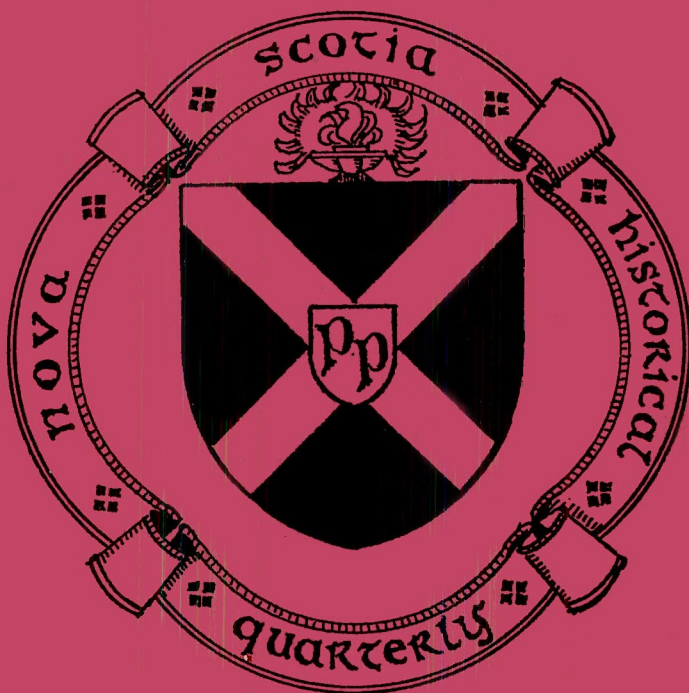


# The Nova Scotia Historical Quarterly

Volume 6 Number 2 June 1976



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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.

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Volume 6, Number 2, June 1976



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ISSN — 0300 — 3728

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## *"They Built A Fortune"*

ROLAND H. SHERWOOD

*IN THE CHURCHYARDS* of many an Atlantic seaport there are gravestones erected to masters, mates and crewmen of ships that never came home from the sea. Storms, shipwrecks on sunken shoals took their toll, and men died in the sea, their bodies never recovered. Such tragedies are summed up by the verse of some unknown poet who wrote, in part, about the pine board grave markers;

"They're put there to the memory,  
Fur the graves don't hold the bones  
Of the sailors who hev gone  
An' shaken hands with Davey Jones."

In Laurel Hill Cemetery in Pictou there is an impressive tombstone to a sea captain out of the port, who lost his life in a shipwreck on the rugged coast of the Island of Grand Manan, New Brunswick. Despite the fact that he was lost at sea, the earth of Laurel Hill Cemetery does hold his bones. His body was recovered and he was buried in Pictou.

That man was Evan Clarke Crerar, one of a Pictou family of sea captains whose joint efforts built the family fortune in the great days of the sailing ships. His splendid granite stone has this inscription;

"In memory of Evan Clarke Crerar, aged 37 years, commander of the ship, *Lord Ashburton* of Liverpool, who with 21 of a crew, perished by the wreck of his vessel on the Island of Grand Manan in a violent gale and snow storm on the 19th., of January, 1857, while on a voyage from Toulon to St. John, N.B. This monument is erected by the owners of the ship, and by his brothers, to perpetuate his memory."

That is all there is now to keep alive the feat of one of the finest men of sail who ever took a vessel out of the seaport of old Pictou. The monument brings to memory the wreck in which Evan Clarke Crerar lost his life, but there is nothing there to record his greatest achievement; one that was remembered and passed on through the years by others, for his amazing feat of seamanship which, in those mid-years of the 1800's founded the ample fortune of the Crerar family of Pictou.

It is now over 125 years since the ship *Wolfe* was towed into Pictou Harbor. She was a comparatively new vessel, built at Brandy Cove, near St. Andrews, N.B., in 1843, and was the only ship built on the St. Croix River that had a figurehead.

While working the sea trade, she took on a cargo of lumber at Quebec, bound for a port in England. While coming down the St. Lawrence the vessel was stranded, became waterlogged and unseaworthy. While in this condition the *Wolfe* was purchased by John and Peter Crerar of Pictou. Under their ownership the vessel was towed into Pictou Harbor for examination and possible repairs.

Pictou had no drydock or marine slip at the time, and the problem of repairing a vessel the size of the *Wolfe* was difficult to solve. But solve it the Crerars did.

There were many conferences between the brothers as they pondered the best way to make, what was considered by

many in the port, something of a bad bargain. Finally, they decided to run the risk of sailing the damaged ship across the Atlantic. They believed that should they be successful with their plan, and the ship sold, they would realize a fortune on their investment. It was risky business, they knew, and to find a man who would undertake the venture was a problem. Finally, they selected a tried and trusted sailor; one who believed with John, Peter and David Crerar that the scheme could be carried through to a successful and profitable conclusion. The man they selected was their own brother, Captain Evan Clarke Crerar.

It was decided that the damaged *Wolfe* should have an escort, so the brig, *Athol*, another vessel owned by the Crerar brothers was made ready for the big adventure. The man in charge of the brig, was yet another brother, Captain Daniel Crerar.

The Crerar brothers, Evan in command of the *Wolfe*, and Daniel in charge of the *Athol*, set sail from Pictou together with prospects of fine weather before them. The two vessels continued to sail in close company for several days.

When off the coast of Newfoundland a dense fog settled down over the waterlogged and slowly moving *Wolfe* and the escorting *Athol*, and the ships lost contact with one another.

Days later, when the fog lifted, the *Athol* was alone upon the sea. Try as he did, Captain Daniel Crerar could find no trace of the waterlogged ship commanded by his brother.

Daniel searched in vain, and finally turned toward the port of Liverpool to which they were bound. With fair weather and a heavy heart Captain Crerar reached his destination, but there was no word of the *Wolfe*. No incoming ship had sighted the water-logged hulk.

Days went by, and then one morning off the mouth of the Mersey, the *Wolfe* dropped anchor. Captain Evan Crerar had done the seemingly impossible. He had taken a damaged, loaded and water-logged ship across the Atlantic.

Later he was to receive acclaim for the feat, but at that time he was too clever a business man to let the fact be known that his ship was damaged. He knew the British sea law regarding salvage, and he determined to leave no loophole for a salvage claim through towage.

The *Wolfe* was very low in the water, which seemed to be reasonable due to her heavy cargo, a great amount of which was piled high on deck. Only those on board knew the actual condition.

When the towing tug came alongside, Captain Evan, to guard against any future claim for salvage should the condition of the ship become known, insisted on a specific amount for towage up the river. When all arrangements had been made, the big ship was towed to dock.

There the *Wolfe* and her cargo were sold, and, as they had hoped, brought them a fortune.

From that time onward the name *Wolfe* was looked upon as a good-luck name for the Crerars, and in succession they named three different barques, at different times, after the first ship that had brought them a fortune.

After the sale of the ship and her cargo, Captain Evan Crerar did not return to Pictou. Instead he entered the service of a Liverpool shipping company, and in the month of December, 1856, his ship *Lord Ashburton* set sail from a port in the south of France, bound for Saint John, New Brunswick.

On the bitter night of January 19th, 1857, when within a few miles of their destination, the ship ran into a terrific gale of wind and a blinding snow storm. Captain Evan Crerar, and



every man aboard the vessel fought the storm through the long night, but finally the storm-god won and the *Lord Ashburton* was driven a helpless wreck on the iron bound shore of the Island of Grand Manan.

Twenty-one members of the crew lost their lives, Captain Evan Crerar among them. A record of the ship lost, reported to Lloyd's of London from Eastport, Maine, showed that the vessel carried a crew of 29. Eight managed to survive the terrible pounding of the sea. One man managed to reach the rocky shore at the foot of the rugged rocks. By supreme effort he climbed with frost-bitten hands and feet up the towering cliffs of the Island of Grand Manan.

When the storm had abated, the bodies of the crew of the *Lord Ashburton* were found along the shore. The eight survivors were taken into the homes in North Head until they were well enough to be moved to the Marine Hospital at Saint John.

There is a spot on the towering cliff on Grand Manan Island that is called the Seven Days Work. Upon the face of the cliff seven different strata of rock are plainly discernable. It was near here that the *Lord Ashburton* went down, and it was here that James Lawson, the crewman who had scaled the cliff, went out to the spot every Spring, after the 31½ years he had spent in the Saint John Hospital, and there on the face of the Seven Days' Work, painted a huge white cross in memory of his lost captain and shipmates.

When the news of the loss of the *Lord Ashburton* reached Pictou by the slow-communication system of winter boat travel, the Crerar brothers left at once by covered sleigh, and later by boat, to search for the body of their brother. They were fortunate in this respect, for fishermen on the Island of Grand Manan had found most of the drowned crew from the wrecked ship, Evan Crerar among them, and had placed them in a fish-shed where the winter frosts had preserved the bodies.

Within two weeks of the tragedy, the Crerar brothers brought home the body of their younger brother, and more than half the pioneer town of Pictou turned out to pay tribute to the memory of a local captain whose feat of seamanship was still a live topic among the sea-faring men of Pictou.

Evan Clarke Crerar was laid to rest in the new cemetery on Wellington Street that had been given the name of Laurel Hill because of the abundance of the evergreen shrub that surrounded the burial ground. Months later, the beautiful tombstone was erected over his grave.

While the Crerar brothers were on the Island of Grand Manan they learned how the body of their brother Evan was found. They were told that a line fisherman of the Island while fishing near the scene of the wreck, saw the ship's bell on the bottom, and in recovering this relic of the wreck, had also brought up the body of Evan Crerar. They were also to note something strange in connection with the ship's bell. The date raised on the bell was 1855, and it was well known that the ship had been built in 1843. This puzzled the Crerars for it was felt that a new ship would have its own bell, and here was one dated twelve years afterwards. The only solution to that was the fact that the lost ship had been under two owners, and it was possible that the last owners had had a new ship's bell, and a bigger one, with the 1855 date upon it. That particular bell, the Crerars were to learn, was taken to a local storekeeper who gave the fisherman who found it a barrel of flour in exchange. The storekeeper, William Tatton by name, kept the huge bell for a number of years and then presented it to the Oddfellows Lodge at North Head.

The wreck of the *Lord Ashburton* was a sensation for a long time on the Island of Grand Manan. Ballads were written about the wreck, photos taken of the scene, and a vivid oil painting of the last hour of the *Lord Ashburton* was created by Nelson R. Greenlaw of Grand Manan.

The monument to Evan Clarke Crerar in Laural Hill Cemetery in Pictou mentions the Pictou captain by name, and notes only that "21 of the crew perished."

At North Head, Grand Manan, a large monument was raised to the memory of the 21 sailors who perished in that winter night of storm. It faces toward Ashburton Head, two miles away, where the ship, Saint John bound, was lost.

A sidelight on the wreck, and of the man who climbed the cliff on that night when 21 of his shipmates perished, is the fact that that man, James Lawson, had a son who became the postmaster at North Head for a number of years. His father had named him after two of his shipmates who were lost, "Richard" and "Sherman", so that the son became Richard Sherman Lawson.

THE CRERAR brothers were engaged in shipping and ship building in the days when Pictou was a sailorman's town and ships of all the seafaring world dropped anchor in the port. Shipbuilding and shipping, in coal and lumber were the big businesses, and all along the waterfront from what is now known as Norway Point to as far down as Lowden's Beach, vessels, large and small were on the ways. In the changing scenes of the waterfront, and the lost records of the years gone by, no definite location of where the Crerars operated in their building and trade on the sea. But it is known they were active in the business, and, even before Evan Clarke Crerar took the damaged *Wolfe* across the Atlantic, the Crerar brothers were influential men in the booming town of the 1800's. They were financially stable, but the sale of the *Wolfe* was the climax that fixed the fortunes of all the brothers.

G. J. Hamilton had established a bakery in 1840, and his brown bread and ship's biscuits became famous enough to bring ships to the port to secure the quality foodstuffs of the Hamilton line to offset the mouldy, and weevil infested ship

hardtack of the times. All Pictou ships, including those operated by the Crerars, also gained a reputation as "good ships", whereon good sailormen were treated with respect, and were well-fed; with Hamiltons products of course!

In those hard-driving days of sail, ship captains out of the port, such as the Crerar brothers, were many things aboard their vessels at sea. Particularly, they each had to have a smattering of medical knowledge, for accidents happened at sea, on ships, as well as on land.

In 1848, chemist J. D. B. Fraser, in his little drug store on Water Street, had been successful in manufacturing Chloroform as an anaesthetic, and it is not unlikely that once the knowledge of the pain-deadening drug became known, ship captains carried such on their long sea voyages.

While the merchants of Pictou were supplying the shipbuilders with all the necessary materials for the long voyages, including rum, not all were concerned with the sea and ships, altho the commerce of the port revolved around the waterfront. There were sailors' boarding houses on Criton Street that turned a pretty penny as the men of the ships came up from the docked vessels; men of all nationalities, with pigtailed down their backs, tarred in the fashion of the day, and with knives in their belts.

But while it was a sailor town, there were others not concerned with the sea. John William Dawson was interested in geology and education, as was Thomas McCulloch who, coming in 1803, was to curtail the lawless element of the town as he strove in the interest of education and religion.

The shipbuilders, and shipping magnates of Pictou were conscious of their importance, and they built magnificent residences, high up on the hills away from the waterfront where the pounds, shillings and pence were made. Like the others, the financially independent Crerars built in their own



style and locations, elaborate and solid, that stand today as proof that which was built on land outlived the ships their owners released to the dangers of the sea.

While the sea carried much commerce and passengers, this wasn't the only means of transportation in the mid-1800's. Hiram Hyde's stage coach from Truro to Pictou was in full, and flourishing operation, and stone buildings were prominent along Water Street, with the stone quarried in Lyons Brook, where the stage-coach stopped to take on passengers, east and west, and to bring in the raw-hide material from Logan's Tannery, a busy spot in the village.

While the Crerars, and others, were steeped in the shipping business of the port, none, not even the combined efforts of the Crerar brothers, could match the fortune of one who became known as the King of Pictou, Edward Mortimer by name. He was early established in the shipping business before the Crerars came into prominence, and how they managed in the face of such opposition as Mortimer presented is not known. For Mortimer, generous in many things, and particularly in the financial founding of Pictou Academy, was ruthless in business. Rivals he bought out promptly, and the fact that many shipbuilders and ship owners survived before his onslaught in business must be regarded as Scottish stubbornness and thrift, along with the canny business sense of the Scots.

It may be that the Crerars came on the business scene in Pictou after the influence of Mortimer died with him in 1819.

The Crerar brothers began their shipping and building careers in the 1840's, built up their fortune with the sale of the first vessel named *Wolfe*, and continued their successful career into the late 1870's when the heyday of sail was beginning to fade before the advancing age of steam.

The brothers, altho interested in sail, were no doubt on the wharf on that August morning of 1833 when the *Royal William*, bunkered with Pictou County coal, steamed out the harbor on her history making crossing of the Atlantic wholly under steam.

Men of sail watched the *Royal William* go, a clanking "steamkettle" passing between the anchored sailing ships that made a forest of masts in the harbor.

Whether or not the Crerars, were there to see the *Royal William* steam out of the harbor, with her paddlewheels clunking, her feet in pioneering steam navigation must have impressed them, as it did others, but their own achievement in taking a loaded, water-logged ship across the Atlantic was to provide a topic for conversation as an impossible marine accomplishment long after the success of the *Royal William* had died away.

If that feat of seamanship, and Scottish audacity, was to be forgotten, it came to life again in 1857 when the body of the man who had accomplished that victory against the sea, and then lost to the sea in return, was brought home for burial in the small seaport town from whence he had settled to a victory and later to his death.

The monument in Laurel Hill Cemetery in Pictou stands to this day as a memorial to Evan Clarke Crerar and his seven short years of life between his victory and his death.

# *The Pictou Bank*

JAMES M. CAMERON

The small number of chartered banks which serve Canadians have evolved from numerous smaller ones across the land. Business men in Pictou County, in common with others of their ilk, a century ago subscribed cash and organized a bank, in a time when Nova Scotia capital was involved heavily in ships and maritime trade.

The Pictou Bank served the public for twelve years, went broke, and was taken over by the Bank of Nova Scotia.

Hard times and hard luck for Pictou County shipbuilders, doing business in a changing world when wood and sail were going out and iron and steam were coming in, and the financial crash of a leather tannery, brought down the Pictou Bank.

Chapter 76 of Book 36 of Queen Victoria's Canadian Statutes is entitled "An Act to Incorporate the Pictou Bank". Royal assent was granted on 23 May, 1873. The petitioners for the Act were John Crerar, John T. Ives, William Gordon, A. J. Patterson, Robert Doull, Jeffery McColl, Robert MacNeil, John A. Dawson, Roderick MacKenzie, J. R. Noonan, and, per the test of the Act, "others". This group "and such other persons as may become shareholders . . . are declared . . . to be a Corporation . . . by name of 'The Pictou Bank',

and the chief office of the Bank shall be in Pictou, in the Province of Nova Scotia . . . The capital stock . . . shall be five hundred thousand dollars . . . divided into five thousand shares of one hundred dollars each." The Act provided that when one hundred thousand dollars was raised a meeting of shareholders would be called to elect directors "and for the organization of the Bank"; the Act also stipulated that at least an additional one hundred thousand dollars "shall be paid up . . . within two years from the date the Bank commenced business". The Act was to remain in force until July 1, 1881, a period of eight years. Regulations governing the organization of banks in Canada had been laid down by Parliament in 1871 in the Banking Act. These regulations were mandatory upon the Pictou Bank.

The Dominion Parliament's regulations for the operations of banks were stringent, e.g., dividends in excess of 8% could be paid only if there was a reserve fund equal to 20% of capital; if assets were insufficient to pay liabilities the shareholders would be liable for the deficiency equal to the amount of their shares over and above an amount not paid on their respective shares; one half the cash reserves must be in Dominion notes; no director in a bank capitalized between 1 and 3 million dollars could hold less than \$3000 in bank stock, shareholders by by-law could regulate the amount of discounts and loans to directors; every month a financial report had to be submitted to the Department of Finance; a list of shareholders had to be laid before Parliament every year; officers and directors could be held liable if they "gave unfair preference to a creditor, or fraudulent, or undue, preference"; etc., etc.

The proposal for a locally-owned bank found favour with the public. In mid July 1873 the shares were selling well. Stock order books were placed in Pictou, Colchester and Antigonish Counties. July 22 it was announced that almost one-half the stock had been subscribed in the Pictou



stock book. (One half the full capitalization of \$500,000, or one-half of the first one hundred thousand dollars necessary to start business? The writer doesn't know). In Pictou the stock book was in R. P. Grant's office, in New Glasgow at R. MacGregor and Sons.

New Glasgow's newspaper The Eastern Chronicle not only supported the Bank, but also advocated that its head office be located in Pictou—the first and last journalistic effort on record which subordinated the welfare of the up-river town to the County capital on the harbour. In these following words the Chronicle expressed an unprecedented and never to be repeated sentiment in any matter affecting both towns, “. . . as Pictou would be the headquarters of the Bank, being the Shiretown, the business men of that place should move first and invite the co-operation of New Glasgow, when, we have no doubt, a hearty response would be given . . . a stock list could . . . be opened at Pictou, New Glasgow and other business centres in the County, and also in Truro, Halifax, etc., and if reasonable diligence were observed the Bank might be ready to commence business before the end of next year, or by the middle of next summer.” There was, as the Eastern Chronicle predicted, a “hearty response” from New Glasgow.

\$480,000 was in the pot in early October, a few weeks after the stock went on sale. The remaining \$20,000 necessary before the Bank could do business, was subscribed by December—indeed the first call \$100,000 was paid up—and shareholders were summoned to a meeting called for January 14, 1874. Already a “cashier” was appointed, one Thomas Watson, late of the Bank of British North America in Renfrew, Ontario. He would soon be described as “manager”, in keeping with the duties that he assumed from the start.

The shareholders met in Grant's Hall in Pictou on 15 January, 1874 to select a board of directors. Elected were

John Crerar, Jeffrey McColl, William Gordon, R. P. Grant, Robert Doull, J. R. Noonan and Isaac A. Grant.

The directors chose John Crerar as president and R. P. Grant as vice. President Crerar was a shipbuilder. Among the sailing vessels he built were the 640 ton barque *John Duffus*, launched in 1847, and in partnership with his brother Peter, the 421 ton barque *Pathfinder* in 1851 and the *Cluny Castle*, another barque, in 1852. The Crerars were closely related with Pictou's general and marine commerce in the mid 1800's. Two of the family's sailors died in service. Captain Daniel, master of a British trooper, drowned in Sebastopol Harbour during the Crimean War. Captain Evan, master of the British ship *Lord Ashburton*, was lost with twenty-one of the crew when his ship was driven ashore on Grand Manan Island by a storm. The Crerar name in Pictou was a commanding one in the time the Pictou Bank was founded. Crerar was a synonym for business acumen. For public relations, if nothing else, John Crerar's choice as president was a wise one.

Vice-president Robert Patterson Grant (1814-92) was engaged in merchandizing and shipping. His birthplace was Inverness, Scotland, son of a bookseller and publisher. He emigrated to Pictou in his 21st year. His wife was a daughter of New Glasgow founder and shipbuilder James Carmichael. Grant was a politician, a Reformer (Liberal) elected to the Nova Scotia Assembly in 1859-63. He was one of the few Liberals who favoured Confederation. He was Pictou County's second appointee to the Senate, chosen by Prime Minister Alexander MacKenzie in 1877. He served until death fifteen years later.

Jeffrey McColl (1833-1900), son of Guysboro County's customs collector, had in his early maturity come to New Glasgow in quest of fortune. He achieved distinction in local affairs. He married Annie MacGregor, sister of the New

Glasgow business man, MLA, Senator, Lieutenant-Governor, Hon. James D. MacGregor, who was married to McColl's sister Elizabeth. McColl's sister Maria was married to Hon. James W. Carmichael, the shipbuilder, MP, Senator. McGregor was a director of the Bank of Nova Scotia, and would be later a director of the Pictou Bank. McColl built several ships, and suffered severe financial loss. He was New Glasgow's second Mayor, 1877, and later MLA.

Robert Doull was a native of Wick in Caithness. He was less than a year old when he arrived in Pictou with his parents in 1828. He followed his father's vocation of merchant, and expanded to shipbuilding and marine trading. Doull's life was active. He was Treasurer of County Pictou, a Lieutenant-Colonel in the Nova Scotia Militia, and held high office in the Oddfellows' Order. In 1869 he represented Maritime Provinces Oddfellows at the IOOF's Grand Lodge meeting in San Francisco, Cal. A Conservative, he was twice elected to Parliament, 1872-74, and 1879-82. He was at the peak of his local power and influence (a position from which he was unceremoniously dumped by the machinations of his own party to make room in 1882 for Charles Hibbert Tupper) when elected to the Bank's directorate. He left Pictou in 1888 to live in the Northwest Territories (Saskatchewan) where he died in old age.

William Gordon, J. R. Noonan, and Isaac A. Grant were Pictou business men.

The Colonial Standard of Pictou on 20 January '74 told its readers that the Bank premises would be in a new building on Coleraine Street, fitted out by John Stalker. The newspaper's description of the premises left much to the readers' imagination. We may guess that there was a division, likely a counter, with customers on the entrance door side, and staff on the other, with a private office for the manager. Probably there was a teller's cage, perhaps two, but quite



possibly, there was not an enclosed space for the employees who took in and paid out cash. There was a fireproof vault, inside of which was a burglar proof safe, and another fireproof safe was placed in the office. These were procured from "Messrs Flaherty and Company St. John".

When the Bank opened in 1874 it had competition from two branches of powerful financial institutions. The Bank of British North America had opened a Pictou Branch in 1830. This bank branch by 1874 had given way to the Merchants' Bank of Halifax, agent William Ives. This institution was one of the Royal Bank of Canada's progenitors. The Bank of Nova Scotia, founded at Halifax in 1832, in 1839 had chosen Pictou as a place that offered good chance of a profitable branch, one of three towns selected in Scotia Bank's first expansion. Pictou's Scotia Branch opened on Lower Water Street under agent James Primrose, who held the appointment satisfactorily to his principals for thirty-three years, until succeeded by his son Howard in 1872. Meantime James W. Carmichael, shipbuilder, owner, and politician, was agent of the Bank of Nova Scotia in New Glasgow. Scotia had also a branch in Albion Mines (Stellarton), where the principal client was the General Mining Association.

The new bank's opening followed soon in time the opening by the Dominion Government of Savings Banks across the land. Pictonians were informed by newspaper advertisement that on July 1, 1872, the Finance Department would open seventeen branches of the Savings Bank in Nova Scotia, inclusive of one in Pictou, where Alexander MacPhail was appointed agent. Patrons could start savings accounts with minimum deposit of \$1.00 Interest was four per cent, and deposits were redeemable on demand. The Government's Savings Bank and the Merchants' and Scotia were not the only competition. The Pictou Mechanics' Institute Savings Bank was operating and paying annual dividends to member depositors of 12%. A savings bank was being planned for



Westville, with capitalization of \$10,000 in 2,000 shares of \$5.00. A stock list was opened for sale of shares, by cash and pledge, in a Westville drugstore. The sales committee comprised Kenneth Fraser, A.M. Fraser, and David Mann. There were other small savings banks in both colliery towns.

Head Office (Pictou) banking hours were Monday-Friday 10.00 a.m. to 3.00 p.m., Saturdays 10.00 a.m. to 1:00 p.m. In Stellarton for the first few years hours were 10.00-12.00 on Monday, Wednesday and Friday. Except closing 12.00 noon on Saturdays, these hours were in effect in all Pictou County banks until the late 1940's when Saturday banking hours were abolished. In the late 1960's banks conceded a point in customers' interest by re-opening on Fridays in the late afternoon.

At various times and various places other banks' services were utilized as agents of The Pictou Bank. These included the Bank of Montreal in Montreal, the Union Bank of Halifax, and the Bank of Nova Scotia in Halifax, and in London, England, the Imperial Bank. In its own name the Pictou Bank had branches in Amherst, Antigonish, Stellarton, and New Glasgow. The Stellarton Branch, D.M. Fraser agent, was in premises that had been occupied by the Bank of British North America. New Glasgow's Branch was located in the R. MacGregor and Son Building, opposite the Post Office on Provost Street. There was a New York agent, Bellard Smithers.

The Pictou Bank advertised "... Sterling and American Exchange, U.S. Money bought and sold, drafts issued on all principal towns in New Brunswick, Ontario, and Quebec."

The Herald (later Halifax Chronicle-Herald) "Commercial and Financial" section saluted the new financial institution, indeed all of Pictou County was saluted salubriously, at the end of the first year's operations: "This Bank, the youngest of our Nova Scotia monied institutions, has just

issued its first annual statement to its shareholders in connection with the declaration of a dividend of five per cent, for the eleven months ending on the 31st ult., and the making of a call of ten per cent. to increase the capital to meet the requirements of the Banking Act of Canada. By this Act, Banks starting with subscribed capital of \$500,000 are required to have \$200,000 paid up within two years, and the Pictou Bank is now fulfilling its obligations.

"The balance sheet shows the paid up capital to be \$100,000, and this was no doubt paid in legal money, and not in manufactured securities, as is sometimes the case in country Banks.

"The gross assets, all of which are live items, amount to the handsome figure of \$266,259, against total liability of \$158,778, making what may be termed a strong statement.

"Turning to the figures most interesting to shareholders, on profit and loss, we have the net profits put down at a few dollars less than \$7,500, or about 7.2 per cent on the capital now paid up. Of this profit, \$5,000 or 5 per cent is to be paid as a dividend, and the balance is the 'nest egg' for the reserve.

"Of course, this is the day of small things with this Bank, but it will grow, and being situated in one of the richest counties in the province—a county that has more spare money than any other in Nova Scotia, the Pictou Bank will, bye and bye, have more money in its coffers than it will be able to employ, and will be forced to look out for other fields for occupation of its spare capital.

"If our Pictou friends were at all speculative we should proceed to give them some advice regarding the danger of too much competition in banking, leading to rash adventures, but, knowing the canny nature of the inhabitants of the Scottish county, we feel confident that they will never get beyond their depth, nor run amuck, as some of our Western people have been doing of late years.

"We commend the Manager and Directors of the Pictou Bank for their caution and prudence in declaring a small dividend, and placing a handsome sum to reserve; and this course, if continued, will establish confidence in their institution, and place it in a few years in the front ranks of our country Banks.

"The Directors of the Pictou Bank should not be backward in placing their stock on the Halifax Stock Exchange, by the payment of the small fee, for there have already been inquiries in Halifax for shares in this Bank."

All went well for the first years. The Bank carried on, met all of its obligations, and paid dividends.

A typical year was 1880, when Watson was manager, John McKeen was cashier, and W. D. Meynell was Teller. The net profit was \$20,584.12, applied to a 6% dividend, the twelfth paid since the Bank opened, issued in August 1880; \$6,000 was transferred to reserve, and the dividend number 13, another \$6,000, was ordered to be paid February 1883. Liabilities in the form of bank notes in circulation, deposits, and amounts due other banks, totalled \$567,960.65; capital paid up was \$200,000. Thomas Watson was still the manager. Three years later (1883) net profit was \$24,216.44. R. P. Grant, now a Senator, was president. John Crerar was no longer a director, replaced on the Board by bookseller James MacLean. Directors returned to office with Grant were J. R. Noonan (vice-president), James Kitchen, James MacLean.

A decade passed. In 1885 Bank advertising showed paid up capital to be \$250,000. There was a new president, Jeffrey McColl. The vice was James Hudson, Stellarton, an executive of the General Mining Association and the latter's successor, Sir George Elliott's Halifax Mining Company. Directors were James Kitchen, Donald Fraser and Alick Fisher, D.M. Fraser, the former Stellarton agent, was listed as "cashier".



Offices to rent “. . . 2 commodious rooms above the Bank” (in Pictou) were offered to prospective tenants in January, 1886.

Somewhere along the way Watson left or was removed. On arrival in Pictou he considered his future propitious, taking to wife Jessie McKay, whom he married at her residence in Renfrew, Ontario, in 1875.

Whatever the cause—we have no means of knowing exactly at time of writing, ninety years after the event—the Pictou Bank’s financial position declined. Perhaps it was from competition, perhaps from bad management, perhaps from the general state of business in the Pictou area—at this late date it’s anyone’s guess. Publication of the Bank’s annual statement in January 1886 for the year ending December 31, 1885 showed the institution was barely solvent, if that. The liabilities (including \$250,000 paid up capital) totalled \$1,019,093. The balance sheet total on the asset side showed real estate other than the bank premises valued at \$1304, and bank premises and furniture shown at a round figure of \$11,000. “Other assets” were shown at a round figure of \$65,000. In the profit and loss account after a ten year operation there was net profit for the year of \$16,786, largely cancelled out by bad debt write-off of \$14,998 and directors’ fees of \$400. The profit and loss carry over was \$2143. Obviously, a day of reckoning was at hand.

While the shadows were gathering there was a plan to effect a change in the paid-up capital situation with corresponding improvement of the profit and loss account. Notice appeared in the Halifax Herald on 31 March 1886 from the Pictou Bank’s solicitors, Sedgewick, Ross, and Sedgewick, that application “will be made at the next session of Parliament of Canada on behalf of The Pictou Bank for an Act to declare . . . shares which are paid up . . . 50% of nominal value shall be deemed to be paid up to amount of 40% only

of the nominal value . . . and empowering the Bank to carry the amount . . . of reduction, \$50,000, to the credit of the profit and loss account." The writer was unable to establish that this proposal became fact. It appears not.

The public's first firm intimation of trouble was a notice in the newspapers that branch offices of the Pictou Bank would henceforth be operated by another Bank, from April 27, 1886.

Over the signature of president Jeffrey McColl the public were advised "The Agencies of this bank at Amherst, Stellarton, and New Glasgow are being transferred to the Bank of Nova Scotia, who will continue the business formerly done by the Pictou Bank, and also pay their Deposit Receipts and redeem their Notes at these places. At the Head Office in Pictou the business will continue as usual, and at the Agencies referred to, the Bank of Nova Scotia will carry out the arrangements made by the Pictou Bank. At Amherst and New Glasgow the Bank of Nova Scotia Agencies will be in the Bank of Nova Scotia buildings, and at Stellarton at the Pictou Bank office . . . JEFFREY MCCOLL, President."

The Antigonish branch was not mentioned in the above announcement, but as late as October 1886 all four of the out-of-Pictou branches of the Pictou Bank were listed in advertisements published by the Bank. The "Pictou Bank" last appeared in newspaper advertising on 2 November, 1886, indicative of the Scotia takeover being completed shortly after this date.

Before the Pictou Bank closed, a business failure at River John had caused public uneasiness. Shipbuilder James Kitchen was a director of the Pictou Bank. The provincial press reported in April, 1886 that he had "assigned". Business circles were thrown into a tizzy by the first accounts in public print, which were grossly in error. Kitchen's barque *Warrior*, of 1687 tons, the County of Pictou's biggest sailing

vessel, launched in 1884 at cost of \$50,000, was a hard luck ship. Instead of profits the *Warrior* brought her owners severe losses. She was badly damaged at sea, and the press reported that the Insurance Companies refused to make good a loss from damage of \$30,000. James Kitchen was reported to have owed the Pictou Bank \$70,000, endorsed by A. C. MacDonald and Henry G. Ives. Kitchen was said to have transferred his property to the endorsers, and Mrs. John T. Ives was said to have a mortgage on Kitchen's real estate. The press declared his total liabilities "will probably reach \$100,000".

Within a fortnight the newspapers were correcting themselves, publishing that all creditors were fully secured, the liabilities were less than \$100,000, and the insurance on the damaged *Warrior* had been paid. Kitchen had met his obligations before his assignment was registered by conveying his homestead to Malcolm G. MacLeod, a bill of sale on personal property to David Sutherland, and another bill of sale on personal property to Mrs. Eliza Sutherland. T. J. Ives and Company had an assignment on Kitchen's shipping as security for endorsement at the Pictou Bank, and other liabilities.

Rumours seethed, waxed, waned, and waxed again. Meantime the Pictou Bank continued to do business in its main, and after April 1886, its only, branch in the shiretown. Depositors did not "run" on the Bank, and nervous ones who withdrew their savings and current credit balances at the Pictou branch, and at the other town branches operated by the Bank of Nova Scotia were accommodated without difficulty. Other banks honoured bank notes issued by The Pictou Bank. Bank debtors were not pressed beyond their capacity to pay. Behind this façade of normality, however, the Directors were struggling to make the best deal possible for creditors and shareholders. Steadily, The Pictou Bank moved towards its end. A new "cashier" (branch manager) D. C. Chambers, had his name affixed to a newspaper notice



dated June 8, 1886, which summoned shareholders to a "Special General Meeting" at the "Banking House in this town on Wednesday the 28th of July next at 11 o'clock AM, 1st—to submit to the Shareholders a general statement of the affairs of the Bank up to June 30th inst. 2nd—to explain to the Shareholders the reasons for disposing of the Agencies of the Bank. 3rd—to decide whether the Business of the Bank shall be continued or wound up."

Knowledge of what was said and by whom at the shareholders' meeting was long ago buried with the remains of the participants. At time of this writing nine decades later, the only sources of information on the causes of The Pictou Bank's demise are newspaper reports. Of these the most informative was New Glasgow's *Eastern Chronicle* issue of 5th August 1886. It reported that the Bank had sustained heavy losses, attributable to the poor judgement of the Directors. The *Chronicle's* report of the Shareholders' meeting read, in part, "... A lively time was expected but the position of affairs was so self-evident that ... it was in the interests of the Shareholders to wind up under the strong protecting arm of the Bank of Nova Scotia, which Bank agrees to provide the money to redeem circulation (The Pictou Bank's paper money) and meet depositors so that the winding up will be safely and expeditiously accomplished. Some of the shareholders were very wrathful at the late Board of Directors under whose auspices the Logan tannery affair and some other heavy losses were made, but nothing came of it, as the sense of the meeting was to make the best of a bad job. The president, J. McColl, stated that the Logan loss was \$183,000, crediting a life policy held, and that there were other losses of \$40,000, which makes a loss of over \$220,000 ... The liabilities of the Bank for notes and circulation has been reduced in six months by over \$500,000 ... the winding up ... will probably result in handing back to the shareholders 50% or 60% of their money. The arrangement made ...

with the Bank of Nova Scotia gives general satisfaction". The meeting expressed confidence in president McColl and "the present directors who it was felt had done very well in the management of the Bank since their appointment".

The Logan tannery in trouble, referred to in the Eastern Chronicle report, was founded and operated by John Logan at Lyon's Brook. It was the largest of the County's numerous tanneries in the 1880's, employing thirty-five persons and processing local hides and 4000 cords of local hemlock tanbark annually. It had been destroyed by fire in 1875, was rebuilt, and enlarged. (Following its trouble it reorganized and continued to operate until 1921, when it failed finally). The "other losses" to which the Eastern Chronicle referred are matters to which no publication of the time referred, much less identifying any of the Pictou Bank's debtors.

The Town of Pictou's Colonial Standard in reporting the shareholders decision to go out of business, in part stated "... The winding up of the home institution will be managed by the Directors. Deposits and notes will be redeemed. Shareholders will not do so well. It is estimated that they will get back forty or fifty per cent of what they paid in, but that is not at all certain. The closing of this institution is to be very much regretted as a serious blow to the community. A large and very profitable business was secured, and if it had only had fair play there is not a question but that the Bank would have proved very successful. Its earnings were most successful; and they showed that if the business had been properly directed, and the interests of the shareholders had been as jealously guarded as they ought, the Bank would be flourishing today." In hindsight of 1976, these words, critical, partly soothing, exemplify the fable of the dog, the post, and the rabbit.

Soon after the Kitchen caper came The Logan Trouble. No good reason can be conjured now to explain why the Pictou Bank directors permitted the Logan Tanning Company



at Lyons Brook to accumulate an overdraft exceeding \$70,000. The Logan Trouble precipitated voluntary liquidation by the Pictou Bank. There were eight other delinquents in parlous shape, with small chance of paying off. These added to Logan's debt, came to more than one hundred and seventy thousand dollars.

The Bank of Nova Scotia found itself the Pictou Bank's principal creditor, and thus to protect its own interest could not afford to reject James D. MacGregor's and Jeffrey McColl's plea to take over the ailing bank.

Upon the Bank of Nova Scotia take-over, the principal actors became Scotia's general manager at Halifax, Thomas Fysche, the liquidators, and the Pictou Scotia branch managers. Fysche replaced Scotia's Pictou Agent, Howard Primrose, with D.C. Chambers in 1886. The latter was succeeded in July 1888 by W. E. Stavert, who later became general manager of the Bank of New Brunswick (merged with Scotia in 1913) and was knighted. W. P. Hunt was briefly manager in 1888. A. D. Munro, Pictou manager 1888-1904, carried the take-over burden the longest.

There was anxiety in the Bank of Nova Scotia's head office in Halifax, expressed by the latter's general manager Thomas Fysche in a letter to his Pictou Branch manager, 29 October, 1886, "Our advances to the Pictou Bank are now very heavy, amounting altogether to \$180,000." Fysche instructed his subordinate to "collect all assets of the Pictou Bank" and to pay out no more money from the latter but of course the tannery account will have to be carried on." Loans and overdrafts due the Pictou Bank (apart from the broke and shaky debtors) totalled \$83,865, plus some small sums. The largest sum, \$20,634, was owed by president Jeffrey McColl.

A few weeks later another anxious epistle was sent by Fysche to Pictou, "We are becoming the sole creditor of the Pictou Bank. Our advances are near \$200,000". Under these

circumstances, it is not surprising that the Bank of Nova Scotia assumed management of the Pictou Bank, to recover such of its own (BNS) money as it could. In due course, it recovered all of it.

Although Fysche in Halifax was apprehensive, his Pictou manager D. C. Chambers did not share his gloom. The latter on November 2, 1886 reported " . . . (we are getting) 6% interest on advances to the Pictou Bank. While our advances to them are at present pretty heavy, there is no cause for alarm . . . as I am abundantly secured. The tannery account, at present \$77,000 overdrawn, is secured by \$32,900 of leather on hand, and valued \$121,730, and personal property . . . bank valued at \$35,000." These were book figures, with apparently scant relationship to cash value. In this period the Logan company sought to have its account taken over by the Bank of Nova Scotia. Fysche asked for information. Chambers letter 29 November, 1886, related " . . . for the past eight days I have been devoting two to three hours each day at the tannery in checking stock of hides and leather . . . it is a tedious and dirty business but if we are to take over the account I must first of all satisfy myself, etc. etc." The Bank of Nova Scotia, already worried over its advances to the Pictou Bank—which was to all practical purposes insolvent because of credit given the Logan tannery and others—refused the Logan account. Chambers remonstrated to his Halifax superiors, informing them 20 December, 1886 " . . . I regret that you have come to an unfavourable decision with regard to the taking over the account of the Logan Tanning Company. It is the best, most profitable account in the Town of Pictou, and at the present time is abundantly safe."

Scotia's take over and phase out operation proceeded smoothly. Manager Stavert reported 12 January, 1888 "So far as we are concerned the greater part of whatever trouble there may have been in the Pictou Bank's affairs is now past." This information from Pictou branch to head office

implies that the Bank of Nova Scotia had collected its \$200,000 advances to the Pictou Bank. How happy or otherwise creditors of the Pictou Bank may have been is not recorded.

Before takeover of the Pictou Bank building on Coleraine Street by Scotia at agreed purchase price of \$5,000, a judgment against the Pictou Bank, in favour of a mercantile firm, Black and Locke, had to be cleared, to assure unfettered building title to Scotia.

Upon taking over The Pictou Bank, the Bank of Nova Scotia's New Glasgow Branch moved into the Pictou Bank's former quarters in the R. MacGregor and Sons building. The front was changed by provision of a new entrance. The *Eastern Chronicle* referred to Scotia Bank's new location in New Glasgow as "the best fitted banking office in this County . . . (with) elaborate and elegant new counters in white ash." The renovations were done by "joiner D. Grant and Son, painter John Turner." At Stellarton in this same summer of 1886 the Bank of Nova Scotia "also was improved and fitted up". The Pictou branch of the Bank of Nova Scotia moved into the Pictou Bank's stone building on Coleraine Street.

Among the liquidators duties was destruction of paper banknotes issued by the Pictou Bank. After appropriate steps were taken for replacement by Bank of Nova Scotia paper money, the Pictou Bank notes were burned, under the watching eyes of all manner of witnesses, including some liquidators and the Pictou Scotia branch manager. \$38,673 worth went up in smoke September 9, 1887, \$4,644 in July 1888, and \$1,708 in June, 1899.

In view of the personalities involved—the County of Pictou's big wigs—and the nature of the affair, one would assume that the Pictou Bank's demise would be a matter for much newspaper publicity. Strangely, the papers did not give the matter more than passing mention. Possibly there was greater public interest in Nova Scotia politics. 1886 was the



year of an election, and a time of wrangling over the Eastern Extension of the railway. Certainly one man whose reputation did not suffer—if anyone's did—from the Bank's flop was president Jeffrey McColl. The Tory party had held Pictou County's two provincial seats for nineteen successive years. While the Grits formed the Government under W. S. Fielding, McColl's friends could boast truthfully that he had cracked the long Tory hold on the County which elected Adam Bell, Tory, and McColl. McColl's election came in the period when rumours flew about impending bank failure.

On June 23, 1887 the act authorizing liquidation became law. Its preamble read "Whereas the Pictou Bank has, by its petition, represented that the bank has met with great losses, and although not in a state of insolvency had had to suspend its regular banking business, and that it is the wish of the shareholders that the said bank be wound up . . . " The bill's four clauses provided chiefly for appointment by the shareholders of three liquidators who would have the administrative powers of directors, who would collect all debts, pay off "privileged claims and liabilities", and divide the balance of the proceeds of assets (if any) among the shareholders.

The liquidation proceedings were so slow that in July of 1891 the House of Commons had more legislation anent the Pictou Bank to consider, "An Act to Continue the Charter of the Pictou Bank." Its effect was to prolong the Bank's life until finally wound up. (Statutes of Canada 54-55 Vict. Ch 111, 1891).

In an age when partizan politics affected affairs generally to an extent that would be intolerable in the 1970's, it was not surprising that there were enough disgruntled shareholders to appoint a Tory hero to the board of liquidators to counter the Grit influence of MacGregor and McColl. John McDougald, MP, supporter of Sir John A. MacDonald's Government, at a shareholders meeting in September 1887,

was elected to the liquidators, with Reuben Hart and Warden Robert McNeill of Little Harbour (whose daughter would later marry J. D. McGregor's son). There was an alleged irregularity in McDougald's choice. President Jeffrey McColl wrote to the Minister of Finance, advising him of the shareholders action, that McDougald was not a shareholder, that the liquidators had the powers and responsibilities of directors, and asking the Minister if the election of McDougald as a liquidator was valid. Apparently McDougald's appointment was valid in law, as McDougald was referred to in the House of Commons as a liquidator.

When in the House of Commons on May 22, 1891 Pictou MP John McDougald moved for leave to introduce Bill 76, An Act to authorize and provide for the winding-up of the Pictou Bank, there was a question by the Liberal opposition chief financial critic, Sir Richard Cartwright, to the Minister of Finance, Hon. (later Sir) George Foster. Cartwright: "I would enquire of the Finance Minister if we have any interest in this bank? I think they are slightly indebted to us." Foster: "I do not think we have much life interest in it."

Cartwright: "A part of our assets, is it?"

The Finance Minister said nothing more. The Liberals were not entirely satisfied, for when MP McDougald moved second reading, there was oral cut and thrust between Hon. William Mulock and McDougald. The latter slashed back at Mulock with innuendo of close association by Grits with the defunct bank. Hansard of 29 May, 1891 records the exchange:

Mr. Mulock. "Is there a bank in Pictou being wound up?"

Mr. McDougald. "This bank has been in course of liquidation for a good many years, and I have no doubt that if the hon. gentleman consulted some of his political friends in that

county, they might give him more information that I can give. The bank is nearly wound up, and this is to continue the charter for the purpose of completing the winding up."

McDougald spoke truth. McGregor and McColl, with the third of the brothers-in-law trio, J. W. Carmichael, were the county's leading Liberals.

The Act to wind up the Pictou Bank was passed by the Commons on June 24, 1891, and was followed by the formality of Senate endorsement and Royal Assent.

The decision for Scotia to take over was unanimous at a meeting of the Pictou Bank directors on 16 May, 1887, who passed a resolution that "... all books, papers, accounts, and all securities of this (Pictou) Bank be handed over to the Bank of Nova Scotia for collection and as collateral security for their advances to us, and that the Bank of Nova Scotia retain out of the amounts collected from their accounts and securities not exceeding  $2\frac{1}{2}\%$  as payment in full for their services in winding up the affairs of this Bank ... and that the Pictou Bank directors do all in their power to have the Bank of Nova Scotia appointed as liquidators in the Act being passed by the House of Commons."

Twelve years passed before the affairs of the Pictou Bank were finally wound up, and another decade after that before the Pictou Bank account was officially closed in the Bank of Nova Scotia ledgers. The wind-up delay, unforeseen, was caused by the longevity of John Logan. The highest valued security on the tannery debt was insurance on his life. There were other bits and pieces of collateral from which the Scotia Bank and liquidators hoped funds would be realized. As an instance, the Pictou Bank turned over to Scotia its equity in the estate of William Ives, which had come into the former bank's possession possibly because of the Kitchen default, or mayhap because of direct default by Ives, (the record is unclear).



Before Ives wharf, rotting each year from ice and tide in Pictou Harbour, was finally sold 17 March, 1890, for \$1200 to a buyer with the appropriate Irish name of Barney Flynn, higher offers had been received, but were refused by the BNS officers in Halifax, on advice of Pictou manager A. D. Munro, who thought he could get more for the wharf. Munro in his zeal to protect Scotia Bank's interest also threw his weight against sale of a 96 acre piece of former Ives land at Pictou Landing, holding out for higher bids. He was a suspicious man, cautioning head office on 22 June, 1889 against accepting a proposal by some liquidators that the property be sold by auction. Munro wrote " . . . (I am) inclined to think that Hart and McNeill (two of the liquidators) would like to buy, thinking no doubt that they would be able to purchase at a great bargain." The Bank of Nova Scotia waited another six years until on 15 August, 1895 the Pictou Landing acreage was knocked down at auction—to a buyer not named in the Scotia records—for \$395. Munro repeatedly called his Halifax superiors' attention to the insurance policies on Logan's life, suggesting they be "realized on" rather than wait for the insured's demise. The liquidators were also anxious to cash the policies. At a meeting 28 March, 1892 they considered calling a shareholders meeting to discuss disposal of this asset, and proceed from there to finish the wind-up. The idea, which perhaps originated with Munro, was dropped. In March, 1893 Munro wrote to Halifax "The shareholders of the Pictou Bank may wait until Mr. Logan dies before they realize upon the life insurance, but these policies can be realized on at from 60 to 70% of their paid-up value". The Scotia head office, like the shareholders, was prepared to wait. Time dragged on to November, 1897, and again Munro's pen was busy, advising Halifax in blunt language, "To wait for Mr. Logan's death might mean ten or even twenty years. He is now about 75 . . . appears strong and active, and belongs to a long lived family." Munro's prophecy on John Logan's life span was as faulty as his ad-

vice to hold out for better prices for the Ives properties. John Logan died in June, 1898. The insurance policies paid \$53,000 to the liquidators.

Now the liquidation entered its final phase, but Manager Munro was still unhappy. The Bank of Nova Scotia had picked up 1½% commission on the insurance (about \$800), and through the years had taken in \$3005.84 in commissions on collections. Also, we may deduce, the \$200,000 advances from Scotia to the Pictou Bank had long since been paid off, otherwise Logan's insurance would have been taken by Scotia. The liquidators, flush with funds at last, decided to pay a dividend of \$10.00 a share to shareholders (\$46,490). There had been an earlier dividend of \$4.00 a share in 1891. Munro wanted a commission for handling the dividend payments, pleading he and his staff would do all the work. The liquidators offered \$150 for the bank's dividend handling services. Munro refused this sum, pointing out that over a twelve year period the Bank of Nova Scotia had received an average of \$178.16 annually, which he said was too little compensation for the work involved. He held out, and the liquidators paid \$250.

At the last meeting of shareholders on 5 September, 1899, a final shareholders dividend of 73 cents was declared, bringing dividend payments to \$14.73 on paid-up shares which had cost \$50.

The books and papers of the Pictou Bank were left, on authority of a shareholders resolution, entirely with liquidators James D. McGregor and John McDougald. They have since disappeared. At the writer's request the heirs of McGregor searched family papers for Pictou Bank records, without success.

September 15, 1899 this statement from the liquidators appeared in *The Eastern Chronicle*:



"The winding up of this bank, which has been going on for twelve years, is completed. The following report was presented at the final meeting of the liquidators held in Pictou, September 5th, 1899.—

The liquidators appointed by the shareholders assumed charge of the liquidation on the 20th September, 1887, but owing to the large amount of money dependent on assurance policies on the life of John Logan, the proceeding for winding-up have been unavoidably protracted.

The total sum received on account of the Logan life policies was \$53,821; unclaimed notes outstanding, \$1,084, (not presented for payment.)

The capital stock of the Pictou Bank was 5,000 shares of \$100 each, on which \$50 per share have been paid up, representing in all, as paid up . . . \$250,000.00

Shareholders indebted to the bank have surrendered 351 shares of their stock, representing a total sum paid up of  
 .....\$17,550.00

Leaving a balance of .....\$232,450.00  
 as the capital paid up in by the remaining shareholders.

The liquidators have returned to shareholders on account of capital, the sum of \$14 per share on 4,649 shares, equal to ..... \$65,086

Further amount now proposed to be returned, 73 cents per share, making \$3,393.77 ..... \$68,479.77

Total returned as above (nearly 29½ %.) ..... ————

Leaving balance as loss of capital .....\$161,970.23

This loss of capital has been occasioned mainly through the commercial misfortunes of persons engaged in the shipping industry, and through the failure of the Logan Tannery

the sum of \$175,483, having been written off nine accounts, principally of the classes above referred to.

All lawful claims presented against the bank, including the amount voted to the liquidators, have been paid, and there does not appear to be anything further to be realized out of the assets of the bank.

It has therefore been determined to call a final meeting of the shareholders of the Pictou Bank for such further directions as may be deemed advisable, and for the purpose of enabling the bank to be dissolved and the charter thereof abandoned.

Notice has been given to the public as required by Section 2 of the Act entitled "An Act to Authorize and Provide for the Winding up of the Pictou Bank". and the notice for this final meeting of shareholders has been mailed to each shareholder, and published in the Canada Gazette.

Respectfully submitted,  
James D. McGregor,  
Chairman of Liquidators."

Another ten years passed before the Bank of Nova Scotia found the heirs of some shareholders, paid them their due, and closed the Pictou Bank account.

A complete list of shareholders could not be located by the writer. These following men were certainly shareholders, in that their names appeared in a Colonial Standard report of February, 1887, about a shareholders meeting at which it was decided that the Bank should apply to the Dominion Parliament "to authorize them to provide for an Act to wind up the Pictou Bank".

The shareholders at the meeting were listed by the newspaper as: Jeffrey McColl, James Hudson, Alex Fisher, George McDonald, J. F. Cameron, James Wentworth, Rev. Mr. Stewart, Rev. W. McMillan, W. A. Cook, J. A. Russell,

Donald Grant, A. Thompson, J. T. McLean, E. M. Dawson, G. Clish, R. I. Hart, John Johnston, James McLeod, Chas. McLennan, J. Keith, Duncan Fraser, G. Williamson, James Stalker, D. F. Murray, D. F. Geldart, A. C. McDonald, John McIntosh, Andrew Walker, Rev. C. Dunn, J. J. McKenzie, C. Dwyer, James Fogo, J. A. Gordon, A. H. MacKay.

Twenty-six banks in post-Confederation Canada failed. The Pictou Bank did not fail absolutely, but nearly did so. Some of the failed banks, like the Pictou Bank, were absorbed by other banks, and are incorporated, practically, if not in corporate law, with some of the present day chartered banks. In about one half of Canada's bank failures, the depositors, noteholders, and shareholders lost money. The Pictou Bank near failure loss was limited to the shareholders who lost about three quarters of their investment.

#### Acknowledgement:

The author acknowledges with thanks assistance from the following: T. A. Boyles, Toronto, Chairman of the Board; Donald McInnes, Halifax, Director; Jane E. Nokes, Toronto, Archivist, The Bank of Nova Scotia. The staffs of the Public Archives of Nova Scotia, Halifax; the Library of Parliament, the National Library, and the Public Archives, Ottawa. Judge H. F. Grant, New Glasgow, when registrar of joint stock companies in Nova Scotia, and J. Drummond MacGregor, New Glasgow.

#### Source Material:

Letters pertaining to the Pictou Branch of BNS, data pertaining to bank failures, and newspaper records, in the Archives of the Bank of Nova Scotia Executive Head Office in Toronto.

Hansard of the House of Commons in the Library of Parliament, Ottawa.

Legislative Records in the National Library and Public Archives, Ottawa.

Architect's drawings of the Pictou Bank, Teare's Directory of Pictou and New Glasgow (1879 edition), files of The Herald of Halifax, The Colonial Standard of Pictou, and The Eastern Chronicle of New Glasgow, in the Public Archives of Nova Scotia, Halifax.



# *The Crossing of Bear River*

R. B. POWELL

Travel between the early settlements of Nova Scotia was by way of sailing vessels. But soon the Provincial Government began to carve roads through the forests and around the swamps. However, a number of the larger rivers presented problems to the pioneer road builders. Bridges were expensive, and their costs a strain on the limited resources of the Province.

Bear River was one of the major streams to impede the passage of coach and wagon between, what were later to become, the two separate counties of Annapolis and Digby. According to "Calnek's History of Annapolis County", the Grand Jury, in 1807, voted a sum of £20 for "building a complete ferry boat for the use of the Bear River Ferry."

The Legislative Journals record that, in 1852, Charles Winchester, ferryman at Bear River, was granted £2 10s. This size grant continued until 1855, when the annual subsidy was increased to £5. This continued until 1861, when with the change of currency, Mr. Winchester received a grant of \$20 from the Legislature. This grant continued until the first bridge was completed in 1866. The Provincial Government

also granted money for the upgrading of the roads to the ferry landings. The crossing was carried out close to where the present traffic bridge is located.

By 1853 the feasibility of a bridge across Bear River was under discussion by the Legislature. In that year certain parties were concerned by the prospect of a bridge being built, which would interfere with the shipping trade from the settlements of Bridgeport and Hillsburgh, the hamlets on each side of the upper waters of the river. The two communities were justified in their fears. They were in the process of building up an extensive business in ship construction and lumbering. Two and three mast vessels were launched from their shipyards. This business was the basis of their economy. A bridge at the mouth of the river would block their exports to established markets.

The first of a series of petitions through the years, prayed that the House of Assembly would not sanction the erection of a bridge over the mouth of Bear River. It was signed by inhabitants of the Counties of Annapolis and Digby.

The second petition of the same year, 1853, was from the inhabitants of Clements, praying for a grant in aid of the erection of a draw bridge across the mouth of Bear River. The third petition was presented on behalf of the inhabitants of Granville, and it asked that the House would not sanction the erection of the proposed drawbridge across Bear River.

The fourth petition, in 1853, was from the inhabitants of Yarmouth asking for a special grant for a bridge across Bear River. It is likely that the citizens, who signed the petition, were concerned over the delays and the changes of stage coaches at the ferry. They, no doubt, impeded the speed of mail delivery between Halifax and Yarmouth.

The controversy continued in 1854. A petition from the inhabitants of Digby and also from the inhabitants of Hillsburgh, in that year, asked for a grant to erect a drawbridge

over Bear River. This was the first one to be presented to the Assembly in 1854. This petition indicated the division of opinion even among the citizens who lived on the banks of the upper waters of the river. Today a government would appoint a commission or ask for a survey. At that time the proper political move was to appoint a survey to study the problem. In March, 1855 the following resolution passed in the Legislature:-

“Resolved that such sum be granted and placed at the disposal of the Governor as may be found necessary in procuring an examination, by a competent engineer, of Bear River, with a view of a bridge at such point and in such manner as to effect the least possible obstruction to the navigation, together with a report and estimate of the cost for the information of the House at the next session.”

A sum of £10 was granted to Anslem Frouton for the survey of a proposed bridge across Bear River.

Apparently this move brought relief to the Legislature. Nothing further was said or done until 1859. Then a petition for a drawbridge by the inhabitants of Hillsburg was presented to the House. The same year another petition from Alpheus Jones and other inhabitants of Weymouth was, by special leave, presented to the House by Mr. Shaw. It asked for a grant to erect a permanent drawbridge at the ferry at Bear River.

The project was shelved for another five years. In 1864 an estimate of \$12,000 was passed by the Legislature to build a bridge across Bear River.

The bridge was finally started in 1864, and work continued on it the following spring. This brought on another protest from the inhabitants of Bear River. On March 22, 1865 a petition from the citizens was presented by Mr. Archibald to the House. It asked that the bridge, then under construction, across the river be removed.

On April 18, 1865 two more petitions were presented to the House by Mr. Archibald. They requested that the construction of the bridge across the river "May not be proceeded with, and that the petitioners may be heard by Counsel at the Bar by the House in support of the petition."

No action was taken by the House in response to the petition. The work continued on the construction. On February 17, 1865 Henry F. Perley, Civil Engineer, made the following report to the Honorable C. Tupper, Provincial Secretary:-

"Sir:-

Operations on the bridge across Bear River having been brought to a close for the season, I beg to offer the following statements concerning the work performed, and an estimate of the probable cost of the same.

"I may premise, that owing to the inability or unwillingness of the Engineers who had charge of the work at its commencement, to finish the plans and specifications which were actually required for the construction of such a bridge as the one in question, the Commissioners made a beginning under verbal orders from the Engineers, which were given from day to day as the work progressed.

"In September, 1864, according to instructions received I visited Bear River, and found a large amount of work had been performed; also that up to that time no plans or specifications other than an incomplete bill of timber required for the piers, piling, etc., had been received by the commissioners from the Engineer. I was therefore unable to judge of the fitness of the intended structure for the site, and merely made an examination of the work in progress. For the same reasons the Commissioners were unable to let work as a whole by contract, and thus relieve themselves of much care and



trouble, but had to do a large portion of what had been done by day's labor, only letting by contract the pile-driving and the building of several of the piers; the whole, however, being done and carried on under their immediate supervision and control. The personal exertions and supervision and time given by Geo. Whitman, Esq., M.P.P. have greatly contributed to carrying forward this work under the peculiar circumstances mentioned.

"This bridge is located at the 'Point' or 'Ferry', an advantage has been taken of the gravel spit and shoal ground made by the mussel bed to the northward. Beginning at the Annapolis side, an approach 204 feet in length has been constructed. This approach consists of a revetment wall of crib-work, well tied and ballasted, filled with gravel forming the roadway. The slope on the south side is covered with a thick coating of brush, which in turn is overloaded with a heavy layer of rip-rap, the whole forming a secure and permanent protection. The end of the revetment wall is returned and forms the starting point of the piling, which extends a distance of 770 feet. The piles are of sound straight timber, are well, driven, properly capped and cross braced, the major portion being further strengthened by having had outside piles driven, which were cut off at the level of beach; from the heads so formed, wailings extend to the row of piles forming the bents, to which they are bolted, thus preventing them from spreading at the bottom; raking braces are also placed from the extreme ends of the wailings to the outside piles, the whole being firmly secured. This mode of protecting the pile bents has been securely tested this winter, for it is stated by those conversant with the subject, that a heavier run of ice has taken place in the river than has occurred for years.

"From the end of the piling to the end of the approach on the Digby side, a distance of 703 feet, piers are placed in the deep water, expecting those required for the draw bridge. These piers are built of sound hemlock and hardwood timber, the whole framed and bolted together, and well and securely ballasted. Those in place in the channel are further secured by piles which have been judiciously disposed and made use of. Three openings between the piers on the Digby side will be crossed by stringers, plank roadway, etc., the remainder will be spanned by trussed superstructures and a drawbridge of 40 feet span.

"The approach on the Digby side is made by a revetment wall built against the bluff, and up the slope of the present ferry road. It has been filled with earth excavated from the side of the bank, the roadway being partly on the solid. I consider the construction of this approach to be the most satisfactory portion of the work, its construction could have been entirely avoided, and the bridge materially benefited, had the entire line been swung about one hundred feet up stream. This was the wish of the Commissioners, but they were overruled by the Engineer. It will be found necessary to wharf up the face of the bluff to preserve the public road, or to carry a new road from the end of the bridge to the southward until it strikes the road.

"I have furnished the Commissioners with plans, bills of materials and specifications for the trussed superstructures and draw-bridge.

"My estimate of the total cost of the bridge amounts to \$21,256.40. In the absence of any plans, etc., I have taken the actual cost of the work already

performed, and added it to such as still remains to complete the bridge, valuing the same at the price paid by the commissioners.

"The grant made by the Legislature last session being \$12,00, there remains \$9,256.40 still to be provided.

I am, Sir,  
Your obedient Servant,  
Henry F. Perley  
Civil Engineer

Hon. C. Tupper, Provincial Secretary."

Mr. Perley's estimates were also under the actual cost of the bridge, which when completed cost the Legislature \$26,000.

The first bridge across Bear River was opened in 1865. A large crowd assembled from Annapolis and Digby Counties for the opening. They were addressed by Honorable Avarad Longley, M.P.P., William Hallet Ray, M.P.P. and others.

The wooden sections soon began to deteriorate. The wooden piling was attacked by insects and began to move out of alignment due to the unstable sediment, into which the piles were driven. Within six years much of the piling had to be replaced. A second replacement of piling was necessary at the end of twelve years. By 1883 it was evident that the bridge was in need of replacement.

In 1885 a Bridge Act was passed by the Legislature which gave clearance for the Government to proceed with construction of bridges at Bear River and at Weymouth.

On February 18, 1886 tenders were opened for a bridge crossing Bear River. Three tenders were opened but they were considered too high and no contract was awarded. On June 19, 1886 the second lot of tenders were opened. Again the bids were rejected.

In the meantime the first bridge was becoming unsafe. It was becoming evident that it must be replaced within a couple of years.

On July 16, 1887 the third lot of tenders were opened. Changes had been made in the specifications. The tender call only asked for bids on the steel work of the bridge. The understructure and approaches were done by day's labor. The contract for the steel construction was awarded to King Bridge Company at \$20,421.

The contract called for the construction of two spans of iron each 125 feet, one span of 100 feet and one pivot span of 160 feet. The width of the roadway was to be 15 feet.

The piers for the superstructure were to be topped with iron cylinders filled with concrete.

Early in 1889 Mr. Murphy, Provincial Engineer, submitted his report of work on the bridge up to that period. This is part of his report:-

"This bridge is now approaching completion. It would have been opened for public traffic before this time but for an accident to one of the fixed spans caused by a heavy gale of wind during the erection of the iron superstructure. Owing to the employment of concrete in the erection of the swing pier and foundation for tubes, the cost of substructure was reduced 50 per cent. The design of the bridge, the material adopted, and the method of construction are original and deserve special mention . . ."

The construction of the piers was so original that Mr. Murphy prepared and delivered a paper on the subject for the Canadian Society of Civil Engineers at Montreal in February, 1888.



In this paper he explained how he was able to pour cement under water. He employed a new method for laying the foundations to the piers. Piles were driven three feet apart in a wide circle, and within the circumference. These were cut off at low water level. The mixed concrete was poured into paper bags. These bags were of such material that upon impact with the bottom of the river, they would split open and deposit the contents as required. At that period it was not possible to use coffer-dams as the pumps of the time were not capable of handling the amount of water required to empty the enclosure.

Using the above method of laying the concrete enabled the workmen to construct the solid piers below low water level. By enclosing the piling with the cement it also preserved the piling from the destructive insects.

Murphy stated in his report:-

"The river bed here has a characteristic for instability and increasing change caused by the rapid currents of the Bay of Fundy tides on gravel beds and loose deposits . . . "

The second Victoria Bridge was opened to traffic in 1889 and continued to serve the public until late 1972. By that time the single-lane structure was sadly outdated. At the beginning of its existence the bridge accommodated the stage coach and carriage. The stage coach became obsolete when the "Missing Link" was completed in 1891, and allowed the trains to run between Digby and Annapolis.

The winter of 1904-1905 was one of the most severe seasons on record for Western Nova Scotia. The ice in Bear River was unusually heavy. In March, 1905 the ice began to break up and move downstream with the tides. It banked up against the bridge until the pressure forced a breach on the Annapolis side of the river. About thirty feet of the structure

was carried away. The steel spans and their supporting piers remained intact. For months it was necessary to route the traffic upstream and through the community at the head of the tide.

On June 5, 1944 the swing span was opened to allow the passage of a vessel, which was bound for a cargo at the village of Bear River. The vessel collided with the pier and forced the span out of line which made it impossible to close for the passage of traffic.

Special engineers were brought to the area to carry out the work. In the meantime the traffic was again routed through the village of Bear River. It was a number of weeks before the span was closed and the traveling public was able to make use of its facilities. That was the last time that the swing span was opened. The fears of the citizens of Hillsburg and Bridgeport were finally realized. But the situation did not cause concern to the later generation. Their economy no longer depended upon the river for its transportation of goods to market. The schooners, brigs and barques no longer sought haven at their docks.

Victoria Bridge was destined to serve the public for eighty-three years, before it was replaced by a more modern and efficient structure. As the motor traffic increased on Number I Highway, the less popular became Victoria Bridge. Many were the tempers lost when drivers of automobiles met drivers of trucks on the one-way bridge. Arguments were sometimes long and heated before the disputes ended by vehicles backing off the bridge to make way for the passage of a single truck or car on the single lane roadway.

The bridge was built for the passage of pedestrians or horsedrawn vehicles. It survived into the age of heavily laden trucks and impatient motor vehicle drivers.

Early in the 1960's it became evident to the Highway Department that Victoria Bridge had served its age and was unsuited for the motor vehicle traffic. It became necessary to make constant checks and reinforcements to the structure. Even the approach on the Digby County side of the river threatened to slide.

The traffic on the bridge continued to increase, and the single-lane passage across Bear River became an impediment and a hazard to vehicles and occupants. Many were the occasions when truck and automobile met on the narrow bridge, and the situation threatened the restaging of the legendary Robin Hood and Little John episode. Traffic lights were installed at the bridge approaches which helped to partially alleviate the hazard of collisions.

When the public became convinced that the construction of a new bridge was under consideration, a petition of over 1,000 signatures was presented to the Department of Highways. This document asked for the opposite of the majority of petitions of the 1800's. The citizens of Bear River considered that a causeway across the river would create a salt water lake. This inland water could be developed into a tourist attraction, and add to the economy of the area.

In March, 1967 the Highway Department started active consideration of a new crossing of Bear River. The following item appeared in the Digby Courier in March 30, 1967:-

"Logan Brothers Diamond Drilling conducting test-  
ing operations at the mouth of Bear River. The operation  
is being carried out for the Department of Highways to  
determine feasibility of causeway or bridge replacement  
for Victoria Bridge."

The result of the drilling were discouraging to the advocates of a causeway. The area checked had an outcropping of rocks at low water, but the drilling revealed that the apparent layer of rocks was unstable and had a wrong alignment for the base of a causeway or bridge at that point.

Later drilling revealed that the river bottom was deep in silt. At places it was discovered that the solid foundation for a structure of any kind was two hundred feet below the water surface. The engineers advised against the construction of a causeway.

In March 1970 the Minister of Highways released the information that his Department intended to commence work on the new bridge. The public was notified that a new type of bridge was under study; a type that had no duplicate in North America. The new structure was to be patterned after an European design. It would cost less than the standard bridge, and would be less expensive to keep in repair.

In the June 25, 1970 issue, the Digby Courier stated that, from the information released by the Minister of Highways, that "the target date of January 1, 1972 was set for the completion of the new 2,000 foot bridge to span Bear River."

The preliminary plans for the bridge were made available to the public on June 25, 1970. Tenders were called on July 27th, and closed on August 24th. Beaver Marine Ltd. were the low bidders for the contract.

In the Digby Courier issue of July 2, 1970 was a description of the proposed Bear River bridge as released by the Minister of Highways:-

"Almost the entire superstructure of the bridge will be pre cast concrete units, varying between 10 and 14 feet in length. These precast units will be assembled in pairs, on either side of a pier, and held in place by post tensioning cables in such a fashion that the structure will grow as cantilevers, balanced on either side of the pier.

"This procedure will continue until mid-span between two piers is reached. Attention will then be transferred to the next pier and the operation repeated until



mid-span is again reached. A 'Keystone' is then poured, joining the two ends of the cantilevers. Continuity cables will be threaded through the finished units and tensions to make them act as a continuous span."

The firm of A. D. Margison and Associates Ltd., consulting engineers carried on studies and submitted reports to the Government from 1965 to 1968 before a firm decision was taken for the location of the bridge. Soundings of the river bed at different locations revealed great depth of silt and sediment on the river bottom, accumulations of many thousands of years.

It is presumed, that during the glacial age, the river bed was gouged out by massive ice flows on their way to the sea. At some places the drilling operations showed depths approximately 200 feet to a bottom capable of sustaining the weight of a causeway. In the opinion of the engineers, this unstable river bottom ruled out the possibility of the causeway, which was advocated by the residents of the area.

After the location for the bridge was determined, Margison and Associates were given the task of preparing the plans for the bridge. It was late in 1968 before work on the plans and specifications were started. It took the consulting engineers over a year before these were properly prepared for tender call of the construction.

As noted the tenders were opened on August 24, 1970. Beaver Marine Limited was declared the company with low tender. An election was called on the first week-end of September, which set the date for election day on October 13.

Further action on the bridge construction was postponed until after the election. A change of government did, however, also contribute to the delay of construction, before the new government made a declaration of its intent. This was done in the first week of March, 1971. The tender call results of Aug-

ust 24, 1970 were honored and Beaver Marine Limited signed a contract with the new government to proceed with the construction of the bridge as planned.

The work was carried out with dispatch, and on the 16th of December, 1972 the bridge was opened to the public, approximately 20 months later. The official opening was held the following spring.

It is interesting to make a few comparisons of the circumstances surrounding the construction of the three bridges. The first bridge was constructed entirely of wood. Because of the insects, which infested the river silt, and the unstable bottom, it was necessary to replace the piling after each six-year period.

The second bridge was built on concrete piers with iron superstructure. This bridge, built between 1887 and 1889 inclusive, had a long life and proved the good workmanship and engineering skill in advance of the period. The third bridge plans were started in the latter part of 1968, construction was started in the early part of 1971 and completed in December of 1972.

The second and third bridges were built on methods new to North American engineering.

The cost of the first bridge was \$26,000. The contract for the steel superstructure of the second bridge was \$20,456. The approaches and substructures were built by the provincial engineers with day's labour, the cost of which we are not able to determine. The third bridge low tender which secured the contract was for \$3,362,570. The first two bridges were built entirely from Provincial funds. The third bridge was financed jointly by Federal and Provincial Governments.

# *A Shipbuilding Document From Sherbrooke Village*

with an introduction by

JOHN N. GRANT

From the days of the early settlement of the St. Mary's River, wooden sailing ships were built. The first was launched by 1813 at least, while the *Gunn-Anderson Bros.*, 1920, was the last to slide from the stocks at Sherbrooke. While the number and size of Sherbrooke-built ships does not compare with those of Maitland, or many of the other famous shipbuilding areas, the personnel of the Sherbrooke Village Restoration Project are naturally interested in this exciting phase of the village's and the province's history.

The staff has been fortunate to locate some half models of vessels built in the area, as well as documents pertaining to shipbuilding and the shipping industry. This document, on loan from a grand-nephew of the builder, is the "Agreement made by Alex N. McDonald, Esq. on the one part and Peter Sutherland, Esq., Messers. A. McLeod and Thos. Bayne on the other, for building on the part of A. N. McDonald and Purchasing on the part of P.S. & McL. & Co. & T. B., Esq.", a vessel. Because such agreements are not commonly available, it is given below in its entirety.

Alexander Neil McDonald, the builder, was a man of many hats. He owned and operated a successful saw mill and ship yard (of which there were several in Sherbrooke, including McDonald's, Cumming's and McIntosh's) as well as being a merchant, dealing in dry goods, groceries and other general merchandise. He was born in 1818 in Sherbrooke, the son of Hugh McDonald, one of the patriarch's of the community. "Squire" Hugh McDonald had served two terms in the Legislature Assembly as a Reformer and a supporter of Joseph Howe. The family's political affiliations changed, however, over the issue of Confederation.

In the election of 1867, Alexander Neil McDonald made an unsuccessful bid for an Assembly seat on the Confederate ticket, but was soundly defeated by the Anti-Confederate candidates for Guysborough County. However, during the 1878-1882 term he did serve as a Liberal-Conservative M.L.A. for the county. During his lifetime, he held various offices, including "Comptroller of Customs", "Excise Collector", and "Surveyor of Shipping for St. Mary's". He was a supporter and member of the Presbyterian Church, as well as of the Order of the Sons of Temperance. On December 7, 1885 he died in Sherbrooke at 67 years of age.

The construction of a wooden ship was a job for skilled craftsmen guided by a knowledgeable master builder. The model (plans only being rarely used) was built in horizontal layers so that it could be taken apart to lay off the lines of the vessel. Then the keel blocks were laid. On them the keel was built. From this, the backbone of the vessel, the ribs or frames were attached, as were the stem and stern posts. After the vessel was "in frame" it was strengthened and planked, the seams caulked and made water tight. Water was pumped into the hull to check for leaks and any that appeared were marked and repaired. The deck was then planked; the deck houses were erected; the ship was painted; the rudder hung and other necessary finishing work done.



Some vessels were rigged and even loaded before they were launched, but the majority slipped down the stocks as completed hulls and would be sparred and rigged after they were afloat. The launching of the vessel was the moment of truth for the builder and owners of the ship. The vessel could be insured while it was on the stocks and while it was in the water but in between there was no coverage. Although an anxious moment, the launching must have been one of great pride and satisfaction to the persons concerned. They had seen the vessel take shape under the skilled hands of the workmen and then saw it become alive as it slid into the arms of the sea.

Shipbuilding provided a considerable stimulus to the local economy. Men spent the winter in the woods cutting timber, sawmills were kept busy, and the ship wrights and builders had full time employment. Local blacksmiths worked long hours to provide the necessary iron goods; while at the sailmakers, needles flew over the hundreds of yards of canvas required to make a full set of sails. Local merchants also prospered from ship building by supplying the crews of the lumber camps, the mills and the shipyards. Directly or indirectly, the financial position of practically everyone in the community was improved, and improvement that would be felt, however slightly, outside the immediate community as well.

The launching of a ship was a gala day in the life of the community. People would arrive from far and near to be on hand for the great event and a festival-like atmosphere prevailed. Old acquaintances were renewed; young couples seized the opportunity to do some "sparking"; while excited children raced about, followed by the eyes of anxious parents who were eagerly devouring all the latest "news". When the ship sped down the greased ways and splashed into the quiet

waters of a high tide, a ragged cheer would rise; congratulations would be extended; and thoughts turned to the long road home and the work that waited to be done.

The agreement below is dated October 21, 1873. In 1874, Alexander N. McDonald launched the *Glen Grant*, a barque of 749 tons and described by F. W. Wallace in his *Record of Canadian Shipping* as having dimensions of 166.00 feet in length x 35.7 feet in width x 20.0 feet deep. The *American Registry of Shipping* points out that the *Glen Grant* was built of soft wood and was iron and copper fastened, and adds that she was "yellow metaled" (had her hull sheathed below the water line to protect it from barnacles, the toredo worm, etc.) in April, 1876. The vessel was purchased by Peter Sutherland of Liverpool, England and Halifax, Nova Scotia as principle owner. Used in carrying trade, the *Glen Grant* (whose half model can be seen hanging in the "Information and Interpretation Center" at Sherbrooke) was abandoned at sea, 29 years later, in December of 1903, having had a respectably long life for a softwood ship. Although the name is not mentioned in the document, there can be little doubt that the *Glen Grant* (by comparison of size and careful elimination) is the product of the following agreement.

Although it is a simple contract from a less complicated age, note the attention paid in the document to the detail of building, including species of wood to be used, specifications concerning caulking of "treenails", the launching date, and times of payment. The vessel, it will also be noted, was purchased in "eights", a common practice which limited the risk any one owner took in the hazardous business. According to the terms of contract, the *Glen Grant*, of 749 tons at "Twenty Eight Dollars Currency per Ton" was purchased for \$20,792. Alexander N. McDonald, Esq. of Sherbrooke, St. Mary's, Nova Scotia agrees to Build and Peter Sutherland, Esq. of Liverpool in the County of Lancaster agrees to purchase 5/8th. Alex McLeod & Co. & Thos Bayne, Esq. of Halifax,

N.S. 2/8ths leaving 1/8th for the builder for the Barque or Vessel now Building at St. Mary's by the said Alexander N. McDonald according to the specification description and terms following. Viz.: .....

..... Dimensions: .....

Length of cut keel, 154 or 156 feet.

Breadth of Beam over all from outside to outside not more than 33 feet.

Depth of Hold not less than 20 feet.

Height of Twixt decks, 6 feet 3 inches clear from beam to beam.

Sheer not less than 18 inches .....

The Vessel to be built under the inspection of French Lloyds or Lloyds Agent at Halifax to class seven years or as much as they can possibly give her.

Rise of floor not to exceed 10 inches, the Stem and Stern Post and Rabbit and windlass body to be of Oak; Stancheons, Knees, and Deck Beams, and if to be had, the Hatch Beams of Juniper. Remainder of the Beams, Spruce—the second Futtocks—all Spruce and the Birch Keep very low Fore and Aft—Main Transom to be Juniper or good Black Spruce and “no Birch Planking allowed above light water mark”—Remainder of Planking to be Spruce. The whole of the wood for Timbers, Planking and Beams, etc., as above specified to be sound and free from sap .....

.....The Vessel to be essentially Copper or Metal fastened—up to the Clamp or Stringer below the Hold Beams—and all the iron Knees bolted with Metal, up to the throat, or, upper bolt under the Hold Beams which may be or Iron.....

.....All the Beams above and below to have lodging Knees, well fitted and substantially fastened with Iron bolts of proper size. The Outside Planking to be fastened with Juniper Treenails at least Two-thirds of which to be driven through the ceiling inside—and every butt in the outside planking to be fastened with three bolts, one of which to through and clinshed .....

.....The Bilge logs to be of proper size and well bolted, the Number and size of Beam Timbers, Planking, etc. etc., to be of the proper size required by French Lloyds and fastened according to their rules for a vessel of the Tonnage and class. The Treenails to be all caulked on the outside ends and not wedged .....

.....The Vessel to be flush Deck and to have Two Houses on Deck—one Foreward for the crew finished in the usual way, and one aft for the Cabin to be finished according to plan sent out .....

.....The Vessel to be finished complete, Hull, Masts, and Spars—with all the Iron work inside and out to the Royal Masthead, say everything complete .....

.....Anchors, Chains, Sails & Rigging to be found by Owners, free of expense to Builder .....

.....The Vessel to be delivered safe and sound afloat and finished as before named for the sum of Twenty Eight Dollars Currency per Ton.

Builders Measurement .....

.....Payment to be made as follows—Viz: .....

1/4th when ship is all in frame.

1/4th when all Planked and Deck all laid.

1/4th when safely Launched and,

1/4th when Rigged, Spars and Iron Work completed.....

.....By Purchasers Acceptance of Sellers drafts at four months date.....

.....All Sterling advances paid in Sterling or Sterling Bills Drawn to be allowed for, at the Current rate of Exchange and Premium, at the Time .....

.....The Vessel to be launched not later than the 10th to 15th August 1874 at the very utmost. Should the Purchaser's



find the Builder behind in his work they will try and rig on  
the Stock to save time—Charging him with difference.....

.....This Agreement signed and .....

.....Confirmed by the dates the different Signatures.....

.....Are afixed .....

The document is here, signed by the contracting parties, their  
signatures witnessed and an Inland Revenue Stamp attached.

# *A Genealogical File*

RUTH C. (Lewis) AUWARTER

In 1967 Canada's Centennial Year gave many Canadians renewed interest in how the histories of their own families contributed to the growth and development of their country. The 1976 Bicentennial celebration in the United States commemorates the beginning of a Nova Scotia history for many Loyalist families who left the republic for a new home in Canada. To the recorder of a family history there is a great deal of help available in books like *Searching for Your Ancestors* by Gilbert H. Doane, University of Minnesota Press and *Know Your Ancestors* by Ethel W. Williams, Charles E. Tuttle Co. The keepers of city, county and church records are usually helpful and encouraging. In Nova Scotia the Provincial Archives are a particular help, providing much source material and their personnel are well qualified and interested. All this is ground that is covered well in most aids to genealogists.

I am collecting material for a genealogy of the family of Waitstill Lewis of Yarmouth, Nova Scotia. Although the books I have consulted gave me tremendous help in what to include in a genealogy, where to find the material and how to document it, I was at a loss to know how to sort out and

keep the letters and documents I would acquire in some sort of working order that would be pertinent to the persons documented and, most of all, be readily available. My great grandfather, Thomas McGill Lewis, had nine children and each of them married and had more children. A rough guess pointed to the possibility that I might be listing nearly a hundred people within just those two generations. Obviously, an alphabetical file was of little use when most of the file folders would be for the surname Lewis and there is duplication of given names within the same generation and between different generations.

I was fortunate to have a genealogical table that my father, Rundall McGill Lewis, had compiled about twenty years ago. He had enumerated the descendants of his grandfather, Thomas McGill Lewis. I found a similar table for the Lewis family of Yarmouth, compiled by George S. Brown for the *Yarmouth Herald* in 1899. Brown's table gave the immediate descendants of Waitstill Lewis, an early Yarmouth settler. The material in the two tables over-lapped, showing that Waitstill Lewis was the grandfather of Thomas McGill Lewis. Brown also noted that Waitstill Lewis of Yarmouth was the son of Waitstill Lewis Sr. From the elder Waitstill Lewis to my own generation includes seven steps of descent. Since I (and very likely others in the family) have children and grandchildren, I would be listing at least nine generations. *Annals of Yarmouth & Barrington, Nova Scotia in the Revolutionary War* by Edmund Duval Poole shows that, while the ancestry of Waitstill Lewis had not been fully documented at the time the book was published in 1899, he came from Westerly, Rhode Island, where there are many Lewis families. Waitstill Lewis Sr. married Sarah Bliven at Westerly, October 2, 1754. She was the daughter of Edward<sup>2</sup> Bliven (Edward<sup>1</sup>, an early settler of Westerly). This brought about the possibility of researching another few generations, and I hope to find out as much as I can about those early generations.

When I had seen all the information mentioned, I realized it was time to limit and define my objectives. The Revolutionary War had caused a break in the Lewis family. Waitstill, the father, returned to Boston to fight with the patriots; Waitstill, the son, made his home in Yarmouth. I decided to outline the descendants of Waitstill Lewis Jr., the Nova Scotian, but discover all I could of Waitstill Lewis Sr. and his ancestry.

I still had to consider how I would file the material I was beginning to acquire on the nine generations that I wished to expand and the indefinite number of generations of ancestry that I hoped to discover. The correspondence and documentation would be enormous. I developed a cardboard or posterboard file divider for each separate file (one for each separate person, that is) and I made the dividers of differing heights representing the steps of generation. Regular sheets of posterboard come in 22" by 28". I cut these in half, making two sheets, each 22" by 14". Fourteen inches of width would accommodate legal size paper without folding. Not all my papers are that long, but I want room for those that are. At the very back of my file I placed a file divider twenty-two inches tall. In the upper left corner I placed a 3" by 1" pressure sensitive label on which I had typed:

ANCESTRY OF WAITSTILL LEWIS SR.

(ca. 1736-1777)

I placed another label with the same title on a manilla file folder to be put directly in front of that divider. For the papers, letters, military records, etc. pertaining to him, not his ancestry, I cut one inch from the height of half a sheet of posterboard, leaving a divider 14" by 21". In the upper left corner I placed a sticker for:

WAITSTILL LEWIS SR.

(ca. 1734-1777)

and a similar label on a manilla folder to hold his documents. For Waitstill Lewis Jr. I cut *two* inches from the divider (14"



by 20"). On that divider and on another file folder I placed labels:

**WAITSTILL LEWIS JR.**  
(1755-1838)

From the George S. Brown tabulation I had the names of the children of Waitstill Lewis Jr. For each of them I made a divider 14" by 19" and labelled them (and file folders for each) as I had the others. I placed them in my home-made file, putting them in the order of their ages, oldest to the back, younger siblings forward in the file, youngest at the front. I store them in a heavy cardboard box, about 12" high, 12" wide (front to back of the file) and 18" across the front of my files. My file is both wider and higher than will fit in a standard file cabinet.

Brown lists the children, the grand children and some of the great grandchildren of Waitstill Lewis Jr. The dividers for the grandchildren are 14" by 18"; for the great grandchildren, 14" by 17". For each new generation I placed the children of each descendant immediately in front of his divider and file, again oldest to the back, younger siblings forward. Thus siblings (who are parents) are separated in the file by the dividers and file folders for their children. This gives a varying height to the whole file. For a profile view of the file see Figure 1.

The file has one particular advantage. No matter where the file is opened, the line of descent leads directly from Waitstill Lewis Sr. in a direct line of descent to the person whose file shows. For my father, for instance I can see the line as in Figure 2.

This file keeps all correspondence, papers and documents that pertain to each person in his own file and with a file divider that indicates his generation and direct ancestry at a glance. When enough material is collected to begin the family account, it is already simply arranged, easy to follow,

and ready to enumerate the descendants in their genealogical order—that is, from back to front through each generation (and each height of file divider). The one inch steps of generation are similar to the widening marginal indentation for each generation as appear in a genealogical table. When the file is as complete as it can be made, the table can be brought up to date for the file to provide an index for it.

This file is the one tool that makes it possible for me to use all the others effectively. It is simple and easy to use and can be made with little expense. Scrap cardboard can be substituted for some or all of the poster board. Searching for ancestors and finding unknown cousins can be a lot of fun. Good hunting!

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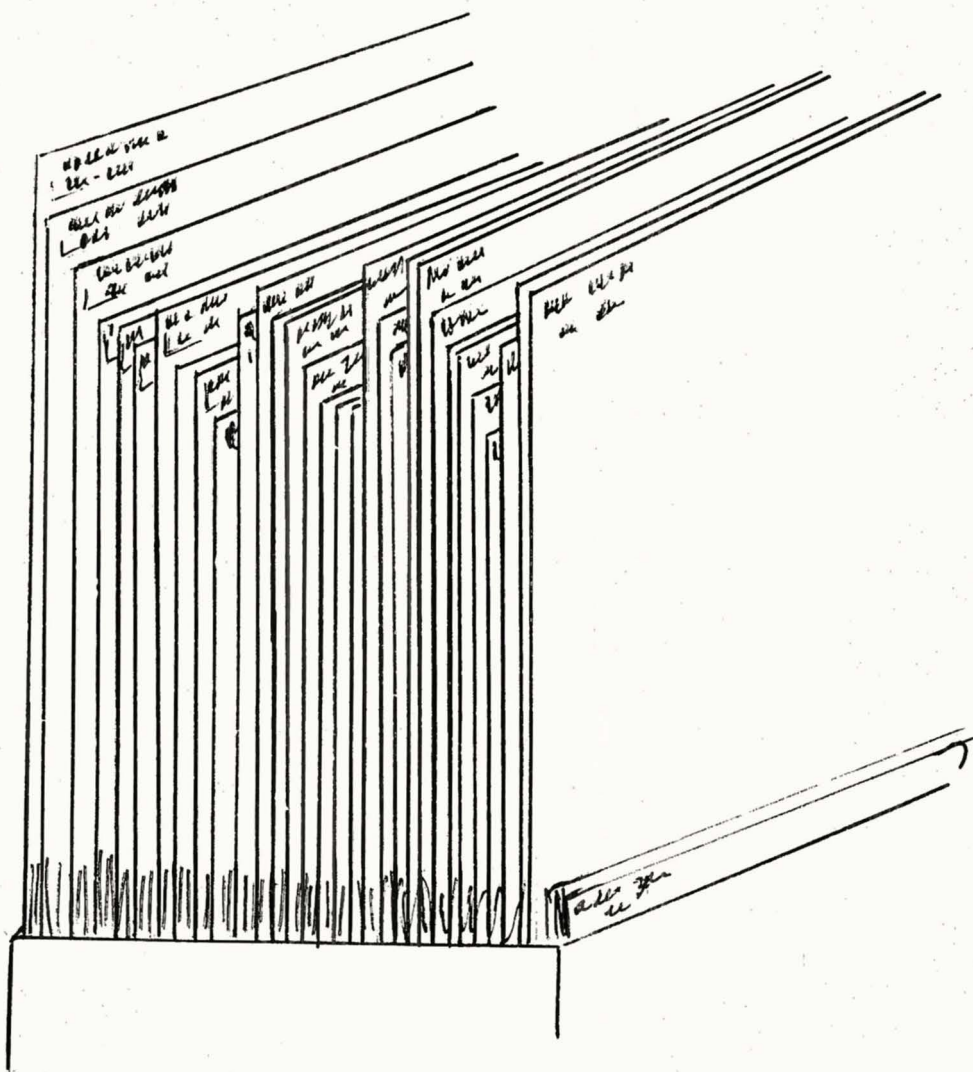


Figure 1

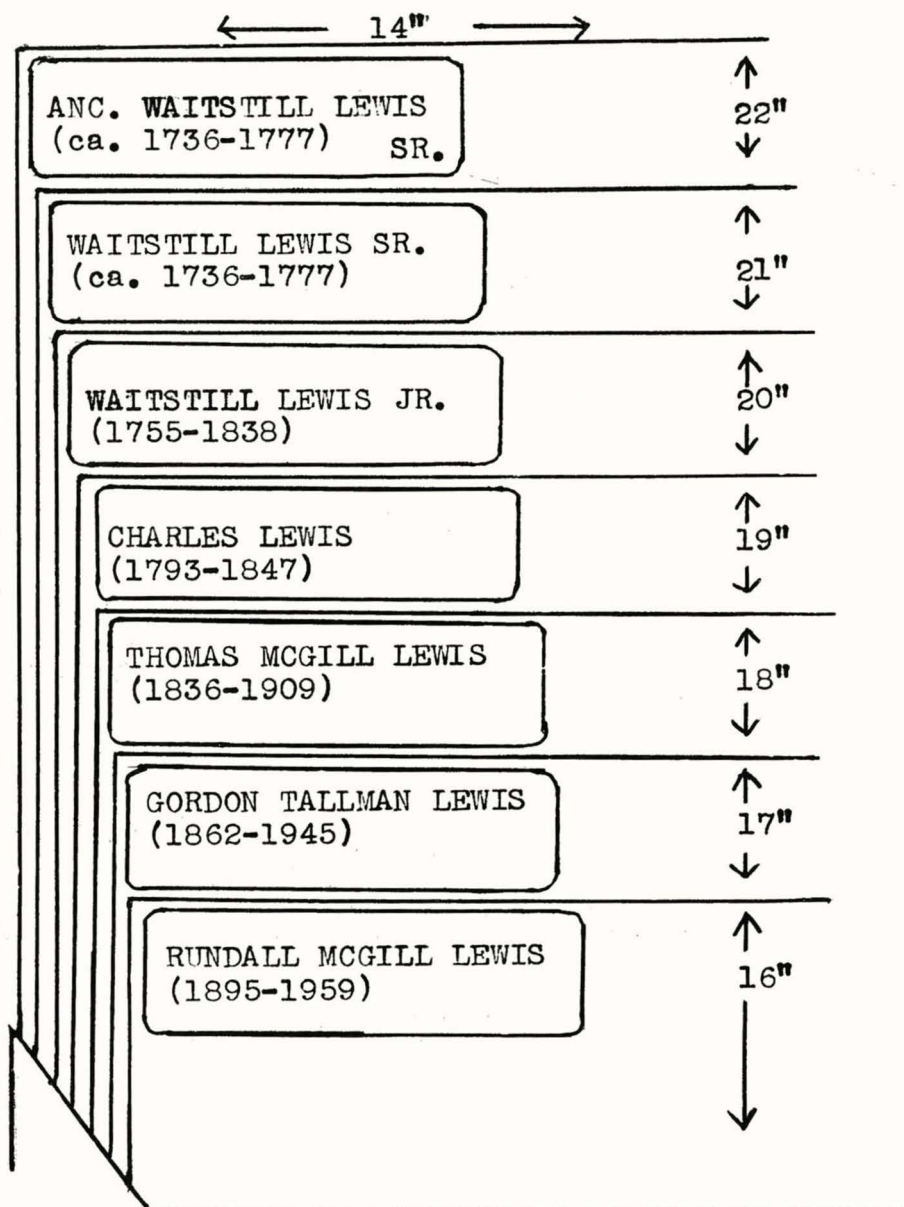


Figure 2



# *Early History of St. Andrew's-Wesley United Church of Canada Springhill, Nova Scotia*

BERTHA CAMPBELL

## The Methodists, 1840 - 1914

Last year, 1975, the United Church of Canada celebrated the 50th Anniversary of its founding. In Springhill, this union involved St. Andrew's Presbyterian Church, and Wesley Methodist Church. From 1925 to 1964 the United Church in Springhill comprised these two separate congregations. In 1964, they amalgamated and became St. Andrew's-Wesley United Church of Canada, with one church home, the former Wesley Church at the corner of Junction Road and Main Street. This is the Methodist side of the two-fold history of this church, up to 1914.

The history of St. Andrew's-Wesley is closely associated with the history of the town of Springhill. In 1790, the first settlers claimed their land grants in the vicinity of what is now Miller Corner. Their friends who followed them, settled nearby. About 1825, the hilltop, now the town, was laid off

in grants, but up to 1871 there were only five houses in Springhill. Miller Corner continued to develop as the centre of the community so this area had the first schoolhouse, the first hotel, and the first church.

The story of Springhill's first church is an interesting one, beginning with the founding of Methodism in the area in the 1840's. Circuit riders on the old Parrsboro, Maccan and Amherst routes held regular services in the schoolhouse and in private homes. The first entry in the "Wesleyan" in reference to Springhill appears on August 25, 1849, headed "Amherst": "The cause of religion still prospers in various places on this circuit. The field seems progressing to a goodly harvest. I received fifteen new members since my return at a place called Spring Hill. These make 45 received into Wesleyan Society during my last two visits to Maccan." — by Thomas H. Davies. In 1850 the "Wesleyan" reports: "At Springhill, 9 miles from the Maccan Road, we have a small congregation and a class of 12 members, preaching once in three weeks on a weekday."

Miss Bertha Scott, when compiling material for her book, "The History of Springhill" in 1925, was fortunate in obtaining first hand information about the first church from one of the participants in this endeavour, namely, Rev. William Ryan. He was one of the ministers on the Circuit in 1857, and, at her request, in 1925 wrote a letter to Miss Scott in which he tells the story in his own words:

"In 1857-58 I was on the Parrsboro Circuit as assistant to Rev. James Buckley, and Springhill was a monthly appointment in the Circuit. Our preaching place was a private house in a field not far from Herrett's. This house was rented from a Coal Mining Company. At that time, the only coal mined was what was needed to supply the blacksmith shops, etc. In the winter of 1858, we were engaged in revival meetings, day and night. About the last of February or the first of

March, Mr. Buckley sent me to Springhill to hold a few meetings in this private house rented from the miners. "Father" Lockhart came to our help. He was the father of Rev. Christopher Lockhart, who for many years was a traveling Methodist minister. Then Matthew Lodge of Mapleton was with us. Brother Lodge was a good man and a good preacher. Finally, Brother James Sproule of Halfway River came to our help. These were all Local Preachers—men of God. So we had a strong force. God gave us his blessing. The Holy Spirit fell upon us, and many were converted to Christ. In about two weeks, the whole country was a revival flame. We sent for the Superintendent. He baptized the converts, and we organized the church. I do not know how many were received; I kept no notes. What I give you is altogether from memory. This was really the beginning of our Church at Springhill, though we had a few scattered members before that date.

"Soon after that revival, the Church began to agitate and work for a Church edifice. It was not known just where the coal mine would open up, and the site they selected was about a mile from the present town of Springhill. This church was opened for public worship in January 1863. Again I was on the Parrsboro Circuit, this time as Superintendent of the Circuit. My colleague was Rev. Job Shenton who was with me when the Church was opened. We remember well Nathan Boss and his good wife. His farm was just where the Town of Springhill now stands. We were hospitably entertained there. I hope you will be able to read what I have written. My eyes are dim. I am almost ninety-years old, and no marvel if there is failure. We pray God to bless you very richly."

Provincial Wesleyan, March, 1863, states: "(they) at length succeeded in the erection and completion of a very neat and comfortable Wesleyan Church. All praise to the self-sacrificing zeal of our friends in building a house to the name of the Lord of Hosts." This church, built at Miller Corner on

the Syndicate Road, measured thirty-six by thirty-four feet, and was framed by an old-time builder, Thomas Reid, of Athol. Its hewn timbers and great twelve by fourteen inch sills made a very strong building. It had two entrances and three rows of pews with doors. A choir loft faced the pulpit. The aisles were carpeted in red, and red velvet pockets on long handles were used in taking the offering. The attendance was good, people coming from the surrounding countryside. This first Methodist Church was dedicated to the service of God on February 15, 1863. The custom in those days was for families to pay for their seats or pews. On the day following the dedication, all the pews of this church were sold for a sum of money more than equal to the cost of building, so that the church began free of debt. This in itself was a remarkable achievement.

At this time, the Church of England people were in need of a place to worship, prior to the building of their first church. The Methodists offered their new church to the Anglicans for their services until their building was opened in 1873. This is a good example of the freedom, goodwill, and spirit of Methodism from its early inception under John Wesley, a spirit that later the Methodists brought into the United Church of Canada.

The deed for the original Methodist Church property was dated June, 1864, and shows conveyance from Nathan Boss and his wife to Nathan Boss, Henry Smith, George Smith, Joseph Herrett, and John William Herrett, being the Trustees, and referred to as "members of the Wesleyan Methodist Church or Society in Springhill in Connection with the Conference of Eastern British America." It was located "near the junction of the Springhill road and the road leading past the salt springs over Claremont." This "junction" is Miller Corner, then the centre of Springhill, with three roads, one leading to Athol and Amherst, another going over Rodney and Windham to River Philip, and the third, which is now Main Street, running over Claremont.



It is sad to think that the sacred use of this "splendid edifice", built with so much effort and pride, was destined to be short-lived. When the Springhill Mining Company was formed in 1870, and the coal mines opened for extensive operation, it was realized that a costly mistake had been made in location, so the Methodists prepared to come within focus of the new town. They built a new church on Upper Main Street, and the church at Miller Corner was sold in 1873. It was converted into an apartment house, and used as such for many years. However, in 1891, when the people of Miller Corner were planning a church of their own, they rented the original old Methodist Church for services until their church was built. It seems most fitting that this building, which had been erected nearly thirty years before at great sacrifice, should again be used for divine worship, if only for a few months. Again it reverted to a dwelling-house, and part of it can still be found in the Boss house at Miller Corner. It is regrettable that this is all that is left of the first Methodist Church, except its memory in St. Andrew's Wesley United Church.

In the Wesleyan Editorial Notes for November 17, 1873, the correspondent describes Springhill Village as "gathering to itself astonishing population and holding out great inducements to workers and settlers. Our friend is engaged in a most prosperous Sabbath School. New mines are being opened at every hand. He suggests that we should have a church there to be followed before long by a parsonage. So be it."

The second Methodist Church was built on land given by Nathan Boss on the south-east corner of Main and Hospital (Princess) Streets, the latter being the driveway to the Boss homestead. To keep the cows in, a wide gate closed the driveway at that time from the highway. "The cornerstone of a new Wesleyan church was laid on the 16th inst. Appropriate ceremonies were conducted by Rev. D. B. Scott, assisted by

Bro. J. Betts, and Rev. Mr. Campbell of the Presbyterian Church, Halifax. Two lovely (ells) are in the course of construction for the use of Sabbath Schools, Temperance, and other societies. A steam planing mill is in operation. Mr. Barrett is building a bakery. Several miners are building dwellings for themselves. (" . . . Provincial Wesleyan Editorial Notes, "Springhill Mines" May 25, 1874.")

It was about this time that an old lady, when asked what denominations there were in Springhill, replied, "There are thirty-two Christians and one Baptist, Mr. Purdy."

During 1874, Springhill became a separate circuit. The first regular minister was Rev. Joseph Hale who reported in September, 1874, ("Editorial Notes, Rev. J. Hale of the Athol Circuit writes"): "I am happy to be able to say that the prospects of our cause in this neighbourhood seem to be brightening. Our number is comparatively small as yet but our influence is gradually increasing. Throughout the Circuit there are signs of good. The congregations are fair, especially in this place, and manifest an interest in the preaching of the word. We hope soon to have the privilege of gathering some precious fruit. Our friends of the Athol Circuit announce a grand tea meeting to be held at Spring Hill Mines in aid of the new church in course of erection there. A worthy object."

During 1874, Springhill became a separate circuit with the same Rev. Joseph Hale as the first regular minister. He reported in Circuit Intelligence, October 2, 1874: "On Wednesday, at our grandly successful tea meeting upwards of 1000 persons were present and we realized nearly \$400.00, which will be of considerable help towards the erection of the new church. On the following day we had a Sabbath School festival."

During Mr. Hale's pastorate, this humorous event was recorded:

“On a drowsy summer morning, he was reading the lesson. There was some restlessness, particularly on the part of the younger worshippers—a morning when it was a little hard to concentrate—with summer sounds drifting in through the open windows and doorway. There entered upon this peaceful scene an inquisitive dog in search of a member of the congregation. He entered noiselessly and proceeded to make a leisurely survey of those assembled. Had the minister noticed? The sonorous voice went on in the reading of the Word:— And the Lord spake and said unto Moses, Mr. Boss, will you please put out that dog?”

The earliest available membership list, presumably 1876-1878 includes Nathan Boss, Joshua Canfield, Richard Bennett, Stephen Herrett, Thomas Scott, Sr. and James Schurman among the thirty-four names listed. The church was further strengthened by new members from among the incoming people in the community, a number of whom were Old Country Methodists.

In 1876 Rev. A. D. Morton wrote, “The Springhill Church is, for its size, the neatest we have seen. Its internal arrangements and appearance were particularly pleasing.”

Richard Bennett was Superintendent of the Sabbath School at this time. The “Wesleyan” on January 26, 1878, records the Sabbath School’s New Year’s Eve entertainment, with Rev. Mr. Alcorn in the chair, addresses by the Rev. Messrs. Glass and Baines. The programme also included music by the brass band and organ, Monuments of Truth by thirteen ladies, and Golden Nine by nine children, concluding with presents drawn from New Year’s trees, the most pleasing part of the programme for the young.

In February, 1878, the remaining \$500.00 required to finish paying off the over \$2000 cost of construction of the church was liquidated by individual subscriptions from members of the congregation. The subscription list read: E. Bar-

rett, R. Bennett, D. Bigney, Wm. Boran, N. Boss, H. Boss, H. Brown, J. G. Canfield, A. Canfield, Wm. Gargeeg, Wm. Conway, J. Cooper, R. H. Cooper, J. W. Cove, M. D., F. A. Donkin, J. Dunstan, J. French, P. Gilmour, Wm. Hall, D. Harroun, W. Herrett, C. Hewson, Thomas Humphries, H. Lambert, E. Langille, A. Leadbetter, James Leadbetter, T. Leadbetter, D. MacKenzie, Wm. MacLean, Wm. Matthews, James McCarthy, C. Mills, Wm. Pippy, Mrs. C. Proctor, D. Robertson, James Scott, T. Scott, R. Scott, R. Wilson, and S. Wilson.

Circuit Intelligence for August 31, 1878, notes, "The annual Pic-Nic of the Methodist Sabbath School at this place came off on Thursday, August 8 in a beautiful grove not far from the residence of Wm. Hall, Esquire, the popular manager of Springhill mines and secretary of the school. At half past two o'clock the school paraded through the principal streets of the village preceded by the Springhill brass band which discoursed sweet music. At four o'clock, about 80 children with their parents and friends sat down to a sumptuous repast, after which both young and old entered heartily into the pleasures and amusements provided for the occasion. The picnic was all that could be desired, and certainly reflects much on Mr. Bennett, the Superintendent."

Another such picnic parade is described by Bertha Scott in her "History of Springhill". Mr. Bennett was walking at the head of the procession carrying the flag. He was very fond of the old hymn, "Hold the Fort", and this time he was leading in the singing of the second verse, when the singing suddenly subsided into laughter. Picture this fine old man, singing so unconsciously,



“See the mighty host advancing  
Satan leading on.”

During the years following 1880, the churches of Springhill were making many changes. In 1881, the Church of England was established in Springhill and opened the register of All Saints. In 1884, the Baptists purchased the Presbyterian Church and the Presbyterians built St. Andrew's the same year. The Methodist Church was situated a long distance from these, rather far up the hill (Main Street), when we remember that in those days there was neither lighting nor sidewalks. The entrance to the Church was lighted by lamps on the gateposts, and lanterns were carried up the roadway or footpaths, according to the season. For these reasons, the Methodists felt that better work could be done nearer the heart of the growing community, so they decided to relocate their Church. The Coal Company offered two fifty by one hundred foot lots on Main Street in the centre of town, so the building was moved down in 1882 to the site of the present Church.

A distinctive part of the early Methodist form of worship was the Class Meeting, and the records show that this organization was active in Springhill. They met on Sunday mornings before the regular service and on Monday evening. The Class Meetings were continued for many years, but ended with the passing of the old members. For some years afterwards, the Methodist Church bell rang at ten o'clock. That was a survival of the Class Meeting bell, to which, in times past, faithful members responded, meeting for prayer and preparation for the reception of the messages of the day.

The Official Board of 1883 recorded many of the old names: Trustees, Richard Bennett, George Canfield, Thomas Humphrey, William Boran, John Bradley, R. H. Cooper, C. B. Hewson, Nathan Boss, Alex McInnis. Secretary, Dr. Cove. Local Preachers: Richard Bennett, Joseph Simpson.

Late in 1883 and early in 1884, a twenty-foot addition to the church was constructed. This allowed for placing the choir behind the pulpit, and provided increased accommodation for new members arriving in the progressive community.

In 1884, the young people of the congregation secured a bell for use in the enlarged church. The old Bill of Lading shows that it was consigned to Richard Bennett. It was shipped from Baltimore, and had a gross weight of eight hundred sixty pounds. This bell is still in use today at St. Andrew's-Wesley United Church.

From the Wesleyan, October 18, 1885: "Work has been commenced on the new parsonage at Springhill." From the same paper on February 4, 1886, "Rev. E. E. England reports from Springhill Mines:

—"On Tuesday last we took possession of our new parsonage which is acknowledged to be one of the handsomest residences in this place. It is next to the Church, and occupies a prominent position on Main Street. The house has been thoroughly finished in every particular, no expense having been spared to make it one of the best parsonages in the district. In addition to two front lots given by the old (mining) company, we have secured, through the liberality of the new company, two rear lots extending back into the next street. This gives us one of the best properties in this thriving town. This circuit now takes honorable rank among the few in this conference that pay all ministerial claims in full. With the exception of three or four, the congregation is composed entirely of labouring men who by their liberality, set older circuits an example worthy of imitation."

In the Wesleyan, February 1, 1887, an article "Springhill Mines", written by J. A. Heustis, states: "How this place has grown, from a scattered hamlet of a few years ago, it has now become a thriving, busy town of about 6,000 inhabitants. Methodism, too, has grown, as it always does when it has a

shadow of a chance." The progress and prosperity in evidence in the community required the Church to keep up with the times. On May 23, 1886, after reopening following a month of internal renovations, a rededication was held by combining a baptismal, reception, and sacramental service. This service must be recorded as memorable in the history of Methodism in this vicinity, as one hundred thirty persons were received into the Church's fellowship.

Rev. Alexander W. Nicholson, who was born at Fox Harbour, succeeded Rev. Mr. England as pastor in the fall of 1886, and it is recorded that on January 31, 1887, one hundred eighty-five children attended the Sunday School, and that "Bro. Nicholson is beginning special services with good prospects of successful work. Although the Church will seat over four hundred, yet new pews are in demand, and enlargement is necessary."

Enlargement came again in 1888, when a transept was added to the east side of the building. One member of the Church, an Englishman who still retained his Old Country accent, persisted in calling this the "(h)ell" of the church. This addition provided forty new pews, which were quickly engaged. It was to be a few years later before termination of the use of kerosene oil lamps, and, in these days, the big oil can was sometimes kept under one of the back seats. To some of the boys, the "Oil Can Seat" was the choicest one in the Church.

The Wesleyan "Methodist Notes" aptly describes the Springhill Circuit under the ministry and vigorous administration of Rev. A. W. Nicholson as "lengthening its cords and strengthening its stakes."

Throughout these early days of the church in Springhill, the choir sang unaccompanied, and Rev. J. A. Heustis, in an article of February 10, 1887, speaks of this: "The Springhill Methodist choir convinces me that good singing without any



musical instrumental accompaniment is not one of the lost arts in Nova Scotia. Under the leadership of Mr. Christopher Proctor, the choir renders most appropriate and really artistic music. The singing shows careful training and inspires the congregation to a true worship." During 1888, a new emphasis came about in the musical part of the church's worship service. Mr. Proctor organized the first orchestral group to provide church music and choir accompaniment in Springhill.

The initial group had five pieces:

- two violins — David Whylie and John Redpath
- one cornet — Carl Cooper
- one slide trombone — instrumentalist unknown
- one organ — John Furbow

For many years the choir had more than a local reputation.

Springhill had now grown to an extent where it was decided that it should be handling its own affairs, and was incorporated in 1889. The first mayor was A. E. Fraser, who held office until 1891. It is of interest to note that this important office was successively filled by Mr. William Hall (1891-1892) and Mr. R. H. Cooper (1892-1894), two of the outstanding members of the Methodist Church. Mr. Hall had served the Church in a number of important positions, and Mr. Cooper established a record of long tenure as Church treasurer. Mr. Hall served an additional term as mayor from 1898-1900.

In those days, the ministers apparently had the same problems to contend with as ministers have today. In an 1889 Methodist Church Record Visiting Book, the minister had written on his Visiting List small notations in brackets beside some names: one, "not much account", another, "never attends", another, "wife Baptist", and yet another, "sells grog".

Tragedy struck Springhill on Saturday, February 21, 1891, with the occurrence of a colliery explosion, then termed, "the greatest mining disaster in Canada." One hundred



twenty-five men and boys lost their lives, leaving a pall of gloom and distress hanging over the community. In this grief stricken setting the Churches were called upon to offer God's hand in sympathy and comfort to the two hundred thirty-four dependents and to provide the strength in the faith so necessary to bearing the burdens of this distressing event. Six Baptists, forty Presbyterians and twenty-three Methodists were buried from the Methodist Church.

Much poverty and hardship followed this disaster, but even in the face of such problems, the forward movement of the Church continued. From the "Wesleyan", 1891, we find that the Methodists at Miller Corner, under the progressive pastorate of Rev. D. W. Johnson, held preaching services on Friday evenings and an organized Sunday School on Sundays. In 1892, "A new mission church is now in course of erection in a suburb of the town, giving new impetus to Methodism in that direction, and other evidences of prosperity are manifest in this interesting pastoral charge." The Methodist News, 1892, "The Methodists have just completed a little church at Miller Corner, a populous suburb, which adds an additional sermon each Sunday for the minister resident there." Traveling distance was a factor, too, since Miller Corner is more than a mile from the main Church. The new Church "was dedicated to the worship of Almighty God on the 26th, ult., Rev. Richard Smith, the old man eloquent, preached the dedicatory sermon from Psalm 46:5 to the great delight and edification of the congregation. The town choir furnished excellent music. Fifteen persons have already found salvation within its walls."—from the "Wesleyan", July 14, 1892. Rev. Mr. Smith was paid the princely sum of four dollars and forty-two cents for his services. When you consider that this was the year following the great mine disaster, the erection of this Church was a fine example of Christian dedication and faith.

In 1892, Rev. Mr. Johnson was succeeded by Rev. Eben E. England, during whose pastorate a steeple was erected on the Main Street Church. The Wesleyan of November 29, 1894, records an article by Rev. Mr. England: "Our Church has undergone a complete renovation during the summer months. It was closed for nine weeks. Part of this time we occupied the Baptist Church which was very kindly placed at our disposal. On the 26th of August, the Church was reopened. Sermons were preached by Rev. R. Williams of Amherst. Since then, the outside has been repainted and a very beautiful steeple placed on the Church so that our property is now one of the prettiest and best in town. The whole expenditure amounts to \$900. We have since returning from the general conference collected in subscriptions \$850, so there will be no debt to grapple with."

The Minute Book of the Trustees of Miller Corner Church, inscribed "Athol Road Church", was kept by William M. Letcher, Secretary and Treasurer. The first legible page is dated April 9, 1892, and states that the meeting was led by Rev. D. W. Johnson. Mr. J. W. Herrett was elected Superintendent of the Sunday School, with these teachers: Isaiah McCarthy, Miss McAloney, Mrs. A. C. Fullerton, and F. Johnson McCarthy. W. B. Embree was appointed to lead the choir in 1895. J. W. Herrett, Thomas Letcher, W. Letcher, and W. Embree got up a singing class in August, 1895, rather than buy an organ "for certain reasons". Mrs. James McCarthy was appointed to heat and light the church for choir practice and be paid forty cents a month. Other expenses were interesting: lamps, \$2.50; lamp chimney, .06 cents; oil, 35 cents; for taking Band to tent meeting, \$1.00; 3 dozen hymn books \$3.00; 29 pounds of candy and 1/2 bushel of apples, \$2.29; coal, 45c; one load of coal, 60c; two bottles syrup, 50c; 9 yards curtains, 90c. Other names appearing in these early pages are D. Adams, W. H. Johns, Alex Stewart, R. S. Ripley, Burton Langille, Charles Nelson, Wesley Herrett, and A. C. Fullerton.

On October 6, 1894, the Methodist Ladies Aid was organized, when a group of nine ladies met at the home of Mrs. (Dr.) J. W. Cove on Main Street. The charter members were Mrs. J. W. Cove, President; Mrs. John Cooper, Secretary-Treasurer; Mrs. Caleb Schurman; Mrs. Leonard (Sarah) Townsend; Mrs. William Hall; Mrs. (Dr.) Joseph Hayes; Mrs. Andrew Paul; Mrs. Wylie and Mrs. E. E. England. (From an historical sketch prepared by Mrs. Hubert Pettigrew, President of the Wesley Ladies Aid at the 60th Anniversary of the organization.)

The purpose of the Ladies Aid was to assist the Official Board in the care of the parsonage, and to attend to the comforts of the minister.

During the next few years, the Church survived many trying experiences. In 1895, a disastrous fire occurred in Springhill, when forty buildings were destroyed, over two and one-half acres of land burned, with loss estimated at \$75,000. The Wesleyan for May 27, 1907, records a serious fire in one slope of the mines, a two-week strike, four weeks of closed churches and nine weeks of closed Sabbath Schools on account of smallpox, with resultant loss of receipts. From 1909 to 1911, there was a twenty-two month strike; in the Minutes of August 31, 1909 the question was discussed of how to meet the coming expenses of the Church on account of the strike. However, Minutes of January 12, 1912, state "a favorable financial report was given despite the trying times passed through."

Interesting items noted: Early in 1907, the parsonage was wired and fixtured for electric lights. The Quarterly Board Minute Book on September 20, 1901, reports the minister's salary same as last year, \$804.00. On June 3, 1904, the salary of A. Chivers, the organist, was raised from \$25.00 to \$40.00 a year. In 1905, Mr. Strang was appointed janitor, succeeding Tweedie Boss, at a salary of \$100.00 per year.



Minutes of the Quarterly Board, on March 15, 1901: "Rev. Wm. Brown presided. Attending were R. H. Cooper, J. S. McDowell, William Hall, Charles Hannah, and I. G. Phelan, Recording Steward. James Scott was appointed to attend the District Meeting in Amherst. Henry Stonehouse was appointed Class Leader for Miller Corner, replacing William Letcher.

The official Financial Statement for the Methodist Church, 1904, lists J. S. Price and C. R. Hannah as Auditors; in 1906, Auditors were Wm. Hodge and Jno. Bradley; and in the 1909 Statement, Auditors were Jas. Scott and Henry Perrin. The Secretary and Treasurer was the same on these three Statements, namely, R. H. Cooper.

Although the Methodist Church had been twice enlarged, it once more became apparent that more accommodation was needed. In the Wesleyan, November 25, 1908, "The New Church Fund has been opened and monthly payments will be added to the special fund in the bank. The ladies have raised \$700.00 towards the contemplated Church."

In the Annual Report of Springhill Methodist Church, 1912-1913, we read in the Pastor's Letter, "The year has been a memorable one, in that we have decided to build a new Church. This step has been agitated for many years, but owing to industrial disputes and other causes, has not been rendered possible until this year." (Rev. Harry B. Clark). The old church was torn down, and in the interval before the new church was opened on the same site, the Gem Theatre, operated by Colin Danson, was used for Sunday services.

From the Annual Report, 1912-1913: "Corner Stone Ceremony—The Corner Stone of the New Springhill Methodist Church was laid on Wednesday, July 16th, by Mr. R. H. Cooper, an esteemed member of the Trustee Board. The following ministers participated in the ceremony: the Rev. J. W. Prestwood, B. D., Pres. of Conference; Rev. W. H. Heartz,



D.D., Rev. D. W. Johnson, D.D., Editor of Wesleyan; and the Revs. W. H. Watts, Louis A. Buckley, B.A., and Frank Dickinson, B.A., Miss. to China. Greetings were also extended by the local clergymen, the mayor and the county members.

The weather was favourable and a great number of people gathered to witness the interesting ceremony . . . A copy of the Wesleyan for Wednesday, July 16th, was inserted in the sealed bottle, with the local paper, and a few coins for the year 1913. The contents of the old bottle, found in the corner stone of the old church, were also inserted. These comprised a copy of the Wesleyan for the year 1874, when the church was built; and a copy of the Wesleyan and two coins for the year 1882, when the church was removed to its present site. In addition to the above, a copper coin, said to have been made from copper taken from Nelson's Flagship, "Victory" was placed in the bottle. This was kindly donated by Col. Potter . . . The new Church is to cost \$17,000, and will contain two memorial windows, one to William Hall, and the other to the memory of Richard Bennett."

The new Methodist Church was an imposing structure, one hundred six feet by sixty feet, with basement, first and second floors, and attic with a belfry, where the old bell was reset to continue its service. To save six hundred dollars of the cost of construction, it was decided not to build the gallery in the auditorium, as originally planned. The result was an unusually lofty ceiling. The wainscoting was of light oak, while the pews were of white pine, so well finished that they look almost like new sixty- one years later. There was a handsome altar rail of the same white pine, curved to follow the line of the pulpit platform. This was where communicants knelt to receive the Lord's Supper. Two of the windows were of beautiful stained glass, seventeen feet high and seven feet wide, depicting Jesus almost lifesize. The window on the east wall showed Christ knocking at the door, and was in memory of Richard Bennett and his wife Louisa. The corresponding

window in the west wall showed Jesus as the Good Shepherd, carrying a sheep. The inscription read, "To the glory of God and in loving memory of William Hall, died December 19th, 1907," These magnificent windows continue to enhance the beauty of the sanctuary of this Church in 1975.

The Church was dedicated on Sunday, March 29, 1914, at ceremonies conducted by Rev. J. W. Prestwood, D.D. Other speakers were Rev. W. H. Heartz, D.D., and Rev. Louis A. Buckley, B.A. They held three services, at 11 a.m., at 3:45 p.m., and at 7 p.m.

It is of interest to note that in the quarterly Board Minutes of 1914, the motion was carried that seats in the new Church would be free.

The new building was given the name, "Wesley Methodist Church", and as such, served the Methodists of Springhill until 1925, when it became part of The United Church of Canada. It remained, "Wesley United Church" until 1964, when, upon amalgamation with St. Andrew's, it became the home of St. Andrew's-Wesley United Church of Canada. "Faith of our fathers" established so long ago, is living at St Andrew's-Wesley in this Anniversary Year of 1975.

## REFERENCES

1. Scott, Bertha I. "**Springhill, A Hilltop in Cumberland**" published at Springhill, N.S., 1926
2. **The Wesleyan**—the provincial newspaper for the Methodist denomination.
3. 1864 Deed to Methodist Church property.
4. Circuit Intelligence.
5. Quarterly Board Minute Books.
6. Financial Statements for 1904, 1906, 1909.
7. Annual Report of Methodist Church 1912-1813.
8. Program of "Dedication of New Methodist Church, Springhill, N.S., March 29, 1914."
9. Minute Book of Miller Corner Church, first date, 1892.
10. Rev. A. D. Morton was Financial Secretary for the Cumberland District in 1776-1877, and was minister for Wallace. In 1887, he was Secretary of Nova Scotia Conference of the Methodists.
11. Rev. J. A. Heustis—no information available, but it is possible that he is Rev. S. F. Heustis, listed as Book Steward at the Book Room and Wesleyan Office at Halifax. He was also regarded as the publisher of **The Wesleyan** newspaper.

**Note**—Miss Scott's book is popularly known as "History of Springhill."

Much of my material came from the files of Mr. Carl O. Demings, who is compiling a comprehensive history of Methodists in this area. He deserves the credit for this article.

B.J.C.

## LIST OF MINISTERS OF SPRINGHILL METHODIST CHURCH

Joseph Hale—1874  
 William Alcorn—1877  
 John Craig—1880  
 E. E. England—1883  
 A. W. Nicholson—1886  
 D. W. Johnson, D.D.—1889  
 E. E. England—1892  
 W. H. Heartz, D.D., 1896  
 John Gee—1897  
 William Brown—1900  
 J. W. Prestwood, B.D.—1903  
 William Ainley—1906  
 W. J. Layton, B.A.—1909  
 Harry B. Clark—1912

**Note:** I found "Clark" sometimes spelled "Clarke".

LIST OF TRUSTEES OF MILLER CORNER CHURCH  
FROM THE MINUTE BOOK (first date 1891)

J. W. Herrett	appointed 1891
James Herrett	appointed 1891
Isaiah McCarthy	appointed 1891
Wesley McCarthy	appointed 1891
Tho. Letcher	appointed 1891
Wm. Letcher	appointed 1891
W. B. Embree	appointed 1895
Henry Perrin	appointed 1895
J. H. Letcher	appointed 1895
Stephen Taylor	appointed 1895
James O'Rourke	appointed 1896

(SOME) MEMBERS OF THE (METHODIST) CHURCH  
JULY 1883, SPRING HILL MINES

Richard Bennett, Leader  
Joshua Canfield  
Louisa Bigney  
Thos. Humphries  
Wm. Hall  
Hugh Sutherland (Presbyterian)  
Wm. Boran  
John Dunn (suspended)  
John Bradley  
David Peel  
Mrs. Andrew Fletcher  
Tremaine McGlashan (dropped)  
Mrs. A. H. Fraser  
Eliza Cudhea  
Hannah Ibbitson  
John McCarthy  
Charles Robertson  
Joseph Herrett  
Nathan Boss  
Thomas Bleasdale (on trial)

ATHOL

Joseph Boss, Leader  
Albert Boss  
Mrs. Wm. Boss  
Elizabeth Boss (died)  
John W. Boss  
Charles Embree  
Jephtha Elderkin  
Thos. Dodsworth  
Arthur Dodsworth  
Job Pugsley  
Thos. Smith  
Mrs. Read Baker

(This is from an early Record Book. I omitted names of others in the same families, and those names not clearly legible. I do not know why Athol is included; by 1883, Spring-hill was a separate circuit.)



# *Cape Breton in 1867*

B. D. TENNYSON

The article reproduced below was originally published in *The New Dominion Monthly* in May 1868 by John Bournot (1836-1902), and describes his impressions from a visit to Cape Breton in August 1867. *The New Dominion Monthly* was a Montreal magazine, founded in the year of Confederation, which was published by John Dougall & Son. The article is interesting not only for its descriptions of the island and some of its communities in 1867, but also as a Victorian travel piece, a literary genre which was becoming increasingly popular as the expansion of steam-powered forms of transportation made tourism more practicable and popular. In addition, Bournot offers many insights into the life-style and attitudes of the people and conditions in the island more than a century ago. We are told, for example, that it took twenty-four hours to journey from Halifax to North Sydney by ship, and the better part of a day to go from Sydney to Whycocomagh by lake steamer. He comments more than once on the poverty: the houses on the Esplanade in Sydney are "very dilapidated and sadly in want of paint and whitewash", a description that remained depressingly accurate a century later. Indeed, the island was "far behind all other parts of British America in the elements of progress", an observation still appropriate today.

Bourinot attributes this situation to the fact that the people generally were "poor and unenterprising", and to the fact that little outside capital was being invested in the island's resources. On the other hand, he expresses concern over the fact that much of the money invested in the coal mines, stage-routes and telegraph lines was American, and wishes that "more of their energy and enterprise could be infused" into the people of Cape Breton. Nevertheless, he concludes optimistically that Cape Breton possesses great natural resources as well as a strategic location, and must in time "occupy a prominent position" in Canada. This, of course, was a restatement of the basic argument used by Bourinot in the *Evening Reporter* during the 1860s in favouring Confederation, as also by his father in the Assembly.<sup>1</sup>

For despite his reference to "having visited the island in former years", Bourinot was in fact a native of Sydney. He was born there on 24 October 1836 and did not leave until he attended Trinity College in Toronto in 1850s. His father was the Honourable John Bourinot (1814-84), who was a merchant and French consul, Conservative Member of the Assembly from 1859 to 1867, and one of Nova Scotia's original Senators.<sup>2</sup>

Bourinot, in association with James Croskill, founded the *Evening Reporter* in Halifax in 1860 as a pro-Confederation newspaper, but he left this in 1863 when he was appointed official reporter of the House of Assembly. He held this position until after the first federal elections in 1867, when he was appointed parliamentary reporter of the Senate, a position which his father doubtless helped to secure for him. He remained there until 1873, when he became Assistant Clerk of the House of Commons; in 1880 he became Chief Clerk, which position he held until his death in 1902.

Bourinot was a prolific writer on historical and constitutional subjects, and became one of the major literary figures in late nineteenth century Canada. He was a founder of the Royal Society of Canada and became perhaps the most eminent Chief Clerk ever to have served the Canadian House of Commons, for which services he received a knighthood. His handbook on parliamentary procedure remains today one of the standard references for Canadian legislators.

#### NOTES OF A RAMBLE THROUGH CAPE BRETON

In the month of August last, tired of the dust and noise of the city, the writer decided to spend a few weeks in visiting a portion of the New Dominion but little known outside of the Maritime Provinces. Let the reader open up a map of British North America, and direct his eye to the north east of Nova Scotia, and he will see a large island of exceedingly irregular form, separated from the mainland by a narrow gut, connecting the Atlantic Ocean with the Gulf of St. Lawrence. This is the Island of Cape Breton, known in the days when the French were the rulers of Canada by the name of *Isle-Royale*. Having visited the island in former years, I had been exceedingly struck by the richness of its resources, and the variety of its exquisite scenery. Nowhere, I knew, could the tourist find more invigorating breezes, better sea-bathing, or more admirable facilities for fishing and sport of every kind, than in Cape Breton. So, in that island I determined to spend the few holidays I could snatch from the treadmill of journalism.

On a fine summer evening I found myself on board one of the Cunard steamers at Halifax; and, in the course of twenty-four hours after steaming out of the harbor, we arrived at the port of North Sydney, where the principal coal mines of Cape Breton are situated. For the space of a month I rambled through the island. I visited many of the villages, and partook of the kind hospitality of its people. I ventured

into the depths of its wilderness; saw many relics of the days of the French dominion; fished in its streams; and passed many delightful hours on the waters of its great lake. Now, on this bleak January evening, with the wind whistling shrilly around the house, and tossing the snow-flakes against the windows, I recall those pleasant summer days, and re-produce from my notebook many of the facts that I gathered in the course of my rambles.

Sydney harbor is justly considered one of the finest ports in America, though it is unfortunately ice-bound during the winter months, from the first of January to the first of April. The mines of the Mining Association of London are at the entrance of the harbor, and are connected by rail with the place of shipment, which is generally known by the name of the "Bar." This place does not present a very attractive appearance to the visitor, the houses being ungainly wooden structures, disfigured by huge, glaring signs. Six miles further up the river is the capital of the island, the old town of Sydney, which is built on a peninsula. As the stranger comes within sight of the town, he does not see many evidences of progress or prosperity. The houses on the street fronting the harbor are, for the most part, very dilapidated and sadly in want of paint and whitewash. The town, however, is very prettily situated, and possesses many pleasing features. In former times, Cape Breton was a separate province, and Sydney had a resident governor and all the paraphernalia of seats of government. A company of regular troops was also stationed there for many years; but, now-a-days, the old barracks and a tall flag-staff, on which the Union Jack is never hoisted, are the only evidences that remain of those gay days when Her Majesty's forces enlivened the monotony of the old town.

Sydney certainly is not a prosperous town. The shipping mostly congregates at the "Bar", where the coal is shipped. The new collieries, opened up during the past six years, are situated a considerable distance from Sydney, and have drawn



away a good deal of trade which had previously centred in the town. An effort is now being made to build a railway to connect some of these new mines with the harbor; and when that is accomplished—as it must be, sooner or later—we may date the commencement of a new era in the commercial history of the old capital. At present, the charm of Sydney is its pleasant society. In no place of similar size in British America, will you find gentlemen possessed of more general information, or ladies of better tone and manners. In fact, there still cling to Sydney the attributes of an old government and military town. Sydney has, at present, the honor of being constantly visited by the ships of the French navy, and less frequently by English men-of-war. At the time of my visit, the “Jean Bart”, a training ship for cadets, and the “Semiramis,” bearing the flag of Admiral Baron Megnet, commanding the French fleet in American waters, were anchored off the residence of the French consul, who is also one of the senators of the Dominion. Some years ago, the late Judge Halliburton, better known by the sobriquet of “Sam Slick,” endeavored to create a little sensation in England by an article, in which he declared that the French were, contrary to treaty, forming strong fortifications at St. Pierre de Miquelon, off the coast of Newfoundland; and he also mentioned the frequent visits of the French ships to Sydney as an ominous fact. But the old Judge was only indulging in chimeras, for there are no fortifications whatever at St. Pierre; nor are the good people of Sydney fearful that their loyalty is in peril because the tricolor waves so often, during the summer months, in their noble harbor, from His Imperial Majesty’s ships. On the contrary, they would feel deeply disappointed if these ships were now to cease their periodical visits, which tend so much to enliven the town, and are so very profitable to the farmers of the surrounding country.

Of course, Louisbourg will be one of the first places visited by the tourist in Cape Breton. The old capital is about twenty-five miles from Sydney, and is quickly reached, for the roads in Cape Breton, as a rule, are excellent. Never have I visited a place that more strikingly realizes the idea of perfect desolation than Louisbourg. The old town was built on a tongue of land near the entrance of the harbor; and, from the formidable character of its fortifications, was justly considered the Dunkirk of America. The fortifications alone cost the French Government the sum of thirty millions of livres. The houses are mostly of wood, though the official residences were built of stone imported from France. The position of Louisbourg, and its many advantages as a harbor, naturally attracted the attention of the French in those days, when they entertained such ambitious designs with reference to this continent. As an emporium for vessels sailing between France and Canada, and for the large fleet annually engaged in the Newfoundland fisheries, the town was always considered of great importance by French statesmen.

Louisbourg was first taken by Warren and Pepperel; the latter, a merchant of New England, who was the first colonist that ever received the honor of a baronetcy. At the time of its capture by the colonial forces in 1745, the walls were forty feet in thickness, and of considerable height; they were mounted with a hundred and twenty cannon, seventy-six swivels, and some mortars. The harbor was defended by an island-battery of 32 guns, which were then considered of large calibre, and by a battery on shore, which mounted 30 large guns, and was surrounded by a formidable moat. The success of the colonial troops naturally attracted a great deal of attention throughout England. The victory, too, came at a very opportune time for the mother country. At the time the colonists were gaining laurels at Louisbourg, the British troops were being beaten on the continent of Europe. "We

are making a bonfire for Cape Breton, and thundering for Genoa," wrote Horace Walpole to one of his friends, "while our army is running away in Flanders."

By the treaty of Aix-la-Chapelle, Cape Breton fell once more into the hands of the French, who immediately renewed the fortifications of Louisbourg. At the time the negotiations for this treaty were going on, the French court instructed its envoy to take every care that Cape Breton was restored to France, so important was its position in connection with the trade of Canada and Louisiana. Peace between France and England was not of long duration in those times, and among the great events of the war that ensued was the capture of Louisbourg by Wolfe and Boscawen. Great were the rejoicings when the news of the fall of the "American Dunkirk" reached England. The captured standards were borne in triumph through the streets of London, and deposited in St. Paul's amidst the roar of cannon and the beating of kettle-drums. From that day to this, Cape Breton has been entirely forgotten by the British Government. Fifty years after the fall of Louisbourg, Lord Bathurst ordered all American prisoners to be removed from Halifax to Louisbourg, as a place of safety.<sup>3</sup>

After the fall of Louisbourg, its fortifications were razed to the ground; and a good deal of the stone, as well as all the implements of iron, were carried to Halifax. As the visitor now passes over the site, he can form a very accurate idea—especially if he has a map with him—of the character of the fortifications, and the large space occupied by the town. The form of the batteries is easily traced, although covered with sod, and a number of the bomb-proof casemates, or places of retreat for the women and children in the case of siege, are still standing. Many relics, in the shape of shells and cannon-balls, are to be picked up amid the ruins. A person who dwells near the old town told me that he had recently dug up an old cellar full of balls.



The country surrounding the harbor is exceedingly barren and uninteresting, and the houses, which are scattered about at distant intervals, are of a poor description; whilst the small farms in the vicinity do not appear to be at all productive. A light-house stands on one of the points at the entrance of the harbor, which is always open in winter, and easily accessible at all times from the ocean. It is certainly strange that Louisbourg, notwithstanding its great advantages as a port, should have remained so entirely desolate since it fell into British hands. Whilst other places, without its great natural facilities for trade, and especially for carrying on the fisheries, have grown up, the world has passed by Louisbourg, and left it in a state of almost perfect solitude. A few hovels now occupy the site of the old town; a solitary "coaster," wind-bound, or a little fishing-shallop, is now only to be seen on the waters of the harbor where once vessels of every class rode at anchor. Nothing breaks the silence that prevails, except the roar of the surf on the rocks, or the cry of the sea-gull.

Wherever you go in Cape Breton, you come upon traces of the French. Many of the old names are, however, becoming rapidly corrupted as time passes, and their origin is forgotten. One would hardly recognize in "Big Loran" the title of the haughty house of Loraine. The river Margarie, remarkable for its scenery and the finest salmon-fishing in the Maritime Provinces, is properly the Margu rite. Ingonish was formerly Niganiche. The beautiful Bras d'Or, of which I shall speak presently, is still correctly spelled, and so is the Boularderie Island at the entrance of the lake, which is thus named after the marquis to whom it formerly belonged. Port Toulouse—where a canal to connect the ocean with the lake is now in course of construction—is now known as St. Peter's. The present name of the island is an evidence of the French occupation. Some of those adventurous mariners who have been visiting the waters of the Gulf for centuries, first gave the name of Cape Breton to the northeastern point of the



island. It is believed by some writers that the Bretons and Basques were the first discoverers of the Continent of America. Certainly, it is well known that, in 1504, the fisheries on the banks of Newfoundland were prosecuted. In 1517, fifty Castilian, French and Portuguese vessels were engaged on the banks at the same time . . .

With these few references to the past history of the island, I will now proceed to note a few of its present characteristics.

Among the features of interest are the collieries, of which there are a large number in Cape Breton. Up to 1854, the coal mines of the Province were under the sole control of the Mining Association of London, but during that year an arrangement was made between the Nova Scotians and the Association, by which the coal mines, with the exception of certain acres reserved to the latter, were thrown open to capital and enterprise. The result of this arrangement has been most beneficial to the whole Province, and especially to Cape Breton. There are now at least sixteen mines in operation, and others on the point of being opened, in the island. At Glace Bay and Cow Bay the mines are most vigorously worked, and a large number of buildings have been erected. The residences of the managers are very fine and commodious edifices. Artificial harbors have been constructed at an enormous cost by enterprising companies, and now shipping of every class can anchor where, only the other day as it were, a vessel of any size was never seen. The Total quantity of coal raised in Nova Scotia, in 1865, was 657,256 tons, nearly two-thirds of which came from the Cape Breton mines. During the past two years, the mines were not so actively worked, and the quantity of coal raised was somewhat less. Up to 1866, operations were carried on with great vigor, and there was every prospect of a new era in the commercial history of the island; but the repeal of the Reciprocity Treaty produced

a very injurious effect on the trade. The principal mines are carried on with American capital, and all of them find their chief market in the United States. It is to be hoped that the people of Quebec and Ontario will be induced to become large consumers of the coal of Cape Breton, which cannot now find a remunerative sale in the American market. If the coal trade was vigorously carried on, the prevalent dullness would soon disappear.

To the lover of nature, the island affords a large fund of amusement. For variety of beautiful scenery, the Bras d'Or cannot be surpassed in British America. You will see all attractive features of the Hudson and St. Lawrence Rivers as you pass over the magnificent lake which, from its great size, is deserving of being called a sea. The air was hushed and still as I took my seat, on a summer morning, in the little steamer that plies weekly between Sydney and Whycocomagh, at the head of the lake. The sun was just scattering the morning mist and revealing the fine farms that surround the harbor. The water was undisturbed except by the ripple from the paddles of the boat. In an hour's time we had left the harbor and passed into the Little Bras d'Or, one of two arms that lead into the lake. This arm is very narrow in many places, and resemble a beautiful river. It is full of the most delightful surprises, for you would think yourself perfectly land-locked, when suddenly you would see a little opening, and find yourself, in less than a minute, shooting into a large bay. The banks were wooded to the very water's edge; whilst shady roads wound down, in most perplexing fashion, to some rude wharf, where was moored a fisherman's boat or coasting schooner. Fine farms were to be seen on all sides, and, now and then, we caught a glimpse of a tall white spire. By and by, we passed within a stone's throw of a lofty islet, wooded so deeply that the branches kissed the very water. Anon, we shot out into the Great Bras d'Or itself, where the waves were much higher; in fact, at times they were apt to become a little

too boisterous for comfort. Far to the northward we could catch glimpses of the highlands, which terminate in the promontories of Cape North and Cape St. Lawrence. We soon came to Bedeque, or Baddeck, as it is now commonly spelt, the principal village on the lake, which is only a collection of a few houses, set down without reference to order. We spend two hours more on the lake, and then come to Whycocomagh, a little Scotch settlement, situated on a prettily sequestered bay. Here the tourist can find an hour's amusement in visiting a cave of marble, comprising several chambers, in which a man can stand erect. The marble is said to be of good quality, though it has not yet been worked. Whilst at Whycocomagh, I found the people considerably interested by the news that a New York professor was visiting the quarry with a view of testing its quality. Chance threw the gentleman subsequently into my path, and the "Professor" turned out to be an illiterate marble cutter, who found his way, somehow or other, to this remote section of the Provinces. I do not think, however, from what I have heard, that he had "hoodwinked" the people of the settlement, who, if not very highly educated, have a pretty accurate idea of the qualifications of a real professor. The Yankee element, I may here add, is becoming very prevalent in Cape Breton, as well as in Nova Scotia, generally. Not only many of the coal and gold mines, but the principal stage-routes and the telegraph lines, are in the hands of the Americans; and it would be well for the interests of Cape Breton if more of their energy and enterprise could be infused into its people.

From Whycocomagh you have a drive to the sea coast of about thirty miles, over one of the most picturesque roads in Nova Scotia. The tourist will, in all probability, have to be satisfied with a vehicle entirely destitute of springs and cushions, but he will not mind a little discomfort in view of the exquisite scenery that meets the eye wherever it wanders. Those who have traveled over Scotland cannot fail to notice



the striking resemblance that the scenery of this part of Cape Breton bears to that of the Highlands. Indeed, the country is Scotch in more respects than one; the inhabitants are all Scots, and, as a rule, are a well-to-do class. Some of the best farms in the Province are here to be seen, proving conclusively the fine agricultural capabilities of the island. As the carriage passed along the mountain side, we overlooked a beautiful valley, where one of the branches of the Mabou river pursues its devious way, looking like a silvery thread thrown upon a carpet of the deepest green. Every now and then we pass groups of beautiful elms, rising amid the wide expanse of meadows. No portion of the landscape was tame or monotonous, but all remarkably diversified. The eye lingered on exquisite sylvan nooks, or lost itself amid the hills that rose in the distance. The air was perfectly redolent with the fragrance from the newly-cut clover, and the wild flowers that grew so luxuriantly by the way-side. Everything, that summer evening, wore the aspect of Sabbath stillness, the rumble of the waggon wheels and the tinkle of the cow-bells from the meadows below were the only sounds that broke upon the ear.

At Port Hood, on the Gulf shore—an insignificant village, though the shiretown of Inverness county—we took passage on board a fine steamer that plies between Pictou and Charlottetown, and early next morning we found ourselves in the prosperous town of Pictou, whence the railway carried us to Halifax. So much for the most delightful trip that I have ever taken anywhere in America. If any of my readers wish to make themselves acquainted with one of the finest sections of the Maritime Provinces, and to enjoy an exceedingly cheap and pleasant trip, let them visit Cape Breton next summer, and go through the Bras d'Or, and the valley of the Mabou, as I did.



My note-book is full of many references to the scenery of Cape Breton, but my pen cannot do justice to it, and I must pass on to other matters connected with the island. No one can travel for any length of time through the island without seeing the evidences that it is far behind all other parts of British America in the elements of progress. As a rule, the people are poor and unenterprising. The great majority of the people are Scotch, many of whom exhibit the thrift and industry of their race. The descendants of the old French population are an active, industrious class, chiefly engaged in maritime pursuits. A portion of the inhabitants is composed of the families of American loyalists, and the original English settlers. Agriculture is largely followed by the people, and with success in the interior, especially in the vicinity of the great lake. On the sea coast the fisheries predominate, though the people more or less cultivate small farms. The collieries absorb a considerable number of men, but only in particular parts. A good many persons are also engaged in the coasting trade, especially at Arichat, in the county of Richmond . . . which, in 1866, owned 300 vessels, comprising 21,049 tons, and valued at \$575,164. The number of the present population of the island is about 75,000 souls. The Catholics and Presbyterians predominate.

There are about five hundred Indians in the island, all belonging to the Micmac tribe. As is the case in other parts of America, they are slowly dwindling away. The majority of the tribe live in a very picturesque section of Cape Breton; in the vicinity of the Bras d'Or Lake, where they have some fine farms, and worship in a large chapel. Once every year, in the summer, they assemble at Escasoni, and have grand services. For months before, they save all the money they can collect from the sale of baskets, tubs, and fancy work, in order to display a little finery for this grand event of the year.

No part of British America is richer in natural resources, and all those elements necessary to create wealth and pros-

perity; but unfortunately for Cape Breton, its progress has been retarded by the want of capital. The tide of immigration to America has passed by its shores, and very little capital has come in to develop its capabilities. The new collieries are carried on for the most part, by New York and Boston capital, and no English money is invested in any of the mines, except those worked by the London Mining Association, whose establishment dates a great many years back.

Cape Breton is on the very threshold of the finest fishing ground in the world. Its coal fields are the most extensive and important in British North America. Quarries of marble, gypsum, limestone, and other valuable stones abound, and gold has also been found in several places. The natural position of the island is remarkably advantageous for trade of every kind. It stands like a sentinel at the very gateway of the Gulf of St. Lawrence, which it must command most effectually in the time of war. Its coast is indented by a large number of noble harbors, one of which, Louisbourg, is open at all seasons, and is situated on the very pathway of European traffic. No one can doubt that at no very distant date, when capital and enterprise come in and develop its resources, it must occupy a prominent position in the Dominion of Canada.

#### FOOTNOTES

1. For the attitudes of Bourinot and others in Cape Breton County towards Confederation in the 1860s, see B. D. Tennyson, "Economic nationalism and Confederation: a case study in Cape Breton", *Acadiensis*, II (Autumn 1972), 39-53.
2. On Senator Bourinot, see B. D. Tennyson, "John George Bourinot: M.H.A. and Senator", in B. D. Tennyson (ed.) *Essays in Cape Breton History* (Windsor: Lancelot Press Limited, 1973), 35-48. For a brief biographical sketch of Sir John Bourinot, see Madge Macbeth, "A great Canadian: Sir John Bourinot", *Dalhousie Review*, XXXIV (Summer 1954), 173-80.
3. Bourinot is mistaken here. In fact, no American prisoners were transferred from Halifax to Louisbourg during the War of 1812. Lord Bathurst, who was Secretary of State for the Colonies from 1812 to 1827, may have suggested such a possibility, but it would have been turned down by the government of Cape Breton.

# *The Morris Family — Surveyors-General*

## MISS ETHEL CRATHORNE

Charles Morris, son of Charles Morris, and grandson of Rev. Charles Morris, a Welsh clergyman, was born in Bristol, England, about 1675, and came to New England as a young man in 1696. He became a prosperous sailmaker, and on 5 September 1700 in Brattle Street Church, Boston, was married to Esther Rainsthorpe by the Rev. Ben Coleman. She was the daughter of James Rainsthorpe who had come from London in 1695; he was also a sailmaker. Charles, Esther and James "Rainstop" are buried in Old Granary Burying Ground in Boston.

Charles and Esther Morris lived in Boston with a country home at Hopkinton, Mass. They had a family of nine, three sons and six daughters. The sixth child and eldest son, Charles, was born 8 June 1711, and married Mary Read, daughter of Hon. John Read, Attorney General of Massachusetts, and his wife Ruth Talcott, sister of Governor Joseph Talcott of Connecticut.

Charles served as captain under General Pepperell and was at Louisburg in 1745, at Annapolis Royal in 1746, and commanded one of the six independent companies at Minas in 1747. He was sent by Governor Shirley of Massachusetts to survey Nova Scotia with the prospect of its being colonized by British Americans; his report upon his "Survey of Lands in Nova Scotia Available for Protestant Settlers" was completed in 1749. He took an active part in the arrangements for the expulsion of the Acadians.

With Captain John Bruce of the Army, he laid out the original Halifax, and as Surveyor-General became prominent in the administration of the new colony. He was appointed



Judge of the Inferior Court of Common Pleas in 1752; Assistant Judge of the Supreme Court in 1764, and in 1776-78 he was Chief Justice of the Supreme Court. His appointment to H.M. Council was dated 30 December 1755, and in 1775 he was president of the Council.

On his death in 1781, his eldest son, also Charles, succeeded to the office Surveyor-General and was also Assistant Judge of the Supreme Court. On his death in 1801, he was also succeeded by his son Charles as Surveyor-General, and who was appointed a member of H.M. Council in 1808. When he died in 1831, his son, John Spry Morris, became surveyors General, and held the position until 1853.

The Morris house in Halifax was on Morris Street just below Barrington Street. Their country place was at Lake Loon, Preston, and after the death of Charles Morris (III), it was bought by Lt. Col. G. F. Thompson, and later by Lt. Col. George Montague. It was totally destroyed by fire 10 May 1896.

Capt the Hon. Charles Morris, born 8 June 1711 (Boston), died 17 November 1781 (Windsor, N.S.); mar. Mary Read (dau. Hon. John Read and Ruth (Talcott) Read, born 14 April 1716 Redding, Conn.), died 12 March 1782, Halifax. Their issue:

1. Charles (II) born 31 December 1731/32 (Hopkinton, Mass.), died 26 January 1802 (Halifax) mar. Elizabeth Bond Leggett (died 6 January 1812, a. 78). Their issue:

- 1) Elizabeth, died 7 April 1831, a. 74; mar. Capt. John Solomon. (see Appendix I).

- 2) Charles (III) born 18 November 1759 (Hopkinton), died 17 December 1831; mar. 18 November 1786 Charlotte Pernette (dau. Joseph and Frederica [Erad] Pernette), died 22 June 1844, a. 73. Their issue:

- 1a) (Rev.) Charles John, born 29 December 1787 (Halifax), died during cholera epidemic 1847 while tending sick at Grosse Isle, Que., unm. Matriculated Kings College 1804.

- 2a) Charlotte, bap. 11 July 1791 (Lunenburg).

- 3a) William Leggett, bap. 26 October 1792 (Halifax) d.y.

- 4a) George, born 23 August 1794 (Halifax) died 2 September 1794.

- 5a) John Spry, born 20 September 1795 (Halifax), died 21 April 1881 (St. Leonards-on-Sea, England); mar. 6 December 1828 Eliza Clark (eldest dau. John Clark of Halifax Banking Co.)

- 1b) Eliza Frances, born 26 October 1829; mar. Lt. Richard Coles, 1st Royals, 22 July 1852; had issue.

- 6a) (Rev.) George Edward Wentworth, born 29 September 1797, died 5 October 1883; mar. 2 November 1824 Sarah Utten (died 5 May 1831, Rawdon, N.S.) Matriculated Kings College 1812; attended Oxford and was ordained in England. Rector at Rawdon and Christ Church, Dartmouth. After retirement, lived in old stone house at foot of Inglis Street, Halifax, built by John Trider, Sr. Owned a sailboat



- named the "Dreadnought" in which he would go up the Shubenacadie Canal to Grand Lake for grayling.
- 7a) Edward Cartright, born 7 July 1799, died 22 October 1877; matriculated Kings College 1814; in Crown Lands office for 40 years; unnm.
  - 8a) Joseph, born 23 February 1801; died 12 June 1801.
  - 9a) (Dr.) Frederick William, born 29 May 1802, died 4 September 1867; mar. 12 November 1863 Janet Maria Solomon (granddau. John and Elizabeth [Morris] Solomon); matriculated Kings College 1816. First physician at Halifax Infirmary.
  - 10a) Sophia Augusta, born 7 June 1804, died 12 April 1827 (St. John, N.B.); mar. 22 March 1822 Rev. Gilbert Leicester Wiggins (Westfield, N.B.)
  - 11a) Robert, born 25 July 1806, d.y.
  - 12a) Elizabeth Margaret Smith, born 29 March 1807, died 27 September 1876; 1871 Census, lived with brothers Edward and Rev. George on Pleasant Street, Halifax.
  - 13a) Mary Anne, born 3 September 1809, died 30 September 1830 (Lake Loon) unnm.
  - 14a) James Stewart, born 3 September 1811, died 1 May 1883; mar. 24 July 1844 Eliza Williams (stepdau. John Blackmore); he was a law student at Kings College in 1829. In the Customs service at Yarmouth and Halifax. Had issue:
    - 1b) Charles John, bap. 15 January 1846, died 18 September 1846.
    - 2b) James George, born 11 June 1847, mar. Ellen Smith; issue 2 sons and 2 daughters.
    - 3b) John Blackmore, bap. 3 April 1849 (Yarmouth).
    - 4b) Frederick Ramsay, bap. 16 February 1851 (Yarmouth).
    - 5b) Mary Ann, bap. 11 June 1854 (Yarmouth), died 8 May 1855 (Yarmouth).
    - 6b) Charles Edward Wentworth, bap. 12 June 1856 (Halifax).
    - 7b) Frances Amelia, bap. 11 February 1861 (Halifax).
  - 15a) Charlotte, born 5 March 1813, died 18 October 1870.
  - 3) William Leggett, bap. 17 August 1760 (Hopkinton), died 2 April 1836 (Boston); mar. 16 June 1785 Elizabeth Tottill Shepherd (died Sterling, Mass. 1818). Surveyor with Ben Marston at Shelburne in 1783, and also in Prince Edward Island. Issue:
    - 1a) Appolos, born 14 February 1786; believed to have lived in Walton, N.S.
    - 2a) (Capt.) William Shepherd, born 20 January 1788, died 27 January 1853; mar. 24 May 1818 Martha Ann Christopher (dau. Capt. Thomas E. Christopher) at Brookfield, N.S. He was a midshipman in the R.N. nine years; master mariner and surveyor; also lived in Sterling, Mass. Issue:

- 1b) (Rev.) William Thomas, born 15 April 1819 (Leominster, Mass.), died 15 July 1868 (Guysboro, N.S.); mar. 14 April 1850 Lucy Hartshorne (dau. Robert & Harriet (Cutler) Hartshorne). Issue, 5 sons and 2 daughters.
- 2b) Elizabeth, born 7 May 1820, died 5 February 1849 (Liverpool); mar. James DeWolf, Liverpool; issue 2 daughters.
- 3b) Charles Appolos, born 6 July 1822, died 28 September 1826 (Lunenburg).
- 4b) George Godfrey, born 14 October 1825; lived in United States; issue, 2 sons.
- 5b) Eleanor Read, born 13 December 1827, died 13 January 1838 (Lunenburg).
- 6b) Martha Ann, born 16 October 1828, mar. Charles Randall, (Bayfield). Living in 1871, widow of Charles.
- 7b) Jones Fawson, born 16 July 1830.
- 8b) Emma Alicia, born 1 August 1833, mar. Herbert Darling (Boston).
- 9b) Elisha Christopher, born 27 February 1835.
- 10b) Eleanor Read, born 18 May 1838, d. y.
- 3a) John S. William (Jonas) mar. Harriet C. Gates. Painted portrait of his brother William Shepherd Morris about 1830 (print in P.A.N.S.); issue, 1b) Amelia Augusta, born 20 September 1828.
- 4a) Dorothy, died 11 February 1819, a. 57; mar. Capt. Jones Fawson 10 October 1784 (died 19 February 1838, a. 81). (see Appendix II)
- 5a) Ruth, died 12 November 1842, a. 78.
- 6a) Thomas, mar. Ann; midshipman, Lt. Royal N.S. Regiment; issue, 1b) Elizabeth Sarah, born 29 March 1787.
- 7a) Mary, born 24 November 1768, died 5 November 1769.
- 8a) Sarah, bap. 5 August 1770, died 14 May 1851.
- 9a) Mary Ann, bap. 5 December 1773, died 12 December 1855. In 1847 petitioned for £800 for retaining wall when street was lowered in 1833; had cared for two invalid sisters for 32 years.
- 10a) Appolos, bap. 16 April 1775, died 24 August 1775.
2. John, died May, 1759, mar. Mary; issue 1) Mary, born 17 February 1758.
3. Son.
4. William, born 19 February 1736/37 (Hopkinton), died Halifax 22 May 1756. Ensign 25th Foot.
5. Hezekiah, born 11 March 1738/39 (Hopkinton), died 1777.
6. Mary, born 27 March 1742 (Hopkinton), died 26 February 1766; mar. 15 April 1760 Thomas Balch Leggett II; lived in Leominster, Mass. Issue, 1 son and 2 daughters.
7. Alexander, born 21 March 1743/44 (Hopkinton), died 11 January 1784; mar. Hannah Doane, Port Roseway (died 12 February 1783 Halifax). Commission in 45th Regiment 1756. Surveyor in N.S. and P.E.I. Issue,

- 1) Alexander Doane, born 1765? (Hopkinton), died intestate 15 October 1818 (Halifax); mar. 2 November 1795 Ann Bouser (died Canard, N.S. 28 September 1842, a. 74). Issue,
  - 1a) Betsey, born 30 March 1798. Kept school in Marchington's Lane with her mother after death of her father.
  - 2a) Mary Eleanor, bap. 17 December 1800.
  - 3a) Charles A. W., died 17 December 1862, a. 52, on way from England to New Brunswick.
  - 4a) Ann Frances, born 11 March 1813.
- 2) Charles Augustus, bap. 10 January 1770 (Halifax).
- 3) Hannah Almira, bap. 25 December 1773 (Halifax); mar. Anthony DeMings, Port Roseway; issue, 2 sons, 2 daughters.
- 4) Elizabeth, bap. 28 June 1778 (Halifax), died 9 October 1779.
- 5) William Read, bap. 20 August 1780 (Halifax); mar. Mary; issue,
  - 1a) Mary D., bap. 25 October 1806.
8. Francis, bap. 21 December 1746 (Hopkinton), died Africa 1777.
9. (Capt.) Samuel, bap. 12 June 1748 (Hopkinton), died 1785?; mar. 12 March 1769 at Christ Church, Boston, by Rev. Dr. Mather Byles, Susannah Wickham (dau. Capt. Wm. & Lavinia Wickham of Surrey, England). Master Mariner. Had issue:
  - 1) John William, born 1770 (Roxbury, Mass.) died 3 January 1854 (Halifax); mar. 26 February 1803 Maria Mahon (dau. of Thomas Mahon, New York;) she died 26 July 1864 at Long Island, N.Y. West India merchant in Halifax for 50 years. For £50 on 17 October 1792, he disposed of to his cousin Thomas Leggett all property his late grandfather Charles Morris was possessed of in the Commonwealth of Massachusetts and the State of Connecticut. Maria Morris and her daughter Catherine published a book of poems, "Metrical Musings" (Printed by R. Craighead, N.Y. 1856) which was "favorably noticed by her friend, the Hon. Joseph Howe "(T.M. Morris.)
  - 1a) Thomas Mahon, born 27 November 1803 (Halifax), died 18 August 1879 (Wallace, N.S.); mar. 19 August 1832 Elizabeth Hannah West (dau. John Conrad and Elizabeth [Brechtin] West) born 20 August 1809, died 5 May 1885. West India Merchant in Halifax, ruined in cholera year 1834. Student at the old Halifax Grammar School and at King's in Windsor; boarded with about 40 other boys at old Capt. Inglis' opposite the college gates. Later agent for Canada Life Assurance Company (Capital \$1,000,000) in Wallace. In 1861 "engaged for eight months at Halifax in assisting to compile the Census of the Province".



- 1b) Thomas Barlow, born 25 May 1833 (Halifax) died 6 January 1918 (Chicago); mar. 4 August 1862 at Woodstock, N.B., Mary Susanna Wilson (dau. Rev. Wm. and Elizabeth [Finch] Wilson). Issue 4 sons and 3 daughters.
- 2b) Elizabeth Maria, born 25 January 1835, died 8 September 1855.
- 3b) Frances Emma, born 18 August 1836, died 9 January 1868; mar. John E. Evans; issue, one son.
- 4b) Samuel Henry, born 20 March 1838, died 10 August 1866 (yellow fever); mar. Sarah Huestis; issue 2 sons.
- 5b) Sabina West, born 20 January 1840, died Sept-1938; mar. Louis Fillmore (Amherst). Issue 1 son, 3 daughters.
- 6b) Rachel West, born 2 November 1841; mar. William MacKay; issue, 1 daughter.
- 7b) Susanna West, born 25 August 1843 (Pugwash); mar. Capt. John O'Brien; issue 1 daughter.
- 8b) John William, born 7 June 1845 (Wallace), died 1922; mar. Kate Steele; issue 3 sons and 1 daughter.
- 9b) Margaret Jessy, born 16 March 1847, died 1930; mar. Fred Battye, issue 1 son and 2 daughters.
- 10b) Conrad West, born 7 December 1848, died 1927; mar. Sarah Huestis Morris (brother's widow)
- 11b) Frederick Augustus, born 12 July 1851; mar. Mary Jennie Flinn, issue 1 son and 1 daughter.
- 12b) Charles Kerr, born 16 December 1853; mar. Drose Nelson, issue, several daughters.
- 2a) Eliza Houseal, born 5 February 1805; mar. Thomas Barlow, St. John, N.B.
- 3a) Catherina Maria, born 29 October 1806. Co-author with her mother Maria of "Metrical Musings".
- 4a) Samuel Henry, born 3 August 1808, lost at sea, 1834.
- 5a) Helen Frances, born 14 March 1810.
- 6a) Maria, born 15 March 1812, died 11 September 1872; mar. John Kirkwood; died Marseilles, Illinois.
- 7a) Anne Wareham, born 2 January 1814; mar — Flieger, Chicago.
- 8a) John William, born 11 August 1815, lost at sea, 1834.
- 9a) George Grant, born 1 July 1817.
- 10a) Margaret Jessie, born 19 December 1819.
- 2) Samuel Alexander, bap. 12 November 1775 (Halifax), died 11 December 1857; mar. 21 November 1802 Abigail Elizabeth Kelly (dau. Capt. James Kelly, Windsor); she died 12 June 1875, a. 95, two days after the death of her son Samuel. Samuel, Sr., was a master shipwright.
- 1a) Maria Abigail, bap. 18 September 1803, died 23 January 1902 (Windsor); mar. Rev. Otto Richard Schwartz Weeks. Had issue, 5 sons and 5 daughters.
- 2a) Martha, died 7 April 1873, a. 67; school mistress.
- 3a) William James, born 1810, died 16 May 1889; mar. 9



- October 1839, Frances Ann Crosskill (dau. Henry and Charlotte [Weeks] Crosskill, granddau. Capt. John Crosskill and Charlotte [Fillis] Crosskill, Bridgetown); she died 21 September 1903, a. 85, at Dartmouth, N.S. William was in Bridgetown, N.S., in the early 1830's painting portraits; was Collector of Customs at Halifax for 40 years. Had issue:
- 1b) Maria Catherine, born 17 August 1841, died 1929 Canyon City, Col.; mar. (1) John Oates, Cornwallis; issue 7 children; and (2) John Morris, Musquodoboit (son of John and Mary [Hollingsworth] Morris), issue 2 children. Attended Mount Allison Ladies College.
  - 2b) Frances, mar. Charles Miller, Lynn, Mass.
  - 3b) (Dr.) Charles Henry, born 25 May 1844 (Halifax), died 8 October 1923 (Middle Musquodoboit); mar. 6 July 1868 by Rev. Leonard Gaetz, Jane Sophia Oswald McPherson (dau. Daniel Andrew and Mary Ann [Woodroffe] McPherson). He attended Mount Allison Academy and Harvard Medical School; practised in Middle Musquodoboit for 55 years. Made Honorary Member of the Medical Society of Nova Scotia in 1922. Dr. and Mrs. Morris celebrated their Golden Wedding in July 1918. Issue, 4 sons and 5 daughters.
  - 4b) Jane Johnstone, d. 1927.
  - 5b) Hannah Catherine, born 23 May, died 5 September 1846.
  - 4a) Samuel Alexander, born 4 July 1814, died 10 June 1875; mar. 22 October 1859 Elizabeth Hood. He was a wharf-builder with his father.
  - 3) Sarah, mar. Capt. Ellis, Windsor
  - 4) Francis
  - 5) Mary Susannah, mar. 14 July 1802 Henry Lloyd Smith, Boston, who died 4 days later (Sabine). Mary died in 1855.
10. James Rainsthorpe, bap. 20 May 1750 (Hopkinton), died 29 October 1809 (Sable Island); mar. Susannah. He was in Royal Navy until 1801, then appointed first Superintendent at Sable Island, 4 October 1801, to investigate need for a lighthouse as a protection for shipping. He and four men were taken to the Island on "The Earl of Moira", Capt. Jones Fawson.
- 1) Guy, mar. 15 July 1807, at Christ Church, Guysboro, Sybella Amelia Maria Sophia Leggett (dau. Capt. John Leggett, North Carolina Regiment, and granddau. of Bishop Houseal); he served on Sable Island with his father, and later settled in Country Harbour, N.S. He died 2 April 1810, a. 25, from an accident in the woods. Had issue:
    - 1a) (Capt.) James Guv, born 21 April 1808 (Guysboro), died 22 October 1832 on board "Argo" at sea; mar.

- 8 June 1831 Esther Smith, of Liverpool. (She married as her second husband, John Homer Doane). Had issue:
- 1b) Emma I., born 11 September 1832, died 17 June 1880; mar. 26 November 1859 Michael Kearney, Jr. Had issue 4 sons and 4 daughters.
  - 2a) Maria Frances Ann, born 12 February 1810 (Guysboro), died 29 October 1875; mar. 8 July 1840 Garrett Trafalgar Nelson Miller (son of Garrett and Catherine [Pernette] Miller). Maria Morris is well known for her "Wild Flowers of Nova Scotia".
  - 2) Mary Susanna, born 23 August 1772 (Halifax).
11. Sarah, born 23 December 1757 (Boston), mar. (1) 14 December 1781 Dr. Malachy Salter (son of Malachy Salter, Halifax). He died 3 December 1782, a. 25. Sarah mar. (2) 21 January 1788 Dr. Alexander Abercrombie Peters (born 1764, son of Joseph Peters, Halifax); he was apothecary and later surgeon in U.S. Army. Lived in North Carolina—had issue 5 children. There is a land grant 1798 at Antigonish to Sarah Salter, alias Peters, and her nephew Alexander Doane Morris.

## APPENDIX I

Elizabeth Morris, died 7 April 1831, a. 74; mar. Capt. John Solomon. Had issue.

- 1) John Collier, bap. 21 September 1783, died 29 June 1814 (Bombay), Lt. in Engineers of Hon. East India Company.
- 2) Charles William, bap. 30 July 1785; died May 1802.
- 3) Caroline, born 15 March 1786, died 1879; mar. Hon. Hibbert Binney 31 October 1827.
- 4) Ruth, born 1 April 1789, died 29 June 1792.
- 5) Ruth, bap. 5 August 1792, died 3 February 1863, unm.
- 6) Edward Wentworth, bap. May 1794.
- 7) Charlotte Elizabeth, bap. 31 May 1796; mar. Col. John K. MacKenzie, 4th Regiment, 17 May 1815.
- 8) Capt. and Judge George Thessiger, bap. 26 April 1799; died 19 August 1882; mar. Mary Jane Pernette 26 February 1824.

## APPENDIX II

Dorothy Morris, died 11 February 1819, a. 57; mar. Capt. Jones Fawson, 10 October 1784; he died 19 February 1833, a. 81. Issue:

- 1) Dorothea, born 22 October 1785, died 11 April 1867, mar. Crofton Uniacke 3 May 1805.
- 2) Letitia, born 10 August 1787.
- 3) Jones, born 26 February 1789; killed 1813, Lt. 4th Regiment.
- 4) Morris, born 21 December 1790, died 16 April 1793.
- 5) Henry, bap. 8 April 1793.
- 6) Anne, bap. 10 November 1793, died 3 March 1832.
- 7) Francis, bap. 12 February 1796, died 3 February 1825.
- 8) Thomas Brinley, bap. 6 July 1798.
- 9) Clara, bap. 8 June 1800, living in 1871.
- 10) Elizabeth Mary, born 25 October 1801; died 5 December 1802.
- 11) Elizabeth, bap. 11 May 1808, living in 1871.

## SOURCES

### Church Registers

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St. Luke's Anglican, Halifax  
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Brunswick Street (Methodist) United, Halifax  
St. Matthew's, Halifax  
St. Andrew's, Halifax  
Old Dutch Church, Halifax  
Christ Church, Guysboro  
St. John's, Lunenburg  
Trinity Church, Yarmouth

### Cemetery Records

Camp Hill, Halifax  
St. Paul's, Halifax  
Cemeteries of North Cumberland, (North Cumberland Historical Society Publication #3)  
Records of Granary Burying Ground, Boston.

### Vital Records

Vital Records of Hopkinton, Mass. (Published by New England Historical & Genealogical Society)  
New England Historical & Genealogical Register, Vol. 67

### P.A.N.S. Records

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Marriage Bonds  
Probate Records, Nova Scotia  
Census Records, 1827, 1838, 1861, 1871.  
Calendar of Official Correspondence, Nova Scotia (1802-1815)  
P.A.N.S. Publication #3.  
Journal of James Boutineau Francklin, P.A.N.S. Publication #11.

### Miscellaneous

Builders of Nova Scotia, Sir John G. Bourinot  
Selections from the Public Documents of the Province of Nova Scotia, edited by Thomas B. Akins, D.C.L.  
King's College Records,  
Wallace Revelations, by Thomas Mahon Morris, privately printed, 1871, Wallace, N.S.  
Material collected by the late Thornton Henry Lodge, who had married Georgie Hill Morris, a direct descendant of Charles Morris (I).



## *Contributors*

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

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

He has done much research into the history of Nova boats and Digby local history. Scotia, resulting in seven books to his credit. "Pictou Parade", "Out of the Past" and "Maritime Story Parade" . . . these three now out of print and rated as collectors items. Currently on the newstands are "Pictou Pioneers", "Atlantic Harbors", Tall Tales Of The Maritimes" and "The Phantom Ship Of Northumberland Strait."

He has been cited by the Red Cross for community youth work and elected to the Nova Scotia Sports Hall of Fame in recognition for his prowess in long distance running. He has recently been presented with the Amherst Chamber of Commerce Citizen of the Year Award.

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

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JAMES M. CAMERON was born in New Glasgow, Nova Scotia in 1913. He began work as a reporter with the Evening News in New Glasgow.

After serving six years as an officer in the Royal Canadian Artillery, during the Second World War, he returned to Canada and became publisher and editor of The Eastern Chronicle, a Pictou County weekly newspaper. He also founded and managed Radio Station CKEC in New Glasgow.

As a devoted Pictonian and historian he has written six books on various aspects of Pictou County history. His book *About New Glasgow* in 1963, was awarded a Certificate of Merit by the Canadian Historical Association. Another book, *Political Pictonians*, in 1967, was awarded a Certificate of Commendation by the American Association for State and Local History.

He has twice given papers at the Nova Scotia Historical Society. The article "Disasters in the Pictou Collieries" is a condensation of a paper which he read to this group in February 1970. It is also an abridgement of a chapter in a forthcoming book *Pictonian Coal Miners* which has been published.

Since 1965 he has been a member of the Canadian Pension Commission, an appointment which makes it necessary for him to live in Ottawa, where, he says, he is a "temporary resident".

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

He served with the Canadian Survey Regiment from

1940-1945 and was mentioned in dispatches. He has taught school and was M.L.A. for the Digby constituency for seven years.

Mr. Baden Powell has written numerous articles and short stories for various magazines and periodicals and the book *Scrap Book, Digby Town and Municipality*. He has spent many years collecting material on Bay of Fundy Steamboats and Digby local history. His latest book is *Gaskill's Cove*, published by Petheric Press.

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

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JOHN NORMAN GRANT is a native of Guysborough, Nova Scotia. He was granted the degree of Bachelor of Arts from Saint Francis Xavier University and Master of Arts from the University of New Brunswick. He also has a Bachelor of Education from Dalhousie University, where he is currently enrolled in a Masters of Arts (Education) program.

Articles by Mr. Grant have appeared in the Journal of Negro History, the Humanities Bulletin, the Atlantic Advocate, the National Genealogical Quarterly. He is also a former contributor to the Nova Scotia Historical Quarterly.

He is a member of the Nova Scotia Historical Society and the Guysborough Historical Society. He lives in Enfield, Nova Scotia and is on the teaching staff at Sackville High School, in Lower Sackville, Nova Scotia.

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RUTH C. L. AUWARTER was born in China. She received her early education in Ontario schools, a Bachelor of Arts degree from McKenfree College, Lebanon, Illinois, and the degree of Master of Science in Education from Southern Illinois University, Edwardsville, Illinois.

She served with the C.W.A.C. during World War II in Halifax, Nova Scotia.

Articles by Mrs. Auwarter have been published in *Sou'wester*, Literary quarterly of Southern Illinois University, and she has written for the Royal Canadian Legion magazine. She is a member of the Cape Sable Historical Society, Shelburne County, Nova Scotia.

Mrs. Auwarter teaches French, Spanish and English at Triad High School, and lives in Troy, Illinois, U.S.A.

BERTHA JANE CAMPBELL was born in her grandmother's house on Victoria Street in Springhill, Nova Scotia where she still resides. After high school in Springhill she attended Cumberland County Academy in Amherst and the Provincial Normal College in Truro. She attended summer school at Dalhousie and took courses from Mount Allison University followed by a career in teaching lasting forty years. She has had numerous articles published in the local newspapers, written plays and poetry.

Miss Campbell wishes to give due credit to Mr. Carl O. Demings for his research assistance with her article in this issue.

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Miss Crathorne is a member of the Nova Scotia Historical Society, the Heritage Trust of Nova Scotia and treasurer of Federation of Museums.



She is a granddaughter of the late Dr. Charles Henry Morris, Middle Musquodoboit and therefore a direct descendent of the first Charles Morris.

Miss Crathorne lives in Dartmouth and is employed as Administrative Secretary, Nova Scotia Civil Service Commission.

## *Book Reviews*

M. ALLEN GIBSON

**The History of the Presbyterian Church in Cape Breton by Archibald D. MacKinnon**  
paperback, 193 pp., illustrated  
Formac, Limited.

In 1921, Rev. John Murray's "The History of the Presbyterian Church in Cape Breton" was published. It was a classic work, introducing its readers to the pioneer Presbyterian ministers and the congregations of the Presbyterian Church in Cape Breton.

Within a few years of the appearance of Dr. Murray's volume, sweeping changes occurred in the Church life of the nation. The United Church of Canada came into being in 1925 and a number of the Presbyterian congregations in Cape Breton entered the new fellowship.

Moreover, better than half a century has elapsed since Dr. Murray's book was written. The time had come for the story to be told anew and to be brought up to date. It was this task that captured the interest and talent of Rev. A. D. MacKinnon from whose pen has come a new "The History of the Presbyterian Church in Cape Breton."

Dr. MacKinnon begins his work with a review of Presbyterianism in Scotland and in Canada. He tells of the early ministers and then relates the stories of various congregations.

He writes, as well, of the many aspects of the Church's ministry, of its role in education and social service, of its missionary efforts, and of those who have served its interests. He

writes of the buildings which have been raised as places of worship. And he makes note of the place which Gaelic has occupied in the Churches.

The author is eminently qualified for his assignment. For four decades he ministered to the Presbyterian congregation at Little Narrows. He has served his denomination in many ways and in its highest office. A Gaelic scholar, he is himself a son of the Cape Breton of which he writes.

It is a book which students of Church history will want to possess. Anyone who has had any association with the Presbyterian congregations of Cape Breton, or with the United Church fellowships which in some places succeeded the Presbyterian bodies, will want to own a copy. It is good history, recorded with scholastic competence and told with deep affection. It long will be the definitive work in its field.

**Ship Wrecks of Nova Scotia by Jack Zinck**  
paperback, 226 pages, illustrated, 1975  
Lancelot Press.

Because this province is almost surrounded by water, the sea has a special fascination for the people of Nova Scotia. They know it in all its beauty, calm beneath the moon of a summer's night and a raging tyrant when storms whip across its surface.

Nova Scotians have accepted the challenge of the ocean, building and manning the ships which seek the bounty of the deep and which carry the trade and commerce of the nation. Inevitably, not all vessels come to a safe haven and the rocky shores of the province have claimed a great number of ships.

How many?

It comes as quite a surprise to discover that many more ships than one would have imagined have come to grief along this coast. And with the passing of each one there is a story to be told.

Jack Zinck, a resident of Dartmouth, has undertaken the monumental task of sorting out the vast amount of relevant material and of relating the stories of the shipwrecks of Nova Scotia. This book is the first of two volumes through which he is seeking to relate a history that reads like fiction and which will appeal to the venturesome and sea-loving spirit in every one of us.

By way of background, he recalls some of the history of the province, writing of the struggle between French and English, for example, and telling of the first lighthouses.

Here are the stories of many ships, of those who manned them, and of the circumstances that sent them to the bottom. Le Chameau, Teazer, Saladin, Humboldt—those and many, many more sail again through these exciting pages.

Of course, there is not the space to tell of them all. So Mr. Zinck has added a list of vessels which sank between 1710 and 1875. A brief paragraph accompanies each and the roster fills all of 53 pages.

Those who love the sea will want to own this book. Historian, diver, armchair adventurer—for them it is a volume to be prized.

**Monck: Governor General, 1861-1868 by Elizabeth Batt**  
**hardcover, 191 pp., 1976,**  
**McClelland and Stewart, Ltd., \$10.00**

Almost every mature Canadian is aware of the significance of the date, 1867. Few, however, have knowledge of the individuals who figured in the events leading up to the accomplishment of confederation and who formed the plans and policies which shaped the newly-born nation of Canada.

One who occupied an important position in those days and who discharged his responsibilities with faithfulness and tact was Lord Charles Monck, the Governor-in-Chief and the new dominion's first Governor-General from 1861 to 1868.

Canadian politics were unbelievably complicated when, in 1861, Viscount Monck of County Wicklow in Ireland was chosen to represent the British sovereign in Canada. Little was known of the 42-year-old nobleman and the London press showed little sympathy for the appointment.

In Canada, the office was suspect, a burgeoning nation refusing to recognize some of the prerogatives that Monck's predecessors had claimed. Civil war south of the border and Britain's efforts to maintain neutrality placed Canada in a most vulnerable position. It was a time which called for a man of character and integrity. Such a one was Charles Monck.

Monck had been in office less than three weeks when the first serious international incident occurred. The Trent affair threatened a war in which Canada would be hopelessly involved. The new governor-general, however, acted promptly and firmly. It was a testing time but through it and his leadership Canada's military independence began to take shape.

Confederation was the great event in his career. It was not as easily accomplished as the fine fruits of it might suggest. The presence, however, as the sovereign's representative of a man of the tact and sagacity of Monck contributed a very great deal to the consummation of the splendid dream.

This biography of Monck, written by a great-granddaughter of the dominion's first governor-general, is much more than a political history. It is a personal and intimate view of the man, much of it drawn from hitherto unpublished material.

For a glimpse of Canada in those formative years and of a man whose contribution was more significant than many have realized, this book is of great interest. Pleasantly readable, it will be enjoyed by the casual as well as the serious student of Canadian history.



**A Nova Scotia Work Basket  
illustrated, 113 pp., 1976  
Nova Scotia Museum, \$4.00**

Necessity, observed some ancient seer, is the mother of invention. Nova Scotian homemakers of bygone days, finding that shoulders were chill while they labored over hot stoves, designed the hug-me-tight, a shawl-like garment which warmed the back without causing discomfort in the front.

It was but one of the many devices and artifacts which earlier generations learned to fashion as a means of bringing comfort into their lives and color into their homes. Indeed, one cannot help but be amazed at the imagination and ingenuity which were expressed in quilts, mats, laces, and mittens.

"A Nova Scotia Work Basket" is a publication of the Nova Scotia Museum. Many have shared in its production and the result is a comprehensive study of the needlework patterns traditionally used in the province. Fine photographs and elaborate sketches complement the text so that the reader is given a thorough introduction to what must be thought of as an art form.

Consider, for example, the crazy quilt. Dating from before 1870 and utilizing scraps of cotton or woollen material, the multicolored cover might further have been enhanced by embroidery. In this book the quilt is described and pictured, embroidery outlines are presented and a description is given both of the quilt and of the method of its making.

What fascinating craftsmanship went into the dollar mat! What intricacy of design was accomplished in the patient crocheting of a pinwheel or catherine-wheel motif! Here are the designs of a cross stitch sampler; here is the method of knitting a sock or a mitt.

The individuals responsible for collecting, preparing and presenting this material and the Nova Scotia Museum which has published it merit the gratitude of all of us. This publication would be exceedingly valuable if only because it ensures a record of the skills of former days.

But it does much more than that. It will serve as a guide for those who might wish to reproduce these items. It will undoubtedly rouse the interest of others. This is, in the words of J. Lynton Martin, Director of the Nova Scotia Museum, "a valuable record of the craft of another time.

**Northwest to the Sea by Marjorie Wilkins Campbell  
hardcover, 229 pp., 1975  
Clarke, Irwin and Co., Ltd., \$12.50**

Subtitled "A Biography of William McGillivray", this latest book from the pen of Marjorie Wilkins Campbell is the biography of a man from whom the country destined to become Canada received a great deal. A trader and an explorer, he was an instrument in the opening up of the north-western part of the continent, one of that army of individuals to whom much is owed but of whom far too little is known.

William McGillivray was Scottish born in Inverness-shire in 1764. At the age of 20, he came to Canada as a clerk in his uncle's fur-trading North West Company. The Alger-like story of his rise in the company to become a partner and its chief superintendent makes fascinating reading.

Mrs. Campbell has done a thorough task of research. Consequently, it is more than the story of one man that she tells. Fur-trading in those days appears to have been a business that attracted all manner of roguery. There was trouble along the wooded trails where clerks had to guard the pelts from thieves and there was chicanery in the home offices of firms vieing for control.

Competition between the companies was so intense that, by 1803, the extermination of fur-bearing animals "in the known Northwest" was threatened and great expense had to be incurred in finding new sources of pelts. It is a phase of Canadian history of which few are aware yet it is important not only because of the exploration which was accomplished but also because of what was involved in the developing business life of the nation.

The story told in these pages ranges from the fashionable drawing rooms of London to the forests of the frontier, from the elegant homes of Montreal to the streams that once were the highways of trade.

The McGillivray saga is not without its sorrows. There were the personal sadnesses of burying "an infant daughter" and there were the bitternesses of the strife that destroyed businesses. He was arrested by Lord Selkirk and both men became involved in lawsuits when "There was peace everywhere in the world but at the Red River!"

McGillivray died in London on October 16, 1825, and was buried in Westminster "beneath the nave of the Wren church in Piccadilly". He was one of Canada's pioneers and it is a magnificent tale of him that Mrs. Campbell has told.

**North Along the Shore by Edith Mosher**  
paperback, 124 pp., illustrated, 1975  
Lancelot Press

It is a charming part of the province that is to be found along the shore between Windsor and Maitland. Along the Avon River and around the southern side of Cobequid Bay, the little communities follow one after the other, each mile of the way offering a fresh beauty to those who choose to drive in that part of Hants County.

Perhaps because it is "off the beaten track", many never journey in that area. Or it may be that some are unfamiliar with the district because, knowing little of its appeal, they turn in other directions.

It is a distinct service, then, which Mrs. Mosher has accomplished in this, her latest book. *North Along the Shore* is the story of a part of Nova Scotia; it is a tale which, for far too long, has been left untold. Those who are acquainted with that part of the province will read with interest. Others will



read with surprise and pleasure, surprise that they know so little of this place and pleasure in the anticipation of seeing the scenes of which Mrs. Mosher writes.

The story begins in Windsor with just enough being related of the history of the shire town to set the stage for what follows. Then the trail leads through Newport, Cheverie, Walton, and on to Maitland, passing through all the little settlements along the way and finding in each something to capture the interest.

One of the impressive facts revealed concerns the great amount of ship-building which once went on in that region. While most people have heard of Maitland and the W. D. Lawrence, few are aware of the countless other vessels that were launched from the shipyards of Summerville and Cheverie.

In these pages, one meets the New England Planters and the Loyalists who first made homes in the district. From old cemeteries and aged buildings, Mrs. Mosher draws the little bits of their stories and fashions them into an informative whole.

There is a splendid chapter on the ferry boats which once plied the Avon. Almost forgotten, the Rotundus lives again in these pages.

Published with the aid of a Canada Council grant under the Exploration Program, North Along the Shore is a welcome addition to the growing collection of material on bygone days in Nova Scotia. For those who want to know more about former days in this province, this is a book to be cherished.

**A Very Double Life by C. P. Stacey**  
**hardcover, 256 pp., illustrated, 1976**  
**The MacMillan Co. of Canada, \$5.95**

Try as I will, I cannot arouse any enthusiasm for C. P. Stacey's book subtitled, "The Private World of MacKenzie King". Admittedly, I never had much enthusiasm for his policies nor for the man who served more years than any other Prime Minister of Canada. Even that, however, does not encourage me to find any pleasure in "A Very Double Life", a book which certainly does not flatter the memory of MacKenzie King.

C.P. Stacey is one of Canada's more renowned historians. He writes well and presents his material in a manner that is easy and pleasant to read. This latest volume is based on entries in a diary which King kept from 1893 until shortly before his death in 1950 and which had been shielded from the public eye until recently.

The highest motive one could have for publishing this material is that it might provide an insight into the character of a man who so long contributed to the destiny and direction of Canadian life.

What emerges, however, is an almost endless recital of episodes the apparent nature of which many would find repulsive. His relations with women, some of them married,

are presented as, at their best, irregular. His interest in spiritualism appears in its usual unbecoming guise.

Evidently, the diary speaks often of "strolls" and of his feeling sorry for what he had done the night before. "The precise nature of his sins he does not tell us", writes this biographer but he makes it clear that, in his view, sorties to find prostitutes was the name of the game.

One wonders what would happen to the tone of this book if the regretted actions were shown to be the eating of food not suited to the prime ministerial constitution and the "strolls" were nothing more than walks in search of a pizza parlor!

**Robert Laird Borden by Robert Craig Brown**  
**hardcover, 306 pp., illustrated, 1975**  
**MacMillan of Canada, \$14.75**

Born in Grand Pre, Nova Scotia, in 1854, Robert Laird Borden is best remembered as the Prime Minister of Canada during the trying days of the first World War.

His early education was received at Acacia Villa, a school which once stood on the hill above Horton Landing. That academy has long since been closed but it was there that young Borden learned the "precepts and rules of conduct which were invaluable in later life."

It was from a career at the Bar that Borden went to Ottawa, a city with which he already was familiar because of appearances before the Supreme Court. Elected to the Commons in 1896, he found himself a member of the Opposition. He still was a neophyte parliamentarian when, in 1901, he succeeded Sir Charles Tupper as leader of the Conservative Party in Canada.

His first and immediate task was to rebuild the party. The Laurier government was strongly entrenched and Borden was well aware that it could only be defeated "by a party whose faith in itself had been restored, whose confidence in its leaders had been established". It was an uphill struggle against a formidable adversary.

Those were days of great issues, some of which are not unfamiliar today. Borden's early position won him few friends in Quebec, the Quebec members, he argued, being "constitutionally inconsistent". He was convinced that English and French-speaking Canadians should all be "content to be Canadians". That may have settled it for him but it was an unsettling policy for his Francophone colleagues.

The story of all that claimed the interest of Borden through the early years of his political career is well and readably told in this first volume of a biography.

In the election of 1911 the Conservatives emerged the victors having "earned a majority of the popular vote for the first time since 1891". The years that followed were not easy for the Borden government and, when war came, it found the government ill prepared.

At that point, the first book of this biography concludes. It covers the years from 1854 to 1914. It is a very worthwhile history and leaves its readers anticipating the appearance of the second volume and the continuation of an absorbing tale.



**Friend and Foe by Cornelius J. Jaenen**  
hardcover, 207 pp., 1976  
McClelland and Stewart, \$10.00

It is a fine recommendation for this book that, in 1973, it won for its author the Sainte-Marie prize in history, awarded by the Historical Sites Branch of the Ontario Ministry of Natural Resources, "for its original research and contribution to the knowledge and understanding of seventeenth century Canada."

"Friend and Foe" is a consideration of various aspects of the cultural contact which, in the sixteenth and seventeenth centuries occurred between the Indians of North America and the French colonists. Well researched and written, the book dispels at least one popular misconception. Often, it has been stated or implied that the aborigines were disposed to be friendly to the French but less so to the English. The fact is, as Professor Jaenen reveals, that there was much less of friendliness and co-operation with the French than generally is assumed.

While it is true that the French made a variety of overtures to the Indians, many of which appeared to be truly magnanimous, the fact is that most such efforts were designed for the benefit of the Europeans. Their efforts to assimilate, for example, led the French to invite Indian girls to grow up in their homes, thus drawing together the two cultures. It soon became apparent to the Indians, however, that there was no reciprocal arrangement under which French girls were sent into Indian communities to grow up.

The role of the Church in early North American society is treated by the author with particular skill. That the Church was a less effective agency among the Indians than generally is believed is one of the revelations of this study.

The book, too, reveals something of the character of the Amerindians, a people who "placed great value on individualism, self-reliance, personal identity and independence."

This is a scholarly book but one which deserves a readership far beyond the academic community. It is a valuable addition to Canadian historical publications.

