know if any of

the girls get married, and Annie³ must tell me if my old flames are waiting for me.

Give my respects to all the folks and tell Uncle Joseph⁴ I have not forgotten his oranges. Write as soon as you can and direct your letter to Detroit, Michigan.

Your son,
(Sgd.) Norman Wade.

1. Great Lakes
2. younger brothers
3. older sister
4. Norman's uncle, Joseph Wade, who lived to 101 years

Boston, Aug. 19th, 1861

Dear Parents:-

I take this opportunity of writing to you, and I hope this time to receive an answer, having never heard a word from home since I left until I met Daniel Covert¹ yesterday. Imagine my joy and sorrow at hearing from you all once more; joy that you and my brothers and sisters are alive and enjoying good health, and sorrow at the loss Joseph has sustained in the death of his beloved wife.² The blow must have been a hard one to him, poor fellow, but I trust he stands it with manly fortitude. Alas! she has gone, we trust, to a better world, but it will be long before her memory fades from our minds. Gunner Wade,³ I hear is dead. Little did I think to hear such sad news from home but I thank God that it is not worse. I believe you received the letter I wrote you from Detroit stating I was going on a hunting and trading excursion in the Wilds of Michigan. We went, and did very well the first trip, but so many of the western Banks smashing up it made money so scarce that it reduced the price of furs to nearly nothing, so I sold out and started

South. From Detroit I went to New Orleans, and from there out in Fiskas, but in Jefferson City⁴ I was attacked with the Red River fever. It was a long time doubtful whether I would ever recover, but my constitution, with the help of good Doctors, soon got better of the fever. I was obliged to go back to New Orleans again to get my health once more.

I thought I would take a voyage to sea and falling in with a mate I knew he offered me a third berth on board of the ship *Susan Hinks*, and sailed from there the last of March for Havre France, and from there we went to Sunderland⁵ and took freight and passengers for Boston, but came very near losing her in the English channel. We got ashore off *Deals*⁶ but the winds favoured us and we got off without much damage. I should like to see you all once more, and I think I would come home in the *Reliance*⁷ this time, but I have to go to Detroit to settle some business I have there.

Times are very dull here now, and the people are very much excited on account of the rebels⁸ gaining so much advantage. I wish you would write me all the news worth hearing; and give your letter in care of Daniel Covert, or the mate of the *Reliance*, for they will leave it where I can get it, or have it sent to me. Tell the girls⁹ they must write me a good long letter and let me know if any of them are married. Give my respects to enquiring friends.

Tell Uncle Joseph I will bring him those oranges I promised him yet, for if I don't come home this fall, I shall pay you a short visit in the Spring, so until then farewell.

I remain,
Your affectionate Son,
Norman Wade.

1. a friend from home, on the *Reliance*
2. Joseph's first wife, Lavinia Parker
3. a cousin
4. capital of Missouri
5. seaport on the north-east coast of England
6. Deal, on the east coast of England at the Strait of Dover
7. ship plying between Boston and the Basin
8. Southerners: Civil War boiling up
9. Norman's sisters

September 20th, 1861

Dear Parents:-

Again I snatch a few moments to write to you. I should have written before, but I waited thinking you would write.

Perhaps you will be surprised at the step I have taken now. You may consider me now as belonging to Uncle Sam for one year, Captain of the fore-castle and Captain of a gun on board the *U.S.S. Rover*. When I came back to Boston from Detroit, times were so dull I had a good mind to come home but falling in with an old friend who was going in the *Young Rover* and who got the billet for me which is not so bad as my pay is twenty-five dollars a month besides the prize money, and we have the finest craft under us that ever swam besides having a good crew and smart officers. She is about four hundred tons and mounts six guns, and I am confident our cause is a just one. We now lay in Hampton Road¹ for orders to sail which we expect to get every moment. We expect to go cruising after privateers² and I expect we will have some hot work for some

of them are larger and more heavily armed than we are. But if we fall in with them we will give them a pretty hot reception.

I wish you would write and direct your letter to the care of Mr. Cherry, Purchase Street, Boston. No more at present for our Captain³ has come on board and I have orders to see everything clear for weighing anchor. So good bye.

I remain your son,
Norman Wade.

P.S. Direct my letter to Mr. Cherry, Sailors Home, Purchase St. Boston, for all the boys that run to Boston know where it is and it will be forwarded to me directly.

1. a channel, Chesapeake Bay, southeastern Virginia
2. vessels trying to break through the blockage of the South
3. Captain Ira Studley, Master of U.S.S. Bargue "Young Rover"

U.S.S. Barque Young Rover
Nov. 26, 1861

Dear Father:-

Again I take an opportunity of writing to you, hoping that I may receive an answer for I have never received a letter from any of you yet. We are now blocking Wilmington¹ but had to go to Hampton Roads for repairs, and now we are here alone with the enemy on both sides of us, and I tell you we have to be on the alert so as not to be surprised in the night. A week today, a deserter came on board and reported they were filling up some small vessels to come down and surprise us in the night, but we are ready for them at anytime. Yesterday we took a prize valued at twenty thousand dollars. She ran from the opposite side of the bay,² thinking to fetch the river,³ but the second shot I fired from my gun brought her too.⁴ The gun that I fire we use for bringing vessels too altogether, and is our chief dependence. And a fine specimen it is, being one of the newly invented rifle cannon throwing a twenty two pound shell, and doing execution for miles. It seems that some of the people of Nova Scotia should sympathize with the Southerners. Several of them have been caught trying to *run the blockade*⁵ with arms and provisions for the rebels. Two days ago our division was called to quarters. A schooner was seen working in towards the mouth of the river. She was standing on beautifully when the Captain told me to pitch a shot across her course. The shot went skipping across her bows. He did not know what to make of it so he came about and stood on the other track, when we fired ahead of her again so she came too, and our first Lieutenant boarded her and she proved to be a schooner belonging to Lunenburg,⁶ Nova Scotia, cleared with fish and other articles from Halifax for Baltimore.⁷ The first Lieutenant examined his papers and told him he might proceed, but when he came on board and reported to the Captain he said no vessel was allowed to proceed up the Bay unless her papers were signed by the blockading fleet below, so I was obliged to fire

away at him once more and some of the officers had the joke on me for firing at my own countrymen. He came down under our stern and anchored, but the next morning our Captain, who is a fine man, let her go, and I tell you I was glad of it, and so was every man on board. She was a pretty little schooner called the *Native*⁸ and was owned by the Captain which he said was all he had. I expect everyday we will be called into active service. There is fighting around us everywhere now. I still hold my position as captain of the forecastle and have good times, good living and good officers. I should like to see you all, and I wish you would write and let me know how you are getting along. Tell Joseph he must write and let me know how he is getting along and if there will be any chance of doing anything if I come home next fall. You must excuse this letter for it was written in the cold and in a hurry for the steamer is expected to leave every moment.

Give my love to all the folks and please direct your letter to *U.S.S. Barque Young Rover*, in care of Commodore Hudson, Charleston Navy Yard, Mass.

I remain, your son,
Norman Wade

1. port in Northern Delaware, on the Delaware River
2. Chesapeake Bay
3. make access to the river (Delaware)
4. to hove her to or halt
5. many a Nova Scotia fortune is said to have been founded by running the blockade, with goods and guns for the South, regardless of sympathies
6. fishing port, south shore of N.S.
7. seaport in northern Maryland, on Chesapeake Bay—named for Lord Baltimore who, in colonial times, was proprietor of Maryland.
8. schooner from Lunenburg, N.S.

York River, Virginia,
Dec. 29th, 1861

Dear Sister:-

I received your letter dated October 20th, and very glad to hear from you, for I had almost given up over receiving any from you. It came on Christmas Day, and I tell you it was more acceptable than any Christmas present I could have received. I wrote to you when we first came on this station, but I don't know if you ever got it, not being able to get any postage stamps. We are now blockading York River, we lay in sight of Yorktown¹ and just got out of reach of the forts which place I expect we will attack before long being a very strong place. They have been throwing up batteries opposite us to drive us out of the river, but we manage to knock them about their ears as fast as they build them. We have not done much fighting yet, but I expect we will get a chance before long. We sometimes run up and try the range of our guns on the forts. One night last week six of us volunteered to go in a boat with the first Lieutenant to cut out a small vessel that we thought was running across the flats where we could neither go with our ship, or reach them with our guns. We had a hard chase after them and ran her ashore, but returning again to our ship we fell in with another schooner that had got in by our ship before they could bring their guns to bear on her on account of the darkness. We gave chase to her and were aboard of her before they knew where they were. They were pretty well manned, but after a short fight they thought it best to surrender. You write me that Joseph had gone to Newfoundland.² Tell him he must write when he gets back and let me know how he is getting along. I have a friend³ on board that belongs there, and a fine young fellow he is. There are several young men that belong to the Provinces⁴ on board here.

I expect you will hear of us joining one of the expeditions South before long. You think that the times look black for the

north, but you must admit that the north has merely been playing with them, but now they have it necessary to take decisive measures, they will soon bring the rebels to terms, without some other power interferes. Some reports state that England has talked of raising the blockade,⁵ but if they do I shall always regard her as an *ambitious, usurping power*⁶ for it cannot be through any love between the two parties, for in my travels through the Southern States I have always experienced the most intolerable hatred not only to England, but all British subjects. A truce to politics. Wish you would write as often as possible and direct your letter to me on board the *U.S.S. Barque* to the Care of Navy Department, Washington. Tell Nellie⁷ I am very much obliged to her for her letter. I think that must have been a dry old match she told me about.

Give my love to Father and Mother, and tell them that I will be home next winter. I should like to see Fletcher and the rest of the boys. They must take good care of Flora⁸ for I want to have some sleigh rides next winter. Try and write good long letters for it is a great pleasure for me to read them.

I am glad to hear that they are finding gold so plentiful⁹ as it will be a great help to the Country for I assure you that no place lies so near my heart as old Nova Scotia. Write as often as you can. I think you will hear from us before long as we will lay idle here¹⁰ much longer. No more at present.

Your brother,
Norman Wade.

P.S. When I commenced this letter I thought to be able to get some postage stamps but as there is not one on board the ship I shall have to send it without and trust to its reaching you.

January 1st, 1862

As I did not send my letter when I expected I have opened it to fill it up for I have nothing else to do but read and write letters, and I hope in return you will send me a good long letter.

I am pretty certain we will attack this place before long, and if we do, I hope that after the battle I may give you a full account of it for I expect it will be a pretty hard struggle if we take it. I was glad to hear by the papers we got yesterday that England and the States have come to terms on the Slidell and Masen case, for if a war should break out between these two Countries there is no telling where it would end, as it is bad enough now. When you write let me know what the general feeling is in the Provinces, and how political matters stand at home. I suppose the Gold digging has raised quite an excitement and I hope they may turn out well for I shall be home next fall if I am alive and well. Give my love to James Wade¹¹ and tell him he must write, but I expect he is married before now.

I suppose you are all having a fine time today, and although I cannot help wishing myself among you yet in the excitement of the times here one has not much time for sad thoughts. Give my respects to William Wade,¹² tell him I should like to hear what he is at and that he must write.

Farewell at present for my friend¹³ would like to write a few lines.

Yours truly,
Norman Wade.

1. in S.E. Virginia/ . . . scene of a battle (1781) in the American Revolution, when Washington forced the surrender of Cornwallis
2. island at the entrance of the Gulf of St. Lawrence a British Colony in 1861
3. John Leroache
4. Nova Scotia, New Brunswick, etc., before Confederation
5. thus assisting the Rebels of the South
6. Norman's great-grandfather, Captain Jonathan Wade, fought for the English at Louisbourg and Quebec, although he lived in Massachusetts at that time
7. younger sister Ellen
8. the family mare
9. gold had been found at Molega, near Bridgewater, brother Alfred was later, manager of Molega Mines
10. Yorktown
11. 12. Wade cousins of Norman
13. John Leroach

Jan. 1st, 1862

Dear Friends Unknown:-

Excuse me for taking the liberty of writing these few lines to you. I am very glad to inform you that for these last nine months I became a companion of Norman's, and expect to be for nine months more. Both of us were going home this last time in Boston, but as we got a very good chance, we perceived we could not better ourselves, as for each of us we have never had better times. He is Captain of the forecastle and I am Captain's coxswain. But a better chum I never had, he is liked by men and Captain. Both of us are going home next fall if God spares our health. Remember me to Joseph. Tell him I hope he had a good time of it in my home¹. I remain your friend.

John Roach

1. Joseph visited Roach's home while on a trip to Newfoundland

Dear Sister:-

It has gone six bells tonight as I sit down to write you these few lines. The watch is keeping a sharp lookout for the enemy, for the last few days have been of unusual excitement to us. On the 8th¹ we heard heavy firing in the direction of *Newport News and Fort Munro*² which proved to be the frigate *Merrimac* that the Rebels have converted into an infernal machine. She came down and attacked the frigates *Congress* and *Cumberland*³ that lay off Newport News, running into the latter and sinking her immediately, then attacking the *Congress* whose guns they silenced about sundown. The frigates *Minnesota* and *Roanoke*⁴ and a floating battery went to their relief, but the *Roanoke* got aground before she got half way there and the news we got was that the *Merrimac*⁵ with six other gun boats, were engaged with the battery and *Minnesota* and that the latter was aground and fighting at a great disadvantage. But this evening we hear that the *Minnesota* had been abandoned and blown up last night and that the *Merrimac* had returned to *Norfolk*,⁶ it was supposed for repairs. She is iron clad and appears to be perfectly ball proof with a machine fixed to her bow for running into vessels and sinking them immediately. We are expecting a dispatch every hour to call us to the scene of action, or that the rebel gunboats up the river, emboldened by this success, will attack us as we are here all alone. We are pretty sure of a hard fight before twenty four hours, and how it will terminate we leave to the God of Battles to decide. One thing is certain, that we will not give in to the hand of an unprincipled foe until the last extremity. Our gallant little barque has born us through so many storms when other vessels were foundering all around us. But enough of war for now. I have received the two letters you wrote me, and was glad to hear that you are all getting along. I hope the measles did not go hard with Fletcher, tell him I thank him for his kind letter. You tell me *Mary Libby*⁷ is married but you did not tell the name of

the lucky man. All I have to say is it would not have been well for him if I had been home. And so old Stephen and Cynthia⁸ have made a splice of it at last. Cynthia has triumphed over the widow and they got the start of Sam and Mary Ann.⁹ Surely the course of true love never runs smooth. I should like to see Annie's shaugh,¹⁰ try and hook his likeness and sent it to me so that I can see what he looks like. Give my love to Father and Mother. I should like to see you all. Tell Uncle Josie I have not forgotten his oranges. Tell Jane¹¹ I cannot comply with her request to send my likeness this time for I cannot get it taken. But you must all write as often as you can. You must excuse this letter for I am in a hurry to get it off in the Baltimore mail boat in the morning, and as it has gone eight bells I will write no more.

Your Brother,
Norman Wade.

1. April 8, 1862
2. city and Naval Base, mouth of James River, Virginia
3. Northern ships
4. Northern ships
5. Southern gunboat
6. seaport in S.E. Virginia on Hampton Roads
7. a cousin, Mary Elizabeth, married John Condon
8. Stephen Bent married Cynthia Wade, another cousin
9. cousin Sam Wade married Miss Barnaby, of Digby
10. sister, married Henry Allan
11. Younger sister of Norman

Young Rover,
April 29th, 1862

Dear Parents:-

Again I take my pen in hand to write to you. I should have written before but we expected to be off on some other station, and I thought it best to wait so if there was any need you might alter your directions. I think I have received all the letters you have written except the answer to my last, and that I expect to get when we get in Hampton Roads. The last time I wrote to you was after the taking of the Roanoke Island and the fight with the Merrimac. That was a hard fight and proved the superiority of iron clad vessels of war over our wooden ones. The Monitor¹ is a trump. I was on board of her after the engagement. The impression that the Merrimac's 100 pound shot made on her was about as deep as a common plate.

Out of our crew who were transferred to the Congress twenty were killed. Among them was a young man belonging to Yarmouth, N.S., his name was P. Shene. We were blockading the Rappahannock River until the twentieth of this month when we were reinforced by five gunboats, and proceeded up the river. Nothing can exceed the beautiful scenery of this river. The air was fragrant with the perfume of the fruit trees, and the flowers of which in some instances the banks were literally covered. But on going ashore it could not fail to give anyone a just idea of the ravages of war. Planters houses, or as we may say Castles with their little villages of negro huts are deserted and all is going to waste and ruin.

We went on up and met with no resistance until we got about within 30 miles off Fredericksburg² when they opened fire on us from some masked batteries, but a few 6 pound shells soon gave them an idea of leaving some of our light vessels, went up to Fredericksburg which the rebels evacuated burning 25 schooners and 4 steamers. But on coming down we captur-

ed 2 steamers, 5 schooners, the steamers they had rigged into gun boats to attack the blockade. Having received orders to scour the Taauktank River and bring all the vessels out of it so that they could not run with stores to Yorktown. As I have been on several of these expeditions, and it is generally sharp practice, I will give you a sketch of this one; We started away from the ship at daylight in the morning, and was towed to the mouth of the river where we were joined by two more boats making in all about fifty men. We stopped at several places where they told us they were all union men, but on going a little farther up we found two vessels, and put men on board of them to work them down while we went on up the river, but as soon as we were out of sight they fired upon them from behind the trees harassing them to the mouth of the river. We went up forty miles and landed where we were attacked by a body of cavalry, but our sharp rifles and colt revolvers soon put them to flight. They seem to have a perfect terror of blue jackets³ generally. We found more vessels, but it was too late to get them down so we started for our ship again. Coming down, our boat got behind the rest, and as we were rounding a point in a narrow part of the river, we were attacked from both sides. We were obliged to take to the bottom of the boat and use our rifles, which we did with such quickness and such precision that they soon found that they had *caught a tartar*.⁴ When we were down to the mouth of the river we found the Commodore of the Flotilla⁵ for us. We were ordered to go on board of our ship and fit our boats and to take three days rations, and go up the next day and retaliate—but the next morning orders came to go to Hampton Roads to get coal and water and proceed to Key West.⁶ As we are now almost in, I must go and see if the anchors are clear for coming to. So good bye at present.

Your son
Norman Wade.

1. Northern vessel
 2. a small city in northeastern Virginia later, the scene of a battle in the Civil War, when Confederate troops under Lee defeated Union forces led by Burnside
 3. sailors of fighting ships
 4. common expression meaning—got more than one bargained for
 5. a small fleet
 6. the westernmost island in the Florida Keys
-

U.S.S. Young Rover, Off St. Marks Flow, Sept. 16th, 1862
Miss Wade:-

It becomes my painful duty to inform you of the death of your Brother Norman. He was killed by falling from aloft¹ on the 14th, and although he lived until quarter past eleven that night, he did not have his senses. Everything was done that could be, but without success. His injuries were so severe that all that could be done was to hope that his senses might come to him long enough to send word home to you all. He was buried on an island² near the shore by my request, and I have just returned from his grave. By his death you have lost a noble brother, and I my best friend, and cherished shipmate. But He who rules the Heavens and the earth has seen fit to throw your family into affliction. He can heal all our sorrows and I trust that I shall some day meet him in a world that is free from sin. We had laid our plans to come home together, and as our time was out we were expecting to be sent home every day. But God has in His Infinite mercy seen fit to mar our hopes and I must not repine. I shall probably be going home in six weeks, and I shall call on you if possible. I should like to hear from you when I get to Boston. Please direct to John Leroach, care of William Taylor, 357 Hanover Street, Boston, Mass. I have all his letters in my possession and will bring or send them to you. In regard to his pay, it can be got at Washington, and I suppose that his number will be of use to you in getting it. It was number 1 on the ships books.

Yours truly,
John Leroach

As God in his wisdom and goodness has seen fit to take from our little circle our friend and dearly loved shipmate Norman Wade, who was endeared to use by his many noble and generous qualities, we feel a void in our hearts that can never be replaced, and we do hereby tender our heartfelt sympathies to his bereaved family and friends, trusting that our Heavenly Father will in his great and loving kindness sustain you in this, the great hour of your affliction.

Yours with respect,

Henry Watson,
J. H. Parker
William D. Keen,
Walter Chadwick
Peter Cunningham
Alfred A. Arrington

Frank Wyman
William F. Brown,
John Page
Andrew Miller
Edward Melovey
William H. Osgood

David Lee
L. R. Clapp,
Committee in behalf of the Crew.

P.S. I should have sent this to his Father, but did not know his direction. The following is on his headstone.

NORMAN WADE

Granville, N.S.

Died on board of U.S. Steamer, Sept. 14th/62

Aged 25.

1. up the mast
2. likely Gum Island off St. Mark's Light, due south of Tallahassee, which has the same Longitude as that of the Barque "YOUNG ROVER", on the day of Norman's accident; the area is now a Wild Life Sanctuary

THE FAMILY OF NORMAN WADE

The Wade family lived in Granville, on the original grant of the ancestor, Captain Jonathan Wade, Norman's great grandfather. Captain Wade, while living in Ipswich, Mass., had raised a company of troops to aid in the siege and capture of Louisbourg. After Louisbourg fell to the British, Captain Jonathan took his company to Quebec and fought in the battle on the Plains of Abraham, in 1759.

From Halifax, he came to the Township of Granville with his wife and family, in 1761, and settled on lot No. 76. His descendants live on that land to this day. The Captain's sword is still treasured by the family.

Calnek's History of Annapolis County has this to say of Captain Jonathan Wade: 'he has respectable and worthy descendants in almost every honourable industrial pursuit, and in all the professions'.

A great grand-son, John Chipman Wade, represented Digby County in the Provincial House for many years, during four of which, he occupied the Speaker's Chair. After Confederation he was a member of the Dominion Parliament.

Captain John had four sons and one daughter. His second son, Sylvanus was the father of five sons and one daughter. Job, the youngest son was the father of Norman Wade, the writer of these letters.

Norman was the fourth in a family of ten. As was, and still is, the custom, the older brothers set out on their own, as the younger boys grew up and could take their turn on the farm. So, when Norman was 21, his turn came. Joseph, the eldest, was to stay on the farm. The older sisters, Hanna Oliva, and Annie Elizabeth helped their mother with the spinning,

weaving, knitting, candle and soap-making, and the thousand and one tasks about the farm home of a large family. Eventually the older girls married and went to homes of their own, and the younger sisters took their place.

Norman was the first to leave the family home. There were six younger than he; Jane 19, Catherine 17, Ellen 15, three young brothers, John Wesley, George *Alfred*, and Fletcher Bath just seven in 1859, when Norman went away.

Life in the Wade family went on, while Norman was at sea. Two sisters and the cousins married. Joseph married, and the family grieved with him when his young wife died. Norman longed for news of all the family activities at home. He wrote long letters, urging the family to reply. Mail was slow and uncertain at sea. After an absence of nearly four years, the family received word of his death.

Catherine married John Roney. The boys grew up and married. John stayed on the farm, after Joseph left. After the discovery of gold in 1861, Alfred became interested in mining, and later was Manager of the Molega Gold Mines in Queens County. The youngest, Fletcher Bath Wade became a Barrister, and was the most successful of the brothers. He settled in Bridgewater, N.S., was a Q.C., and a member of the Federal Parliament in the nineties. F. B. was also Managing-Director of a Railway Company which constructed a line from Bridgewater to Middleton, and later extended it to the Gap to haul the ore from the Torbrook Iron Mines to the vessels lying at the Gut. In 1901, this little Port was named Port Wade in Fletcher's honour. F. B. Wade died suddenly in Ottawa, of Spinal Meningitis, aged 53.

When sister Catherine's daughter, Agnes, was married to Herbert Francis Mills, in 1896, her wedding ring was made of Nova Scotia gold from Uncle Alfred's Molega Mine. Later

Agnes named her only son for her youngest uncle, Fletcher Bath Wade (Mills), and today the little gold band is one of Fletcher's treasured keepsakes.

Young Norman's letters were passed to Fletcher Mills by his grandmother, Catherine Wade Roney, Norman's younger sister. F. B. Wade had copies made for members of the family in 1895. The letters have thus been cherished by the family, since they were written over a hundred years ago.

Norman's Uncle Joseph mentioned in the letters achieved distinction in a different way. He lived to the good old age of 101 years. On his hundredth Birthday, the Wade family gathered to do honor to "Uncle Josie". More than a hundred relatives paid their respects at the party, in Granville. Dignitaries of church and state were present. F. B. Wade, Q.C., M.P., prepared the address, a review of the growth of the country during the lifetime of the venerable uncle. A century which covered the Battle of Waterloo; the Siege of Louisbourg; the Fall of Quebec; the American Civil War; and Confederation. Uncle Joseph was presented with a beautiful chair in black Walnut upholstered in red silk velvet plush, and bearing a silver plate inscribed:

1786 APRIL 23, 1886
PRESENTED TO JOSEPH WADE
BY HIS NEPHEWS AND NIECES
IN COMMEMORATION OF HIS
ONE HUNDREDTH BIRTHDAY

Now in 1973, the oldest living nephew of Norman is Chester Allan Wade, a son of John, who lives at Tupperville Nova Scotia, aged 87. His wife, Hester, is 85. Both are active and well. Only three years ago, they completed a history of the Wade family, a copy of which is in the Provincial Archives, Dalhousie Campus.

ADDITIONAL INTERESTING ITEMS OF THE WADE FAMILY

The former residence of Norman's youngest brother, Fletcher Bath Wade, Q.C., M.P., in Bridgewater, Nova Scotia, has been renovated, and with a colonial decor, is now licensed as a Club and Restaurant, "WADE HOUSE".

Some members of the Wade family remained in the "American" Colonies, others went to Ontario.

In Wisconsin, U.S.A. the "Old Wade House", preserved in a State National Park, was built by Sylvanus Wade, a son of Nicholas Wade, and was originally an Inn. This branch of the family originally settled in Massachusetts.

The Wade's in Ontario date from the United Empire Loyalists. There is a small village in Ontario named "Wade".

The address which had been prepared by nephew Fletcher Bath Wade for the centenary celebration of Uncle Joseph in 1886 was read by Fletcher's brother. Fletcher and his wife en route to Granville, were intercepted by a telegram. Their small son was dangerously ill. They hurriedly returned to Bridgewater, but the only son had passed away.

F. B. Wade's daughter, Leda, married Lt. Garnet of the British Army, and later resided in England. Her son named Fletcher Bath Wade—Garnet, became a priest of the Church of England, when last heard from in 1962, was in Rome.

Copies of the letters and poems by relatives and friends were read at the Birthday Party, with F. B.'s address, are in Chester Wade's History of the Wade Family. It also contains a copy of a picture of Uncle Joseph taken on that occasion, his hundredth birthday.

Captain Jonathan Wade's youthful apprentice, Samuel Bent, accompanied him at the siege of Louisbourg, and the

Fall of Quebec. When the British ensign was about to be raised, there was no staff, so young Bent cut a tall fir tree while his companions dug a hole. The flagpole was set, then it was discovered they had neglected to reeve the lanyard. The youth climbed the pole after others had failed in the attempt, with the line in his teeth, he thus earned the honour of raising the British flag over Quebec.

Captain John gave his apprentice a portion of his grant near the North Mountain. Bent descendants live on the site to this day, and the handsaw used to cut the fir tree at Quebec, is one of their cherished possessions.

ACKNOWLEDGEMENTS

During my search for official information concerning the death of Norman Wade on the USS *YOUNG ROVER*, and the place of burial, when preparing this article, I wrote to various Departments of the U.S. Federal and State Governments. I found them all most co-operative and helpful. I should like to acknowledge this interest and co-operation with special thanks to:

General Services, National Archives and
Records Service, Washington, D.C.

Navy Department, Director, Naval Historical Centre,
Washington Navy Yard, Washington, D.C.

Department of the Navy, Office of Information,
Washington, D.C.

Secretary of State, Department of State,
The Capitol, Tallahassee, Florida

National Park Service,
Tallahassee, Florida

Florida Board of Archives and History,
Tallahassee, Florida

Was There Never a Garden?

by MARIETTA SILVER

The Garden of Eden was there before Man was created. The Hanging Gardens of Babylon (638 B.C.) became one of the Seven Wonders of the World. Napoleon's Josephine took such great interest in developing acres of rose gardens at Malmaison that she sent gardeners all over the French Empire and beyond for new plants, especially new varieties of roses. During the Napoleonic wars plant collections were so respected that many shipments safely reached their destination despite the naval battles. Probably the most important Burbon surviving in contemporary gardens is Souvenir de la Malmaison (hybridized in this garden), a lovely commemoration of the garden established by Josephine.

Gardening is part of man's struggle for survival. In Britain gardening began with the Roman conquest, 300 B.C. When in the fifth century the Romans abandoned Britain gardening fell into decay. In time with the spread of Christianity and the establishment of monasteries, the monks revived the art, growing for the most part vegetables and medicinal herbs for their health's sake. During the reign of Elizabeth I some of the persecuted European Protestants who took refuge in Britain

brought with them many new ideas from France, Italy and Holland. The first known garden book, *The Feat of Gardening* by Jon Gardiner, appeared about the middle of the fifteenth century.

It would seem that doctors as late as a century ago relied heavily on herbs and other plants because very little medicine was available. The early settlers in this country knew that certain plants eased their pains and cured a sickness. It was this need—to know which plants helped or cured them—which led to the first books on botany written in Nova Scotia, not to classify plants as of today but to describe them and tell about their particular medicinal qualities. Much of this information is found in old diaries. In 1790 Simeon Perkins wrote in his diary that when his little daughter was ill the doctor ordered that she be plunged into cold water for fever. Another patient was treated with some balm and hissop tea or barley water as a drink. For a swelling in the face fomentation of camomile or elder flowers in a little spirits was used.

Tansy tea was used extensively in Nova Scotia as a spring tonic and for intestinal disorders. A liniment was also made of it for sprains and bruises. "Indeed it is said that a large proportion of Absorbine Junior is steeped tansy". Tansy leaves soaked in buttermilk was thought to be good for the complexion. Some used powdered tansy to keep ants out of the house. Other spring tonics were sulphur and molasses, steeped cherry bark, elderberry wine and burdock bitters. Marc Lescarbot and John Wesley recommended ground ivy as a cure for dysentery and lunacy.

Many *Old Settlers' Remedies* may be found in a book by that name written by Marion Robertson of Shelburne, N.S.

Through the centuries gardens have been cherished by those who cultivate them as well as by those who see them in

passing by. More than a century ago there was a garden at the foot of Green Hill in Pictou County, N.S., made by a farmer, Thomas A. Macdonald, who was a man of creative genius and imagination. First there had to be water for his house and barn, so on a Sunday afternoon while walking at the foot of the hill he stopped to consider a small stream making its way obliquely down to the valley below. By damming this stream water could be brought to the farm by gravitation if piping could be procured. There was no piping to be found in the Province so he simply sent to Scotland for it.

This dream became a reality and so changed the whole tone of the farm. In addition to the utilitarian use of the water he turned his hand to rural beautification. Across the lawn from the large colonial house he created a small lake with an island in the centre on which he built a lattice-work summer house reached by a bridge with sides built up with twisted young saplings. To add further interest he stocked the lake with carp which he had brought in from the United States. Shade trees of cedar and Balm O'Gilead were planted, and flowers in abundance.

On the farm he had an orchard of more than three hundred trees, mostly apple although there were some plums and pears. He was a contemporary of Luther Burbank from whom he probably got the idea of grafting. This he did so successfully that he grew one tree producing five varieties of apples.

The year 1967 was the centennial not only of Confederation but of the Halifax Public Gardens. In 1841 there was formed in Halifax a Horticultural Society which group chose to beautify a part of the old South Common facing on Spring Garden Road. In time the members of this Society found themselves heavily in debt and in 1874 they sold the gardens to the city for \$15,000. This, with the area about Griffin's Pond, acquired in 1867, made what is now the Public Gardens. Two

thousand trees were planted along the central walk and the Sackville and Summer Street sides of the Gardens. Croquet and archery and later a tennis court—the first in Canada—were laid out in a playground at the north-east end. The band stand was built in 1887 from which concerts have been enjoyed ever since. Chief Justice Sir William Young presented the Gardens with statues of Cerce, goddess of autumn; Flora, goddess of flowers; and Diana at the bath. Benches were placed where visitors might rest and view the dancing of hundreds of couples to the music of Buchanan's orchestra. Such was the gay life in Halifax more than one hundred years ago.

Another garden, much smaller, was called the Governor's Garden beside Spring Garden Road. Here, after the Mic Mac Chief signed the Peace Treaty, he "buried the hatchet on behalf of himself and his whole tribe in token of their having made a peace which should never be broken". The ceremony attended by Government officials, soldiers, sailors and town-folk. The hatchet was buried in a small plot among the flowers on a warm July day in 1759, and the peace, as promised, has never been broken. Thomas Raddall, in *Halifax Warden of the North*, writes: "Fittingly, the stone County Courthouse now stands beside the spot, a symbol of peace and the rule of law". (This courthouse has now been replaced by a new building on another site.)

A visit to the Uniacke House reveals very little of the original gardens except a bit of statuary—a serpent twined about a column at the top of which is a cross symbolizing the triumph of Christianity over paganism. These grounds would make a beautiful site for the restoration of an old colonial garden.

Edward, Duke of Kent, when stationed in Halifax built a large Corinthian mansion facing the Commons with a stretch of well-kept gardens on the slope to Cogswell Street. The entrance to the drive was lighted by two ornate copper lanterns which

later became the property of Abraham Gesner, a native of Nova Scotia who was the inventor of kerosene. This mansion proved to be too noisy and public for Edward's lady, Julie St. Laurent, so he decided to move to a more secluded spot on the shores of Bedford Basin where he built a unique dwelling in Italian style. His soldiers cleared the underground and made a wide natural park with gravel paths and rides, laid out to spell the name "Julie". A small brook led down the hill in a series of water falls to an artificial pond made in the shape of a heart. In these grounds were placed lattice-work summer houses with pagoda roofs. Tiny bells and dangling pieces of glass (wind bells) trembled musically in the breezes off the Bedford Basin. At the Basin's edge was built a music room where concerts were held on gay occasions. This small building still stands.

In the early nineteenth century Halifax residents were diligent gardeners. Flowers, vegetables and fruit trees grew in back yards and even behind some shops. About this time John Young, a Scotsman, began to write a newspaper column on the better cultivation of the bare and rocky soil of the area. These articles were signed "Agricola" and were read with such wide interest that Agricola Street today reminds us of the age of intensive gardening.

About mid-nineteenth century William Charles Archibald, consulting Landscape Architect, had nurseries in Wolfville which he called the Earnscliffe Gardens. (Wolfville has its Earnscliffe Avenue) He wrote several pamphlets in one of which he said: "Trees, shrubs and hedges are the flesh, raiment and adornment that cover and beautify the bones and framework of our streets, lawns, squares and homes. Flowers give the complexion, accentuate the colour and impart expression."

The Wolfville Garden Club (1923), the first in Nova Scotia, began the beautification of the Post Office grounds by

planting trees between it and an unsightly building (since demolished) and by planting a flower garden at the back of the Post Office. When this work became too extensive for the Club women to manage they urged the Federal Government to continue and expand until this became the most beautiful of any Post Office garden in the Province. Unfortunately in 1971 the beautiful stone building was replaced by a plain structure set back from the street standing on the ground where this beautiful riot of color, to local and tourist visitors, had given so much pleasure.

The early colonial gardens in Nova Scotia (1850-1900) enclosed by rude fences were very simple. Almost always they were made up of fruit trees, vegetables and medicinal herbs interspersed with flowering plants.

I am indebted to Mrs. Marion (Moore) Stevens and to Mrs. J. D. N. (Dorothy) Macdonald for the following locations of some of the flowers from old colonial gardens in Nova Scotia:

White Rose At Col. Laurie's home at Oakfield, came from Gorsebrook, home of privateer owner and commercial pioneer, Enos Collins.

Honeysuckle Also at Oakfield came from *The Bower*, country home of Sir Brenton Haliburton, protege of the Duke of Kent, and father of Mrs. Enos Collins.

Seedum Campanula From the garden of Bishop Inglis near Aylesford, the grandfather of Mrs. Collins. He was keenly interested in Horticulture and was mainly responsible for the Bishop Pippin apple.

Bonnie Prince Charlie's Rose A slip grew in the garden of the late Premier Angus L. Macdonald.

Golden Spray At Prince's Lodge, originally in the Duke of Kent's garden there.

Heather Point Pleasant Park, believed to have seeded itself from bedding of soldiers stationed there who had recently come from the Scottish Highlands. In Pictou there is a heather plot which is known to have been started by Scottish pioneers.

Daphne In old Acadian gardens at Tatamagouche.

French Lilies Along the Mira River in Cape Breton.

Turk's Cap Lilies At Grand Pre, brought by the Acadians.

Rosa Rugosa Also from Grand Pre, brought from Normandy.

Solomon's Seal In Bedford, but originally from the garden of a noted pioneer botanist, Titus Smith, who provided plants for early Halifax Public Gardens.

Ivy From Martin Luther's grave, brought to Lunenburg by early German settlers.

Mandrake, Loyalist Rose In Loyalist gardens at Shelburne.

Old Ladies' Mantle In Pre-Loyalist gardens at Barrington.

Lupin Brought to Yarmouth from California when a native son returned from prospecting during the gold rush.

Rowan At Kempt Shore near Windsor originally brought there by a Scottish bride to protect her from witches.

Rhododendron In Tatamagouche, brought across the sea in a handkerchief by a Scottish bride.

Ajuga Brought from Ireland hidden in the hat of an early gardener of the Halifax Public Gardens and still growing there.

There are relics of colonial gardens, of course, other than these which might make an interesting "treasure hunt" when on vacation in the Province.

"A garden is a lovesome thing, God wot!
Rose plot, fringed pool,
Ferned grot—a variest school
Of peace; and yet the fool contends
That God is not.
Not God! In gardens! When the eve is cool?
Nay, but I have a sign;
'Tis very sure God walks in mine".

George MacKenzie

Northern Pioneer

by FRANCIS W. GRANT

A great many miles lie between Malagash, Cumberland County, Nova Scotia, and Ellesmere Island in the Canadian Arctic Archipelago, but there is a definite relationship between these widely separated points. It is quite possible that Ellesmere Island, where oil and gas explorations are now being carried out, as well as a number of other valuable Arctic islands could have been lost to the Dominion of Canada had it not been for a man from Malagash—George P. MacKenzie.

The community of Malagash has been endowed with many brilliant men and women, who have gone out into the world and made significant additions to the professions. Among these was George MacKenzie, and it may indeed be that his successful missions in the far north have placed him well up on the list of outstanding Nova Scotians.

Because of the type of work to which he was assigned by the Federal Government, George MacKenzie received little or no publicity at the time. And, it was of such importance to Canada as a nation, the full value of his achievements will probably not be known for many years to come. But with the

great resources of oil and mineral wealth now being discovered in our far northern territory, the benefits from his services are beyond estimate.

George Patton MacKenzie was born at Malagash in 1873. His parents, John Roderick and Jean (Porteous) MacKenzie were of Scottish pioneer stock, and he has been quoted as saying, "I was raised on oatmeal porridge and the shorter catechism." The great explorer, Sir Alexander MacKenzie, well known to everyone who has had any acquaintance with Canadian history, was a distant relative. A love of adventure, strong determination and versatility were traits common to both. In years to come George MacKenzie's explorations in the Arctic, and the consolidation of Canada's claims there could prove to be quite as valuable as the contribution of his knighted kinsman.

George MacKenzie started off in his career as a school teacher. He enrolled at the Nova Scotia Normal College, Truro, in 1895, and began teaching at Wallace Bridge the following year. He was so successful and so popular at this first school the scholars responded spontaneously. One of the girls summed it up in the following statement, which has come down through the years as an emphatic commendation, "He was adored and revered by all the pupils, and had absolutely no discipline problems as our only aim was to please him." She could not foresee it then, but in later years she became his sister-in-law.

Mr. MacKenzie's second school was at the village of Wallace. Upon completion of that term, in the summer of 1898, he succumbed to the lure of gold in the Yukon, and became one of those who braved the dangers and difficulties of the trail to Dawson. Like many another prospector he did not find a fortune as hoped, and decided to experiment with journalism in the new and booming community. With this in mind he began as a reporter on the Dawson Times, but soon

discovered that he had no particular interest in the occupation. He then went back to mining, spending two years as manager of a mine at the neighboring town of Mayo. From that position he returned to his original profession—school teaching.

Under Commissioner Ogilvie the first schools in the Yukon were organized, and George MacKenzie was chosen to found the High School, and to fill the post of principal. He was thus founder and principal of the first High School in the Yukon, and soon afterward was appointed supervisor of all schools in the territory.

In 1904, realizing there were greater opportunities at hand than the school system of a newly opened area offered, Mr. MacKenzie entered government service as an employee in the Gold Commissioner's office. By 1912 he had been appointed Gold Commissioner, which position he filled until 1918, when the offices of Gold Commissioner and Commissioner of the Yukon Territory were combined. His ability had been recognized by Ottawa and he was advanced to this dual and important position, where he capably carried out his duties for the next six years.

The Federal Government then moved to make further use of George MacKenzie's organizing and administrative qualities, and he was called to the capital to undertake an even more important task. He was appointed Commander of Eastern Arctic Explorations.

There had been considerable concern that other countries were casting their eyes on, and sending explorers to islands where Canadians had already done exploring and charting. This even though Canada had laid claim to the entire archipelago lying north of our mainland. It was apparent that some countries did not recognize Canada's claims.

Perhaps at this point it might be well to comment briefly on what the Canadian Arctic Archipelago consists of. It is an immense area, made up of a great many islands, and of these the twenty largest alone cover more than 500,000 square miles. This is by no means the total as the boundaries contain in all of the islands within the following: the 141st. meridian on the west, which is a continuation of the International Boundary between Alaska and the Yukon Territory to the Pole . . . and . . . a line drawn halfway between Ellesmere Island and Greenland, to its intersection with the 60th. meridian, which from that point to the Pole is the eastern boundary.

British explorers, as far back as Elizabeth the First, have left their names, and some of them their bones, in these Arctic regions. To mention a few who boldly risked their ships, and their own lives as well as the lives of their crews, would be to enumerate Davis, Baffin, Hudson, Kemp, Franklin, and of course, Frobisher, who saw the Queen wave farewell, and send a gentleman of her court aboard to assure the commander, "I have a good liking of your doings." Several of them left their own names on islands and bodies of water, while others christened their discoveries with such designations as Prince of Wales, Cumberland, Victoria, Ellesmere and North Devon. All as truly British as the Beefeaters.

Considering the expeditions and explorations, with their cost in British lives and treasure, no country could possibly have a better claim to ownership than Britain. And, when in 1880, the Motherland passed, through an order-in-council, the title to Canada of all British possessions in North America not already included in Canada, and also all the islands adjacent, excepting only Newfoundland and its dependencies, the entire archipelago became a part of the Dominion. During the following forty two years Canada endeavoured to perfect the title, and sent expeditions to the islands, but established no permanent bases until 1922.

In the meantime Ellesmere Island could have been lost to Canada, had it not been for the lack of interest by the government of Norway. In 1898, a Norweigan explorer named Sverdrup, realizing that no permanent posts had been established on Ellesmere, determined to lay claim to this large island for his country. With the help of interested citizens he raised sufficient funds for an expedition, and gave four continuous years of his life (1898-1902) to that end. He charted and mapped the southern end of the island to a large extent, and although he had intended remaining only three years was compelled to stay a fourth because of unusual ice conditions, which kept the ship tenaciously frozen in. He did not waste any time, but continued his charting and mapping, and was fortunate in being able to secure ample supplies of fresh meat from herds of musk-oxen to supplement his food reserves.

To the bitter disappointment of Otto Sverdrup, the government of his country showed little interest in making any claim, or establishing any post after his years of sacrifice. When due time had elapsed the Dominion Government took steps to consolidate Canadian claims, and through the years 1922-1925 established permanent bases on a number of islands including one on Ellesmere. Sverdrup then appealed to Canada to compensate him for the exploring, charting and mapping he had done. After considerable negotiation, and upon receiving assurance that Norway would withdraw any claim to the islands, the sum of \$67,000.00 was paid to the Norweigan explorer.

In June, 1925, the Government of Canada learned that an expedition was to sail from Boston in July under the command of the explorers, Byrd and MacMillan, their destination the northern islands claimed by Canada. No permit had been requested of Ottawa, and this was sufficient evidence the U.S.A. did not acknowledge Canadian sovereignty in that far northern area.

Canada at once took action to protect her claims, and quickly arranged an expedition of her own, commanded by George MacKenzie as Officer-in-charge; Captain Joseph Bernier, Master of the ship, veteran of many northern explorations, and Harwood Steele (son of Sir Sam Steele, founder of the (R.C.M.P.) as Secretary of the expedition. They sailed from L'Islet, Que., on July 1st. in the *Arctic*, with the express purpose of intercepting the U.S. expedition, and of impressing upon the Americans the validity of Canada's claims.

The voyage north proved to be under very difficult and dangerous weather and ice conditions. However, on August 19th. the ship safely reached Etah Harbour, North West Greenland, across Smith Sound from the waist of Ellesmere Island. There they met with the United States Expedition on the ships *Peary* and *Bowdoin*. Several flights had been made over the area concerned before the arrival of the *Arctic*. An all night meeting between the Americans and the Canadians took place. The following day Commander Donald MacMillan sent the news to his country by wireless communication that the expedition was discontinuing its plan of aerial exploration.

On August 23rd. the *Peary* and *Bowdoin* sailed away from Etah. George MacKenzie, as the representative of the Dominion Government, had clearly and emphatically affirmed Canada's right and title to Ellesmere Island and all the other islands in the archipelago. When, two years later, MacMillan wished to make a journey into the Canadian Arctic he applied to Ottawa for a permit to do so, thus acknowledging Canadian sovereignty. The other nations have also conceded this right.

For seven years following the Etah meeting Mr. MacKenzie led expeditions to the Arctic, eleven in all. Under his supervision posts were established, including one on Bache Peninsula, Ellesmere Island, at that time the most northerly habitation in the world occupied by white people. This was the

second base to be set up on Ellesmere, the first being at Craig Harbour, and named in honor of Mr. J. D. Craig, Commander of an earlier expedition. The consolidation of Canada's claims in the Arctic became largely George MacKenzie's responsibility, which was ably carried out.

Mr. MacKenzie was a man of great versatility. He could quickly turn his hand to cope with any problem that confronted him. For example—In 1926 the old ship *Arctic* had been replaced with a more serviceable craft, the *Beothic*, and she was almost lost in North Greenland waters. At that latitude the magnetic compass is useless, and the situation they were in had become desperate. Experienced navigators on the ship accepted MacKenzie's advice, and he was given credit for bringing the *Beothic* out of a very serious predicament. To get through the ice at one point it became necessary to blast a channel with dynamite in order to free the vessel. He both advised and supervised this emergency operation.

One of the most interesting voyages George MacKenzie made to the north was in 1927, when he had with him on board Sir Frederick Banting, co-discoverer of insulin, Dr. A. Y. Jackson of the famous "Group of Seven" Canadian artists, and Dr. Livingstone, the ship's physician, who had chosen that post in order to study the Arctic. In later years a book was written about this exceptional man, entitled "Livingstone of the Arctic."

It might be of worth to draw attention to one of the many acts of healing Dr. Livingstone performed during Arctic visits. While on the 1925 expedition, and when calling at the post of Pangnirtung, an Eskimo boy of about twelve years was brought to the ship for treatment. He was a fine, bright lad, but had a badly injured leg, with a wound that had become infected. The infection was one that had been growing increasingly worse over a considerable period of time. Dr. Livingstone saw at once

an operation was necessary to save the boy's leg, and very probably his life. It would mean surgery of at least three hours duration.

As commander of the expedition the question of operating on the Eskimo boy was placed before George MacKenzie. He discussed it with Dr. Livingstone, and told him to be guided by his own good judgment, and to go ahead with the operation if he thought it was the best thing to do. With no other assistants than amateurs from the ship's company, the doctor proceeded to operate. He split the leg from knee to ankle, opened it up and scraped away all the diseased bone. When his expert fingers finished the task of suturing, and the lad was taken home, he gave detailed instructions on the care to be given. For the ship, of course, could not wait for him to check the process of healing, and was scheduled to continue its voyage the following day.

On the return to Pangnirtung a year later Dr. Livingston's first inquiry was about the boy. It was a matter of great satisfaction to the doctor, to Officer-in-charge, George MacKenzie, and to all who had participated to learn that their patient was in perfect health again, and was at that moment out hunting caribou. This is just one of many such services performed by the Canadian Expeditions to our Arctic islands, and which have done much toward creating a warm bond with the Eskimo people.

During the time George MacKenzie was Commander of Eastern Arctic Explorations he supervised eleven expeditions. Under that supervision bases were established, which secured the islands for Canada beyond any question of doubt. At these bases the R.C.M.P. carry out, not only the duties of keeping law and order, but also act as Customs Officers, empowered to enter and clear ships, and collect duties; issue hunting and trap-

ping licenses; serve as postmasters, and make regular exploring patrols.

It is interesting to note that when the first post office in the region was opened on the Bache Peninsula of Ellesmere Island, mail was delivered just once a year. However, the same stamp that takes a letter to the next town carries it to that far distant point. Deliveries are no doubt more frequent now, with the appearance of oil-well drilling rigs.

The patrols of the R.C.M.P. run into hundreds of miles, often well beyond a thousand, and are many times made by one officer and an Eskimo. All mounties who are posted to the Arctic region are picked men, chosen for both physical strength and mental attitude. It has been said that men who have a gloomy outlook on life have no business in the far north, thus the careful selection. George MacKenzie said of these devoted and self-sacrificing members of the R.C.M.P., "They perform their work, difficult as it is, as a matter of course, and they are quite happy in their work, because they feel they are doing something worth while. They neither seek nor desire publicity, yet they are ranging the Arctic day by day. They are the government in the north. They have completely won the confidence of the natives, and are worthily upholding the honour of the force to which they belong."

Through many contacts with the Eskimo people, whom they greatly admired, George MacKenzie and his staff developed a mutual friendship, which did much to create a bond between mainland Canada and her citizens in the Eastern Arctic. When it was possible, while calling at bases on the coast, the natives were invited aboard the ship and made to feel at home. They were entertained with movies, the children were given ice cream and candies, and all were provided with a good lunch. They were treated as equals, and their honesty amazed

the hosts. Although curious and eager to study everything that was to be seen and touched, there was no pilfering.

During a lecture on the Arctic, Mr. MacKenzie commented as follows: "They are a people who have a philosophy of life from which the white man might learn much. The Eskimo greets you, looks you in the eye, smiles in your face and shakes your hand. He is as good a man as you are. The idea of being inferior never occurs to the Eskimo. He knows he is different, but your inferior? No! They are a people well worth while."

Very few Canadians understood the Arctic regions, both east and west, as well as George MacKenzie, and upon his retirement from northern explorations he was retained by the government as a lecturer. In that capacity he brought to his audiences the past and present of the far north, and its bright promise of future development. Today, with news of the discovery of gas, and a favorable prospect of finding oil on Ellesmere Island, the future of Mr. MacKenzie's lectures is very probably about to be realized.

George MacKenzie was married to the well known Danish opera singer, Thora Bartram. After being called to Ottawa, they made that city their home for the remainder of their lives. They were a very amiable couple, unassuming and down to earth. Nothing gave them more pleasure than telling amusing experiences, especially when the joke was on themselves, and Mrs. MacKenzie could relate those stories in a way that was good for a hearty laugh. The following was a favorite. They had a dog, of which they were very fond, and the dog reciprocated with outright devotion to them. Any time he received some special attention he showed his appreciation by bringing a gift. One day some prominent people were coming to visit, and Mrs. MacKenzie had been preparing an appropriate lunch. As she cleared up after her preparations she gave the dog, named Keno, some tasty left-overs. It was a pleasant day and

the guests were being entertained on the verandah. In the midst of the conversation Keno appeared with his gift of thanks for the treat he had received. He trotted over to Mrs. MacKenzie and dropped at her feet a garment that had seen much wear in the Arctic, and had been discarded in the garbage can behind the house—a suit of long-legged, red, woolen underwear.

Having reached Dawson in 1898, at the peak of the gold rush, the young school teacher from Malagash came to know well all the colorful characters of the time, including Robert Service, the famous poet of the Yukon; Inspector Joy of the North West Mounted Police; Big Alex MacDonald, a Nova Scotian from Antigonish, who soared to fabulous wealth temporarily, and was known as “King of the Klondike”; Father Judge, the self-sacrificing priest who earned the title, “The Saint of Dawson”; Mike Mahoney, known far and wide as “Klondike Mike”, and many others. And no doubt he was one of the interested and amused spectators at the presentation of a golden bucket of nuggets to Lady Minto, wife of the Governor General of Canada, when the Vice-regal party made a visit to Dawson in 1900. Big Alex, “King of the Klondike”, was chosen to make the presentation, and had been well rehearsed in a speech he was to make. Alex was wealthy, a man of large proportions and physically powerful, but he wilted in the presence of the titled lady, reached out the bucket toward her and muttered, “Here! Take it, it’s trash!”

George Patton MacKenzie died at Ottawa in 1953, at the age of 80. His had been a full life, as school teacher, prospector, Gold Commissioner, Commissioner of the Yukon Territory, Arctic explorer, administrator and lecturer. His contribution to Canada cannot yet be measured fully, but because of its immediate importance to the nation, and its great potential for the future, it would seem almost a certainty that his name will find an honoured place in Canadian history.

The Arts of the Micmac of Nova Scotia

by GEORGE MACLAREN

Before too much time has passed and examples of their craftsmanship have disappeared, we should record what still exists of the arts and crafts of the first inhabitants of Nova Scotia.

The Micmacs are an Algonquin speaking people of Eastern Woodland Culture who, at the time of their European discovery, occupied the whole of Nova Scotia and the northern portion of New Brunswick and Prince Edward Island. They were a typical migratory people who lived in the woods during the winter months, hunting moose, caribou and porcupine. In the spring they moved down to the seashore where they gathered shellfish, fished at the mouths of rivers and hunted the coastal seals. Like most Algonquin tribes, they lived in conical wigwams covered with birch bark while making canoes and household utensils from the same material. They also made cooking pots from clay and large wooden troughs in which they boiled their food by dropping stones, heated by the fire, into the water. Their weapons were stone tomahawks, stone knives, bows and arrows and spears with two-edged blades of moose bone or other animal bones. Their canoes resembled the pecul-

iar Beothuk type more than the usual Algonquin and their dialect was so different from the dialect spoken by the Algonquin about the Great Lakes, that it suggests they may have been late intruders into the Maritimes, coming perhaps from the northwest. The tribe was divided into several exogamous clans, having its own symbols which its members tattooed on their persons, painted or worked in porcupine quills on their clothing and painted on their canoes and snowshoes. One clan used a cross as its symbol, to the great astonishment of the early missionaries, who immediately re-interpreted it for the promotion of Christianity.

We must remember that just four hundred years ago the Micmacs were still living in the stone age, and it was not until the founding of Port Royal in 1605 that the Micmacs came under their first influence of European culture. The use of Algonquin designs, based on the double curve motif, made it easy for the Micmacs to adopt the scroll and floral designs from the Europeans.

It has been suggested that without their association with Europeans their art forms or symbols of decoration would not have reached such a high degree of excellence. What remains of their decorative work is mostly to be seen on boxes that are known in their language as *ow-e-o-wal-lark-en*, meaning 'a rounded piece of birch bark work'. Though the boxes of various sizes and shapes now in existence were made during the past hundred years, certain symbols persist throughout in their general decoration. Usually an eight pointed star is prominent in much of their quill work along with the Algonquin design of the "double curve" which was used in the beaded work on their ceremonial costumes, leggings, coats and moccasins.

Asked about the significance and names of the ornamental designs used by the Micmac Indians, Thomas Glode of the Indian Reservation, Shubenacadie, Hants County, in 1933, said

he did not know the origin of the chevron form which is so universally used nor did he know of the Micmac name for it. No doubt it is very ancient in origin. The star ornament of the five or eight points is called *Gogwit* which means star-fish. The fan shaped design he claims is an old form and they called it *Waeg-ar-disk* meaning northern lights.

The seven pointed sun-star goes back to 2500 B.C. and the Byzantine sun-star of the eight points was commonly taken for a star and symbol for the sun in Medieval Europe. It is not suggested that Micmac art forms were derived from this source but we should assume that living so close to nature (and their observation of the heavens and surroundings) they would incorporate their observations into their art forms.

To the Indians the number seven has a mysterious significance. Thus a medicine compounded of seven barks or roots is very potent.

The number seven again appears in some of the myths surrounding *Gluscap*.^{*} To him are attributed certain basic inventions such as the canoe which he fashioned from the breastbone of a bird. His transformation of the landscape from the Gaspé to Cape Breton are preserved in rock today. Tradition says that *Gluscap* dwelt in a beautiful land in the west where all good Indians would go at death. However the journey is long and difficult but it is related how seven young men succeeded in reaching this distant land:

"Before reaching the place they had to pass over a mountain, the ascent of which was up a perpendicular bluff, and the descent on the other side still more difficult, for the top hung over the base. The fearful and unbelieving

^{*} *Glooscap*, the friend and teacher of the Micmacs.

could not pass at all, but the good and the confident could travel it with ease and safety, as though it were a level path. Having crossed the mountain, the road ran between the heads of two huge serpents, whose heads lay opposite to each other, and they darted out their tongues so as to destroy whoever they hit. But the good and the firm of heart could dart past between the strokes of their tongues, so as to evade them. One more difficulty remained. It was a wall of thick, heavy cloud, that separated the present world from that beautiful one beyond. This cloudy wall rose and fell at intervals, and struck the ground with such force that whatever was caught under it would be crushed to atoms. But the good could dart under it as it rose, and come out on the other side unscathed. This our seven young heroes succeeded in doing.**

Mark Lescarbot wrote of the Micmacs in 1606:

“... (The Indians) have matachias hanging from their ears, and about their necks, bodies, arms and legs. The maids and women do make matachias, with the quills or bristles of the porcupine which they dye with black, white and red colours, as lively as possibly may be, for our scarlets have no better lustre than their red dye.”

In 1672 Nicholas Denys described the Micmac handicrafts thus:

“The girls make moccasins for themselves embellished with colours, the seams being ornamented with quills of the porcupine, which they dye red and violet. They have some very beautiful colours, especially their flame colour. It is made from a little root as thick as a thread. This plant was without a doubt the small bedstraw, the variety called *Galium Tinctorum*, a colour that stood the weather

** *American Antiquarian*, vol. XII, pp. 9, 284

very well. They made their dishes, large and small, of bark. They sewed them with fir roots so well that they hold water. Some of the containers were ornamented with quills of the porcupine."

From the writings of these two early explorers, we can assume that the Micmacs were skilled in the making of ornaments and had a wide knowledge of dyeing and of the plants from which the dyes could be obtained. Before contact with the white people and even long afterwards, the Micmacs had only four colours—red, black, white and yellow and their vocabulary contained no words for expressing any others. The list of dyes known in 1911 shows how greatly they have added to their aboriginal colour assortment. The dyes known and prepared in 1911-12 at Pictou Landing, N.S., were the following:

- BLACK:** (a) boil the dark blue wood found under decaying portions of an old log, and add a little salt water.
(b) boil white maple and elm together.
(c) boil fir bark.
- RED:** (a) scrape off elder bark, tapi; chew; put on plate; put a little of this in water and keep the water almost at the boiling point for nine or ten hours.
(b) boil the bark of the *maldewiadjkal* (*maildo-blood*), a bush about three feet high, which grows in the swamps. It yields a very dark red colour.
- YELLOW:** (a) boil "gold root" (*wisankweskal*), which is obtained from the woods.
(b) boil the leaves and the tip of *mkasil*, a swamp plant (not identified), until the water is yellow.

by a collector. By the late 1930's most of those skilled in quill-work had passed on and by 1950 the craft had died out.

In the collection of Micmac handicrafts at the Nova Scotia Museum there are boxes, containers, chair-backs and seats in porcupine quill work that date from 1850 to the 1930's, along with beaded ladies' caps and slippers.

It is interesting to note the effort made during the Industrial Exhibition held in Halifax in 1854 to provide prizes for the best specimens of Micmac work. A prize of £1.5s was offered for specimens of bead work, *Loogowokin-mo-e-apak-ahdaski* and a prize of £1. for a nest of six quill boxes, *ouwe-o-gwlahku-nulcow-e-ail*.

From the journal of John Robinson and Thomas Rispin, who travelled throughout Nova Scotia in 1774, we have an accurate account of not only how the Micmacs constructed their containers and the skill of the women in their use of porcupine quills in the decoration of birch bark boxes, but also of the method used in building their canoes:

"Their canoes are very ingeniously made mostly of the bark of the birch tree, without nails, pins, leather or hemp; instead of which they sew them up with root of trees, dyed different colours, and line them with ashwood slit thin like the girth wood used for milk pails, etc. in England. They are sharp at each end, about two feet wide in the middle, and will carry four or five men; with the use of a small paddle they make their way very expeditiously on the water. We crossed the Annapolis River twice with an Indian in one of these canoes."

Missionary work among the Micmacs was begun in the early seventeenth century, the rudiments of the Micmac language were collected as early as 1613. The Recollect Fathers

roamed the coast of Acadia in the first years of the century. The Jesuit missionaries, Perrault and Turgis, devoted themselves to the Micmacs, travelling among their scattered camps caring for the sick and suffering many hardships. Biard, Richard and Lyonne studied the language and founded a mission among them but few converts were won to the faith. Lyonne died in 1661, devotedly attached to his flock; Richard continued his labours and gained a measure of success. When Bishop Laval visited Gaspé in 1694, one hundred and forty Indians were presented for confirmation.

The Recollects took charge of the Micmac Mission and the indefatigable LeClercq laboured hard devising his syllabus of the language which remains until the present time as an evidence of his zeal and devotion. Father Christian (Chrestien) LeClercq (1641-95?) worked among the Indians of Gaspé and New Brunswick from 1675-79 and from 1881-86. His syllabus was printed at Vienna, Austria, in 1866. Only a few of the older Micmacs can now read these odd-looking signs. The majority of the Micmacs have received missionary instruction from the Roman Catholic missionaries up to the present day.*

The Rev. Dr. S. T. Rand was drawn toward the wandering Micmacs about 1846 and resolved to devote himself to the study of their language. Meeting with a French sailor in Charlottetown, Prince Edward Island, who lived among the Indians and was conversant with the French, English and Micmac languages, he obtained help from him in achieving his resolve.

Dr. Rand was a remarkable man. He began life as a poor stoneman, eager for knowledge, which he sought in various ways. One month at the Wolfville Academy studying Latin was his last effort at securing an education through an institution for, after this experience, he resolved to teach himself. He

* **Critical History of America**, vol. IV, pp. 266-269; vol. V, p. 452 and **Report of the Provincial Museum**, 1931-32, p. 29.

mastered Syriac, Hebrew, Latin, Greek, French, German, Italian and the languages of the Micmac and Malecite Indians. He laboured as a missionary among the Micmacs from 1846 until his death in 1889. For twenty years of this time he received no salary from any missionary society. Legends, catechism, hymns, portions of the Bible, a Micmac grammar and a dictionary in the same language, comprising forty thousand words, were part of the work.**

There are several religious works in the Micmac language, including hymn books, catechisms and prayer books used by both Roman Catholics and Protestants. As an illustration of the structure of the language I append LeClerc's translation of the Lord's Prayer:

"Nushinen Wajok ebin tchiptook iglwigin meguidedemek
Wajok n'telidanen tchiptook ignemwiek ula nemulek
uledechinen Natel wajok deli chkedoolk tchiptook deli
chkedulek makimiquek eimek Delamuhubenigual echemi-
eguel apch neguech kichkook delamooktech penegunner-
win nilunen; deli abikchiktakachik wegaiwinametrech
winnchudil mu k'tygalinen keginukamkel winnchiguel
twaktwin. N'delietch."

Although an attempt has been made in the past few years to revive interest in birch bark and quill work, using the old methods, a birch bark blight has destroyed an effort in this field. However, today at some of the reservations, many fine examples of basketry are for sale which would indicate that some of the old skills have survived and are still being carried on. Also a recent news item would indicate that the Micmac Indian is still keeping alive an ancient tribal custom in the election of a chieftain.

** Canadian Savage Folk, p. 340

Bibliography

- Biggar, H. P. **Marc Lescarbot, Nova Francia**, Harper Bros., New York and London, 1606.
- Denys, Nicholas. **A Description and Natural History of the Coasts of North America and Acadia. 1672.**
- Gesner, Abraham. **Industrial Resources of Nova Scotia.** A. & W. McKinlay, Halifax. 1849.
- Jenness, Diamond. **The Indians of Canada.** National Museum of Canada. Bulletin 65. 1932.
- McLean, Dr. John. **Canadian Savage Folk.** William Briggs, Toronto. 1890.
- Mercer, Dr. Henry. **The Bible in Iron.** Bucks County Historical Society, 3rd ed. 1961.
- Piers, Harry. **Nova Scotia Provincial Museum Reports. 1931-32, 1932-33.**
- Robinson, John and Rispin, Thomas. **A Journey Through Nova Scotia.** E. Etherington, York. 1774. (Report of the Trustees, Public Archives of Nova Scotia. 1944)
- Ringland, Mable Crewe. **Indian Handicrafts of Algoma.** Canadian Geographical Journal.
- Smith, H. I. and Wintenberg, W. J. **Some Shell-heps in Nova Scotia,** King's Printer, Ottawa. 1929.
- Wallis, Wilson D. and Sawtell, Ruth. **The Micmac Indians of Eastern Canada.** University of Minnesota Press, Minneapolis. 1955.
- Champlain Society. **Publication No. 2,** Toronto. 1908.

Novascotiana :

In-Print Titles as of May, 1974

COMPILED BY THE LEGISLATIVE LIBRARY

Some books are read in the parlour and some in the kitchen, but the test of a genuine good book is that it is read in both.

Thomas Chandler Haliburton in **Sam Slick's Wise Saws** (1853)

Books, generally speaking, have a disconcerting habit of going out of print — of disappearing from bookshops and dealers' catalogues with little or no warning. Nova Scotian books are no exception; there are times when the search for a book by a favorite native author can be a fruitless and frustrating experience. We have all undergone it at some point, and have been baffled to understand why the travel books of Clara Dennis or the early novels of Will Bird, or even as recent a work as Sarah Fraser's **Pasture Spruce**, are no longer available through regular trade channels. It is a truism that publishers are frankly loath to carry heavy inventories. Unfortunate as it may be, the sale of the last copy of a book frequently means its permanent banishment from the retail trade, unless it is handled as a secondhand item.

On the other hand, the advent of the facsimile edition of our county histories within the past few years has brought these highly prized titles within reach of everyone. Whereas in the past these histories were regarded as collector's items, their prices rising steadily year by year, the facsimile editions, albeit lacking the patina of the original, are readily available in our bookstores. Joseph Howe's writings, once limited to the collector, can now be bought with ease, while publishers have wisely continued to provide, largely through the medium of the paper edition, such Nova Scotia classics as Joshua Slocum's **Sailing Alone Around the World**, James De Mille's **A Strange Manuscript Found in a Copper Cylinder**, and Thomas Chandler Haliburton's **The Clockmaker** and **The Old Judge**.

The following list is an attempt to assemble, to the best of our ability, all Nova Scotia titles in print in the spring of 1974. One word of warning: some titles are dangerously low in supply even now and will have completely disappeared within a few months' time. This is inevitable, but we trust it will not seriously detract from its usefulness and that, should you still wish to pursue a banished title, you will refer to your public library. The province's adopted son, Archibald MacMechan, once wrote of our literary heritage: "Literature . . . is the voice of a people. Through its literature, the life, the soul of a people may be known". It is our wish that the list will be a means by which this voice can be identified, both to native Nova Scotians and to many more beyond our shores.

Agriculture

MARTIN, J. L. **The Ross Farm story.** Halifax, Nova Scotia Museum, 1971.

— **This land.** Halifax, Nova Scotia Museum, 1972.

SHAW, BARBARA and MERRICK, RON. **The village blacksmith.** Halifax, Nova Scotia Museum, 1972.

Anecdotes

MacDONALD, HUGH MARTIN. **A storied past; the Ceilidh and other tales of Nova Scotia.** Antigonish, N.S., Casket Printing and Publishing Company, 1967.

SHERWOOD, ROLAND HAROLD. **Atlantic harbors.** Windsor, N.S., Lancelot Press, 1972.

— **Tall tales of the Maritimes.** Windsor, N.S., Lancelot Press, 1972.

YOUNG, GEORGE. **Bluenose capers.** Bridgewater, N.S., Bridgewater Bulletin, 1971.

— **Over mulled rum.** Bridgewater, N.S., Lunenburg County Press, 1972.

Antiques

KING'S COLLEGE, WINDSOR, N.S. MUSEUM. Specimens of china brought to the Colonies by the early settlers, particularly by Loyalists, collected for the Museum of King's College, Windsor, Nova Scotia, and presented in memory of Haliburton Weldon, by his Mother. Fredericton, New Brunswick, May 18th, 1880. **Reprinted 1972 by L. W. Collins & Gerald O'Brien, Halifax.**

McCURDY WILLIAM H. **The McKay motor car;** Nova Scotia's first production car. Halifax, Petheric Press, 1967.

MacKAY, DONALD C. **Silversmiths and related craftsmen of the Atlantic Provinces.** Halifax, Petheric Press, 1973.

MacLAREN, George. **Antique potteries of Nova Scotia.** Halifax, Petheric Press, 1972.

— **The chair-makers of Nova Scotia.** Halifax, Nova Scotia Museum, 1966.

— **Nova Scotia glass.** Halifax, Nova Scotia Museum, 1968.

— **Nova Scotia furniture.** Halifax, Petheric Press, 1971.

— **The romance of the heating stove.** Halifax, Nova Scotia Museum, 1972.

VIENNEAU, AZOR. **The bottle collector.** Halifax, Petheric Press, 1969.

Architecture

HERITAGE TRUST OF NOVA SCOTIA. **Founded upon a rock.** Halifax, McCurdy Printing Company, 1967.

— **Seasoned timbers.** Volume I: a sampling of historic buildings unique to western Nova Scotia. Halifax, McCurdy Printing Company, 1972.

— **A sense of place:** Granville Street, Halifax, Nova Scotia. Halifax, 1970.

— **The West House,** Brunswick Street, Halifax. Halifax, 1973.

JENSON, LATHAM B. **Vanishing Halifax.** Halifax, Petheric Press, 1968.

NOVA SCOTIA COLLEGE OF ART AND DESIGN.

36 corner grocery stores; an exhibition and publication produced by the Anna Leonowens Gallery . . . Concept/Design Allan MacKay; photography Lionel Simmons. Halifax, 1973.

PICTOU HERITAGE SOCIETY. *Wood and stone*; drawings by L. B. Jenson. Halifax, Petheric Press, 1972.

ROGERS, JOSEPH S. *A century ago: Rogers' photographic advertising album*. Halifax, Heritage Trust of Nova Scotia, 1970.

Bibliography

Nova Scotia in books, from the first printing in 1752 to the present time, commemorating the centennial of Confederation. Halifax, Nova Scotia Provincial Library, 1967.

Biography

BIGELOW, WILFRED ABRAM. *Forceps, fin & feather*. Altona, Man., D. W. Friesen, 1969.

BLAKELEY, PHYLLIS. *Two remarkable giants*. [Angus MacAskill and Annie Swan] Windsor, N.S., Lancelot Press, 1970.

BORDEN, ROBERT LAIRD. *Robert Laird Borden: his memoirs*; ed. and with a preface by Harry Borden. Toronto, McClelland and Stewart, 1969. (Carleton Library, nos. 46 & 47).

BRUCE, ROBERT V. *Alexander Graham Bell and the conquest of solitude*. Boston, Little Brown, 1973.

BUMSTEAD, JOHN MICHAEL. *Henry Aline, 1748-1784*. Toronto, University of Toronto Press, 1971. (Canadian biographical studies, 4)

FERGUSON, CHARLES BRUCE. *The mantle of Howe*. [W.S. Fielding] Windsor, N.S., Lancelot Press, 1970.
— *Mr. Minister of Finance*. [W. S. Fielding] Windsor, N.S., Lancelot Press, 1971.

FOLEY, ACE. *The first fifty years; the life and times of a sports writer*. Windsor, N.S., Lancelot Press, 1970.

GILLEN, MOLLIE. **The prince and his lady.** [Edward, Duke of Kent] Toronto, Griffin House, 1970.

ROCHE, T.W.E. **Samuel Cunard and the North Atlantic.** London, Macdonald, 1971.

SELLICK, LESTER BENJAMIN. **Canada's Don Messer.** Kentville, N.S., Kentville Publishing Company, 1969.

— **My Island home.** Windsor, N.S., Lancelot Press, 1973.

— **The wanderer lives on.** Dartmouth, N.S., Dartmouth Free Press, 1973.

WILSON, HELEN DACEY. **More tales from Barrett's Landing.** Toronto, McClelland and Stewart, 1967.

Business and Finance

GEORGE, ROY E. **The life and times of Industrial Estates Limited.** Halifax, Institute of Public Affairs, Dalhousie University, 1974.

SEARS, JOHN T. **Institutional financing of small business in Nova Scotia.** Toronto, University of Toronto Press, 1972.

Cape Breton

BAIRD, DAVID. **Cape Breton Highlands National Park, where the mountains meet the sea.** Ottawa, Geological Survey of Canada, 1962.

DOWNEY, FAIRFAX DAVIS. **Louisbourg: key to a continent.** Englewood Cliffs, N.J., Prentice-Hall, 1965.

DUNN, CHARLES. **Highland settler.** Toronto, University of Toronto Press, 1968.

GESNER, CLARIBEL. **Cape Breton anthology.** Windsor, N.S., Lancelot Press, 1971.

- HARVEY, EDMUND ROY. **Sydney, Nova Scotia; an urban study.** Maps by Anthony Bradshaw. Toronto, Clarke Irwin, 1971. (Urban studies series)
- HOWARD, RICHARD. **Louisbourg.** Toronto, Clarke Irwin, 1968. (Jackdaw, no. C6).
- JACKSON, ELVA ETHEL. **Cape Breton and the Jackson kith and kin.** Windsor, N.S., Lancelot Press, 1971.
- LOTZ, JIM AND LOTZ, PAT. **Cape Breton Island.** North Vancouver, B.C., Douglas, David and Charles, 1974. (Island series)
- MacKINNON, J. G. **Old Sydney.** Sydney, C.B., Printed by D. MacKinnon, 1918. Belleville, Ont., Mika Publishing Co., 1973. (Canadiana reprint series, no. 48)
- McLENNAN, JOHN STEWART. **Louisbourg, from its foundation to its fall, 1713-1758.** Sydney, N.S., Fortress Press, 1969.
- MacNEIL, NEIL. **Highland heart in Nova Scotia.** Toronto, Saunders, 1958.
- PRENTIES, SAMUEL WALTER. **Ensign Prenties's narrative.** Ed. by G. G. Campbell. Toronto, McGraw-Hill Ryerson, 1968.
- STAEBLER, EDNA. **Cape Breton harbour.** Toronto, McClelland and Stewart, 1971.
- TENNYSON, B. D. ed. **Essays in Cape Breton history.** Windsor, N.S., Lancelot Press, 1973.

Cartoons

- CHAMBERS, ROBERT. **"It's oil" and other cartoons, from the Chronicle-Herald and Mail-Star.** Halifax, Petheric Press, 1972.

Children's Stories

- BICE, CLARE. **Hurricane treasure** . . . Toronto, Macmillan of Canada, 1970.
- COOK, LYN. **The magical Miss Mittens**. Toronto, Macmillan, of Canada, 1970.
- DEMPSTER, MARIANNE. **The whale who needed glasses; stories and poems for children**. Windsor, N.S., Lancelot Press, 1972.
- DILLMAN, MARY ALMA. **The wee folk**. Halifax, Talbot Press, 1971.
- FOWKE, SHIRLEY. **Joe, or a pair of corduroy breeches**. Halifax, McCurdy Printing Company, 1971.
- GRAWBARGER, JOSEPHINE. **Golden valley poems**. With illustrations by Gordon MacLelland. Windsor, N.S., Lancelot Press, 1971.
- MacDONALD, ZILLAH AND MacDONALD, COLIN. **Prisoner in Louisbourg**. Toronto, Macmillan of Canada, 1966.
- McLAUGHLIN, LORRIE. **The trouble with Jamie**. Toronto, Macmillan of Canada, 1966.
- POULOS, JOHN AND MacLEAN, ANNE, eds. **I can see clearly now; a book about children**. Halifax, Halcraft Print Limited, 1973. Photography by Sherman Hines.
- RADDALL, THOMAS H. **The Rover**. Toronto, Macmillan of Canada, 1958.
- SAUER, JULIA L. **Fog magic**. New York, Viking, 1943.
- SAUNDERS, MARSHALL. **Beautiful Joe**. Toronto, McClelland and Stewart, 1972. (Canadian children's favorites)
- STEEVES, JO ANN. **The hospital book for children**. Lunenburg, N.S. Fishermen's Memorial Hospital, 1972.
- Stephanie Stealer and more stuff from the kids of Nova Scotia**. Halifax, An-der-bo Books, 1972.

STIRLING, LILLA M. **Skyscrapers and spruce trees**; illus. by Sue Felt. Windsor, N.S., Lancelot Press, 1972.

Such a neat idea; Nova Scotia poems and stories. Halifax, An-der-bo Books, 1973.

THOMPSON, FRANCES. **Escape at Grand Pre.** Toronto, Macmillan of Canada, 1966.

Well, can we be friends? Stuff by the kids of Nova Scotia. Halifax, An-der-bo Books, 1973.

Cookery

Famous Atlantic Provinces fish recipes. Armdale, N.S., George Martin, n.d.

GRAND PRE, N.S. HORTON UNITED CHURCH. UNITED CHURCH WOMEN. **Grand Pre cook book.** Grand Pre, N.S., 1973. **Ninth edition.**

HILCHEY, FLORENCE M. **A treasury of Nova Scotia heirloom recipes.** Truro, N.S., Department of Agriculture and Marketing, 1974. **Second edition.**

INGONISH, N.S. INGONISH WOMEN'S HOSPITAL AUXILIARY. **From the highlands and the sea.** Halifax, McCurdy Printing Co., 1973. **Second edition.**

LUNENBURG HOSPITAL SOCIETY. LADIES AUXILIARY. **Dutch oven; a cook book of coveted traditional recipes from the kitchens of Lunenburg.** Lunenburg, N.S., Progress-Enterprise, 1953.

WOMEN'S INSTITUTES OF NOVA SCOTIA. **The country kitchen—old and new; a history cookbook compiled by the Women's Institutes of Nova Scotia on their 50th anniversary; illus. by Mrs. Elmer MacKay, Truro, N.S., 1972. First issued 1963; revised 1972.**

— **Crocks, pots and what-nots**, compiled on the occasion of their 60th anniversary. Truro, N.S., 1973.

YARMOUTH LADIES AUXILIARY — YOUNG MEN'S CHRISTIAN ASSOCIATION. **Bluenose cookbook**; famous Yarmouth recipes; 4th ed. Yarmouth, N.S., Lawson Publishing Company, 1960.

ZINCK, HILDA M. **Green shutters cook book**. Lunenburg, N.S. Progress-Enterprise, 1971.

Description and Travel

BIRD, WILL R. **Off-trail in Nova Scotia**. Toronto, McGraw-Hill Ryerson, 1956.

— These are the Maritimes. Toronto, McGraw-Hill Ryerson, 1959.

— **This is Nova Scotia**. Toronto, McGraw-Hill Ryerson, 1955.

JENSON, LATHAM B. **Nova Scotia sketchbook**. Halifax, Petheric Press, 1969.

— **Country roads, rural Pictou County, Nova Scotia**. Halifax, Petheric Press, 1974.

RADDALL, THOMAS H. **This is Nova Scotia, Canada's ocean playground**. Halifax, The Book Room Limited, 1970.

WALDEN, HOWARD T. **Anchorage northeast**. Toronto, George J. MacLeod, 1971.

WRIGHT, ESTHER CLARK. **Blomidon rose**. Windsor, N.S., Lancelot Press, 1972.

Gardening

ANTOFT, MRS. O. H. **Thoughts from my gardens**; a handbook of hints for garden-lovers in Atlantic Canada. Kentville, N.S., The Author, 1972.

FILLMORE, ROSCOE. **The encyclopedia of Canadian gardening**; a complete and illustrated handbook on gardening in Canada. Toronto, Pagurian Press Limited, 1972. (Modern Canadian Library, 101)

Folklore

CREIGHTON, HELEN. **Bluenose ghosts**. Toronto, McGraw-Hill Ryerson, 1957

— **Bluenose magic**. Toronto, McGraw-Hill Ryerson, 1968.

HILL, KAY. **Badger, the mischief maker**. Toronto, McClelland and Stewart, 1965.

— **Glooscap and his magic**. Toronto, McClelland and Stewart, 1973. (Canadian favorites)

— **More Glooscap stories**. Toronto, McClelland and Stewart, 1970.

MacMILLAN, CYRUS. **Glooscap's country and other tales**. Toronto, Oxford, 1956.

ROBERTSON, MARION. **Red earth, tales of the Micmacs**. Halifax, Nova Scotia Museum, 1969.

Handcrafts

MacLAREN, GEORGE. **The woodcarvers of Nova Scotia**. Halifax, Nova Scotia Museum, 1971.

MAJOR, MARJORIE. **The story of the Nova Scotia tartan**. Halifax, Petheric Press, 1972.

SPARLING, MARY. **A guide to some domestic pioneer skills**. Halifax, Nova Scotia Museum, 1972.

STEPHENS, DAVID E. **Forgotten trades of Nova Scotia**. Halifax, Petheric Press, 1973.

Halifax City and County

- AKINS, THOMAS BEAMISH. **History of Halifax city**; illus. with maps and engravings; introduction by D. A. Redmond. Belleville, Ont., Mika Publishing, 1973. (Canadiana reprint series, no. 52).
- BIRD, MICHAEL. **The town that died**. Toronto, McGraw-Hill Ryerson, 1967.
- BLAKELEY, PHYLLIS R. **Glimpses of Halifax**. With a new pref. by C. Bruce Fergusson. Belleville, Ont., Mika Publishing, 1973. (Canadiana reprint series, no. 53)
- de GARTHE, WILLIAM EDWARD. **This is Peggy's Cove, Nova Scotia, Canada**. Halifax, 1956.
- ECOLOGY ACTION CENTRE. **A time for transit**; a handbook of transportation alternatives. Halifax, 1973.
- [GORDON, JAMES D.] **Halifax: "it's sins and sorrows"** April 9, 1862. Halifax, N.S., Conference Job Printing Office, 1862. **Original reprint published by Friends of the Old Town Clock**. Halifax, 1973.
- HILL, GEORGE WILLIAM. **Domestic life in early Halifax**. Halifax, Nova Scotia Museum, 1972.
- LAWSON, MARY JANE KATZMAN. **History of the township of Dartmouth, Preston, and Lawrencetown**; ed. by Harry Piers. Halifax, Morton, 1893. Belleville, Ont., Mika Publishing, 1972. (Canadiana reprint series, no. 40)
- RADDALL, THOMAS H. **Halifax, warden of the north**. Toronto, McClelland and Stewart, 1971.
- STEPHENS, DAVID E. **It happened at Moose River**; foreword by Bob Chambers. Windsor, N.S. Lancelot Press, 1974.

History

- AKINS, THOMAS B., ed. **Acadia and Nova Scotia: documents relating to the Acadian French and the first British colonization of the Province, 1714-1758.** With translation from the French by Benjamin Curren. Cottonport, La., Polyanthos Inc., 1972.
- BLAKELEY, PHYLLIS. **Nova Scotia; a brief history.** Toronto, Dent, 1955.
- BREBNER, JOHN BARTLET. **The neutral Yankees of Nova Scotia.** Toronto, McClelland and Stewart, 1969. (Carleton Library, no. 45)
- CAMPBELL, D. AND MACHRAN, R. A. **Beyond the Atlantic roar; a study of the Nova Scotia Scots.** Toronto, McClelland and Stewart, 1974.
- CLARK, ANDREW HILL. **Acadia: the geography of early Nova Scotia to 1760.** Madison, Wisconsin, University of Wisconsin Press, 1968.
- DEWOLF, MARK and FLIE, GEORGE. 1789: **All the King's men; the story of a colonial university.** Halifax, Alumni Association of the University of King's College, McCurdy Printing Company, 1972.
- GRIFFITHS, NAOMI ELIZABETH SAUNDAUS. **The Acadian deportation: deliberate perfidy or cruel necessity?** Toronto, Copp Clark Publishing Company, 1969.
— **The Acadians: creation of a people.** Toronto, McGraw-Hill Ryerson, 1973. (The Frontenac Library, no. 6)
- HALIBURTON, THOMAS CHANDLER. **History of Nova Scotia.** Pref. by C. Bruce Fergusson. Belleville, Ont., Mika Publishing, 1973. 2v. (Canadiana reprint series, no 41.)

HAYWARD, PATRICIA. **Early man in Nova Scotia**; figure drawings by George Halverson, drawings of animals and tools by Edward Claridge. Halifax, Nova Scotia Museum, 1973.

JONES, GEORGE, et al, defendants. **Trial of Jones, Hazelton, Anderson and Trevaskiss, alias Johnson, for piracy and murder on board barque Saladin**. Halifax, Petheric Press, 1967. First edition printed by James Bowes in 1844.

NOVA SCOTIA. PUBLIC ARCHIVES. **Tracing your ancestors in Nova Scotia**. Halifax, Public Archives of Nova Scotia, 1967.

RADDALL, THOMAS H. **The path of destiny**. New York, Popular Library, n.d.

RAWLYK, GEORGE A. **Nova Scotia's Massachusetts: a study of Massachusetts-Nova Scotia relations, 1630-1784**. Montreal, McGill-Queen's University Press, 1973.

ROBERTSON, MARION. **Rock drawings of the Micmac Indians**. George Creed's tracings of the petroglyphs reproduced by Lynda Peverill. Halifax, Nova Scotia Museum, 1973.

WAITE, PETER B. **The life and times of Confederation, 1864-1867**. Toronto, University of Toronto Press, 1967.

LOCAL HISTORY

BROWN, HARRY R. **The valley of the Remsheg**; a history of Wallace Bay and a genealogical record of the descendants of six founding families. Halifax, McCurdy Printing Company, 1973. (North Cumberland Historical Society, Publication no. 4)

CALNEK, WILLIAM ARTHUR. **History of the County of Annapolis**. Ed. and completed by A. W. Savary. Toronto, Briggs, 1897; Belleville, Ont., Mika Publishing, 1972. (Canadiana reprint series, no. 30)

- CAMERON, JAMES MALCOLM. **Pictou County's history.** New Glasgow, N.S., Pictou County Historical Society, 1972.
- CAMPBELL, J. ROY. **A history of the County of Yarmouth, Nova Scotia.** Saint John, N.B., McMillan, 1876; Belleville, Ont., Mika Publishing, 1972. (Canadiana reprint series, no. 29)
- CROWELL, EDWIN. **History of Barrington township.** Belleville, Ont., Mika Publishing, 1973. (Canadiana reprint series, no. 60)
- DESBRISAY, MATHER B. **History of the County of Lunenburg.** 3d ed. Bridgewater, N.S., Bridgewater Bulletin, 1967. — **History of the County of Lunenburg.** Belleville, Ont., Mika Studio, 1972. (Canadiana reprint series, no. 35)
- DEYARMOND, E. M. **The whip-handle tree.** [Colchester County] Kentville, N.S., Kentville Publishing Company, 1972.
- EATON, ARTHUR WENTWORTH HAMILTON. **The History of Kings County, Nova Scotia.** Salem, Mass., The Salem Press Company, 1910; Belleville, Ont., Mika Publishing, 1972. (Canadiana reprint series, no. 38)
- GRANT, JOHN N. **The development of Sherbrooke Village to 1880.** Halifax, Nova Scotia Museum. 1972.
- HILL, ALLAN MASSIE. **Some chapters in the history of Digby County and its early settlers.** Halifax, McAlpine, 1901; Belleville, Ont., Mika Publishing, 1972. (1972 facsimile reprint).
- KAULBACK, RUTH EVANGELINE. **Historic saga of Le-Heve (LaHave).** Lower Sackville, N.S., 1970.
- KIRKCONNELL, WATSON. **Place names of Kings County, Nova Scotia.** Wolfville, N.S., The Author, 1971.

- LAWRENCE, CHARLES.** *Journals and letters of Colonel Charles Lawrence*, being a day by day account of the founding of Lunenburg, by the officer in command of the project, transcribed from the Brown manuscript in the British Museum; introduction by D. C. Harvey, Archivist, Public Archives of Nova Scotia. Lunenburg, N.S., Lunenburg Heritage Society, 1972.
- McDOUGALL, JOHN LORNE.** *History of Inverness County, Nova Scotia*. Belleville, Ont., Mika Publishing, 1972. (Canadiana reprint series, no. 43)
- MILLER, THOMAS.** *Historical and genealogical record of the first settlers of Colchester County, down to the present time*. Halifax, MacKinlay, 1873; Belleville, Ont., Mika Publishing, 1972. (Canadiana reprint series no. 34)
- PATTERSON, FRANK HARRIS.** *History of Tatamagouche, Nova Scotia*. Halifax, Royal Print-Litho, 1917; Belleville, Ont., Mika Publishing, 1973. (Canadiana reprint series, no. 49)
- PATTERSON, GEORGE.** *A history of the County of Pictou, Nova Scotia*. Montreal, Dawson, 1877; Belleville, Ont., Mika Publishing, 1972. (Canadiana reprint series, no. 31)
- POWELL, ROBERT BADEN.** *Second scrap book; Digby town and municipality*. Digby, N.S., Wallis Print Limited, 1973.
- RANKIN, DUNCAN JOSEPH.** *A history of the County of Antigonish, Nova Scotia*. Belleville, Ont., Mika Publishing, 1972. (Canadiana reprint series, no. 42)
- SAVARY, ALFRED WILLIAM.** *History of the County of Annapolis supplement*. Belleville, Ont., Mika Publishing, 1973. (Canadiana reprint series, no. 63)
- Stewiacke, 1780-1900.** Truro, N.S., News Publishing Company, 1902; Belleville, Ont., Mika Publishing, 1973. (Canadiana reprint series, no. 50)

WILSON, ISAIAH W. **A geography and history of the County of Digby, Nova Scotia.** Belleville, Ont., Mika Studios, 1972. (Canadiana reprint series, no. 39)

WOODWORTH, ELIHU. **The diary of Deacon Elihu Woodworth, 1835-1836;** transcribed by Frederick Irving Woodworth, 1862; edited by Watson Kirkconnell, 1972. Wolfville, N.S., Wolfville Historical Society, 1972.

Joseph Howe

BRUCE, HARRY. **Here lies Joseph Howe.** Halifax, The 4th Estate, 1973. A special commemorative supplement of **The 4th Estate**, April 12, 1973.

FERGUSON, CHARLES BRUCE. **Joseph Howe of Nova Scotia.** Windsor, N.S., Lancelot Press, 1973.

HOWE, JOSEPH. **Joseph Howe: voice of Nova Scotia;** a selection ed. and with an introduction by J. Murray Beck. Toronto, McClelland and Stewart, 1964. (Carleton Library, no. 20)

— **Poems and essays.** Toronto, University of Toronto Press, 1974. (Literature of Canada poetry and prose in reprint)

— **Western and eastern rambles: travel sketches of Nova Scotia;** ed. by M. G. Parks. Toronto, University of Toronto Press, 1973.

JOSEPH HOWE; **facsimiles of authentic documents.** Halifax, Petheric Press, 1973. (A pocketful of Nova Scotia history, no. 1)

Literature

BUCKLER, ERNEST REDMOND. **Nova Scotia: window on the sea**; text by Ernest Buckler; photographs by Hans Weber. Toronto, McClelland and Stewart, 1973.

CAMERON, DONALD. **Conversations with Canadian novelists**. Toronto, Macmillan of Canada, 1973. Includes Ernest Buckler, Hugh MacLennan and Thomas Raddall.

COOK, GREGORY M., ed. **Critical views on Canadian writers**: Ernest Buckler. Toronto, MacGraw-Hill Ryerson, 1972. (Critical views on Canadian writers.)

THE 4TH ESTATE (Newspaper) **Voices down east; a collection of new writing from the Atlantic Provinces**. Halifax, 1973.

Drama

MURPHY, ARTHUR L. **The first falls on Monday**. Toronto, University of Toronto Press, 1972. (Canadian Play series)

Essays

LAMB, JAMES BARRETT. **Clap hands, here comes Charlie**. Windsor, Nova Scotia, Lancelot Press, 1973.

— **The other Canada**. Windsor, N.S., Lancelot Press, 1972.

LOWE, FRANK. **I beg to differ**; a collection. Montreal, Info-cor Limited, 1973.

Fiction

BIRD, WILL R. **Angel cove**. Toronto, Macmillan of Canada, 1972.

— **An earl must have a wife**. Toronto, Clarke Irwin, 1969.

BUCKLER, ERNEST. **The mountain and the valley**. Toronto, McClelland and Stewart, 1952. (New Canadian Library)

— **Oxbells and fireflies**. Toronto, McClelland and Stewart, 1974. (New Canadian Library)

DAY, FRANK PARKER. **Rockbound**, a novel; introduction by Allan Bevan. Toronto, University of Toronto Press, 1974. (Literature of Canada poetry and prose in reprint)

DeMILLE, JAMES. **A strange manuscript found in a copper cylinder**. Introd.: R. Watters. Toronto, McClelland and Stewart 1969. (New Canadian Library no. 68)

HALIBURTON, THOMAS C. **The clockmaker**. Toronto, McClelland and Stewart, 1958. (New Canadian Library.)

— **The old judge; or, Life in a colony**. Toronto, Clarke Irwin, 1968.

— **Sam Slick anthology**. Toronto, Clarke Irwin, 1969.

LEWIS, DAVID EARLE. **A lover needs a guitar and other stories**. Toronto, McClelland and Stewart, 1973.

MacLENNAN, HUGH. **Barometer rising**. Toronto, McClelland and Stewart, 1969. (New Canadian Library)

— **Each man's son**. Toronto, McClelland and Stewart, 1962.

— **Return of the sphinx**. Toronto, Macmillan of Canada, 1967.

— **Two solitudes**. New York, Popular Library, 1968.

- **Two solitudes.** Toronto, Macmillan of Canada, 1967. (Laurentian Library)
- **The watch that ends the night.** New York, New American Library of Canada, 1969. (A Signet novel)
- MacPHAIL, MARGARET. **The girl from Loch Bras D'Or.** Windsor, N.S., Lancelot Press, 1973.
- **Loch Bras d'Or.** Windsor, N.S., Lancelot Press, 1970.
- NOWLAN, ALDEN A. **Various persons named Kevin O'Brien;** a fictional memoir. Toronto, Clarke Irwin, 1973.
- RADDALL, THOMAS H. **At the tide's turn.** Toronto, McClelland and Stewart, 1971. (New Canadian Library)
- **The Governor's lady.** New York, Popular Library, 1969.
- **Hangman's beach.** New York, Popular Library, n.d.
- **His Majesty's Yankees.** New York, Popular Library, 1968.
- **The nymph and the lamp.** Toronto, McClelland and Stewart, 1963. (New Canadian Library)
- **Pride's fancy.** Toronto, McClelland and Stewart, 1974. (New Canadian Library)
- **Roger Sudden.** Toronto, McClelland and Stewart, 1972. (New Canadian Library)
- SMITH, RAY. **Lord Nelson Tavern.** Toronto, McClelland and Stewart, 1974.

Poetry

- CASEY, MARGARET J. **Down east poems.** Oxford, N.S., The Author, 1971-1972. 2 v.

- INGLIS, GERTRUDE. **Full circle**; poems of yesterday, today and tomorrow. Liverpool, N.S., Advance Publishing Company, 1973.
- LONGFELLOW, HENRY W. **Evangeline**, a tale of Acadie. Halifax, H. H. Marshall, 1955. Also published in French.
- MacSWEEN, R. J. **The forgotten world**. Antigonish, N.S., Antigonish Press, 1971.
- MILLS, MARGARET SPARLING. **Woman be honest**; poems and graphics. Halifax, Herring Cove Press, 1974.
- TWOMEY, DONAL. **Of children and other things**. Halifax, The Author, 1972.
- WARD, FRED E., ed. **Present tense**; writings from the people of the New Option School, Halifax, Nova Scotia. Halifax, New Option Press, 1972.

Natural History

- CANADA. GEOLOGICAL SURVEY. **Rock and mineral collecting in Canada**. v. III. New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland, by A. P. Sabina. Ottawa, Queen's Printer, 1964.
- **Rocks and minerals for the collector: North-eastern Nova Scotia, Cape Breton and Prince Edward Island**, by Ann P. Sabina. Ottawa, 1973.
- CORBETT, JOANELLA. **Collecting minerals in Nova Scotia**. Halifax, Nova Scotia Museum, 1971.
- DAVIS, DEREK. **Periwinkles**. Halifax, Nova Scotia Museum, 1971.
- ERSKINE, J. S. **In forest and field**. Halifax, Nova Scotia Museum, 1971.

- GREENIDGE, K. N. H.** *Essays in plant geography and ecology.* Halifax, Nova Scotia Museum, 1969.
- HANCOCK, DAVID A. and WOODFORD, JIM.** *Some of the common and uncommon birds of the Atlantic Provinces.* Don Mills, Ont., General Publishing Company, 1973.
- MacKENZIE, KATHERINE.** *Wild flowers of eastern Canada:* Ontario, Quebec, Atlantic Provinces. Montreal, Tundra Books, 1973.
- NOVA SCOTIA. DEPARTMENT OF LANDS AND FORESTS.** *Trees of Nova Scotia:* a guide to the native and exotic species. Truro, 1970.
- ROLAND, ALFRED.** *Summer key to the woody plants of Nova Scotia.* Halifax, Department of Lands and Forests, 1957.
- ROLAND, ALFRED and SMITH, E. C.** *The flora of Nova Scotia.* Halifax, Nova Scotia Museum, 1969.
- TASCHEREAU, P. M.** *An introduction to nature study for summer camps.* Halifax, Nova Scotia Museum, 1963.
- TUFTS, ROBIE W.** *Birds and their ways;* illustrations by John H. Dick. Wolfville, The Author, 1972.
- *The birds of Nova Scotia;* illustrated in colour by Roger Tory Peterson and John A. Crosby, with line drawings by John H. Dick. 2d ed. Halifax, Nova Scotia Museum, 1973.

Nova Scotia Blacks

- CLAIRMONT, D. H. and MAGILL, DENNIS.** *Africville; the life and death of a Canadian black community.* Toronto, McClelland and Stewart, 1974.
- HENRY, FRANCES.** *Forgotten Canadians; the Blacks of Nova Scotia.* Don Mills, Ont., Longman Canada, 1973. (Canadian social problems series)

NOVA SCOTIA. HUMAN RIGHTS COMMISSION. **Pictorial on black history, Nova Scotia.** Halifax, Nova Scotia Communication and Information Centre, 1973.

Politics, Government and the Law

BAUDOUX, EVERETT L. **A quest for survival of responsible government.** 1972.

HALIBURTON, EDWARD DOUGLAS. **My years with Stanfield.** Windsor, N.S., Lancelot Press, 1972.

HALIFAX WOMEN'S BUREAU. **Women and the law in Nova Scotia.** Halifax, 1972.

HAWKINS, JOHN. **Life and times of Angus L.** Windsor, N.S., Lancelot Press, 1969.

NOVA SCOTIA. COMMUNICATION AND INFORMATION CENTRE. **The Nova Scotia Legislature,** by Murray Barnard and R. S. Morton. Halifax, 1973.

Railroads

GIBSON, MORLEY ALLEN. **Train time;** illustrated with photographs by the author. Windsor, N.S., Lancelot Press, 1973.

MCDONALD, BRUCE. **The Guysboro railway, 1897-1939.** Antigonish, N.S., Formac Press, 1973.

STEPHENS, DAVID E. **Iron roads: railways of Nova Scotia;** maps by author. Windsor, N.S., Lancelot Press, 1972.

Religion and Church History

ARCHIBALD, FRANK E. **Salute to Sid.** Windsor, N.S., Lancelot Press, 1970.

BLAUVELDT, ROBERT BROOKS. *Holy Trinity Anglican Church*, Yarmouth, N.S., with a brief outline of the growth of Anglicanism in Yarmouth since 1785. Yarmouth, N.S., Sentinel Printing Limited, 1972.

— *The Roman Catholic Diocese of Yarmouth*; 20th anniversary, 1973. Yarmouth, N.S., Blauveltd-Publicity, 1973.

FINGARD, JUDITH, *The Anglican design in Loyalist Nova Scotia, 1783-1816*. London, S.P.C.K., 1972. Published for the Church Historical Society.

JOHNSTON, ANGUS ANTHONY. *History of the Catholic Church in eastern Nova Scotia*. Antigonish, N.S., St. Francis Xavier University Press, 1960-1972. 2 v.

LEVY, I. JUDSON. *This new day*. Windsor, N.S., Lancelot Press, 1972.

STEWART, GORDON THOMAS and RAWLYK, GEORGE. *A people highly favoured of God; the Nova Scotia Yankees and the American Revolution*. Toronto, Macmillan of Canada, 1972.

Science

EDMONDS, ALAN DENIS. *Voyage to the edge of the world*. Toronto, McClelland and Stewart, 1973.

NOVA SCOTIAN INSTITUTE OF SCIENCE. *Chondrus crispus*; ed. by M. J. Harvey and J. McLachlan. Halifax, Royal Print and Litho Ltd., 1973.

NUCLEAR POWER STUDY GROUP. *Nuclear power in Nova Scotia*. Wolfville, N.S., 1973. Chairman: John F. Brown.

The Sea

- ALBRIGHT, CAM. **Blarney Blunder-Bluenoser**; a collection of jokes and cartoons of the fishing life of the Maritimes, featuring the Bluenoser "Blarney Blunder". Dartmouth, N.S. J. D. Goodwin, D. F. Flawn, 1973.
- BACKMAN, BRIAN and BACKMAN, PHIL. **Bluenose**. Toronto, McClelland and Stewart, 1965.
- DE GARTHE, WILLIAM. **Painting the sea**. Kentville, N.S., Kentville Publishing Company, 1969.
- GILLESPIE, G. J. **Bluenose skipper**. Fredericton, N.B., Brunswick Press, 1964.
- PARKER, JOHN P. **Cape Breton ships and men**. Aylesbury, England, Hazell Watson & Viney Limited, 1967.
- **Sails of the Maritimes**. Halifax, Maritime Museum of Canada, 1960.
- PATTON, JANICE. **The sinking of the I'm Alone**. Toronto, McClelland and Stewart, 1973. (Stories from the Pierre Berton show)
- PULLEN, HUGH FRANCIS. **Atlantic schooners**. Fredericton, N.B., Brunswick Press. 1967. Also issued in French.
- **The Shannon and the Chesapeake**. Toronto, McClelland and Stewart, 1969.
- RICHARDSON, EVELYN M. **We keep a light**. Toronto, McGraw-Hill Ryerson, 1961.
- ROBINSON, CYRIL. **Men against the sea**. Windsor, N.S., Lancelot Press, 1971.
- SCHULL, JOSEPH. **The salt water men: Canada's deep sea sailors**. Toronto, Macmillan of Canada, 1957.

- SIMPSON, TED. **The forgotten man & our own Robin Hood;** tales of disaster, starvation and heart-warming stories of rescue. n. pl., The author, 1973.
- SLOCUM, JOSHUA. **Sailing alone around the world;** illus. by Thomas Fogarty and George Varian. New York, Dover Publications, 1956.
- **Sailing alone around the world and Voyage of the *Liberdade*;** ed. and with commentaries by Walter Magnes Teller. New York, Collier Books, 1962. (Collier Books AS252)
- SPICER, STANLEY. **Maritimes' age of sail.** Toronto, Clarke Irwin, 1970. (Jackdaw, no. C20.).
- **Masters of sail.** Toronto, McGraw-Hill Ryerson, 1968.
- STEPHENS, DAVID E. **Lighthouses of Nova Scotia.** Windsor, N.S., Lancelot Press, 1973.
- TREMBLAY, JACK. **Bluenose, queen of the North Atlantic.** Fredericton, Brunswick Press, 1967.
- WALLACE, FREDERICK WILLIAM. **Roving fisherman.** Gardenvale, Quebec, Canadian Fisherman, 1955.
- **Wooden ships and iron men.** Belleville, Ont., Mika Studio, 1973. Originally published in 1937 by Charles E. Lauriat Co., Boston.
- ZINER, FEENIE. **Bluenose, Queen of the Grand Banks.** Philadelphia, Chilton Book Company, 1970.

Songs and Ballads

- CANADA. NATIONAL MUSEUM. **Gaelic songs in Nova Scotia,** by Helen Creighton and Calum MacLeod. Ottawa, Queen's Printer, 1964. (Bulletin no. 198, Anthropological series no. 66).

CREIGHTON, HELEN. **Songs and ballads from Nova Scotia.** Toronto, General Publishing Company Limited, 1966.

— **Maritime folk songs.** Toronto, McGraw-Hill Ryerson, 1972.

Sports and Pastimes

ANDERSON, DOUGLAS. **All about cribbage.** New York, Winchester Press, 1971.

PARKER, HUGH E. (Ted.) **Nova Scotia's speckled trout versus the angling novice.** n. pl., The Author, 1973.

RUSSELL, BURTON. **Looking back;** a historical review of Nova Scotia Senior Baseball, 1946-1972. Kentville, N.S., Kentville Publishing Company, 1973.

Treasure

FURNEAUX, RUPERT. **The money pit mystery:** the costliest treasure hunt ever. London, Tom Stacey, 1972.

HARRIS, R. V. **The Oak Island mystery.** Toronto, McGraw-Hill Ryerson, 1967.

STORM, ALEX. **Canada's treasure hunt.** Winnipeg, Greywood Publishing Limited, 1967.

Contributors

JAMES FRANCIS SMITH was born in Amherst, Nova Scotia, and attended school in both Truro and New Glasgow.

He graduated from Nova Scotia Teachers College, Truro, in 1965, having won several scholarships and earning the Richard Gordon Memorial Award for literature.

He has done extensive research on the history of Cumberland County and has written several newspaper articles on this subject.

He is a member of the New England Historic and Geneological Society, the North Cumberland Historical Society, and Editor for the Association of Teachers of English of Nova Scotia.

Mr. Smith lives in New Glasgow and teaches Junior High School English.

ALICE LEONE COUSINS was born and received her early education in the Annapolis Valley. She graduated from the Nova Scotia Provincial Normal College and received the degree of Bachelor of Arts in history from St. Mary's University.

Mrs. Cousins has an avid interest in local histories and geneologies and has done much research in these fields, travelling extensively and residing in Europe for several years.

She has written many newspaper articles and currently writes a column for a valley weekly newspaper.

She is now retired following a teaching career of twenty years in Halifax city schools and resides in Kingston, Nova Scotia.

MARIETTA MACDONALD SILVER was born in Durham, Pictou County. She is a graduate of Pictou Academy, Saskatchewan Provincial Normal College, and Acadia Ladies' Seminary in Household Economics. She has held several positions in the field of education in the Saskatoon and Prince Albert school systems, at Acadia University and in the United States.

She is the author of many articles, poems and plays on a wide variety of subjects which have appeared in numerous books and periodicals.

Mrs. Silver is a very active member of provincial and national Federations of Home and School Associations, Nova Scotia Association of Garden Clubs and the I.O.D.E.

She and her husband, Dr. Basil C. Silver, make their home in Wolfville.

FRANCIS W. GRANT was born in Wallace, Cumberland County, Nova Scotia in 1904 and received his education there. He became a railroad telegrapher and during World War II he served in the Aircraft Instrument Section of the Royal Canadian

Air Force. He was later engaged in a retail merchandise business.

He is the author of three small volumes of poetry.

Mr. Grant is a member of the North Cumberland Historical Society, and his hobby is researching local history.

Mr. Grant is now retired and lives in Wallace, 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 Ettore Batagli.

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

He is the author of the Pictou Book, Antique Furniture, by Nova Scotia Craftsmen, two editions of Nova Scotia Glass, a paper back guide book Nova Scotia Furniture as well as numerous 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.

Book Reviews

LORNA INNESS

**Ninety Seasons,
Modern Poems from the Maritimes, Edited by Robert Cockburn,
Robert Gibbs,
Hardcover, 159 pages, Published March, 1974
McClelland & Stewart Ltd., \$6.95**

From the traditional to the contemporary, *Ninety Seasons* shows where Maritime poets have been going since the days of Bliss Carman and Sir Charles G. D. Roberts. If the Maritime poets to day write of the beauty of the sunset on the Tantramar marshes, they write also of feelings and issues which would not have been considered subjects for poetry at the turn of the century.

Writing from the University of New Brunswick, Fredericton, where they are both associate professors of English, co-editors Cockburn and Gibbs note that following the heyday of Roberts and Carman, indeed until after World War II, where Maritime poetry was concerned, "Lukewarm romantic sentiments postured feebly and died aborning in these cultural backwoods."

They note that post-war changes in attitudes, that the exposure to television, radio and advertising and their taste-shaping abilities, have altered Maritime writing. "Nowadays," they state, "like Canadian poets everywhere, we follow the methods of American poetry just as faithfully as Roberts once echoed Swinburne."

What, then, gives Maritime writing its distinct quality, if it has one? The editors suggest that it tends to reflect a conservative approach to life, that another characteristic is the "inspiration it draws from our past, from our history; that diverse, rooted, often adventurous society . . . remains a continuing source of myth, imagery, and perspective."

A final distinguishing quality, is that Canadian obsession with Nature, but while Maritimes share it with English-speaking Canadians in other parts of Canada, here, it would seem, it is "a little more so." "Compared with the rest of the Dominion, ours is a small-scale region, and the memories and human intimacies of village and family, of valley and county, seem to be always in our consciousness. Also, inevitably, our emotions and imaginations have been stimulated by the sea: by a pencilled trace of smoke below the horizon, by fog, tides, and storms, by hulks rotting in remote inlets."

The title, *Ninety Seasons*, comes from a line in a poem by the late Charles Bruce entitled *Orchard in the Woods*: Bruce's subject is the overgrown orchard on the site of an abandoned farm:

"Only the apple trees recall the dream
that flowered here - in love and sweat and growth,
Anger and longing. Tough and dark and wild,
Grown big of stump, rough in the bark and old,
They still put forth a light ironic bloom
Against the green utility of spruce.

Clearing and field and buildings gone to waste -
But in the fall, a gunner going home
Will halt a moment, lift a hand to reach
One dusky branch above the crooked track,
And, thinking idly of his kitchen fire,
Bite to the small black shining seeds and learn
The taste of ninety seasons, hard and sweet."

With the exception of Charles Bruce, the poets represented here are living, more than half of them under 40 years of age. They represent New Brunswick, Nova Scotia and Prince Edward Island. They are not all native-born Maritimers, but some are Maritimers by choice or chance of circumstances.

Poets whose work is in this book include: Milton Acorn, Alfred G. Bailey, Elizabeth Brewster, Kent Thompson, Alden Nowlan, Kenneth Leslie, Fred Cogswell, Sunyata MacLean, Robert Gibbs, and Brian Barlett.

Because it touches on a subject raised in another book mentioned in this volume of the Quarterly, the following Bartlett poem is included:

The Primitive and the Crossbred
The loon's quavering wakes us,
followed by the rooster
faint beyond the ridge
like someone blowing on grass
cupped between his hands.
(The pause
between them, I dream,
is a pause in dialogue.)

The voices are thrown
from the horizon
to here: the checkered form
on the water raising
its sleek neck to trumpet
disjointedly,
the fowl on the fence
crowing, a versatile kazoo."

Cockburn and Gibbs have produced an exciting, vigorous collection of poems which provides a detailed look at what is being written these days by Maritimers and the comforting reassurance that not all Maritime poetry is staid and colorless.

Selected Poetry and Critical Prose, Charles G. D. Roberts,

Edited by W. J. Keith,

Paperback, 326 pages, Published 1974,

University of Toronto Press, \$5.95

Charles G. D. Roberts was born seven years before Confederation and passed away during the holocaust of World War II. His life and work spanned the changing of the century and all that implied. He was a prolific writer, if the quality of his work was not always constant, and he was dedicated to the development and recognition of Canadian literature.

In this volume, W. J. Keith, a member of the University of Toronto's graduate department of English and the author of the volume about Roberts in the Studies in Canadian literature series, has compiled selections from the published works of poetry, with a critical assessment of Roberts' style at the various stages of his development as a writer. The book also includes some of Roberts' critical prose, hitherto uncollected.

Some of the poems are old favorites, I think, for most readers. There are selections from the volumes *Songs of The Common Day*, *The Book of the Native*, *New York Nocturnes* and *Other Poems*, *Poems* and *New Poems*, among others.

In an essay entitled *The Outlook for Literature*, Acadia's *Field for Poetry, History and Romance*, first printed in *The Halifax Herald* on January 1st, 1885, Roberts speaks of the rich source material available to the Maritime writer; the Indian legends, largely then ignored, "wildly poetic, and vigorous in conception"; the quality of romance in "the eager searchings,

the bold exploits, the strange adventures, the hardships and the triumphs interwoven in the old Acadia annuals . . . ”

“But not only in the past of another people should our pens find motion; for our own ancestors have left us noble themes. In the coming of the Loyalists there is a treasury of subjects hardly inferior to that which New England has found so rich in the deeds of her Puritan fathers. Perhaps these are matters scarcely yet remote enough to take the highest treatment; but surely now is the time for doing, in this connection, the work which will make purely creative work a possibility in the future. Those minute and loving records of the past of particular localities, those accurate studies of this or that county, town, or village, such as count detail too petty, and grudge no labour of research, are needed now to preserve traditions, which year by year are dying out, and of which the ultimate value is as yet hardly to be realized . . . Great literary skill is not essential to the production of such works, but it is a secure investment in the future to have written a book, upon which after-workers in the field shall find themselves of necessity dependent . . . ”

And that was written in 1886!

The other prose selections, dealing with Canadian literature and its future development and the reliance upon nature and wildlife as subject matter are of special interest.

This book was published with the assistance of a grant from the Ontario Arts Council.

**The Birds of Nova Scotia, By Robie W. Tufts,
Hardcover, 532 pages, illustrated, Published 1973, 2nd. edition.
Nova Scotia Museum,**

While this was being written, in one brief period I saw on a nearby lake, a Great Blue Heron fishing in the waters, standing still and long, looking for other prey; a pair of Loons, calling and diving, swimming — the male in front of the female and then diving in unison to rise yards away along the clear unrippled surface of the water; a Red-winged Blackbird poised on a cattail at the edge of the marshy shore; a Kingfisher, Nova Scotia's bird, clinging to a telephone wire, surveying the scene from his lofty perch.

The joy that the recognition of birds and the search for knowledge about them brings cannot be appreciated fully by anyone who has not been bitten by the birdwatching bug.

Essential to the pursuit of birdwatching are reliable, detailed guides. There are several well-respected ones, but while it is interesting to know the habits of central and southwestern birds normally found in the United States and never seen in eastern Canada, the birdwatcher in the Maritimes wants — needs — to know about the habits, markings, food of the species which touch this area.

The dean of Nova Scotia's bird experts, Robie W. Tufts, was for 28 years the Chief Federal Migratory Bird Officer for the Maritimes. He was the founder and first president in 1955 of the Nova Scotia Bird Society.

He has written columns and articles about birds and wildlife, and in 1962 he wrote *The Birds of Nova Scotia*, a detailed ornithological guide dealing particularly with the bird residents and visitors of the province. A second edition, with added material, has now been published by the Nova Scotia Museum as part of the Cultural Service Program of the department of education. It is a most welcome work.

Of the Great Blue Heron, Tufts notes that the earliest arrival date for spring is "March 23, 1945, at Starr's Point, Kings County," the average being April 6th. (I think I saw one earlier than that this year, but forgot to make a note of the date! Some birdwatcher!)

Of the Red-Winged Blackbird, Tufts states that "C. R. K. Allen says that it arrived 'in force' in Shelburne County on March 24th, 1968 . . ." As an historical note, 1,000 or more were estimated to have been feeding on wild rice in the marshy land near the Nova Scotia — New Brunswick border in September 1921, "much to the displeasure of the local duck hunters."

Tufts notes that once legal prey, Kingfishers are now protected by law.

Of Loons, Tufts writes that they feed upon "coarse fishes that are themselves known enemies of young trout and salmon . . ." Elsewhere, Tufts has entreated people to refrain from capturing "those cute baby Loon chicks", however, tame they may seem, as souvenirs of a trip to the "wilderness". It is almost impossible to sustain the chicks in captivity and impossible to return them to their parents.

The Birds of Nova Scotia contains line drawings by John H. Dick and the color plates by Roger Tory Peterson and John A. Crosby.

It is good to see a new edition of this book. It is an asset to any Nova Scotian bookshelf.

**The Look-Off Bear, Stories of the Outdoors, By Jack Dowell
Hardcover, 150 pages, Published, May, 1974
McGraw-Hill Ryerson Ltd., \$6.95**

Jack Dowell, like Robie Tufts, is another man who has been an avid outdoorsman since his youth. That interest has surfaced in this book which is a collection of tales, mainly about the creatures of the forest - and some of those who pursued them.

Such headings as "The Night The Rabbits Danced," "A Salmon for Emmy," *The Look-Off Bear*, "The River That Ran Backward," and "The Non-Moose Hunters", set the general tone.

Describing his boyhood initiation into the wilds Dowell states that when he was about 11, his family moved to Stewiacke, then a bustling mill town. He notes that "Half the kids in town ran traplines in the fall, catching muskrat, weasel, even the occasional mink, and we set up rabbit snares when winter came. That was how we earned our pocket money. But if we hadn't earned a cent, we'd have trapped and snared anyhow, so great was the lure of the woods."

"Stewiacke," continues Dowell, "was just about the right size for a growing boy; small enough to be neighbouring large enough to be lively, and it was plunked right down in the midst of sparkling waters to fish, to swim in, to skate on in winter, or to paddle about aboard flimsy rafts. There was forest in which to hunt, hidden places to seek out and explore . . . How could any active boy live in such surroundings and not become infected with an incurable love of the wilderness?"

This "incurable love" is reflected on each page of this collection of stories.

It Happened at Moose River By David E. Stephens
Paperback, 99 pages, illustrated, Published May, 1974
Lancelot Press, \$2.50

There probably isn't a Nova Scotian who doesn't know the story of the Moose River mine disaster in 1936.

Three men, Herman Magill, Dr. D. E. Robertson and Alfred Scaddling, entered an old, disused gold mine at Moose River, some 50 miles northeast of Halifax, on Easter Sunday, April 12th, 1936. They became trapped about 140 feet underground and it was 10 days before their fate was known.

During those 10 days, Nova Scotia, indeed the world, held its breath as it was given an almost ringside seat at the disaster by the use of radio broadcasts. The broadcasts from Moose River remained one of the highlights of the career of the noted Canadian Broadcaster, J. Frank Willis.

At the end of the 10 days, Robertson and Scaddling were brought to the surface alive; Magill had perished three days earlier. It was a time of supreme drama and emotion.

The story is a perennial favorite; much like the sinking of the Atlantic. It has been told in prose and poetry, in song and radio documentary. It is told again in this book and Stephens has included personal recollections of Bob Chambers, who as a photographer-reporter was sent by The Halifax Herald to cover the disaster and, if possible, get the vital first photographs of the rescue. Chambers has also written the forward to the book and drawn the cover.

There are illustrations, some of them surprisingly clear when one considers how difficult it is to get really good reproductions of some old photos, particularly those taken under difficult light conditions.

The book provides an interesting look at the response of a community when disaster strikes those who venture under the earth.

**Bishop Black and His Preachers, The Story of Maritime
Methodism to 1825, By E. Arthur Betts**

Paperback, pages, published May 1974

Maritime Conference Archives, Pine Hill Divinity Hall, Halifax

This is a mimeographed history of the early days of Methodism in the Maritimes. Betts deals extensively with the work of Bishop William Black.

Betts writes of Black's personal crossroads in 1781, when he was approaching his 21st, birthday: "A man of his talents and education could have followed many a promising career; his call was to preach the Gospel, to lead people into the light, and help them find a saving faith in Jesus Christ along the paths marked out by the Wesleys . . ."

Black was to write later of his first missionary journey in 1791, "I took a tour up the river Petitcodiac, and spoke to the people of the goodness of God, and the way of salvation through faith, but they remained in general hard and stupid. However, the word did not wholly fall to the ground, one being then awakened, and the next time I visited the river, set at liberty. It was up this river that I first ventured to take a text, to prevent the sameness in my discourses."

"A living Church must be missionary in spirit; it must think of those near and far in need of the Living Word of God. The day was well in the future when a son of Maritime methodism would go as missionary to a foreign land . . ." So concludes Betts's history, but the foregoing pages of it have covered extensively the missionary zeal which nursed the spirit of Methodism over the years in the Atlantic Provinces.

Appendix I contains biographical notes on the 57 Methodist preachers who have served from the inception of Nova Scotia district in 1825.

A valuable addition to the collection of papers and texts on religious life and history in the Maritimes.

Beyond Four Walls, By Archie F. Key

Hardcover, 384 pages, Published 1973

McClelland & Stewart Ltd., \$12.50

Subtitled "The Origins and Development of Canadian Museums," this volume is a storehouse of information about the growth of the museum idea in this country.

In this book, Key traces the development of museums and exhibits from the loosest sense of the word in ancient times through to the establishment of national museums in the 18th. and 19th. centuries. The growth of museum and exhibition techniques in Europe is dealt with at length.

Key crosses the Atlantic to the New World and discusses the role of Learned Societies in the United States, and such men as Smithsonian and Rockefeller and the setting up of foundations to perpetuate museums of history and art.

"The absence of authentic records makes it difficult to name the first museum in Canada," writes Key "Religious institutions in Quebec and the predominantly French communities in the Maritimes had natural history collections in the eighteenth

**D Day, By Warren Tute,
Hardcover, 256 pages, illustrated, maps Published May 1974
Griffin House, \$11.85**

This history of the activities which led to D Day, Dawn to Midnight, June 6, 1944, has been published to coincide with the 30th anniversary observances of that greatest of modern invasions.

It has been compiled and written by Warren Tute, author of *The Last Ten Days* and *The Deadly Stroke*, who was serving in Combined Operations involved with the preparation of the landings. He has been assisted in the preparation of this book by John Costello, who has prepared documentary films on the subject, and Terry Hughes, a current affairs producer with the BBC who was responsible for the D Day 25th anniversary productions.

The book, which is profusely illustrated, contains much in the line of rare maps, photographs, action shots, etc.

In his message to the members of the Allied Expeditionary Force, Gen. Dwight D. Eisenhower, said: "You are about to embark upon the Great Crusade, toward which we have striven these many months." The story of that striving is told in these pages. The pictures leave no doubt of the terrible cost of the hard-won victories of that day.

The book contains a foreword by Admiral of the Fleet, The Earl Mountbatten of Burma, who, in 1941, was told by Churchill: "I want you to work out the philosophy of invasion . . . You must devise and design new landing craft, appurtenances and appliances and train the three services to act together as a single force in combined operation . . ." Although reappointed in 1943 to set up the Southeast Asia Supreme Allied Command, Mountbatten was responsible for much of the planning and preparation which led to D Day.

This is a timely and impressively prepared book.





Notes on Nova Scotia

Kings Collegiate School for Boys, in Windsor, Hants County is the oldest English educational institution in the Commonwealth outside the British Isles. It was founded in 1789.

* * *

The first mass produced car in Nova Scotia was the McKay, first manufactured in Kentville and later in Amherst 1907 - 1915.

* * *

The largest wooden ship ever built in Nova Scotia, the Wm. D. Lawrence was designed and built in Maitland, Hants County.

* * *

Until 1828 only leather galoshes were used in Halifax as protection of the feet. In that year the first pair of India rubber shoes were brought from Boston. They were very thick and had to be softened by the fire before they could be used.

* * *

The first large quantity of grapes to be raised in Nova Scotia were Black Hamburg Muscatel grapes. They were raised in the vineyard of William Cunard (son of Sir Samuel Cunard) in the mid 1800's, near the North West Arm. One hundred pounds were shipped to the American market.

