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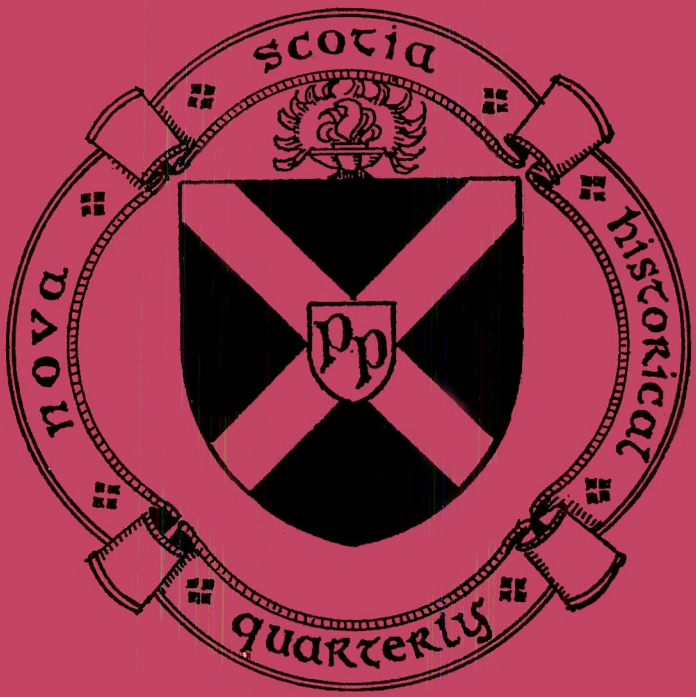

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Woman of the Year - 1842

LEONE BANKS COUSINS

THE EARLY LIFE OF ELIZA RUGGLES

If asked to name a candidate for Woman of the Year, 1842, I should have felt compelled to nominate Eliza Ruggles Raymond from Dempsey Corner, Kings County, Nova Scotia. Long before the Status of Women was a controversial subject, Eliza was outstanding.

Born in 1817, to William and Mary (West) Ruggles, Eliza was their fourth daughter. Her mother died at her birth. William's mother, Lois (Nichols) had married a second time, Nicholas Beckwith, and with a son Andrew, came to care for the motherless little girls, and their father, William.

Soon after, William went to Brantford, Upper Canada, a mere settlement at that time. Here he purchased timber lands on or near Governor's Road; set up a saw-mill, and over the next few years became successful. William married again, Sally Johnson, "a woman of some means" and soon thereafter, he sent for his daughters, instructing his mother to bring the three to live with him and their step-mother.

The two older daughters, Mary Letitia and Frances, elected not to go, as they were young ladies and looked askance on a step-mother. The third daughter, Tryphena,

died young. Eliza was only twelve, and she and her grandmother prepared to set out on the long journey to Upper-Canada, in 1829. The unknown never daunted Eliza's spirit, as time will show. It would be a difficult journey at that time. The coach had begun the tri-weekly run from Halifax to Annapolis only the previous year, over the newly opened Post Road, which was little more than a way cut through the forest of Wilmot, with pot holes and old tree roots in the mud beneath the wheels. Oblivious to the difficulties, William's mother would comply with her son's request, and take the young Eliza to her father. Lois was no ordinary woman, and the prospect of a formidable journey was not new, in her experience.

Her father William Nichols had resided in Connecticut where his children, 4 sons and Lois, were born. He was a staunch Loyalist, hated by the rebels. Early in the conflict he was seized and imprisoned. Expecting to be shot, he effected his escape from prison, and swam the Delaware River full of ice floes, to reach the Loyalist lines. It was a grueling experience, but to be recaptured would be certain death. Family tradition states that, soon after, William was mobbed to death in the streets of Philadelphia. All his property and cattle were seized by his neighbors. His widow Mary and her four children were forced to flee. All they were able to save was her loom. The family arrived, with other Loyalists in Digby in 1783.

The next years were very difficult for the Nicholas family. Lois when very young ironed the ruffles on the Officers' dress shirts to help keep the family fed. The mother worked at her loom, and they managed to survive. Eventually Lois married Joseph Ruggles and lived in Aylesford. Joseph was a nephew of another famous Loyalist, the redoubtable old Brigadier-General Timothy Ruggles, who voluntarily chose exile and forfeited his lands and estates in Massachusetts, where he remained loyal to the Crown. He received a grant

in Wilmot; his three sons and a nephew, father of Joseph, followed him into exile. Thus it was that Joseph Ruggles born 1748, married Lois Nichols child of another Loyalist, William Nichols, who had also, lost all for an ideal. Their eldest son, William, became the father of Eliza.

This, then, was Eliza's inheritance. Always she was faithful to her ideals and courageous above all. Lois prepared to take her granddaughter to Brantford to live with her father. Why had William gone so far away, one wonders?

Among the family papers, a few lines written by Eliza's daughter, Eulalia Lee, explain William's exodus to Upper Canada, incredible as the item may seem. William and his wife Mary (West) lived on a part of the West acres at Dempsey Corner. After his wife's death, Lois with her son, came to look after William and his family. Then, suddenly, William was gone, leaving his three small daughters with his mother and half-brother, Andrew Beckwith.

Eulalia's note reveals the circumstances which caused William's sudden departure for Upper Canada:

> 'A false story was circulated by a gossiping woman about a certain woman, a member of William Ruggles' family. One day William met the woman in a lonely spot, and cut a tiny tip off the end of her tongue, saying: This is the way Ruggles's punish those who tell lies about their women". The incident caused such an outcry . . .' William departed hurriedly, and thus arrived in Brantford.

So in 1821, his mother, Lois, prepared for the journey to join her son. Mr. Purdy had just returned from Brantford, and would accompany them. Eliza and her grandmother went to Granville Ferry by coach, where they were joined by Mr. Purdy who took them to Digby; and they all 'took ship' for

Upper Canada. After more than two weeks, they arrived, but too late. William was dead. It was a terrible blow to his mother.

William's widow was very kind to her husband's mother and Eliza. After a few years, Eliza was happy, so her grandmother returned to live with her son, Andrew Beckwith.

Eliza became the pet of her step-mother who gave her a very fine education, at a period when most girls had little formal learning, since there were no public schools. She gave Eliza a pony, and sent her to Dancing-class. She was fast becoming a young lady of fashion, when a happenstance changer her life, and directed the course of her future.

Eliza became converted at a Methodist Camp Meeting. She became convinced that to be a Christian, was the only thing, and promptly made her stand. True to her background she was unshakeable in her convictions. She refused to go to dancing class, and since she now considered her step-mother an "infidel", prayed for her soul, long and loudly.

This state of affairs soon estranged Eliza and her step-mother, but just at this point Eliza fell in love. A young clergyman, the Reverend William Raymond taught a school for the children of escaped slaves, near the Ruggles', and preached at night. Eliza attended his meetings and soon the couple were in love. Now William was an idealist, dedicated to the cause of the slaves. The Anti-slavery Association was very active in the area near Brantford, Burford and Barrie. The underground "Slave Railroad" was a very real thing. Runaway slaves from the Southern States were concealed, passed on their way northward, till all reached Canada and freedom. Indeed, a family of former slaves worked the farm of Eliza's step-mother.

Eliza enthusiastically embraced the cause of the slave, and was in complete agreement with William and the Aboli-

tionists. The young couple made plans to marry, and Eliza would help with the school for the black children. Accordingly, William appeared before Mrs. Ruggles and formally asked for Eliza's hand in marriage, as was the custom at the time. The step-mother refused adamantly, which surprised the Reverend Raymond not at all, as he responded, "I thought it to be right for me to ask you."

The Couple made their plans and by the help of the blacks on Mrs. Ruggles' farm, eloped to St. Catharines and were married. Eliza, thus, true to family tradition, lost her inheritance by this step, as her step-mother promptly disinherited Eliza for marrying William.

Daunted not at all, Eliza helped in the school, and was paid by the Anti-slavery Society. About this time an incident occurred which was to decide the future of the Reverend Raymond and his wife, Eliza. There seemed little connection at the time, between an incident in Cuba, and Brantford, Upper Canada, if one reckons without the Abolitionists. However, several happenings brought about the chance for which William had been longing, active participation in the Cause for freedom of the slaves, and their conversion to Christianity.

The slave trade was flourishing and the source was North Africa. England had outlawed slavery, as had certain States in America, among which was Connecticut, in 1818. Traffic in new slaves was outlawed in Spain. Slaves worked the sugar plantations of Cuba and other tropical Islands. Slaves kidnapped negroes from the African Gold Coast, and sold them to the sugar barons by way of the auction block. It came to pass that at a slave auction in Havana, 53 were sold to Don José Ruiz and Senar Montes, two Spanish buccaneers, making a dollar in the trade of human lives. The Africans, including four children, were placed aboard a chartered schooner, *L'Amistad,* owner and Captain, Ramon Ferrer, and sailed for

the sugar plantations at Camaguay, on another part of the Island. The Africans had had a long rough voyage from Mendi, Sierra Leone. They had been manacled, chained, beaten and half-starved. They knew they would soon reach their final destination when escape would be impossible. Their future looked bleak, but there was a leader among them, a tall, proud intelligent negro, Cinqué, son of a Chief of a Mendi tribe and he brooded over their seemingly hopeless situation. It was only a matter of days when they would be turned over to their masters to slave on the plantations.

Chained below they were brought up once a day for exercises on deck, as they took their daily walk in chains on June 30th, 1839, Cinqué' unobserved, found a loose nail in a board. He promptly worked it out and concealed it in his armpit. When he was again below deck, he set to work. He picked the locks with the nail, and removed the irons from his wrist, ankles and neck.

The others were freed also. Their first move was into the cargo. Each armed himself with a machete, intended for cutting sugar cane, a formidable weapon indeed.

When the hatches were lifted, up came the desperate yelling Africans, set upon the Captain and the cook first, and their bodies were thrown overboard. The crew escaped in an open boat. The Captain's slave boy Antonio, took refuge in the rigging. Ruiz and Montez were made prisoners. The tables were indeed turned.

Now began one of the strangest voyages of all time. The Spaniards were ordered to steer the schooner for Africa, and the armed Africans stood over them while they steered towardward the East. The Spaniards knew very little about navigation, the negroes knew less, but Cinqué had observed on the voyage from Africa to Cuba, that the ship sailed into the setting sun, so, he reasoned, they could return to Africa by sailing into the *rising* sun. Surely a strange voyage indeed. The crafty Spaniards had no choice, but to comply.

They steered East by day in seeming acquiescence with Cinqué's orders. After the sun had set they changed course to North by West. This state of affairs went on for several weeks, while the two Spaniards hoped and prayed the schooner would be hailed by a passing ship, or reach the coast of America. Cinqué and his homesick followers searched the horizon in vain for a sight of the shores of Africa. The situation of those aboard the schooner worsened. Food was almost gone, and without water, the negroes were compelled to drink sea water. The ship was in a deplorable condition. Six of the Africans had sickened and died, when on the 26th of August, 1839, the ship drifted into Long Island Sound, 56 days after the mutiny.

The *Amistad* was a sorry sight; long, low, black, fastooned with seaweed, with tattered sails, it was soon the object of attention, and a coastal Navy Brig, *Washington* was ordered to board the schooner. Lt. Gedney and Lt. Mead did so, amazed at what they found. The schooner was towed to New London, Connecticut, where the blacks landed enroute to New Haven jail, there to await trial. The Saga of Cinqué and *L'Amistad* was ended, but the real story was about to began, and would include Eliza and William Raymond.

THE CAPTIVES BEFORE THE COURTS

Cinqué was held aboard the *Washington,* in chains. A preliminary inquiry took place at once, in the ship's cabin. By British law, slaves who murdered for their freedom were not murderers. In America, at this point, Cinqué was not a free man, but rather a slave. Accordingly, he was not offered counsel, nor could he understand one word of English.

Following the inquiry, Cinqué and 38 others were charged and committed to stand trial before the next Circuit Court in Hartford, September 7. The Charge was mutiny and piracy. The four children, 7 to 9 years, were of course,

exempt. All were to be lodged in the county jail at New Haven, to which Cinqué was promptly taken, and locked in a cell.

On the following day, Sunday, his comrades were conveyed thither by sloop from New London. New Haven Green and adjacent streets were crowded with curious citizens and spectators. There on the Green stood the whipping post, which reminded many of the last slave-auction on that very spot just 14 years ago. It was purely by coincidence, but fortunate indeed, that the captives of *L'Amistad* had been landed in Connecticut, one of the States which had abolished slavery.

Up Church Street, past the whipping post, came the pitiable blacks. Cinqué looked down the street from the window of his cell. These were his people, his comrades. One walked ahead. Behind in two columns, came those who were able to walk, emaciated, weak from hunger, clad in odd pieces of clothing from the hold of *L'Amistad;* gaping at the strange sights, and the crowd of white onlookers. The four children darted here and there, accepting fruit and coins from the crowd. At the rear came two wagons hauling those who were too weak to walk. It was a procession, the like of which never had been seen before, in New Haven; nor would its like be seen again.

Those who could walk were marched to the cells on the second floor of the jail, while the sick were carried to a cell on the floor above, which had been fitted up as a hospital ward. The children were lodged in the jailor's family quarters, four to a bed. As the weeks passed they learned to wait on the members of the family.

After all were lodged safely within, the jailor, charging a fee of one shilling, allowed the curious to file past and peer through the wickets at the Africans on their blankets. They were a bedraggled group, alien and friendless in a strange land. They knew not where their leader, Cinqué, was or if he were even alive.

Help was at hand. The Anti-slavery Committee sprang into action. A lawyer was engaged. Professors, clergymen, and other sympathizers from Yale University came forward. One was appointed to teach the Africans, in the jail. At the head of the group was Lewis Tappan, a wealthy New Yorker, and ardent abolitionist, who had been active in the struggle against slavery for 15 years. Funds would be needed. Tappan went first to the New York office of the Editor of *The Emancipator,* who was already preparing the story of the capture of the *Amistad* for his paper. Next he found an interpreter, and then set out for New Haven.

Here was a Spanish ship sailing from one Spanish port to another, when sheer accident placed her in an American port. The question was, "Were the Africans men or property?" If regarded as the latter, then they must be returned to Spain, in accordance with the Treaty of 1795, between Spain and United States. If men, then what?

The charge was murder and mutiny.

Soon news of the capture had spread the length and breadth of the country. The case of the captives became one of the most celebrated in all American court history. It was before the courts on four occasions, before the final appeal to the Supreme Court. The involvement of so many charges and pleas made the case unique. To begin with, two suits against the Africans as *property* were filed by the Spaniards and the two officers of the *Washington.* That was the big question: "Were they men, or were they property?"

In addition to the charge of murder and piracy, the American government also filed suit, on behalf of the Spanish government, for the recovery of the schooner and cargo (the captives if they were property)

Lt. Gedney and Lt. Meade, from the *Washington,* sued for salvage of ship and cargo. They valued the cargo (Africans) at $25,000.

The heirs of the murdered Captain filed a plea for damages.

The Spaniards, Ruiz and Montez, demanded damages, and the return of their property, the Africans.

The courts would be busy for many months. The case went from the lowest to the highest court in the land. The Chief Executive evinced abnormal interest and some interference; with an eye on the coming elections, he needed the favor of the Southern voter. The Africans were confined in jail for one and one-half years while the Abolitionists carried on the fight in their behalf. They were never granted Bail.

Almost before the accused could be made ready, it was time for the hearing. The Circuit Court would sit in the State House, Hartford, Judge Thompson presiding, on September 17, 1839.

All but the sick were prepared for the trip. The little girls were given long woollen stockings. All received shoes and needs must practise walking in them. Each was given a blanket for a wrap. People gathered in groups to watch them pass. They went up the Canal by boat drawn by three horses, which delighted the children. They traveled the last 14 miles by wagons. When they reached Hartford, they were lodged in one large room in the jail. The next day was Sunday. Once again visitors were allowed to file through and stare at the prisoners for 6d each.

On Monday, Cinqué arrived. Oh! Were they glad to see their leader again.

Tappan arrived in Hartford from New York. He was furious at the jailor for exhibiting the forlorn captives, and demanded to know why the little girls were in jail, since there was no charge against them.

The details of the trials are too long to relate here. The first was a great attraction and the court-room was crowded. It was as though the curtain was about to rise on a great tragedy. The only sound in the court was the wailing of the little girls who wept in fright. Not understanding a white man's court of justice they expected Cinqué to be executed.

The suspense was great! On the third day the decision came. Since the accused were kidnapped in Africa, and the selling of stolen native Africans is prohibited, they were declared free, and the court ordered them to be delivered to the President to be returned to Africa.

At once the two Spaniards, Ruiz and Montez, appealed. The next higher court was the District Court, scheduled to sit in New Haven, January 7, 1840.

There was the answer! The Africans had been declared free. So, Tappan and friends, on behalf of the captives charged the Spaniards with assault and battery. The two were arrested in New York and lodged in the *Tombs.*

Back to jail went the Africans to await the appeal hearing. Inevitably winter came, and the snow fell on New Haven Green covering the whipping post. The prisoners shivered in the cheerless jail, and longed for the Mendi country. They begged to be sent home before the African rainy season. Their friends were busy indeed, planning the defense. Before the court convened, a ship had been ordered to New Haven and anchored off-shore, to transport the captives back to Africa as soon as the verdict was known. Delay would be dangerous as it would give the Abolitionists a chance to remove the Africans to Canada, by the underground.

On January 7 Court convened, and this time Cinqué had his 'day in court'. He appeared on behalf of himself and his followers, and testified through an interpreter. He told the whole story, from Mani to New Haven, eloquently. The

prosecutor objected, but too late. The story had already had its effect. When the decision was given, the opinion of the lower court was upheld once again, 'that the Africans be delivered to the President to be transported to Africa.'

Lewis Tappan was delighted. He went to the jail to tell the prisoners. They rejoiced and wept with joy. They talked of home and loved ones in the African villages. The Abolitionists talked of an ideal of a great missionary movement to Africa, with the captives as the centre of the undertaking. Churches and schools in darkest Africa . . . The ship left the harbour as darkness fell.

Elation was brief. This time the Attorney-general appealed the decision on behalf of the Spanish Minister. Now the case would go to the circuit for a final decision. Waiting was a strain. The negroes couldn't understand the white man's court. They were discouraged, cold and despondent. They begged to be taken home. Tappan applied for bail on their behalf. It was denied. Public opinion was against keeping the Africans so long in jail. The appeal could not be decided before the Court sat in September. Something must be done to improve the situation of the prisoners. They had been in the New Haven jail one year, when in August, 1840 they were all moved to Westville prison farm, with a large yard for exercise. Classes were taught by students of Yale Divinity School in Reading, Writing, and Religion. The men cut wood, worked in the fields, and worked hard at their lessons—it was all work and no play. With few visitors, life was dull indeed.

Finally, on September 17, just one year from the first hearing, the judge gave his decision upholding the previous decision of the District Court. Immediately, on the President's instruction, the Attorney-general appealed the case to the Supreme Court, the final tribunal.

It would be the last chance for the captives of the *Amistad*. The decision would irrevocably decide the fate of Cinqué

and his followers. Tappan and the Committee told the prisoners, that another winter must be spent in the New Haven jail. By this time several had died, as winter and homesickness had taken their toll. The little girls had remained with the jailor's family in New Haven.

The Abolitionists were discouraged for a time. There was the question of fees, as another lawyer would be needed. A meeting was called, and courage returned. They resolved to make the one last effort, and fight to the finish with every legal means and if they failed, then they would resort to illegal, and smuggle the Africans secretly on their way to freedom in Canada. They could not desert Cinqué and his people, having come this far. It was the last chance for the Abolitionists and would be the supreme test for *Justice*.

The Committee made their plans. They resolved to ask a former President, an ardent exponent of abolition, John Quincey Adams, to argue the case of the Africans before the Supreme Court. He was 73, and had not been in court for more than 30 years, but it was a Cause dear to his heart. The Court would meet in January. It was then the 27th of October, and Adams left at once for New Haven to go over the evidence, the briefs, and arguments. No time was to be lost. When court sat in February, Adams had his case ready, and presented his argument for the defence which covered 135 pages. He spoke for 4½ hours in the cause of "justice for all free individuals . . ." On the second day, he spoke again for four hours. The defense was a masterpiece, appealing to simple justice rather than the law. It was a milestone in the history of the American courts. "The decision was heard around the world", 'twas said. The Court retired to deliberate.

The opinion of the Judges was delivered on March 9, 1841, a red-letter day. The Supreme Court decision reversed the previous order of being *delivered to the care of the Government*. The captives were declared FREE, to be discharged from custody at once.

Justice had prevailed! Humanity had triumphed!

The Africans could scarcely believe the glad news. "Home to Mani! Home to family and friends, at last!" The long ordeal was over. Their teachers and all the free Africans sang together in English:

"When I can read my title clear

To mansions in the sky . . . "

The natives fell into a dance of rejoicing, and sang their native songs, so great was their joy and relief.

AFTER THE TRIALS: THE RAYMONDS IN AFRICA

At last the Mendis were free men; free of the prison farm, and shelter must be found for them at once. Only 37 had survived the winter of '41. Food and clothing would be needed.

The nearby community of Farmington offered a home for the Africans, and built a barracks for the men on the Williams farm, while the three little girls were offered a home with Mr. Deming, also a staunch abolitionist. A room above his store could be used for a school. Friends in New Haven contributed clothing and money. Farmington was a typical New England village with white church spires, green lawns, and spacious homes which, unknown to many, contained stations on the slave railroad to freedom. The villagers, not without protest from some, agreed to befriend the Mendis, look after them, while instilling in them the morality of New England and principles of Christianity.

There was to be one more confrontation with the courts, since the New Haven jailor refused to give up the little girls. They had been waiting on his wife and family for all the past months; but Lewis Tappan was equal to this exigency, and in the Court Chamber of New Haven State House won custody

of the children. At last the way to freedom seemed clear, and the Mendians were reunited aboard the wagons which transported them to Farmington. They arrived at dark, and were welcomed by the villagers who had congregated in the First Church.

The villagers were a little nervous on their initial meeting with their guests. Some believed they were cannibals. They had never before seen tattoed natives straight from the jungles of Africa. Tappan addressed the gathering, and spoke of his plans for a mission in the Mendi country, with teachers and missionaries to accompany them home. Cinqué spoke in halting English. The little girls sang a hymn. All the Mendis and the New Englanders joined together in the old favorite: "From Greenland's icy mountain . . .". The villagers, then and there, dedicated themselves to the work on the African Slave Coast . . .

Almost at once a strict schedule was set up for the Mendis. They worked in the fields, and attended their school classes, which came first. There were long hours of prayer, Bible reading, and hymn singing. During the evenings and on Sundays, they visited churches, on show really, to raise money for the journey and the mission.

The Committee would not accept money from established sources; it might be tainted from the pockets of slaveholders. So their only resource was exhibitions of the Mendis, and donations from the Abolitionists. They held meetings about the towns of New England, in Boston, and at Broadway Tabernacle in New York City. This program went on for several months. Meantime Tappan searched for means of transportation to Africa. An appeal was made to the President, for a vessel of the African Squadron which helped patrol the Gold Coast. But the President feared the pro-slavery reaction of the South, and would take no action.

Next Tappan hoped to get British passports for all the Africans, but a 60-day residence on British territory was required, so this plan was abandoned. While all this was going on, the Mendis became unhappy with the waiting and the work. Originally the friends had agreed that a year of instruction would have the Mendis firmly established on the Christian road. But, on a visit to Farmington in July, Tappan found the Africans low in spirits, homesick, and discouraged by the delay. Moreover, they were rebellious at the prospect of another New England winter. Several were not in good health, and the morale of all was low. The Committee and the Teachers held a conference. The consensus was that another winter might be fatal for some Mendis, and therefore it would be wise to start them home before the winter, regardless of the risks involved. They could continue the lessons en route.

Accordingly, instructions and lessons were stepped up, while the Committee advertised for missionaries and teachers to accompany the Mendis to Africa. Here the Raymonds entered the picture. It was just the opportunity for which the Reverend Raymond had been longing, so he and Eliza came forward. Eliza's family papers have the account of their journey from Brantford.

Although William's family was well-to-do, his pride would not allow him to accept help from them, since they did not sympathize with abolitionist ideals, and the course he was persuing. Eliza and William set out for New Haven with very little money but high hopes. They rode till their money was gone, then they walked, William repairing clocks along the way. When in funds, they'd ride a few miles. Sometimes they were offered a ride, otherwise they journeyed on foot till they found another clock in need of repair. Their faith sustained them, and eventually they reached New Haven. Here the Raymonds joined the friends of the Africans and taught in the school at Farmington, while they all waited for the ship

to be made ready. Eliza worked with the little girls, Marghu, Kenyeh, and Kene and came to feel that their feet were firmly planted on the Christian road. The first two remained with the Raymonds from this time.

One more African was lost before all was ready for the return journey. In August, Foone drowned while swimming. It was thought that he was a suicide, since he was an expert swimmer. Low in spirits and homesick, he had been heard to say previous to the incident: "Foone homesick. Foone die and see his mother", according to the records of the Farmington Historical Society which gives this further information: 'Foone was buried in the Riverside Cemetery. A white marble marker was placed over his grave (and is in excellent condition today, 1975). It bears the following inscription:

FOONE

"A native African who was drowned while bathing in the Center Basin, Aug. 1841. He was of the Company of Slaves under Cinqué on board the Schooner *Amistad* who asserted their rights and took possession of the Vessel after having put the Captain, Mate, and others to death, sparing their Masters Ruiz and Montez." '

There were now only 35 Mendians left, including the children, of the 53 who left Havana on the *Amistad,* more than two years before.

After weeks of effort on the part of the Committee, a ship the *Gentleman,* was finally secured and the loading began. Her holds were filled with farm implements, food, clothing, hand tools, books, and all the necessities which they could forsee, to run their proposed mission for the first year. So, at last everything seemed ready, and on November 17 a great farewell gathering was held in First Church in Farming-

ton. The church was filled. All eyes were wet when Africans and Americans sang together,

> From Greenland's icy mountains,
> From India's coral strand,
> Where Africa's sunny fountains
> Roll down their golden sand, . . .

The Africans were showered with gifts, clothing, rugs, jewelry, and money.

All went to Broadway Tabernacle, New York for another farewell. The church was filled, and thousands waited outside. The Africans sang a Mendi song which caused them to weep with homesickness. Cinqué, as leader of the exiles, addressed the gathering in his halting English. The 35 Mendis, including the children sang:

> "When I can read my title clear
> To mansions in the skies,
> I'll bid farewell to every fear,
> And wipe my weeping eyes . . . "

At last the farewells came to an end, and at sunset on November 26, 1841, the travelers boarded the *Gentleman,* where their friend and champion, Lewis Tappan, made his farewell speech. The ambition of the Committee was to have the converted Africans preach the Gospel to the Mendi tribes; to teach them English and a trade. The missionaries would help them. There were five: the Reverend and Mrs. Raymond, James Steele, Henry and Tamar Wilson, two colored teachers. Mrs. Raymond held an infant in her arms. Cinqué thanked their American friends on behalf of the Africans, after which they returned to their boat and pulled toward the shore. The *Gentleman* receded in the distance—bearing their hope for Christianity and enlightenment in distant Africa . . .

It was a distressing voyage. For two weeks, continuous storms and rough seas kept all below deck. No instruction or

religious services were carried on. Eliza, very seasick, was attended by the two little girls. The Africans worried, 'did the Captain know the way to Africa and home'. After many dreary days they struck warm and calm waters. All felt cheered. The sun shone, and Cinqué knew they were actually sailing East. Their confidence restored, the Mendis worked hard at their lessons. The *Gentleman* called at Cape Verde Islands for fresh water. Mr. Raymond went ashore and traded for fresh fruit for them all. During prayers, Grabo, like a naughty child, slipped ashore and traded his coat for three chickens. This little incident annoyed the missionaries, but cheered the Africans immensely.

They raised anchor and, leaving the Islands, turned east again. When the Sierra Leone Mountains were sighted the Mendis could scarcely contain themselves. They sang their Mendi songs and tumbled about the deck in joyful abandon. On January 15, 1842 the *Gentleman* anchored at Freetown, at the mouth of the river, after a voyage of 52 days. All were glad to leave ship.

The British provided a building to house the Mendians; admitted the cargo duty free; and otherwise tried to assist the return home. The Raymond's and Steele were guests of Am erican residents in the town. The Wilson's, disillusioned with the white Missionaries, went on to Liberia to work in the mission there. England had established Freetown in 1787 for escaped slaves who had found refuge in England, Jamaica, and Nova Scotia. They had arrived by shiploads during the next ten years, and hundreds now lived, bunched together in grass huts.

Mr. Raymond felt that he should make a celebration of their arrival, so he and Mrs. Raymond headed a procession marching to the tune of, "From Greenland's icy Mountains . . . " Immediately they were surrounded by hundreds of Mendi—some traders, some recaptured from slavers. Such a

jabbering and movement took place among the negroes, many being friends and relatives of the *Amistad* captives. After an absence of three years, there was much news to pass on. For the first time, Cinqué wept! His family had been sold into slavery while he, himself, was escaping from it. He wished to go at once to Mani to see his old home. Mr. Raymond bade him 'wait a little'. Almost at once several of the Mendis deserted. Action must begin immediately.

On February 4, Mr. Steele with a small party set out by boat for Kaw-Mendi, looking for a place suitable for a mission station the sooner the better. They stopped first at York, an unoccupied Methodist station; at Banana Islands, and finally at Sherbro Island. Kaw-Mendi was on a branch of the Jong River. Here they dickered with the wily native chief, but could not come to terms. Disappointed, the party returned to Freetown. Here things were worse. All but ten of the Mendis had deserted. Mr. Raymond had moved into the vacant Wesleyan buildings in an effort to keep them all together. They decided to settle on Sherbro Island, for the present, and work as best they could till more arrived from America. Then, suddenly one morning, Cinqué was gone! This was a bitter blow to the missionaries; but one could hardly expect anything different. It was a natural longing to want to see home after an absence of three years. An undisciplined child of the jungle could have no concept of loyalty or duty.

So, the mission located at Sherbro Island for the present. The Reverend Raymond chose the sight. They went by boat up the river, some hundred miles, and here, as they came in sight of some palms and a collection of native huts, he said, "This is the place. I have seen it in my dreams". They landed and began work on their mission. William built a cabin with his own hands, set upon four blocks of lignum vitae which grew in the jungle; a defence against the hordes of insects. The native huts often collapsed as the insects ate the posts from under.

It was a totally new and very difficult life for the white missionaries. Accustomed to the change of seasons in a temperate zone, the climate of the jungle was extremely hard to bear. The rainy season lasted for six months. It has been said that over 300 inches of rain fell during this period. Eliza was the first white woman the natives had ever seen. Some came for miles just to look at her. Gold was plentiful. 'Sometimes natives were seen with bars as thick as her wrist', Eliza wrote home. A chief gave the baby a lump of gold as a gift.

Wild beasts were numerous. Man-eating tigers came near the native huts, the terrified screams of the natives would waken everyone. In the hot season it became so dry that dust blew from the desert in the strong winds, and the little girls stood over the baby's crib to keep off the dust, with palm leaves. Snakes were a great menace. At times the girls came running to say, 'a snake was under the bed—a snake was in bed with the baby!' It was often a terrifying environment for the girl from Dempsey Corner, but no one heard a word of complaint from Eliza Raymond.

The Committee and friends back in Connecticut supported, and gave what help they could. When the Raymond's first baby in Africa was born, the friends sent a cradle quilt as a gift. Every stitch was by hand and these hauntingly beautiful lines were stitched on the top:

A SLAVE MOTHER'S LAMENT

How many an English babe is pressed
With fondness to its mother's breast
And rocked within her arms to rest,
While mine is gone! While mine is gone!
Like savage tigers o'er their prey
They tore him from my arms away
And now I weep by night, by day!
My child is gone! My child is gone!

The natives caught fish in the nearby stream, where they also did the family wash. Ant hills were as high as the cabin, and so hard that they couldn't be broken by a spade. Swarms of insects and hordes of vicious ants traveled in clouds, like a plague of grasshoppers, eating everything in their path. Eliza was ill most of the time, particularly during the rainy season. Still they laboured on. Two of their children died, one an infant daughter, and were buried at the mission at Kaw-Mendi.

The work with the native women was rewarding. They were very industrious, and readily learned to weave on small handlooms. The women coloured the cloth by tying in bunches, and dipping into a dye they made themselves from the indigo plant. Both the flax and the indigo plants grew locally in the jungle. Eliza sent samples of the woven cloth to her family. (PANS)

The men would disappear into the jungle, returning with gold which they would trade for pieces of calico, mirrors, old guns, knives, or even broken pieces of pottery, which they strung round their necks. They never told the secret of the source of the gold. They would come and go in the night, jabbering of a smoking mountain and evil spirits.

During the long rainy season, life grew more difficult, daily. Food, clothes, and leather soon became covered with mould. Eliza's health deteriorated, particularly after the death of her children. The family papers have no record of the Reverend Raymond's state of mind at this time. He pursued his ideal of working among the Africans, sending reports regularly to the Committee. The natives were kind and brought gifts of game and fruit for Eliza. Bananas and wild oranges grew by their door. The chief, as a gesture of good will, offered William an extra wife for his bed.

After several years, Eliza seemed to be constantly ill. The medical missionaries at the British Mission in Sierra Leone, advised the Reverend Raymond that the only way

Eliza's health could be restored was by a furlough home. Accordingly, Eliza embarked on the next ship going to America, in the spring of 1846. Miss Sara Hinson accompanied her. Certainly Eliza had endured beyond the call of duty. There was more. Their only remaining child died during the voyage home, and was buried at sea. Her faith was sorely tried, but never weakened.

Eliza spent the next two years with the Raymond's in Massachusetts, and her sisters at Dempsey Corner. She maintained her interest in the mission, and while home, sold her share of the West property and sent the money to William for his work with the Africans. A letter to Eliza from William has survived the years, more than a century, and illustrates the difficulties and dangers of his daily life at Kaw-Mendi. The letter was not enclosed in an envelope, simply folded, and addressed to his brother, "Mr. Charley Raymond", Woburn, Mass. The postage stamp is blurred, but the date is clear—'December 12, 1846'. The heading reads: 'Sept. 16, Mendi Mission'. It begins: "My Dear Wife"—and ends, "Remember me again in love to Mother, Charles and Elvira. If the boat does not bring me a letter from you this trip, I know not what I shall do. Your husband, Wm. Raymond".

Eliza gradually regained her health, and after two years prepared to return to Sherbro and try the climate again. Charles Thompson, a Yale classmate of William, and his wife were going to join the mission at Kaw-Mendi. Eliza made plans to return with them. As the three were about to embark, a message was received from the English Mission, Sierra Leone. The Reverend Raymond was very ill with Yellow Fever, and was being cared for by the British doctors. All their care was of no avail and William Raymond died. He was buried beside the two small graves of his children, at the Kaw-Mendi mission on Sherbro Island, for which he had given his life.

Now Eliza was alone, at 31 a childless widow. Her life for the previous decade, had been unusual. She had known joy and sorrow; experienced sacrifice and disappointment, but had never faltered in devotion to her ideals. When Eliza boarded the *Gentleman,* with her husband and child, and sailed into the unknown with the 35 Africans, she became the first Canadian missionary to Africa. Thus, Eliza Ruggles Raymond, the little girl from Dempsey Corner, Nova Scotia, qualified for Woman of the year, 1842.

EPILOGUE

After the death of Eliza's husband, the Reverend William Raymond, in 1848, she returned to her sisters in the old home at Dempsey Corner. Here she married Phineas Banks of Aylesford, in St. Mary's Anglican Church, Auburn, September, 1850.

The couple lived for a few years in Woburn, Massachussets, but returned to the West acres at Dempsey Corner. Three children were born to Phineas and Eliza, two sons and a daughter. The couple lived on their farm, with children and grandchildren nearby. They were happy and raised their children in the Christian life, by precept and example. Their seven grandchildren visited often and Eliza would tell them of her early life and the years at the Mission in far-off Africa. She taught them to sing the old favorite, "From Greenland's Icy Mountains . . . ", and to count in the Mendi tongue.

The Banks family were devout Baptists, and evinced great interest in African Missions. In 1920, a beautiful window was placed in the Aylesford Baptist Church by members of the family in memory of the Reverend William Raymond. The words, "GREATER LOVE HATH NO MAN", commemorate his unselfish life and early death in Africa.

Eliza died in 1908, aged 91, and Phineas in 1912. They are buried in the Baptist Cemetery at Aylesford. On the

gravestone under Eliza's name are inscribed the words, "Missionary to Africa 1842". The old home still stands at Dempsey Corner, more than 125 years old.

Scarcely anyone in the area has heard the story of the gallant lady, Eliza Ruggles Raymond Banks, first missionary to Africa from Nova Scotia; which is the reason for this article.

SOURCES:

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PANS: The Berringer File
Others

Two Peripatetic Gentlemen

BARBARA GRANTMYRE

We are not a generation of walkers. Nowadays to travel from point A to point B without the help of wheels, motors or wings seems unthinkable and the simple act of putting one foot before the other is a lost art. Not so in the early days of the province when walking was the usual mode of locomotion and men walked more than they rode.

Two men who trod Nova Scotia in the early 1800's, surveying and estimating its natural resources, walked miles in these endeavours and while one has a monument to his name the other is relatively unknown. Both are almost forgotten.

They were Titus Smith, 'The Dutch Village Philosopher' and Valentine Gill.

Titus Smith, Jr. was the eldest son of the Rev. Titus Smith, a Sandemanian, who came to Nova Scotia from Massachusetts to preside as an elder of the church in Halifax. The family settled on a farm in Preston. Titus Junior was an unusually bright child. At the age of three he could read English, at seven was proficient in Latin and at twelve had Latin, Greek, German and French at his tongue-tip.

About 1790 when Titus was twenty-two, Governor Wentworth presented the Reverend Smith with a complete set of the works of Linnaeus, the Swedish botanist. This was a landmark in Titus' life. With his exceedingly retentive memory he soon mastered this monumental work and it was the foundation of his abiding interest in the flora of the province.

He left Preston about 1797 or 1800 and resided afterwards at the Dutch Village, Halifax. In May, 1801, he received instructions to make a tour of the province and report the result to the government. His journal of this survey is preserved among the archives of Nova Scotia. It contains a great amount of information written in the enviable copperplate script that puts to shame today's scribblers, in ink as distinct as when first it flowed from the nib.

Here is a portion of the commission given to him by Governor Wentworth,

> " . . . your engagement to expire at the end of fifty days . . . for which you will receive eleven shillings and eight pence, Halifax currency, each day for yourself, and eight shillings each day for Mr. Carter (his companion) in full of your pay and for every contingency . . .
>
> "Your principal object in this survey will be, to visit the most unfrequented parts, particularly the banks and borders of the different rivers, lakes and swamps, and the richest uplands, for the purpose of discovering such spots as are best calculated for producing hemp and furnishing other naval stores. You will make your remarks on the soil, the situation of the lands, and the species, quality and size of the timber; the quantity of each sort also, and the facility with which it can be moved to market. The thickness and length of mast timber you will attend to in a special manner; and in every place which you shall deem calculated for these

purposes, you will, as near as possible, estimate the quantity of acres, the possibility and means of rendering them fit for cultivation, either by banks, drains, or otherwise.

"You will receive from the Surveyor-General such a map of the Province as our present knowledge of the country can furnish; you will endeavour, as far as lies in your power, to correct any errors in it . . .

". . . examine the Eastern side of the Province from the Shubenacadie, the Dartmouth lakes, and the harbour of Halifax, you will proceed to the western side and examine the lands about the River St. Croix, and the land of St. Margaret's Bay, and thence along the northern side of Chester, Lunenburg, Liverpool, Shelburne and Argyle as far as Yarmouth . . .

". . . if in the course of your travels you should meet with any other objects in natural history, or find any inducements of importance, the investigation of which is evidently for the benefit of the public, you will use your discretion, provided they do not occasion any essential delay or in any respect draw you away from the main objects of your research, which must not in any account be sacrificed or impeded.

"Your communication will be in the form of a journal with reference to notes at the end, which will contain the detail. You will always make use of the names used by the present inhabitants, and refer to a table of Indian and French names with a view to correcting the arbitrary names of late years introduced to the maps of this province.

J. WENTWORTH

Halifax, Nova Scotia, May 2, 1801

Here are some extracts from the Journal of Titus Smith, Jr. when he was in the vicinity of the Shubenacadie river.

Oct. 12, 1801 Left Souiac (Stewiacke) 8 miles above the road and went S. 20 W for 3 miles, then S. 70 W. till I struck the St. Andrew River. There is a little plaister ground; from there to the brook the land is loamy.

Oct. 13. Followed the road from Muir's to the Shubenacadie, passed it and followed it up for 1½ miles then repassed it; came to the road and followed it as far as Hall's. The land near the Shubenacadie is usually covered with a mixture of hardwood and soft, the soil is sand and loam, it is easily cultivated but in most places needs manure. The Intervale is more suitable for grass than for arable lands, it is very often flowed, owing to the tides which rise several feet for many miles above where the salt water is reached; and if the river is high at the Spring tide it always flows the intervale.

On the West side of the Shubenacadie, near where I passed the land is a spruce plain . . .

The rapids part of the Shubenacadie where I have been is generally a low bank and the river is shoal for the whole breadth. In such places I should think it best in clearing a passage for Boats to make it next to the shore and to clear a path along the bank as it is of great service to have a man on shore with a rope in taking a heavy loaded boat against the current.

Here are Smith's GENERAL OBSERVATIONS on the NORTHERN TOUR

"In travelling through the Province I have observed with Pleasure that the farmers in general appear to think

themselves in a happy condition. In several places I have seen persons bringing up a large family of sober, industrious children, whose habits of intemperance would probably have made them useless members of Society if they had lived in a seaport; but the charm of acquiring a property, constant employment and above all the difficulty of procuring the means of gratifying their appetites in the new settled place have got the better of habits that in a different locality would have proved their ruin. I have in the course of my Tour met with many whose kindness has laid me under an obligation but not a single person whom I have had any reason to complain of."

He also had some OBSERVATIONS ON THE INDIANS OF NOVA SCOTIA. This is all the more remarkable since the diarists and travelers of that period seemed to ignore the native population completely.

"Several of them (the Indians) are employed in the Fisheries in different places, and a small number as labourers by the Farmers but the greater part choose to follow their ancient modes of living and make up the deficiency of their hunting by making baskets and other small articles (which they barter for provisions) and by begging.

"They are so much addicted to drinking and suffer so much from their own indolence that I think their number must be decreasing. I have been informed that the French Government formerly allowed a small pension to such of the Acadians as married Indians but that these marriages did not produce the expected effect of making the Indians one people with the French.

The Frenchmen who married Indian women brought up their children to the same employment that they followed themselves; but the French women who married Indian men

were obliged to become squaws nor did the mixture of French blood seem to effect any change in the manners of their children, who possessed the same gravity and reserve as the other Indians.

"Notwithstanding the low conditions to which Indians are reduced they still retain a considerable portion of their national pride and are many of them much influenced by their religion; they are extremely indolent and immoderately addicted to intoxication, the consequence of which is that they often suffer extremely with hunger, yet I have never heard an instance of theft committed by an Indian who had not been very much accustomed to the company of white people. At Tusket there are usually a number of cattle which follow the Rivers up for 20 miles above the settlements and remain there till fall among the Indians who (though sometimes driven by hunger into the Village) have never been suspected to have Killed any of the Cattle. I have been informed of several instances of Indians who came of their own accord and paid people for Salmon, which they had taken out of their nets, sometime before, when in want.

"At the close of the American War, a period when Game was much more numerous than it is now, the Indians had divided all the Hunting grounds among their families, they did not Kill more Moose than was necessary to supply themselves with provisions as they considered them their own property. An Indian travelling through the Hunting ground of another might kill any game he met with if he was in want of provisions, but he usually informed the proprietor of what he had done and offered him the Skin, which the proprietor usually refused, of this acknowledgement of his right.

"If an Indian found a trap set on his land he put a stone on it and sprung it, and if he found any Indians

(not travelling) who were camped on his land without his permission, he took away all the undried Skins he found in their camp whilst they said not a word to oppose him.

"Upon the great influx of inhabitants into the Province after the American War many new settlements being formed and great numbers of moose killed by white hunters the Indians in general seemed to have resolved to destroy the game rather than share them with the Whites; in many places they killed ten times as many as they could make use of, and in the course of three or four winters almost entirely destroyed the Moose and greatly diminished the Caribou.

"I have been informed that the Indian syllable "Che" (which occurs in Chebucto, Chedebucto, Richebucto, Chepody, Chignecto) signifies 'great' as Chebucto, the Great Harbour."

After this 1801-1802 expedition Titus Smith was employed in surveys all over the province for the next forty years. He became secretary to the Board of Agriculture, conducted an agricultural journal, wrote, lectured on rural economy, agriculture, botany, chemistry, geology, and corresponded with scientists and men of learning in all parts of the world. He had, in fact, an international reputation as well as being dubbed 'The Dutch Village Philosopher' by his fellow Nova Scotians. Yet to me he seems unutterably *dull.*

His own brother said of him " . . . from two years of age he was never known to cry and seldom to laugh. I never saw him angry and rarely much elated. With an even temperament, he pursued whatever he undertook until it was accomplished."

Frankly I prefer the second walking gentleman, Valentine Gill, to the sedate, erudite and righteous Titus Smith. He

was no model of recititude yet he seems more *human.* We know little about him, except what we can glean from his journal . . . he was a family man, lived in Dartmouth, had a sense of humour, and unlike Titus S. was fond of rum and gin. He was a competent surveyor. His records prove that for all the data is meticulously kept in clear, even figures and beautiful writing.

The original route of the Shubenacadie canal as proposed in 1798 was by way of the Dartmouth lakes, Shubenacadie, Grand Lake and the Shubenacadie river. In the years of inaction that followed another route between Lake William and the Harbour via Bedford Basin was proposed so Valentine Gill was hired to make this survey. He commenced, according to his journal, on Monday, 25th July, 1814.

> "Began with a circumferenter and a statute four pole chain, at Ervin's Bridge over a small stream that turns a bark mill six perches on the left. Ervine's house also on the left four perches and to the road. Bedford Basin on the right."

He continues on around the Basin, naming the various properties and their owners, the landings, streams and beaches. Beyond the 4th mile from Halifax he notes Warwick Inn left and a mile further on a 'small rise'. Down this small descent to Birch Cove Bridge, then 'over the Bridge and to the Gate 3 perches left. The Stream runs into a Cove 26 p long which winds under the road. The House the handsome Seat of the Governor, his Excellency Sir John Cope Sherbrooke, Bart.'

> Tuesday, 26th. July
> The round Temple or Salon.
> The Prince's Lodge, 16 p left. Road 4 p wide. Enclosed with palisades. The Bason 10 p. off.
> Rockingham Inn
> Daniel Housener's Inn

Peace's House or Inn
Wednesday, 27th. July
Dunn's House on left
Fort Needham Block House

Finally, July 28. To the Road to Fletcher's Inn "... and turned to Grant's Farm from which I could have a view of the Lakes." The Journal is not resumed until Monday, February 13, 1815.

"This morning I met Mr. Sabatier at Andrew's Inn by appointment. I proceeded with him to view the lake. William Fultz, Henry Miller, Chain Men. At 7/6 per day each.

Thursday, Feb. 16, 1815

A snowstorm etc. obliged us to leave off. This evening walked to Fultz's tavern as I could not get a bed at Fletcher's

Monday, 20th. February
Lake William.

From this proceeded to Connors House on side of Lake having walked 20 miles and being much fatigued expected the consolation of a good fire and a soft plank to stretch upon but how great our disappointment and surprise on entering the Hut I found the Old Man (John Shane) who had been left to take care of the place dead, he was frozen to death I suppose three weeks before that, his face and hands being much eaten by mice. There was no alternative so I took my abode this night with John, and early the next morning, Tuesday, 21st. continued the survey of Lake William.

Tuesday, February 21

This evening walked through the soft and much thawed snow to Dartmouth where I arrived late and much fatigued. Next morning, Feb. 22, sent back the

men for some of our luggage which we were unable to bring forward last evening. This day spent in regulating books, etc.

Thursday, Feb. 23. The snow being so much thawed on the lakes obliged me to alter my course this day. When I began to survey the new Sackville and Dartmouth Road.

Thursday, March 2nd. Began the Road from Dartmouth to Preston. (From here Valentine Gill surveyed the road easterly to Newton which "contains twelve poor houses, one fourth of which is public houses or sells spirits, so great is the itch for tavern keeping.")

Saturday, April 15th. Settled my accounts to this day when there was a balance due me 36 pounds 11 shillings 10 pence. Which sum I received.

Sums received from Mr. Sabatier

	Pounds	Shillings	Pence
March 9	14	2	6
April 3rd.	30	0	0
Settled in full to this day	36	11	10
	80	14	4

N.B. This sum only paid me for Outwork
Balance due for In work 63 pounds 0 shillings 0 pence
Feeling disappointed in not receiving the balance of my account as above stated and not being able to remove to any other situation without it. Also recollecting the willingness of the Honourable His Majesty's Council at a meeting for the purpose of the intended canal to employ me by the year on a Survey of the province etc. I concluded the wants of a small family whose sole dependence rested on my endeavours for their support would not allow me to remain unemployed I therefore resolved

to go on with such Surveys as would be useful and trust to the clemency of that Honourable Council for payment.

Monday 26 June 1815

In order to complete Survey of the Shubenacadie River

Bought a small flat bottom Boat 3 pounds (12 dollars)

Paid for repairs to above 2 dollars

Tea kettle, teapot, tumbler, tinder box, spoons, 4 gal. tin kettle, 1 bag bread

Provisions

Ham, 30 lbs
5 qts. Gin
2 lbs Tea
6 gal. Rum
40 lbs pork
37 lbs. sugar
3 lines, hooks and spear
2 gal. Rum 12 shillings
1 lb. Tea 6 shillings
Biscuit
1 qt. Gin

Mug, teapot, plates, Butter, potatoes, fresh fish, Total 19 pounds, 17 shillings, 1 pence

Two teapots? Thirty-seven pounds of *sugar?* I suspect a hint of larceny here.

27 June

So wet nothing could be done but regulating everything for intended Journey.

Wednesday 28th June

Waited on Messers Wallace and Jeffrey for Instructions, etc.

Thursday, 29 June

All things ready for our Journey proceeded when finding our boat too small to carry selves and luggage I was obliged to hire a second Boat for that purpose and Men to bring her back. Paid $3.00

Ten o'clock arrived at Sackville hired a Horse and Cart to take our luggage to Fletchers. Overtaken on the Road within two miles of Fletchers by a dreadful Thunderstorm which lasted better than two hours, and did not leave one dry stitch on our backs. Men encamped in the woods. Man, Horse and I went to Fletchers, paid expence of Man and Horse for journey, 3 dollars and fifty cents. James Mangin, S. E. Burke, chain carriers.

Friday, 30th. June

Early this morning proceeded to get our things to Fletcher's Lake where I commenced the survey beginning at Fletchers Bridge.

. . . having established and set up landmarks along the Lake proceeded to pitch our Tent which was down on the side of the River pass between Fletchers Lake and the Grand Shubenaccadie Lake.

This lake is very rocky and irregular in its bottom but safe and sufficient navigation for any canal.

Tuesday, 4th. July. Spent in surveying to the Great Shubenaccadie Lake.

Wednesday, 5th July. Began survey of Grand Shubenaccadie Lake.

Thursday, 6th. July. Continued through the Lake which is truly magnificent beyond my description, clear and smooth as a blue mirror with winding shores—bold and low points of land clad with different shades of low and lofty trees, the gray or blue rocks protruding through their foliage.

This afternoon returning to our habitation on Rock point was met by a large Bear with a White nose who seemed to dispute with us the passage but as we had no Arms and Mr. Bruin looked rather surly I thought it prudent to leave him in quiet possession of his habitation and took a circuitive route to my own from which with my glass I could see him feeding along the shore for a long time.

. . . a sort of wild celery on which the bears had been feeding, it was everywhere cropt by this it seemed to make a great part of their feed. I tasted it and think it pleasant and wholesome salted.

Sunday, July 9, Great rain

Wednesday, July 12th. Entered the Shubenaccadie river.

Sunday, July 16th. Men encamped at Douglas Bridge. I remained at Halls Inn.

Monday, July 17th. Resumed survey of river.

Tuesday, July 18th. 5 a.m. Elm Point and Salmon River. (This was the Elmsdale intervale and the present Nine Mile River) Encamped this night on its banks and I slept at Mr. Archibald's house.

Thursday, July 20th. This day wet till one o'clock.

Friday, July 21st. Returned home to renew our clothes and get fresh provisions. Parted James Mangin. Preparations and wet weather did not allow me to return until Wednesday, July 26, when I numbered and marked the miles as I went to Twenty One Milestone from Halifax.

Thursday, July 27, Continued the same to Kenty's house from which commenced Survey of the Road."

One week later, Wednesday, August 2nd. Gill is again on the Shubenacadie river.

"All things ready at six this morning proceeded down the River, whose banks are rich in Iron and coal mines, and also Gypsum, Limestone and White Marl of a most excellent quality. The land grows better as you proceed affording delightful situations for building and improvements, beautifully diversified with hill and dale, Wood and Water, and its stream well-stocked with the finny tribe, such as Salmon, Bass and Trout. It is a pitty that this River which could be made so useful is much neglected even those resident on its banks daily drawing benefit from its waters would not even to serve themselves be at the trouble to remove its drift wood, which in many parts totally impede its course which at rise and fall of tide forms a barrier that 40 men would not remove.

Having arrived at one of those barriers near to Gays river I was obliged to relinquish the idea I had formed of proceeding further by boat. I returned to Wm. McHaffeys plantation where we encamped.

August 7.

. . . proceeds to Admiral Cochran's on the Right of the River.

. . . At this overtaken by Daniel McHaffey, a most uncouth and boorish Man who to shew me the Lands where he ordered me further off them and also to shew how much Law he knew threatened me with an action for trespass although at that same time I was over the shoe in mud the tide had left at low water.

I mention this to shew the ill and litigous dispositions of many people in this Country. It is a pitty such should possess property."

This survey made by Gill was ignored in the final decision regarding the Shubenacadie Canal. The original

route through the Dartmouth Lakes was chosen, the first sod being turned July 24th. 1826 by the Earl of Dalhousie.

Two items conclude what we know about Valentine Gill. The first is an announcement in the Weekly Chronicle, Feb. 9, 1816, stating that Gill's Map of Halifax Town and Peninsula is now finished. He asks for subscriptions.

The date on the final item is puzzling unless it came from a ONE HUNDRED YEARS AGO TODAY column. It is an ad from Thomas Kerby and John McMillan who said they had been hired by Gill to number the Houses in Halifax and when they asked for their pay he said they had to wait till the House of Assembly met . . . shortly after he absconded to the United States where he now resides. HALIFAX JOURNAL, MARCH 22, 1918.

* * * * *

Many an Atlantic fog has rolled across Nova Scotia since these two men walked and explored the province. Through the mist we glimpse them for the last time, the grave Titus Smith, Dutch Village Philosopher and the puckish, unscrupulous Valentine Gill. With all his faults I think Gill would have been the better companion . . . but then, I have a secret fondness for rascals.

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Private Enterprise in Guysborough, Nova Scotia

LAURIER C. GRANT

The small shire Town of Guysborough, Nova Scotia, population about 350 had no electric light or power until the year 1927, when a group of six persons in the town made plans to provide such a service.

The central generation of electric power was at that time relatively new. The first generating plant in both London, England, and in New York was in the year 1882, and there was one in the city of Toronto in 1881 which was operated by J. J. Wright Power Corporation. A plant was operated in the city of Halifax in the year 1885, by the Halifax Electric Light Company.

In each instance, direct current was supplied, and it was not until 1888 that alternating current became common. (From historical records of the Nova Scotia Power Corporation.)

Many rural areas of Guysborough County did not have the benefits of electric service until about the year 1950, when it became widespread in Nova Scotia.

The first meeting of the group of six was held in the old Legion Building, they included:

Burton L. Parker, local manager The Sonora Timber Company

Christopher A. Jost, Manager, B & G. Jost, general store
Vernon L. Hart, Manager, Sonora Timber Co., general store

H. D. Cunningham, Manager, Cunningham Bros., general store

Wiley Smith, High Sheriff, Guysborough County

Laurier Grant, Postmaster, Guysborough.

It was at this meeting that the syndicate of small time entrepreneurs decided to form a joint stock company and to hold an organisation meeting on April 29th, 1927, which was also attended by W. G. Buckley, Capt. I. W. Horton, and J. A. Fulton, K.C. They agreed to name the new company Guysborough Heat, Light and Power Co. Ltd. to supply a minimum of electric light and power to the town each day from one hour before sunset to one hour after sunrise.

The directors were elected who in turn appointed officers to replace the provisional officers appointed at the first meeting.

They then considered the articles of incorporation and decided that the application to the Department of the Provincial Secretary would request that the authorized capital be five thousand dollars, divided into two hundred shares of common stock, having a par value of twenty-five dollars each.

Those in attendance then subscribed to a total of one hundred and eight shares, the remaining ninety-two shares would be offered to the Public at par.

One of the prospective stock buyers whom I was asked to contact was Henry Marshall Jost, an elderly capitalist who spent much time in the seclusion of an attic room above a corner grocery store where his investment decisions were made regarding common stock of Canadian Industrial corporations as well as Mortgages and other fixed income securities.

I found him to be reluctant to invest in our company, which he believed would be a sure loser. Being aware that he feared being molested at night and carried a kerosene burning lantern when walking from his business hide-out to his private boarding house on a back street, I offered the suggestion that eventually we hoped to have street lights installed.

This induced him to invest six hundred dollars in the new company for the purchase of twenty-four shares.

It was during the summer of 1929 that Mr. Jost was required to undergo surgery at the Royal Victoria Hospital in Montreal, but failed to recover from the operation and died on August 25th of that year at the age of eighty-six years.

His last will and testament was probated at slightly less than one million dollars and contained a bequest to the Director of Guysborough Heat, Light and Power Co. Ltd., for the benefit of Street Lighting in Guysborough.

It also stipulated, "It is my will that no bequests be paid for three years after my demise except the half yearly income to my nephew, John J. Gaetz or his wife in the event of her surviving him. This provision is to allow the executors time to dispose of my securities to the best advantage and not in a depressed market."

Before the estate was fully liquidated, the great stock market crash in October 1929 as well as the depression which followed, caused it to depreciate to such an extent that when settled in 1954, the seventy-eight legatees named, received only thirty-seven cents on the dollar.

The stock on which the greatest loss was realized was ten thousand shares of Brazilian Traction Light and Power Co. Ltd., a Canadian Corporation operating in Brazil with Head Office in Toronto. The trustees sold 6000 shares in 1953, and the remaining 4000 in 1954, for a total loss of $234,923.00, or almost a quarter of a million dollars.

On May 2nd, a plot was purchased from C. W. Morrison, situated near the shore, on which to erect a building, the cost of this land was $100.00. A contract was made with F. W. Horton to erect a station building costing $850.00, arrangements were also made with Fairbanks Morse Ltd., for the purchase of one fifteen H. P. semi diesel heavy duty engine and a fifteen Kilowatt direct current belt driven generator to cost $1,380.00.

This equipment was then installed and placed in operation each day by heating the cylinder head with a blow torch until red hot, then by standing on one of the spokes of the heavy fly wheels, the piston would be forced in reverse to near the top of the cylinder, thus compressing the air to generate a high degree of heat when an automatically injected oil spray would ignite to further greatly increase the temperature of the compressed air, causing relative constant pressure on the down stroke.

The plant was well conceived and installed under the direction of shareholders, Capt. I. W. Horton and W. G. Buckey, to provide a viable service within the financial capabilities of all concerned.

Both men were non-professional voluntary workers, who completed the installation without other technical assistance. J. A. Fulton, K.C. voluntarily supplied all legal services with respect to the incorporation, etc.

At no time was it necessary to employ the services of a chartered accountant, as I had previously studied Higher Accounting by correspondence, from La Salle Extension Univ-

ersity, this included Public Utility accounting and I was therefore capable of performing these duties according to that laid down in the Dominion Government manual of accounting procedures for all public utilities, generating and distributing electric light and power in Canada.

I also rendered and collected monthly bills, made closing entries at years end, prepared a Balance sheet and comparative earning statements, they were audited by E. Muller, who was an office employee of the Sonora Timber Company. He too performed this service without charge.

After our first organization meeting, held in April, 1927, we had applied to the Board of Commissioners of Public Utilities for permission to embark on the project. The Board then advertised that a Public hearing would be held at the old Court House in Guysborough. The full Board was assembled there, under the late Ira P. Macnab, as chairman.

They were critical of the proposal because of the small population to be served and very limited growth prospects. Approval was obtained, however, and a rate set which was 20 cts. per KWH, with a minimum charge of $3.00 per month less 10% for prompt payment within ten days.

Seven months later, our plant was carrying a near capacity load and at a directors meeting on Nov. 30th, 1927, it was decided that for the present, and until further notice, no more connections be added except those buildings now wired or in process of being wired. They also decided to apply for authority to bill our customers at the reduced rate of 20 cts per KWH and 12 cts. a KWH for all used over 50 KWH per month. Minimum charge $2.78 less the usual 10% discount for prompt payment.

On July 28th, 1928 arrangements were made with J. A. Fulton K.C. to prepare a form of contract to be signed by all new consumers.

A Directors meeting on Sept. 4th, 1928 agreed to increase the authorized capital from $5,000 to $10,000, and to issue an additional two hundred shares of Common stock at a par value of twenty-five dollars per share. It was also decided to purchase another 15 H.P. heavy duty semi diesel engine as well as a 15KW generator. This was approved by the Board of Commissioners of Public Utilities.

Until the new stock could be sold, it was agreed that we borrow the funds needed from the bank, these loans continued to increase until November 15th, 1929, when they reached a peak of $2,883.

In order to install the new equipment in the space available it was necessary to eliminate the belt drive and equip both units with a sproket and chain drive, by making this change there was space to install both units, the equipment proved to be very satisfactory but noisy for the operator, who was required to remain in attendance an average of more than ten hours daily.

The increase in capacity resulted in economies of operation, both engines were operated during the peak load until midnight, when one unit would be closed down, the remaining unit could easily carry the reduced load of the morning hours.

1929 was the beginning of the great stock market break, many listed stocks were selling at "A Dime a Dozen". Our stock sales picked up, with the result that the bank loans were soon paid. The stock transfer Register of our company records that the stock of the lowly Guysborough Heat, Light and Power Co. Ltd. was freely traded between local residents at its par value.

The cost of a DC meter was $40.00, while an AC meter could be purchased at about $8.00. We were, however able to acquire most of those needed at a very low price from

Utility Companies which had switched their plants to Alternating Current. This was fast becoming standard throughout the country because of the ease of transmission over great distances at very high voltage of as much as 150,000, as early as 1920.

Some may have doubts that our miniature plant of only thirty kilowatt hour capacity would generate enough electric power to supply as many as eighty customers. The residents of the area had become accustomed to fumbling in semi-darkness by the dim light of kerosene lamps, and the relatively brilliant light of a 25 to 60 watt light available at their finger tips was a vast improvement, and an unexpected convenience.

Small appliances, such as toasters, electric irons and small cone heaters were generally used, but large appliances including electric stoves, freezers or refrigerators were not available. Several years later a few washers were in use, in which A.C. motors had been replaced with Direct Current motors. It was then arranged that our plant remain in operation until twelve noon on Monday of each week, for the convenience of housewives, and others with laundry appliances.

Coal and wood fuel were used in stoves and furnaces, ice was harvested in winter and stored under saw dust for use in ice boxes during the warmer months.

On January 29th, 1929, we were presented with a subscription list in which about forty residents agreed to pay our Company $428.00 annually if we would install street lights in town. This was agreed to by our Directors, with the proviso that such lights would be supplied at an annual rate of $20.00 for each 50 watt lamp, and a maximum of 25 lights.

After two years, we were unable to collect the full cost of these lights, and discontinued the service.

Despite the loss in street light revenue, we again arranged a reduction in rates to:

18 cts. per KWH for the first 20 KWH per month
15 cts. per KWH for the next 30 KWH
12 cts. per KWH for the remaining KWHs

Minimum monthly charge of $2.50 less the 10% for prompt payment. It was also decided to apply for authority to charge batteries at a wholesale rate of one dollar each and a minimum charge of four dollars. The purpose being to confine the business done to garages and others handling batteries in quantity, and thus avoid the cost of collecting a large number of small accounts from individuals.

At that time many were using six volt batteries to power radios.

We operated the plant for twelve years, with only one complete power outage. Should one unit fail, the one remaining in operation could carry the load, although with somewhat reduced voltage.

It was necessary to have a complete shut down on one occasion, because of an off shore earthquake which occured on November 18th, 1929. The area was shaken and the ensuing tidal wave flooded the plant, partly emersed the heavy fly wheels, making it necessary to stop both engines for a few hours until the water had receded. My wife and I with our small family rushed to the street, where telegraph and other poles were seen to be vibrating, causing the wires to shake in a heavy wake like motion.

At the regular annual General Metting of shareholders on Jan. 20th 1930, a resolution by L. C. Grant, was adopted, whereby shareholders of record Jan. 20th, 1930 be given the right to subscribe to the new stock at twenty dollars a share in the ratio of one new share for each three shares held, such rights to expire on June 1st, 1930.

A special general meeting was held on February 14th, 1930, when the Secretary-Treasurer informed the meeting that the Board of Commissioners of Public Utilities, having determined that we had no jurisdiction to issue shares to shareholders at a discount greater than 10%, refused to sanction the resolution of January 20th, 1930.

A new resolution was then passed which would give rights to shareholders at a discount of 10%. This was approved in due course.

On May 31st, 1930, the company declared an initial half yearly dividend of seventy-five cents per share payable June 30th to shareholders of record June 15th 1930. We continued to pay annual dividends of one dollar and fifty cents in half yearly payments in June and December until the 1933, it was then increased to two dollars per share to yield 8% on the par value and continued at that rate until 1935. We then reverted to the original rate of one dollar and fifty cents. In the opinion of the Directors, the annual rate of $2.00 was excessive. The rate of $1.50 was continued during the operational life of the Company, which enabled us to retain a portion of earnings in the business.

In the year 1931, W. G. Buckley was appointed inspector of inside electrical installations, and I. W. Horton, having moved from the area was replaced on the Board of Directors by Wiley Smith. There were now six shareholders on the Board viz. J. A. Fulton K.C., Wiley Smith, C. A. Jost, V. N. Hart, L. C. Grant and W. G. Buckley.

Our Station Operator, T. E. Worth, had formerly been employed as a lineman with the Canadian Pacific Telegraph's and continued to perform such duties with our Company as line superintendent as well as that of meter reader. His salary at that time was $750.00 per annum, and that of the Secretary-Treasurer $175.00 annually.

At a Directors meeting held on Jan. 25th, 1932, the Directors confirmed an investment by the Secretary-Treasurer of surplus funds in a Dominion Government Bond of $500.00.

In 1934 a further investment of $500.00 was made in debentures of Guysborough School Section #1.

It was in 1936 that Directors arranged for a third rate reduction which was:

18 cts. per KWH for the first 13 KWH per month
14 cts. per KWH for the next 37 KWH
12 cts. per KWH for the remaining KWH
minimum charge $2.50 less 10% for prompt payment.

At a Director's meeting held on February 1st, 1937 a letter was read from shareholder Mrs. J. B. Hemming, in which she stressed the need of a continuous electric service in the town. The Directors decided that such expansion was not possible at the present time and the matter was left in abeyance for further consideration at a future meeting.

On motion by W. G. Buckley, seconded by V. N. Hart, the Secretary-Treasurer was authorized to invest surplus funds of $750.00 in the Common Stock of Montreal Light, Heat and Power Company Ltd., also at that meeting L. C. Grant was appointed Plant Superintendent.

At the Annual General Meeting on February 14th, 1938, there was considerable discussion regarding the upgrading of the service by the use of a system using Alternating Current and the following resolution was adopted:

Resolved, that in view of the fact that our shareholders and customers alike, are desirous of having a continuous AC service in the Area, and, as our Company is not in a position to provide such service at this time, that the said Company in meeting assembled go on record as being agreeable to sell its

plant and franchise to the Nova Scotia Power Commission and that a copy of this resolution be sent to the Guysborough Board of Trade.

On June 10th, 1939, a meeting of Directors was held for the purpose of considering an offer by the Nova Scotia Power Commission to buy out our Company. Our Vice President, V. N. Hart, outlined a proposition which was presented to him by the Commission's representative, Mr. Mahone, whereby they would extend their line from the town of Mulgrave, along the North Shore of Chedabucto Bay to Boylston and Guysborough. They would pay our Company the sum of $1,500. for our station house property, pole lines and franchise, leaving us with all investments as well as Current and fixed assets.

After considerable discussion, the following resolution by L. C. Grant and seconded by Wiley Smith, was passed by an unanimous vote, viz. That the Guysborough Heat, Light and Power Co. Ltd., offer to sell to The Nova Scotia Power Commission, subject to ratification of the shareholders, all its fixed Assets, including real estate, pole line and franchise for the sum of $3,500. All current assets and investments including Cash, Bank deposits, Accounts Rec., Bonds, Debentures and shares to remain the property of our Company.

The Power Commission then made a counter offer of $2,500.00, and in addition to the assets mentioned in our previous offer, we would be permitted to retain all the machinery now contained on the property. On a motion by John A. Tory, seconded by C. A. Jost, the offer was accepted at a special general meeting held on July 31st, 1939.

Permission for the takeover by the Power Commission was obtained from the Board of Commissioners of Public Utilities. The equipment was then advertised and sold in sections to three separate buyers. G. E. Myers, Halifax, Norman Bethune, Baddeck, and John Simon, Halifax.

It was not until December 1942 after all assets had been sold that a final settlement was made with shareholders for the value of their shares which, in total amounted to $23.00 per share.

At this point the Directors felt that they had quite enough of trying to cope with a business using what was now inadequate or obsolete equipment. While we would have liked to have our certificate revoked, this was not yet possible because of our involvement in the still unsettled Estate of the late Henry Marshall Jost. The bequest contained in his Last Will and Testament to the Directors of the Guysborough Heat, Light and Power Company Ltd., as legatees under bequest No. 74 reads as follows:

> "I direct my said Executors to invest the sum of Ten Thousand dollars in Government Bonds and the interest thereon be paid to the Directors of The Guysborough Heat Light and Power Company Ltd., half yearly for the purpose of Lighting the streets in the town of Guysborough."

The Executors of the Estate could not legally pay the proceeds of the bequest to any other than the Directors of our Company which required that we continue to renew our registration under the Domestic, Dominion and Foreign Corporation's Act in order that the Directors and their successors retain the right to eventually receive the legacy for the benefit of the Street Light District of Guysborough.

When the Nova Scotia Power Commission acquired our business they agreed to supply street lights to the town at the rate of $18.00 for each 100 Watt light. We then arranged in conjunction with the local Board of Trade to incorporate the street light district under a recent act of the Nova Scotia Legislature. This was administered by a local Commission of four, including myself as Secretary-Treasurer. This commission now had authority to levy a tax on rate payers within the street light district.

The Trustees of the Jost Estate continued to delay its settlement in the hope that it would soon recover much of its original market value. When the assets of the estate were finally liquidated, twenty-five years after his death, the endowment to the Directors for street lighting depreciated to only $3,700 from $10,000 at the time of probate.

In 1973, our Directors made a formal application to the Court requesting that the trustees of the Jost Estate be authorized to pay the annual proceeds of the bequest directly to Guysborough Street Light Commission.

Our request was based on the grounds that The Directors of the Guysborough Heat, Light and Power Co. Ltd., were no longer involved in the business of generating electric power. It would also as nearly as possible meet the Testator's views and carry out his wishes.

This indowment from the estate of Henry Marshall Jost was without doubt due to his involvement as a shareholder in our Company. It will continue to benefit taxpayers in Guysborough, by providing a large part of the cost of street lights in perpetuity.

The Court Order was received near the end of 1973, when we arranged for the Registrar of Joint Stock Companies to have our certificates revoked, thus bringing to an end the saga of The Guysborough Heat, Light and Power Company Ltd., which occured during the greatest depression of the century. At that time there was much unemployment with no proper relief, Stevedores and others who were employed part time, loading pulp wood on ocean going ships in Guysborough Harbour, were obliged to accept wages of only ten cents an hour during a working day of ten hours.

Although the service provided by our Company was incomplete, the town enjoyed twelve years of electric light before the Nova Scotia Power Commission was in a position to

establish electric power in the Rural areas of Guysborough County.

The success of The Guysborough Heat, Light and Power Co. Ltd., was a result of the initiative and self sacrifice of a community which developed and carried out a difficult undertaking with only limited capital funds. All this was accomplished without technical or financial assistance from any level of Government.

Young Teazer - The Making of a Myth

DWIGHT TANNER

On Saturday, June 26, 1813, the American privateer *Young Teazer* was destroyed in Mahone Bay, Nova Scotia. This culmination of a deliberate search and destroy mission on the part of the British Navy during the war of 1812. The destruction of an American privateer is not in itself the type of event which is remembered over one hundred and sixty years later. However, this particular privateer has remained with us and Dr. Helen Creighton has recorded sightings of the *Young Teazer* in *Bluenose Ghosts.* She writes of fishermen who have had the *Teazer,* or ghost of this vessel, approach their boat. This caused considerable fear and trepidation on the part of those perceiving this phenomenon. In one incident related by a fisherman the vessel in question was directly in the path the boat was taking, and at this time the fisherman heard the sound of creaking ropes from the ghost ship. Other reports of the Teazer include sightings of a ship with its rigging on fire, and another group of fishermen reported being approached by the *Teazer* and hearing her crew in the ship's rigging.[1] It is interesting that the sightings occured at night, in the fog, or both. Perhaps these conditions act as a catalyst on the ghost ship or on the imaginations of those seeing the *Teazer.*

Similar phenomena is documented by C. H. J. Snider in *Under The Red Jack:*

> The *Teazer* light will haunt Mahone Bay till the dead man wriggles free from his roundshot in the sea off Great Tancook, to keep tryst with the twain who lie buried under the footpath outside Chester churchyard, and the twenty-five who were scattered to the gulls and the sculpins.
>
> Hundreds have seen it; sober-minded, matter-of-fact Nova Scotians who have radio sets in their parlours, cars in their garages, and money in the bank. Explain it as you may, The *Teazer* Light is what they call it; a solitary gleam which moves slowly along the wake thrashed a hundred years before by the toiling sweeps of the trapped privateer, past Blue Rocks, up Tanner's Pass, and between Mason's Isle and Rafuse Island. When it comes to the spot where the *Young Teazer* perished with her twenty-eight men the gleam expands into a dull red glare and vanishes.[2]

Whether or not the ghost of the *Young Teazer* was actually sighted (as recorded by Creighton and Snider), the fact remains that this particular American privateer has imprinted itself in the memories of people living along the south shore of Nova Scotia. One is therefore faced with the inevitable question as to what transforms an historical event into a myth, and this will be the focus point in the following examination of the *Young Teazer* myth.

The War of 1812 affected the British Colonies (Nova Scotia and New Brunswick in particular) along the Atlantic Ocean in a peculiar manner. Land battles between the warring parties were non-existent since the New England states were opposed to the war and formed a geographical buffer zone between the British Colonies and the more hostile American States. Therefore, the only means of attack open to

the Americans against the British Colonies was of a naval nature. The American Navy was obviously not strong enough to meet the British Navy in a direct confrontation, and this necessitated a different approach to the matter of naval warfare. The Americans commissioned privateers which took approximately 1500 British Merchant ships as prizes during the war. This tactic was also used by the British, and privateers from Nova Scotia and New Brunswick (for example, the famous *Liverpool Packet* seized over 200 American prizes. However, this was not the predominant stratagem used by the British against the Americans at sea. Instead, the British relentlessly pursued the American privateers and blockaded the American states in a systematic manner, causing the Americans economic hardship. The War of 1812 was not a war of great sea battles; it was mainly a war of confrontations between a single American privateer and the perserver-ing British fleet.[3]

It is the generally mundane nature of the naval battles during the War of 1812 that makes the *Young Teaser* incident so memorable. Even in appearance and design the American privateer was unique:

> The *Young Teazer* was a specially-built privateer, hailing from New York; schooner-rigged, sharp, and seaworthy; black-hulled, coppered to the bends to keep her clean of sea growths and barnacles and make her slip through the water. She had a carved alligator, with gaping jaws, for a figurehead. She was large, for her class—124 tons measurement, and about seventy-five feet in length; but she was so fine lined that her crew could drive her at a rate of five knots in smooth water, when there was no wind, with her sixteen long sweeps. It was this uncanny ability to move about while other vessels stood stock still or drifted astern in the calms which accounted for her success.[4]

The fact that the *Teazer* was an exceptionally well-designed sailing vessel obviously played an important part in the success she enjoyed as a privateer. The ability to move through the water using sweeps during a period when the sea was calm allowed the *Teazer* to approach stationary ships whose movement was hampered by a lack of wind. Another important, though less obvious reason for the *Young Teazer's* success was related to her appearance. A black ship with "a carved alligator, with gaping jaws" for a figurehead must certainly have instilled fear in the men whose ships were attacked by the American privateer. The psychological advantages of a dragon-like appearance was not the only way that the *Teazer* legend terrified British merchant seamen. The *Young Teazer* had a crew member more frightening to enemy seamen than the appearance of the privateer: Frederick Johnson, lieutenant and second-in-command on the *Teazer* "fought with a rope around his neck" and was "dreaded and hated by the *Young Teazer's* crew, and [was] the terror of prisoners."[5] A man of this type would have become even more ominous as stories of his actions were discussed (and exaggerated) by seamen in the public houses of that day.

The ultimate chase and destruction of the *Young Teazer* is even more spectacular than the ship's infamous appearance and reputation. A contemporary newspaper report gives a first hand account of the event:

> Examination of Elisha Gunnison, carpenter of the late American Privateer *Young Teazer* taken at Lunenburg, 28th June, 1813, before Francis Rudolf and John Creighton, Esquires.
>
> The said Elisha Gunnison reported, that on the 27th June, being off Lunenburg, saw a sail to windward —all hands were called to make sail, and out sweeps— at 2 p.m. [we] discovered another sail to leeward—at 4 p.m. both Vessels took the wind, landlocked, and

> compelled us to run into Mahone Bay—The sail which appeared to leeward of us proved to be H.M. ship La Hogue, which chased us into the mouth of the Bay and came to an anchor, and immediately manned and sent her boats after us—about nine o'clock the *Teazer* blew up—the La Hogue's boats being nearly three miles off—It is supposed that the *Teazer* was blown up intentionally by some of the Crew—The explosion was great and destructive, out of thirty-six men which were on board 8 only were saved, including the Deponent, two of whom are much hurt—all were thrown into the water, and one of them with difficulty reached the boat astern—cut the painter and picked up the surviving seven—and immediately rowed the boat ashore and surrendered themselves to one Martin Rafuse, residing on Anshutz [an island in Mahone Bay.][6]

Presumably, the *Young Teazer* was blown up by a crew member since there is no evidence that the British actually fired at the American privateer. Mather Byles DesBrisay is of the opinion that an officer on the *Young Teazer* was a deserter from the British navy, and preferred self-destruction to being hung by the British authorities.[7] The destruction of any ship was uncommon during the War of 1812 because captured ships were sold for profit at courts in the victorious ship's home country. Therefore, when a ship was destroyed, it was a matter of great interest. In the case of the *Young Teazer,* the noise and shock of the explosion was recorded ten to twelve miles from the place where the privateer met her end.[8] One finds, for example, an account from several curious Chester residents who approached what remained of the *Teazer:*

> Mr. Josiah Marvin, with David Evans and others, including John Pentz, who fainted at the sight presented on nearing it, took the remains of two of the crew to

> Chester and had them interred in the churchyard. One man had his head blown off, and both legs were gone below the knees.[9]

As well, C. H. J. Snider records the incident, and his description is even more vivid:

> Capt. Capel knew what had happened. He burnt a blue light, to recall the boats to *La Hogue*. They came alongside at midnight, bringing with them the dead body of one of the privateersmen—so scorched and disfigured that it would have been impossible for his surviving shipmates to say whether it was the corpse of the desperate Johnson [the officer who supposedly destroyed the ship—Snider's mention of him in footnote 2] or not. He was buried in the deep, off Great Tancook, with a roundshot at his heels and a hammock for a shroud. White oak from the keelson of the wild ship in which he was slain was used to make a chancel cross for St. Stephen's Church in Chester, where two more of the roving *Teazers* were laid to rest in the earth.[10]

The local inhabitants of the Mahone Bay area were not the only people interested in the destruction of the American privateer. Captain Robert Dudley of his Majesty's ship, *Valiant,* wrote a letter to Wm. Sabatier Esquire, of the Committee of Trade, on June 27, 1813, concerning the *Young Teazer*. In the letter Captain Dudley says that he was informed that the *Teazer* had been destroyed. The purpose of the letter was therefore to acquaint Sabatier, who would in turn relate the information to merchants who depended on shipping, that they would no longer be plagued by the activities of the *Young Teazer*.[11]

In collecting data and attempting to reconstruct what actually happened to the American privateer, *Young Teazer,* on June 26, 1813, one ultimately comes to the conclusion that fact and fiction are inextricably intertwined. Nicolas Ber-

dyaer's view that history is a myth created from what happened (the objective data), and how the perceiver of the event relates to his experience (the subjective data), can be applied to the *Teazer* incident.[12] The objective data concerning the American privateer can be listed as follows:

1) *Young Teazer* was an American privateer that operated during the War of 1812 off the coast of the Maritime Provinces, and the ship was successful in many of its missions.

2) The British navy spent much time and effort pursuing the *Teazer,* and was finally able to corner her in Mahone Bay on Saturday, June 26th or June 27th, 1813. The date depends on which source one uses. It is a minor point, however, since all parties agree that the event took place on the last Saturday in June of 1813.

3) Before the British seamen from *La Hogue* could reach the *Teazer,* the American privateer was destroyed by an explosion.

The subjective data regarding the *Teazer* is of greater importance than objective data because the enduring *Young Teazer* myth is based on the latter. The myth began in the imaginations of those who resided on the south shore of Nova Scotia during the War of 1812. These people were aware of the reputation of the American privateer and were on the scene when the explosion took place. The force and violence of the incident must have greatly impressed those who witnessed it, and the story of the explosion of the *Young Teazer* was probably a main topic of conversation in the area for many years after the event. As well, there was the sight to those present at the explosion, of the mutilated corpes of the privateer's crew. Today, many people in the area of Mahone Bay claim to have seen the ghost of the *Teazer;* but whether or not one can actually view this ghost, the myth remains as a part of the culture of those who reside in this area of Nova Scotia.

FOOTNOTES

1. Helen Creighton, **Bluenose Ghosts** (Toronto: McGraw-Hill Ryerson Ltd., 1957), pp. 119-20.
2. H. J. Snider, **Under The Red Jack** (Toronto: Musson Book Co. Ltd., n.d.), p. 114.
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4. Snider, pp. 117-8.
5. Snider p. 115.
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Hastings Doyle and the Anti-Confederates

R. H. McDONALD

The "Fathers of Confederation" have become immortalized in Canadian History because of their involvement with the birth of the new nation. Their names live forever. Yet behind this group of famous Canadians were men who, in their own way and within their own limited spheres, also played important roles in the establishment of the new dominion. In many ways these men are forgotten figures, overshadowed completely by the founding fathers. One such man, unknown to most Canadians, was Sir Charles Hastings Doyle, Nova Scotia's first Lieutenant-Governor after Confederation.

When Hastings Doyle became Lieutenant-Governor of Nova Scotia he was faced with an extremely volatile political situation. Confederation had proven extremely unpopular in Nova Scotia and it was very doubtful if the province would remain within the union.[1] While Confederation was a constitutional fact it was certainly not an established political system. Faced with an extremely hostile local government Doyle had to walk a tightrope between his Confederate superiors in Ottawa and his Anti-Confederate ministry in Halifax. As the *Morning Chronicle* commented years later: "His was the

most delicate position ever occupied by a Governor of Nova Scotia."[2] Yet, within three years the situation had been stabilized and Nova Scotia was firmly entrenched in the union. The object of this article will be to assess the role of Hastings Doyle in bringing that situation about.

To understand Doyle's success while Lieutenant-Governor one must delve briefly into his background and early career, particularly his years in the Maritimes from 1861 to 1867.[3] It was during these years that he developed the style, temperment and character that were to make him one of the more respected figures in Maritime political circles by 1867. Charles Hastings Doyle was born in London on 10 April 1804, the eldest son of Lieutenant-General Sir Charles William Doyle.[4] Following in his father's footsteps he attended Sandhurst and entered the army as an ensign on 23 December 1819.[5] Doyle's rise through the ranks was gradual. By 1841 he had been promoted to Major. In 1846 he purchased his Lieutenant-Colonelcy and by 1854 had become a full Colonel. From 1846 to 1856 he was on the staff of the Quarter-Master General and while serving in the Crimean War was invalided at Varna. For the next four and one half years he was Inspector General of Militia in Ireland. Finally on 15 September 1860 Doyle was appointed Major-General and a year later was posted to the North American Command.

Hastings Doyle arrived in Halifax on 16 October 1861 to assume command of the British troops in the Atlantic area.[6] This command included the four modern day Atlantic provinces plus the garrison at Bermuda. His first months in North America were occupied mainly with military matters. To begin with Doyle had to deal with the serious military situation posed by the American seizure of the British steamer *Trent*.[7] In the ensuing crisis he played an important role in funnelling British reinforcements from the Maritime region to central Canada.[8] When tension finally eased in the spring of 1862 Doyle turned his attention to the modernization and

reorganization of the provincial militia in the Atlantic region. Within a year significant improvements were made.[9] He, himself, considered the streamlined training system for militia officers the "key stone" of his rebuilding job.[10]

It was during these early years that Doyle first became involved in local politics. In his position as Commander of British forces, it was Doyle's responsibility to assume the post of Administrator whenever a Lieutenant-Governor was out of the province or in the interim between governatorial appointments. In the fall of 1862, for example, when the Earl of Mulgrave was absent from the province Doyle became Administrator. It was at this time that he made one of his most important political friends—Joseph Howe. Their first contacts involved railway matters and quickly a warm friendship developed. Being an avid supporter of the Intercolonial line Doyle offered to strengthen Howe's position by writing to the home authorities "showing the great utility the railroad will be in a military point of view."[11] So close did they become that Doyle actually suggested that Howe stay with his relatives on his frequent visits to England.[12]

Over the next few years Doyle found himself faced with several ticklish diplomatic and military problems associated with the American civil war. His adept handling of the "Chesapeake Affair" in December 1863 gained him praise and respect from all quarters.[13] His judgment and tact were further utilized when the area was threatened by Fenians in 1866. "If troops were sent at all," Doyle advised the home authorities, "they must be in such strength as either to overawe attack, or to repel attack if made."[14] This show of British strength and determination did much to discourage the Fenians in their hostile intentions. By this time Doyle's reputation for competency had been firmly established.

In October of 1866, with the departure of Arthur Gordon, Hastings Doyle was sworn in as Administrator of the province of New Brunswick. This move especially pleased Edward Cardwell, the Colonial Secretary, since he realized that Doyle was a strong supporter of Confederation.[15] In his typically efficient manner Doyle set out to undermine the Anti-Confederate cause. As a result of his efforts he was named the province's first Lieutenant-Governor after Confederation. Doyle's vigorous support of Confederation and his adept handling of the political situation in New Brunswick impressed many people, especially Sir Charles Tupper. Tupper, realizing both Doyle's attributes and the hostile political situation in Nova Scotia, urged him to accept an appointment as Lieutenant-Governor of Nova Scotia. After repeated appeals Doyle finally consented. Writing to Tupper years later, Doyle admitted: "I know you had more to do with my appointment . . . than anyone else, and were therefore more or less answerable for my performance . . ."[16] Little did Tupper or any of his supporters realize just how successful Doyle's "performance" would be.

Anti-Confederate feeling and repeal sentiment were at their height by the time Hastings Doyle arrived in Halifax. Joseph Howe had led the opponents of Confederation to decisive victories in both the federal and provincial elections of September 1867.[17] Doyle's task was not an enviable one. Privately he lamented that he was facing "odds that would beat the Angel Gabriel if sent here to govern."[18] On the one side Doyle faced a hostile assembly committed to the repeal of union; on the other was the federal government urging strong action against the Anti-Confederates. Doyle was clearly a man on the spot; his main problem was to prevent an open split between the two levels of government. As a result, even before entering the province, Doyle turned to his old friend Joseph Howe for advice. "My chief reason for writing to you now," Doyle admitted, "is to ask your *advice,* which

you have so often and so honestly given me . . . as to the formation of a local Government and whom you would recommend me to send for to form it?"[19] Doyle urged restraint on the part of the Anti-Confederates, appealing personally to Howe not to "kick us when we are down."[20] He concluded by offering his services to Howe as a "contact-man" with Sir John A. Macdonald. "If I can, at any time, be made use of as a mediator between yourself and the higher powers pray command my services."[21] It was an offer which would later be utilized by Joseph Howe.

The strong personal ties between Doyle and Howe are evidenced by Howe's quick and sympathetic reply. On 5 October 1867, Howe privately assured Doyle "that you may not only rely on my personal aid but on every friend I have to smooth your path and make your administration successful."[22] He went on to inform him that a repeal petition was being prepared for the English authorities. "Pending their decision," he commented, "I can take no office, but while guarding my own consistency and honour, will help you do any good you can."[23] As to the matter of the new administration Howe promised to give him all the advice he wanted.

On 28 October 1867 Hastings Doyle was sworn into office. The office of Lieutenant-Governor had evolved considerably since its pre-Confederation days. The centralists, led by John A. Macdonald, felt that they had made the Lieutenant-Governor a Dominion official working in the interests of the federal government. As John Saywell observed: " . . . the parts of the union were to be subordinate to the whole and the Lieutenant-Governor was to be one of the instruments through which that subordination could be secured."[24] There was no question of Doyle's neutrality; he was committed to the federal cause.

Almost immediately on assuming office Doyle accepted the resignation of the former Confederate ministry (known as

the Blanchard-Hill Ministry). This move did not please John A. Macdonald who had wanted the Confederates to stay in office until they were defeated in the assembly.[25] Doyle, however, acting on the advice of Joseph Howe, summoned Richard McHeffey to form a ministry.[26] Unfortunately for Doyle a serious rift had already developed between Howe and the more doctrinaire provincial leaders. Howe and some of the more moderate members of the Anti-Confederate caucus tended toward "accepting the situation."[27] Other elements in the caucus regarded the Act of Union as unconditional and supported a much more active policy of repeal. When Howe announced that he intended to attend the opening session of the federal house the die-hard repealers were furious, since they felt his action would be a recognition of Confederation and a set-back for their cause.

When the Anti-Confederate caucus met in late October they were a divided group. There was widespread antipathy to Howe's position and his attempt to have McHeffey selected leader. Opposition to McHeffey was led by William Annand and Martin Wilkins, both of whom had more executive experience. In the end, Annand was selected Premier by the caucus. Howe had overlooked Annand, feeling him ineligible because he had no seat in the assembly.[28] To make Annand eligible the caucus decided to have him appointed to the legislative council. McHeffey was forced to accept a minor post as member of the administration without office. (In modern terms a Minister without Portfolio). The entire incident clearly illustrated the widening gulf between Howe and the provincial wing of the Anti-Confederates and the fact that Doyle had a much better working relationship with Howe than the "locals." This in the end would be crucial.

The legislature was not scheduled to meet before 30 January 1868. During this interval the relationship between Doyle and his ministry began to take form. These first contacts were rather important as each side tested the other's

position and stamina. The first important confrontation developed over the appointment of legislative councillors. Before leaving Nova Scotia Doyle's predecessor, Sir Fenwick Williams, had appointed six councillors who were all known supporters of Confederation. The Anti-Confederate ministry wanted these appointments revoked once they felt the legislative council was now hostile to them.[29] Despite extreme pressure Doyle refused to yield on the issue. He claimed that the appointments were perfectly legal and that he had to overturn them.[30] Besides, Doyle realized that it would be almost impossible to control the "Antis" if he lost majority support in the legislative council. The "locals" were quickly learning that Doyle could not be easily manipulated by them.

The danger of confrontation between Doyle and his mininisters appeared likely with the opening of the legislature. The Speech from the Throne would be a crucial test. What could Doyle say on the matter of Confederation that would receive the endorsement of his government yet represent his own position on the matter? Privately, he confided to Macdonald: " . . . nothing will make me advocate repeal in my speech from the Throne, as I cannot afford to sacrifice either my honour or consistency . . . I think the general opinion is that they will give way upon this point, I most certainly *will not!*"[31] Doyle was clearly on the spot. Fortunately a compromise was reached through the mediation of his old friend Joseph Howe. Howe carefully organized and utilized all the influence at his command to make sure that Doyle was not forced to declare in his opening speech that it was the government's policy to repeal the Act of Union. In a letter dated 31 January 1868, Howe assured Doyle that no attempt would be made to compromise his position.

> I have talked with most of them and am assured that there is no disposition to press you unfairly or ask you to do anything that a soldier or a gentleman cannot do without forfeiture of self-respect. Should any difficulty

arise, which I do not anticipate—I trust I need not assure you that within the limits of fidelity to my own connections and convictions I will sacrifice a great deal before you shall be sacrificed, or pressed upon in an unfair or ungenerous spirit.[32]

To assist Doyle even further Howe suggested a number of paragraphs for possible inclusion in the speech. They were very short in length and moderate in tone and were incorporated into the text by Doyle. One important yet typical line read: " . . . and I beg you to assure you of my cordial co-operation, within the limits of law and the constitution in the maturing of such measures as may appear to you calculated to promote the general welfare."[33] Howe's final suggestion to Doyle was that he submit the speech to his council for consideration before the opening of the session. Again it was a suggestion which Doyle utilized.

Hastings Doyle now had a way out of his dilemma. The avenue for compromise had been opened. By incorporating the vague and temperate phraseology of Howe a complete break was prevented between Doyle and his ministers. This was essential if Confederation was to work. Even such a staunch advocate of repeal as the *Morning Chronicle* commended the Governor and his speech as one "admirably calculated to win the warmest approval of the people of this province."[34] Doyle now had the "breathing-space" he needed to launch his subtle campaign on behalf of Confederation. The following session, while it was short, enabled Doyle to win the respect and confidence of his opponents. By its end the "Antis" were persuaded that Doyle had acted in such a manner as to entitle him "to the confidence of your sovereign, the respect of your Council and the affection of the people of this province."[35]

The center of interest next shifted to England, where a repeal delegation under the leadership of Joseph Howe was

presenting its case to the British authorities. Hastings Doyle journeyed to England after the close of the provincial legislature and became deeply involved in the Confederates' counter-offensive.[36] He undoubtedly was pleased when the repeal case was formally rejected by the home authorities. Its rejection, however, left his old friend Joseph Howe in a difficult position. While preferring to accept Confederation rather than encourage insurrection in Nova Scotia, Howe did not want to abandon or compromise his former position. The solution to his dilema seemed to lie in "better terms" for his native province.

Throughout the summer and fall of 1868 information was exchanged between Sir John A. Macdonald and Joseph Howe over the changing political situation. During these discussions Hastings Doyle acted as a "go-between" since it was often indelicate for Howe and Macdonald to openly meet on the matter. Correspondence between the two sides frequently passed through the Lieutenant-Governor's office. Given these facts one is left with the problem of assessing Doyle's role in bringing the two men together. John Saywell comes closest to describing Doyle's role when he concludes that Doyle served as "contact man" in the discussions between Howe and Macdonald.[37] This is borne out by the evidence. It seems certain that Howe often used Doyle as an intermediary in passing along information to Macdonald.[38] Macdonald, himself, in discussing the negotiations with the Governor-General, Lord Monck, admitted that he had received "most valuable assistance from General Doyle" and had consulted him "in every step we took."[39] As a result Doyle's usefulness and importance in these delicate negotiations should not be underestimated.

By the fall of 1868 Hastings Doyle had become the weather vane for the federal government in the stormy waters of Nova Scotian politics. He wrote repeatedly to Macdonald advising him of the political situation within the province and

suggesting possible courses of action for the federal government.[40] Of most concern to Doyle was the widening gulf between Howe and his provincial counterparts. He watched this situation very carefully and kept in close contact with both Howe and Macdonald. The fight with the "locals" made it difficult for Howe to concentrate on the negotiations for "better terms" with the federal government.[41] Nevertheless by 1869 the details had been worked out.[42] With their acceptance the way was opened for Howe's entry into the federal cabinet.

While Doyle was encouraging the rapproachment between Howe and Macdonald he also took decisive action to bring his more radical local ministry under control. The issue over which the matter came to a head was a disloyal remark by Martin Wilkins, the Attorney-General, during an assembly debate. On 3 September 1868 during a fiery speech on repeal Wilkins insinuated that if Britain continued to ignore the just pleas of the province then it might be necessary "to appeal to another nation to come to our aid."[43] Doyle was infuriated when he was informed of the remark; this was downright treason as far as he was concerned. It was even more serious because it was attributed to "one holding the position of Attorney-General, to whom the Lieutenant-Governor has to look to carry out the law."[44] A confrontation quickly developed between Doyle and his council as he sought to have Wilkins censored. In the end Doyle was successful and forced his ministers to back down on this matter.[45] He had clearly demonstrated his determination to deal swiftly and decisively with any disloyal actions on the part of the provincial administration.

With Howe's entrance into the federal cabinet, Macdonald felt the Anti-Confederates would collapse; without its "heart" the repeal cause was dead. The task now was to convince the "locals" that their cause was hopeless. To achieve this end Macdonald turned again to Hastings Doyle. "I

think," Macdonald urged Doyle, "with your tact you can bring them to the point [inevitability of Confederation] and then indeed you may consider that you have fulfilled the great object of your mission and have finally disposed of the corpse of the dead Indian."[46] Doyle readily accepted this final challenge.

The key to convincing the Anti-Confederates of their fate was undoubtedly Howe's re-election attempt in Hants. If Howe was re-elected it would be a crippling blow to the prestige and influence of the Anti-Confederates. Howe's popularity, however, was at a low point in Nova Scotia. Many of his former supporters were extremely upset over his negotiations with the federal government and his eventual entry into the cabinet. Doyle warned Macdonald that the Anti-Confederates had not collapsed and that Howe faced a real battle in his re-election bid. "Their (Antis) ire is now turned towards Howe," Doyle informed Macdonald, "and I know they intend to use every *possible* effort to defeat his election. Tupper and Company will afford him every assistance but you [Macdonald] must *do the same* . . . for, if he is re-elected they *must* give up the Ghosts."[47]

At first Doyle was not too worried by the abuse which was being "poured upon the devoted head of our friend Joe."[48] He felt that Howe was quite capable of handling such attacks. Besides, Howe had privately informed him that he was confident of victory.[49] The prospect of this pleased Doyle greatly. "I shall then be able to talk to my Locals 'pretty loud', as the Yankees say," he informed Macdonald, "and force them . . . to accept the situation, or smash them up, for there is already dissension in their camp."[50] Doyle was convinced that every effort should be devoted to Howe's re-election.

There were a number of ways to assist Howe in this matter. One of the first manoeuvers of the Confederates was

to assure a favorable election day. Enough time had to be allowed to launch an effective campaign. Tupper and Doyle worked closely on this matter and were successful in delaying the date.[51] Once this matter had been settled Doyle involved himself even more deeply in the election. Jeremiah Northup, the campaign manager for Howe, asked Doyle to speak to the Catholic Archibishop "and make him put both spurs in to some priests in Hants."[52] Archbishop Connolly, a strong supporter of Confederation, informed Doyle that he would be meeting with the clergymen in question and that "all will be right."[53] Howe upon receipt of the good news, replied to Doyle: "His Grace can do me good service and I think will. If I don't win and I have no doubt of the result, it will not be for want of vigilance and hard work on the part of my friends."[54] When the votes were finally counted on 20 April 1869 Howe had won by 383 votes. Hastings Doyle was only one of many to heave a sigh of relief when the results were officially confirmed.

Shortly after Howe's election the provincial legislature opened. Naturally, Doyle's position had been strengthened and he again forced his ministers to delete any mention of repeal in the Speech from the Throne.[55] The local government was under tremendous pressure by this time concerning its future policy towards Confederation. Both Howe and Tupper urged Doyle to take an agressive stand against the mistakes of Howe. Rather than force the issue the Lieutenant-Governor decided to allow his ministers to withdraw gracefully and gradually from the repeal policy without appearing to surrender completely.

Doyle took advantage of the opportunity, however, to exert pressure on the provincial administration. He reminded them of their promises to give up repeal if Howe were elected. Their position was hopeless and he constantly reminded them of this fact. "I complimented them upon the *Patriotic* fight they had made!," he informed Macdonald, "and asked

them what move they now had, except to take Nova Scotia from General Doyle, which they knew they *could* not do, or, to get the Yankees to help them which they were quite aware meant war with England . . . They said they had no desire for either of my alternatives, so I then put the . . . question to them, 'then what is left for you, but to accept the situation'?"[57]

Many Anti-Confederates now began to move gradually away from the repeal policy without publicly admitting a change of outlook. They realized that they had to accept the situation but "hoped they might be let down quietly," so as not to alienate their constituents.[58] Doyle, having learned from Howe's hastiness, was inclined to sympathize with them. Privately, he confided to Macdonald: " . . . the Antis are all giving in, and praising the action of the Government . . . in giving up the idea of repeal.[59]

Praise of Doyle's handling of the local house came from all quarters. Even Howe, who admitted that he himself "should have dealt somewhat differently with them," was pleased with the results.[50] The greatest tribute, however, came from John A. Macdonald. "You have had a most triumphant session in Nova Scotia," he informed Doyle, "and you now at last, have your ministry completely at your mercy. Still I think you have been quite right in rejecting all idea of coercion. They will find their level fast enough without any direct agency of yours, and without your appearing to act as a despot."[61] Doyle's tactics in handling his Anti-Confederates has been vindicated. By the end of the session the repeal cause was rapidly disintegrating.

Doyle's remaining two and a half years in Nova Scotia were anti-climactic. As far as he was concerned his main task had been completed; the repealers were defeated and in disarray. As early as June of 1869 Doyle urged Macdonald to replace him so that he could return to England. The battle

being won he no longer regarded himself as a "political necessity."[62] This became even more so when the Confederates made substantial gains in both the provincial election of 1871 and the federal contest of 1872. As Doyle's term of office drew to a close he could well feel satisfied with his accomplishments.

What can one say in looking back over Doyle's career in Nova Scotia? One is tempted to agree with the assessment of Archbishop Connolly of Halifax. "I know of no public man in England or in this country," he commented, "who, under every phase of difficulty between two great contending parties, could have exhibited more unbending principle, more energy, more tact, or more honorable fore-bearance,—no one man could have blended stern principle and sound policy so happily together."[63] Connolly's appraisal holds the key to a true understanding of Hastings Doyle and his success in North America. From his arrival in 1861 he was a man "on the spot"—the Trent Affair, the *Chesapeake,* the Fenians, the Anti-Confederate movement. As Doyle himself remarked: "I no sooner get rid of one difficulty h e r e than up starts another!"[64] Yet it was these difficulties which provided Doyle with his political education. He developed a style and character all his own, which in time became his most valuable asset. As a man of unbending principle and diplomatic tact he was able to demand respect from all quarters.

Hastings Doyle was not the incompetent Imperial figure who had characterized the early nineteenth century of "Wellington's Generals." Politically as well as militarily he was qualified to perform the tasks demanded of him. By 1864 Doyle was a respected personage in Maritime political circles. His competence extended far beyond the military arena. In fact so suited was he for the Nova Scotian post in 1867 that requests for his appointment ranged from colonial politicians to British government officials.

Doyle's handling of the post-Confederation situation in Nova Scotia was undoubtedly the greatest achievement of his career. Of course, some may argue that Doyle was simply a creature of the federal government, dominated completely by Sir John A. Macdonald. Doyle was a puppet; Macdonald was the brains behind the operation. Such a position, to say the least, is an oversimplification and in many ways very misleading. Doyle was undoubtedly a federal officer, committed to the policy of Confederation. Yet, within this broad commitment Doyle retained a certain degree of initiative and freedom. Was it not Doyle who initiated discussions with Howe over the formation of the Anti-Confederate ministry? Was it not Doyle who consulted with Howe over the first crucial Speech from the Throne? Was it not Doyle who acted on his own initiative to challenge the remarks of Martin Wilkins? And was it not Doyle who advocated a compassionate policy when he had the Anti-Confederates on the "ropes"? One would be making a serious mistake to categorize Hastings Doyle as a "puppet" or "creature" of Sir John A. Macdonald.

In May of 1873, when Hastings Doyle departed Halifax for the final time, he undoubtedly possessed a feeling of pride and satisfaction. He had achieved what he set out to do. Repeal was dead and Nova Scotia was entrenched in the Canadian Confederation. This is not to suggest, however, that Doyle alone was responsible for the death of repeal. Indeed many others including Tupper, Howe and Tilley, all played more important roles than Doyle. Nevertheless, Doyle did play a role and it was a role which contributed to the ultimate victory. His attempt to govern in a compassionate yet judicious manner had been completely successful, the perfect answer to the volatile situation. Had it not been for Hastings Doyle's firm, yet just, handling of the hostile provincial government, it is unlikely that Nova Scotians would have accepted the fact of Confederation as soon or as gracefully as they did.

FOOTNOTES

1. For a detailed description of the political situation see: K. G. Pryke, "Nova Scotia and Confederation, 1864-70" (Unpublished Ph.D. Thesis, Duke University, 1962) Chs. IV and V and D. A. Muise, "The Federal Election of 1867 in Nova Scotia: An Economic Interpretation" **(Collections of the Nova Scotia Historical Society,** Vol. 36), pp. 326-351.
2. **Morning Chronicle,** May 20, 1870.
3. A more complete account of Doyle's early career can be found in: R. H. McDonald, "The Public Career of Major-General Sir Charles Hastings Doyle, 1861-1873" (Unpublished M. A. Thesis, Dalhousie University, 1969), Chapters 1-3.
4. Peter Townsend (ed.), **Burke's Peerage** (London, 1970), p. 832.
5. **London Times,** March 20, 1883.
6. **Headquarters Papers,** General Orders Issued at Halifax, 17 October 1861, Public Archives of Nova Scotia (afterwards P.A.N.S.)
7. Much material is available on this incident. Of particular **use** are Fred Landon, "The Trent Affair of 1861" **(C.H.R.,** Vol. **111,** 1922) pp. 48-55; T. L. Harris, **The Trent Affair** (Indianapolis, 1896); Evan John, **Atlantic Impact, 1861** (London, 1952); and R. W. Winks, **Canada and the United States: The Civil War Years** (Baltimore, 1960) Chapter 6.
8. Record Group 8, Volume 1343, p. 44, Doyle to Lewis, 26 December, 1861, Public Archives of Canada (afterwards P.A.C.)
9. R. H. McDonald . . . pp. 18-19.
10. R.G. 7, G. 8, Vol. 46, p. 236, Doyle to Gordon, 30 August, 1865, P.A.C.
11. **Howe Papers,** Vol. 3, Doyle to Howe, 29 September, 1862, P.A.N.S. (Microfilm).
12. **Howe Papers,** Vol. 3, Doyle to Howe, 30 October, 1862, P.A.N.S.
13. Often described as the "most ticklish diplomatic problem" of the Civil War Doyle's involvement in the matter is described in: R. H. McDonald, "Second Chesapeake Affair: 1863-64", **(Dalhousie Review,** Vol. 54, No. 4, Winter 1974-75), pp. 674-685.
14. C.O. 188, Vol. 146, p. 295, Doyle to Secretary of State for War, 21 April 1866, P.A.C.
15. **Stanmore Papers,** Cardwell to Gordon (Private) 29 April 1865, University of New Brunswick (afterwards U.N.B.).
16. **Tupper Papers,** Vol. 2, Doyle to Tupper, 28 December 1872, P.A.N.S.
17. For details see J. M. Beck, **Pendulum of Power** (Scarborough, 1968), Chapter 1.

18. **Macdonald Papers,** Volume 114, Doyle to Macdonald, 31 December 1867, P.A.C.
19. **Howe Papers** Vol. 4, Doyle to Howe, 1 October 1867, P.A.N.S.
20. **Ibid.**
21. **Ibid.**
22. **Howe Papers,** Volume 9, Howe to Doyle, 5 October 1867, P.A.N.S.
23. **Ibid.**
24. J. T. Saywell, **Office of Lieutenant-Governor** (Toronto, 1957), p. 257.
25. K. G. Pryke . . . p. 149.
26. **Howe Papers,** Volume 37, Howe to Doyle (Private) 15 January 1868, P.A.N.S.
27. K. G. Pryke . . . p. 142.
28. **Howe Papers,** Vol. 37, Howe to Doyle, 15 January 1868, P.A.N.S.
29. **Lieutenant-Governor's Correspondence,** Unbound Volumes, 1867, Wilkins to Doyle, 12 November 1867, P.A.N.S.
30. **Lieutenant-Governor's Correspondence,** Unbound Volumes, 1867, Doyle to Monck (Confidential) 26 December 1867, P.A.N.S.
31. **Macdonald Papers,** Volume 114, Doyle to Macdonald, 31 December 1867, P.A.C.
32. **Howe Papers,** Volume 37, Howe to Doyle, 13 January 1868, P.A.N.S.
33. **Ibid.**
34. **Morning Chronicle,** 1 February 1868.
35. **Lieutenant-Governor's Correspondence,** Unbound Volumes, 1868, Council to Doyle, 12 March 1868, P.A.N.S.
36. K. G. Pryke . . . pp. 164 ff.
37. J. Saywell, **Office of Lieutenant-Governor** (Toronto, 1957), p. 18.
38. **Macdonald Papers,** Vol. 115, p. 46683, Howe to Doyle, August 1868, P.A.C.
39. Macdonald to Monck (Confidential) 4 September 1868, quoted in Joseph Pope, **Memoirs of Rt. Hon. Sir John A. Macdonald.**
40. See for example: **Macdonald Papers,** Volume 114, Doyle to Macdonald, 30 October 1868, 10 November 1868, 18 November 1868, P.A.C.
41. **Macdonald Papers,** Volume 114, Doyle to Macdonald, 18 November 1868, P.A.C.
42. For details of the settlement see K. G. Pryke . . . pp. 194 ff.
43. Cited in H. Moody, "Political Experiences in Nova Scotia, 1867-69," (Dalhousie Review, Vol. 14, 1934), p. 69
44. **Lieutenant-Governor's Correspondence,** Unbound Volumes, 1868, Doyle to Council, 5 September 1868, P.A.N.S.

45. For details see R. H. McDonald, "The Public Career of Major-General Sir Charles Hastings Doyle, 1861-1873" (unpublished M. A. Thesis, Dalhousie University, 1969), pp. 97-100.
46. **Macdonald Papers,** Vol. 515 Macdonald to Doyle, 1 February 1869, P.A.C.
47. **Macdonald Papers,** Volume 114, Doyle to Macdonald, 3 February 1869, P.A.C.
48. **Ibid.,** 12 February, 1869.
49. **Howe Papers,** (Microfilm) Reel 23, Howe to Doyle, 21 February 1869, Harvard University Library.
50. **Macdonald Papers,** Vol. 114, Doyle to Macdonald, 12 February 1869, P.A.C.
51. R. H. McDonald, "The Public Career . . ." pp. 111-113.
52. **Howe Papers,** Volume 32, Doyle to Howe (Private) 4 April 1869, P.A.N.S.
53. Enclosure with letter from Doyle to Howe. **Howe Papers,** Volume 32, Doyle to Howe, 4 April 1869, P.A.N.S.
54. **Howe Papers,** Volume 32, Howe to Doyle, 4 April 1869, P.A.N.S.
55. J. Saywell . . . pp. 185-187.
56. **Macdonald Papers,** Volume 114, Doyle to Macdonald, 25 June 1869, P.A.C.
57. **Ibid.**
58. **Ibid.**
59. **Ibid.**
60. **Howe Papers,** Volume 9, Howe to Doyle, 7 July 1869, P.A.N.S.
61. **Macdonald Papers,** Volume 515, Macdonald to Doyle, 16 June 1869, P.A.C.
62. **Macdonald Papers,** Volume 114, Doyle to Macdonald, 25 June 1869, P.A.C.
63. Quoted in **British Colonist,** 22 March 1873.
64. **Macdonald Papers,** Volume 114, Doyle to Macdonald, 8 February 1870, P.A.C.

John Harvie (1730-1822) of Newport, Nova Scotia
Three Generations of Descendants

ROBERT PATON HARVEY

Compiler's Note:

Ninety years ago, from conversations with his uncle, Job Harvie, the Reverend Doctor McLeod Harvey recorded, to the immeasurable benefit of future generations, notes on the Harvie(ey) family of Newport, Hants County. During the next sixty years he continued to collect information which appeared in print about thirty years ago.

The task of filling out the genealogy was taken on a number of years later by another descendant of John Harvie, Miss Elizabeth L. Nichols of Utah. In a competent and professional manner, she has painstakingly added greatly to the family's knowledge of itself.

It is the primary purpose of this compiler to make the information gathered on the family, over many years, more generally available by consolidating the work of his cousins and adding to it, in places, the fruits of his own research.

The personal name Herve, from which the names Hervie (ey) and Harvie (ey) are derived, is believed to have come from Brittany in the eleventh century as a result of the conquest of England by William, Duke of Normandy, and thence spread through the island of Great Britain. The Harvie(ey) family of Newport, Nova Scotia, has its origins in the parish of Dalry—from the Gaelic **Dailrigh** meaning King's Valley—in the district of Cuminghame, Ayrshire, Scotland. A James Harvie of Kilbirnie, the parish immediately to the north of Dalry, appeared as a part of the assize in a celebrated witchcraft trial at Dalry in 1576. From the fifteenth century a family of Harvies occupied a small estate Braidlie (Broadlie) in Dalry. A Robert Harvie possessed it in 1606. The last of the

male line of Braidlie was John Harvie who in 1683 provided for its desposition to his son-in-law, Robert Montgomerie and in this family the land continued until 1877.

While no known documentation links the Braidlie Harvies and those of that name who emigrated from Dalry to Newport in the eighteenth century, it is generally supposed that they are of the same family. It is known that John Harvie of Newport and the laird of Braidlie, Robert Montgomerie (1730-1822), were lifelong friends.

John Harvie was born at "Highlees", a farm not far from Braidlie, high in the hills beyond the town of Dalry. A burn, to which the cattle come for water, still bears the name—Highlees Burn. John's father, Andrew, was dead by 1744. His mother, Janet (Speir) Harvie was living in 1784 at the age of eighty-five. John was fourth in a family of four girls and six boys. An older brother, James, lived at "Newside", a farm occupied today by the Speir family. This Speir family represents the only proven link with the Harvies of the eighteenth century as the few Harvies in the Dalry area today can not trace their ancestry to this early time.

John Harvie left Scotland for Rhode Island sometime before 1760. He arrived in Nova Scotia in the **Sally** in May of that year with his uncle, James Harvie, and at least three of James' children: James, Archibald and Margaret. According to passenger records, there was one other in the party, possibly John's aunt or another daughter of his Uncle James. They were a part of that New England emigration which followed the Acadian Expulsion and whose participants are known as Pre-Loyalists or New England Planters.

They took up shares in the Newport Grant, on the east side of the Pisiquid or Avon River, which was called at that time East Falmouth or Simpson's Creek. Each share consisted of five hundred acres. James Harvie took a full share while his sons took a half share each. John received a full share and eventually built at Newport Landing (Avondale) a fine, two-storey, hipped-roof house of hand hewn pine boards, some thirty inches wide, which he called "Roseway".

The first Harvies were Presbyterians in religion and farmers by occupation. Indeed on the first of October, 1760, after one summer in Nova Scotia, John and James Harvie "boated" thirty bushels of potatoes. As time passed members of the family followed other denominations and vocations; however, it is with satisfaction that one can record that many of the name still farm the land of their forefathers in Newport.

John Harvie, farmer, b. 1730 (baptized 31 May 1730) at "Highlees", Dalry, Ayrshire, Scotland, d. 1822 (will probated 11 October 1822) "Roseway", Newport, Hants County, Nova Scotia, married (1st) 27 October 1763 at Newport, Hants County, N.S., Experience Power(s) d. 14 May 1777 and (2nd) 28 October 1784 Alice Wilcox Harvie, daughter of Benjamin

and Esther Wilcox and widow of his first cousin, James Harvie. The ten children of John Harvie were:

1. Anna (Nancy) Harvie b. 2 August 1764, married Gardner .(Gardiner) Wilcox.
2. James Harvie, farmer at Newport, known as "Jimmy in the Woods", b. 22/26 November 1765, d. 17 February 1860, married Margaret Harvie b. 6 July 1768, d. 4 July 1853, his second cousin, daughter of James Harvie and Alice (Wilcox) Harvie and had issue. The eighteen children of James Harvie were:
   1) Robert Harvie b. 5 September 1786, d. 15 June 1877; married 27 February 1816 Abigail Loomer b. 3 November 1794, d. 1879/80 and had issue:
      1a) James **Levi** Harvie b. 14 April 1817; married 1July 1857 Jane Hunter b. 1826/27, d. 8 July 1905, daughter of George Hunter and Elizabeth (Fish) Hunter and had issue.
      2a) Joseph Harvie of Ardoise, b. 7 January 1819; married 1862 Mary Jane Matheson.
      3a) Mary Anne Harvie b. 8 January 1820; married 24 June 1844 Isaac **Rivers.**
      4a) John Harvie b. 23 August 1822, d. 6 April 1824.
      5a) William Harvie, blacksmith, b. 22 May 1824; married Elizabeth Hardy b. 1827 and had issue.
      6a) Robert Harvie b. 25 November 1825 married, went to U.S.A. and had issue.
      7a) George Harvie b. 14 October 1828 married, went to U.S.A. and had issue.
      8a) Jennet Harvie b. 7 September 1830/31 married Alexander **Inghram.**
      9a) Alice Catherine Harvie b. 1 October 1833.
      10a) Charles Reuben Harvie b. 6 May 1838.
      11a) Lois Harvie b. 12 May 1840, d. 2 October 1840.
   2) Alice Harvie b. 17 March 1788, d. 16 June 1821/26; married George **McKay** b. ca. 1783, d. 5 February 1868.
   3) John Harvie of Woodville b. 21 November 1789, d. 4 May 1852; married (1st) Levinia Loveless d. probably 15 August 1821 and (2nd) Elizabeth Canavan probably b. ca. 1802, d. 7 October 1835. The five children of John Harvie were:
      1a) Gavin Harvie married (1st) Rachel Harvey of Noel Road and (2nd) 21 September 1854 Mrs. Elizabeth Hicks of Wilmot and had issue by both. Only child of first marriage.
      2a) John Harvie married Jemina Blois of Centre Gore, b. 22 July 1826, daughter of Henry Blois and Elizabeth (Hamilton) Blois and had issue.
      3a) Lavinia Harvie married Francis **Parker.**

4a) Sara Ann Harvie b. ca. 1830, d. 20 July 1877; married 2 May 1847 Eber G. **Sweet** b. ca. 1829, d. 19 May 1892.

5a) Rebecca Harvie married Richard **Greeno.**

4) James Harvie, "Master Jimmy", teacher and farmer, Kempt Shore b. 3 March 1791, d. 26/27 March 1873; married 23 February 1814 Elizabeth Fish b. 2 July 1797, d. 7 August 1870 and had issue:

1a) Samuel Dennison Harvie, mail-carrier and blacksmith, b. 15 April 1815, d. 14 September 1892; married 3 October 1839 Zylphia Terfry and had issue.

2a) Mary Ann Harvie b. 7 March 1817, d. 30 April/1 May 1867, unmarried.

3a) Thirza Alice Harvie b. 3 February 1819.

4a) Elizabeth Harvie b. 2 July 1823; married 1843 Thomas Hiram **Faulkner.**

5a) Thomas George Harvie b. 13 September 1826, d. 13 January 1905; married 27 April 1854 Ann McPhee b. 1831, d. 21 August 1890 and had issue.

6a) Margaret Harvie b. 13 December 1829, d. 29 July, 1890.

7a) James Harvie b. 4 February 1831, d. 1913; married 24 October 1867 Mary Alice Hunter b. 1833, daughter of James and Jane Hunter and had issue.

8a) Jonathan Harvie b. 10 December 1833, married Elizabeth Richie and had issue.

9a) Charles Wesley Harvie b. 13 March 1837, d. 1912/13; married in U.S.A.

10a) Rachel Amelia Harvie b. 21 July 1840, d. November 1915.

5) Experience Harvie b. 30 June 1792, d. 10 December 1869; married 12 December 1814 William **Dodge** of Horton b. 12 September 1785/87, d. 24 June 1864, probably the son of Caleb Dodge.

6) Andrew Harvie b. 10 July 1794, d. 13 November 1872 at Houghton, Norfolk, Ontario, land surveyor, teacher, school superintendent; married Abigail Harvie, his first cousin, daughter of Andrew Harvie and Rebecca (Lockhart) Harvie, b. 20 November 1806, d. 15 March 1892 at Houghton, Ontario, and had issue:

1a) Sarah Harvie probably died young.

2a) Eleanor Harvie married (1st) to a **Parker** then (2nd) to George **Mitchell.**

3a) Leander Harvie M.D. b. June 1836; married ca. 1858 Annie Wilson and had issue.

4a) Albert Edward Harvie M.D. b. November 1841; married (1st) Margaret Willis and had issue, (2nd) Katherine McClure no issue, (3rd) Jennet McClure and had issue.
5a) Rebecca Harvie b. April 1844; married William **Murdock.**
6a) Elizabeth Hunter Harvie b. 12 September 1846 d. 17 October 1919; married in Canada West, 27 December 1865, William Henry **Bolton,** b. 10 March 1841, Oxford, Canada, d. 18 July 1930, Iowa, U.S.A., son of Richard Bolton and Frances White of Ireland.
7a) Enoch Harvie b. November 1849; married Mildred Shaw, had issue, went to California.

7) Benjamin Harvie b. 5 April 1795, d. 16 May 1887; married Frelove Canavan b.. 3 November 1804, d. March 1885 and had issue:
1a) Margaret Harvie b. 13 May 1824, d. 24 February 1899; married John F. **Peabody,** Newburyport, Mass.
2a) Francis Henry Harvie b. 12 June 1826; married Margaret Malcolm and had issue.
3a) William James Harvie, carpenter and undertaker, b. 20 November 1828, d. 18 April 1910; married Ellen Salter b. 1836, d. 14 December 1868, and had issue, (2nd) 30 April 1873 Harriet Louise Thacker b. 16 May 1837, d. 9 May 1924 and had issue.
4a) Sarah Harvie b. 1 February 1832, d. 30 April 1835.
5a) Jane Harvie b. 15 February 1834, d. 18 April 1910.
6a) Benjamin Harvie b. 8 March 1837, married Margaret Salter and had issue.
7a) Rachel Harvie b. 30 April 1839, d. 3 February 1907; married Ira **Harvie** b. 1832, d. 16 June 1900.
8a) Murdock Harvie M.D. b. 28 September 1841; married a Morrison and had issue.
9a) Edward Harvie (twin) b. 6 April 1844, d. 17 September 1921; married 16 December 1869 Catherine Smiley b. 15 July 1841, d. 9 September 1926, daughter of John and Catherine Smiley, and had issue.
10a) Edwin Harvie (twin) b. 6 April 1844, d. 6 April 1844.

8) Francis Harvie b. 20 June 1796, d. 30 November 1869; married 5 January 1825 Mary Ann Lockhart b. 1808, d. 2 November 1874 and had issue:
1a) William Harvie b. 1826, d. 18 January 1873.
2a) Samuel Harvie b. 1827, d. 3 May 1835.

3a) Hannah Harvie b. 1830, d. 19 January 1902; married Barzillai **Harvie,** son of James Archibald and Alice (Harvie) Harvie.
4a) Alexander Harvie b. 1836, d. 30 May 1855.
5a) Job Harvie b. 1840, d. 1911; married 12 July 1869 Melinda Jane Mosher b. 1842, daughter of Allen and Jennie Mosher and had issue.
6a) Mary Ann Frances Jane Harvie b. 1846, d. 7/8 April 1876.

9) Archibald Harvie b. 28 October 1797, d. 15 April 1887; married Eleanor Snell b. 1816, d. 16 October 1896 and had issue:
1a) George Harvie b. ca. 1835/38 d. 1916; married Henrietta Hudgins and had issue.
2a) Margaret Harvie b. 1837, d. 1895; married January 1867 James **Brennan.**
3a) Alice Harvie married Ezekiel **Hudgins.**
4a) Harriet Harvie married Alex **McQuarrie.**
5a) James A. Harvie b. ca. 1845, d. 1 April 1855.
6a) Jacob Harvie b. ca. 1849.
7a) Catherine Harvie b. ca. 1852, d. 2 June 1855.
8a) Joseph Harvie b. ca. 1855.
9a) Oliver Harvie b. ca. 1857; married a McArthur

10) Samuel Harvie b. 12 February 1799, d. 16 December 1824, unmarried.

11) Amy Harvie b. 13 July 1800, d. 26 April 1871; married James D. **Archibald,** living 1876, first lived at Eastville, Upper Stewiacke then afterwards at Bunker's Island Yarmouth and had issue.

12) Noah Harvie b. 23/25 March 1802, d. 25 May 1872; married 13 August 1831 Lydia Fish and had issue:
1a) Drusilla Harvie married Oliver **Baxter.**

13) Stephen Harvie b. 26 October 1803, d. 21 December 1895; married (1st) Sarah Rathburn b. 27 May 1810, d. 16 May 1831 and (2nd) 14 May 1835 Grace Johnson b. 27 February 1813, d. 19 February 1897, daughter of Joseph Johnson. The children of Stephen Harvie were:
1a) Charles Rathburn Harvie b. 16 May 1831, d. 21 September 1831. Only child of first marriage.
2a) Agnes Harvie b. 18 February 1836, d. 1 September 1845.
3a) Sarah Amelia Harvie b. 13 April 1837.
4a) Elizabeth Harvie b. 25 January 1839; married William **Dimock,** went to Mass.
5a) Joanna Harvie b. 18 March 1841; married (1st) E. Wickwire, (2nd) Daniel Falconer, (3rd) Rev. William Ryan.

6a) William **Johnson** Harvie b. 26 September 1843, d. 22 October 1916, farmer at Halifax; married Mary McPhee of Souris, P.E.I., b. 1845, d. 13 August 1931, daughter of Charles McPhee and Martinie MacLean and had issue. Their son, Walter (1872-1941), is the grandfather of the compiler.

7a) Frederick Rathburn Harvie b. 26 September 1845, d. 22 July 1862.

8a) Emma Grace Harvie b. 27 September 1848; married J. Ward **Mosher.**

9a) Jothan Blanchard Harvie b. 19 October 1850, d, 1946 at Portland, Maine, married Mary O'Leary and had issue.

10a) Frances Laura Harvie b. 29 December 1852; married Fred **Walley.**

11a) Andrew Lockhart Harvie b. 2 February 1856, d. 29 March 1954; married 21 May 1884 Sarah Elizabeth Dimock b. 4 November 1860, d. 20 April 1932, daughter of John Ira Dimock and Mary Jane (Cochran) Dimock, and had issue.

14) Janet Harvie b. probably 3 February 1805; married Alexander Kent **Archibald** b. 1 January 1802, son of David Archibald and Elizabeth (Kent) Archibald.

15) George Harvie b. 21 August 1806, d. January 1887, was a naval surgeon during the American Civil War, served with Adm. David Porter on the Mississippi River before Vicksburg, went to live in Cincinnati, Ohio; married Mary Archibald b. 6 January 1807 of Colchester Co., N.S., daughter of David Archibald and Elizabeth (Kent) Archibald and had issue:

1a) Tompkins Harvie married Maimie Crapry and had issue.

2a) David Harvie married Maimie Crapry's sister and had issue.

3a) William Harvie (triplet) b. 1846 d. 1906, a judge in Oklahoma, married and had issue.

4a) Frederick Harvie (triplet) b. 1846 a judge in Minnesota, married Chloi B. Roe.

5a) Mary Harvie (triplet) b. 1846 lived in Kentucky and married Edward **Caskins.**

6a) Elizabeth Harvie married James **Aston.**

7a) Georgia Harvie married William **Wolffe.**

8a) Laura Harvie married Bud **Shelley.**

16) Job Harvie b. 25 April 1807, d. June 1897; married October 1835 Rachel Tupper b. 26 July 1812, d. 26 May 1839, daughter of Eliakim Tupper and Lydia (Putnam) Tupper of South Branch, Stewiacke, N.S. and had issue:

1a) E. Tupper Harvie married 6 June 1867 Jessie Fulton, daughter of Ebenezer Fulton of Middle Stewiacke.

17) William Harvie b. 4 December 1809, d. 18 July 1883; married (1st) 9 August 1836 Agnes E. Rathburn b. 1809, d. 4 February 1844 and (2nd) Margaret Melita Miller Mosher b. 1821, d. 6 June 1908, daughter of John and Catherine (Miller) Mosher. The children of William Harvie were:
   1a) Charles Harvie b. ca. 1838, d. 16 November 1871; married Lydia Smith b. 1843, and had issue.
   2a) Mary Harvie married 9 May 1865 Charles **Woodroffe** and had issue. Youngest child of 1st marriage.
   3a) Jessie Harvie b. 1853, d. 1919; married **Robert Putnam,** b. 1840, d. 1916, son of John and Jane (Corbett) Putnam, and had issue.
   4a) James William Harvie b. 1855, d. 1859.
   5a) Helena Harvie b. 1857 unmarried.
   6a) Agnes Elizabeth Harvie b. 1859, d. 29 May 1945; married 1890 George **Harvie,** son of Levi and Jane (Hunter) Harvie.
   7a) Samuel **Fulton** Johnson Harvie b. 1861; married (1st) Dora Wellwood, (2nd) Elvira Archibald, (3rd) Allie Burgess.
   8a) McLeod Harvey Ph.D., D.D., b. 3 July 1862, d. 8 May 1946, Presbyterian minister, graduate of Dalhousie University (B.A. 1889); married 28 July 1891 Amy Archibald b. 25 February 1867, d. 23 June 1951 and had issue.
   9a) David Livingston Harvie, Ashdale, N.S., b. 1865; married Alice Parker and had issue.

18) Margaret Harvie b. 11 September 1811, d. 6 March 1815.

James and Margaret Harvie, parents of the eighteen, are said as well to have adopted informally five orphaned children.

3. Janet or Jennet Harvie b. 4 April 1767; married an O'Hearn or Hearn.
4. Andrew Harvie b. 11 March 1769, d. 21 May 1861, farmer, sometimes school trustee and poet; married Rebeckah Lockhart b. 22 April 1772, daughter of John and Abigail (Trask) Lockhart and had issue. The twelve children of Andrew Harvie were:
   1) Janet Harvie b. 11 August 1794, married John **Sweet.**
   2) Woodbury Harvie b. 24 February 1796, d. 13 August 1796.
   3) Woodbury Harvie b. 24 December 1797; married Statyra Mitchner and had issue:
      1a) William Harvie, shipmaster, b. ca. 1821, d. 23 August 1869; married Ellen Hughes.

2a) Maria Harvie.
3a) Statyra Harvie.

4) John Harvie b. 3 October 1799, taught at the Halifax Grammar School mid 1820's and married 9 July 1826, Mary Ann Irish of Falmouth, daughter of John and Margaret (Day) Irish.

5) Experience Harvie b. 3 June 1801; married William **Cochrane.**

6) James Harvie, farmer, Commissioner of Sewers, and elder of Newport Presbyterian Church for 50 years; b. 24 February 1803, d. 17 May 1890; married 1 September 1831 Rebecca Hicks b. 3 October 1809, d. 8 June 1898 and had issue:
   1a) Constant Hicks Harvie b. 1 April 1833, d. 9 October 1838.
   2a) John **Weston** Harvie, farmer, clerk to the Commissioner of Sewers, Newport, Lt. Col. of Militia, 6th Regiment—Hants County, b. 29 September 1834, d. 1 November 1919; married (1st) 9 December 1857 Sarah Lois Smith b. February 1837/38, d. 5 March 1896, daughter of Capt. Smith and Barlay (Crowell) Smith, and (2nd) 27 February 1897 Ala Medina Cochrane 21 July 1858, d. 27 April 1939, daughter of Terrence Cochrane and Martha (Reid) Cochrane and had issue.

7) Elkanah Trask Harvie b. 29 December 1804, d. 13 May 1882; married Margaret Mosher b. 16 April 1812, d. 26 October 1881, daughter of George Mosher and had issue:
   1a) George Cyrus Harvie b. 1833, d. 1 April 1897; married Nellie Brydon d. 31 October 1909 and had issue.
   2a) John Andrew Harvie, shipbuilder—a wooden bust of him is in the Museum at Citadel Hill, Halifax, N.S.—b. 23 November 1834, d. 14 March 1882; married Sabra Mosher, daughter of Silas Mosher and had issue.
   3a) Ira Harvie, ferryman, b. 1837, d. 1 May 1878, married Amelia Sanford b. 1837 and had issue.
   4a) Celestra Harvie b. 1839, d. 29/30 March 1868; married James W. **Jeffrey.**
   5a) Nicholas Harvie.

8) Abigail Harvie b. 20 November 1806, d. 15 March 1892; married Andrew **Harvie** of whom previously, son of James Harvie and Margaret Harvie and moved to Houghton, Ontario.

9) Andrew Harvie b. 3 March 1809, d. 1841; married Sarah Lavers and had issue: one son.

10) Daniel Lockhart Harvie b. 1 January 1811; married Jane Burton and had issue:

1a) Walter Harvie moved to Sydney, Australia, living 1862.
2a) Jane Harvie; married Joshua **Terfry,** a merchant in Hantsport.

11) Mary Elizabeth Harvie b. 25 May 1812; married John **Wier.**
12) Rebecca Harvie b. 11 November 1813; married 1851/52 Captain Mitchner.

5. Mary Harvie b. 20 November 1770; married John **Brison.**
6. Martha Harvie b. 24 November 1772, d. 1861; married James **Harvie,** her second cousin, b. 27 February 1773, w.p. 24 June 1834, son of James Harvie and Alice (Wilcox) Harvie.
7. Margaret Harvie b. 12 April 1775, d. 14 June 1868; married Major **Greeno.** Youngest child of first marriage.
8. Jane (Jean) Harvie b. 13 November 1786, d. 24 November 1786.
9. Jane (Jean) Harvie b. 16 December 1787, d. 27 July 1867; married John **Fox.**
10. George Harvie b. 14 February 1790, d. 28 March 1876; married (1st) 23 December 1812 Mary Mitchner b. 1794/95, d. 12 October 1821 and (2nd) Pamela Blackburn. The ten children of George Harvie were:
    1) Andrew Harvie, carpenter, b. 16 September 1813, d. 2 December 1904; married 27 December 1836 Lucretia Ann Marsters, b. 1815, d. 19 March 1893 and had issue:
        1a) Margaret Harvie b. 1838, living 1904.
        2a) Sarah Ann Harvie b. 1840, living 1904; married 5 August 1865 Terrence **Coldwell** b. 1839.
        3a) Pamela Jane Harvie b. ca. 1842, d. 23 October 1867; married 5 June 1865 Edward **Sanford** b. 15 December 1847, d. 27 February 1917.
        4a) Andrew Harvie b., 1846, d. 1877; married Theresa Scannel and had issue.
        5a) Thomas Harvie b. 1850, d. May 1873.
        6a) Robert Harvie b. ca. 1853, d. 18 November 1867.
        7a) Lucretia Ann Harvie b. 1856, d. 12 March 1869.
        8a) William L. Harvie West Newton, Mass., b. 1862, living 1904.
    2) Jane Alinda Harvie b. 15 March 1815, d. 21 April 1889; married Thomas **Barron** b. ca. 1811, d. 20 October 1886.
    3) Marie Harvie b. 22 October 1816, d. 15 May 1905; married Job **Anthony,** probably born ca. 1817, d. 28 September 1864, son of Jacob and Rachel Anthony. Maria Harvie was living at Cheverie, N.S. in 1904.

4) Abel Harvie b. 16 August 1818, d. 19 November 1899; married 16 October 1840 Ruth Maria Marsters b. ca. 1814, d. 15 September 1909 and had issue:
   1a) William Henry Harvie, carpenter, b. 1842; married Esther Mosher and had issue.
   2a) Alonzo Harvie b. 1844, d. 1922; married (1st) Mary Card b. 1845, d. 14 July 1875, daughter of Richard and Margaret Card and had issue, and (2nd) Laura Card Chandler b. 1850, d. 17 December 1935.
   3a) Ezekiel N. Harvie married Mary Card and had issue.
   4a) George A. Harvie married Ida McElheny and had issue.
   5a) Robert Peel Harvie b. 1860, d. 9 September 1938; married Irene Rebecca McCulloch.
   6a) Mary Harvie married James **Burgess.**
   7a) Margaret Desiah Harvie married John Fulton **Mosher** and later an **Armstrong.**
5) Alice Harvie b. 3 April 1820, d. 24 September 1907; married 29 January 1846 Benjamin D. **Bradshaw** b. 1823, lived at Summerville. Youngest child of 1st marriage.
6) Mary Harvie b. 18 January 1824, d. 4 October 1912; married Thomas Christopher **Marsters.**
7) Pamela Ann Harvie b. 2 January 1826, d. 15 October 1896, unmarried.
8) Scott Harvie b. 25 April 1828, d. 20 September 1875; unmarried.
9) George Harvie b. 7/8 January 1831, d. 28 December 1914; married (1st) 20 January 1853 Cecilia Card b. 13 November 1830, d. 9 January 1892 and had issue, and (2nd) Annette Mann White, no issue.
   1a) Clarence Harvie b. 30 March 1854, d. 1944, unmarried.
   2a) Florence Harvie b. 21 May 1856, unmarried.
10) Terance Harvie b. 18 February 1834, d. 14 March 1835.

Sources:

The foregoing genealogy was compiled from public and private records. No genealogical record is the work of one individual. A debt of gratitude is owed to those who in past generations recorded information about their own families. An equal debt is owed to their descendants who preserved these personal records, often only a scrap of paper, against such a time when they would be called forth to fill out a wider genealogical record.

The sources listed below are in addition to the various newspapers, church registers, vital records, probate and census records for Newport and surrounding areas, which have been consulted either by the compiler or others and the information so gleaned, generously shared with him.

I Books:
Brown, Pearl A. (Cochran) **Rambling Over Roads and Hills of Newport Township, 1967.**
Dick, John **et al. History of the County of Ayr: with a Genealogical Account of the Families of Ayrshire,** Paisley: William Blackwood and Sons.
Duncanson, John V. **Falmouth—A New England Township in Nova Scotia.** Windsor, Ontario, 1965.
Easton A. W. H. **Rhode Island Settlers in Nova Scotia.** Americana January, 1915.
Harvey, McLeod. **From Old Scotia to New Scotia—A Family of Harveys.** Windsor: Hants Journal Press.
Pont, Timothy. **Cuninghame: Topographes 1604-1608,** (Continuations and illustrative notices by James Dobie). Glasgow: John Tweed, 1876.
II Cemeteries:
Avondale, near the site of "Roseway".
Upper, Centre and Lower Burlington.
Church of England Cemetery, Brooklyn.
Riverview Cemetery, Brooklyn.
McKay Burying Ground, McKay Section, Newport.
III Church Registers:
Parish Records of St. Margaret's Presbyterian Church, Dalry, Scotland—Registry House, Edinburgh including: Births 1680-1819, Marriages 1680-1820 (blank 1705-1718)
IV Correspondents:
John Stuart Harvie (Toronto), faithful preserver of many of the oldest Harvie documents, son of Lt. Col. John Weston Harvie and great grandson of Andrew Harvie (1769-1861).
Morley D. Harvey (Newport) provided much information from his records and profound, personal knowledge, son of Andrew Lockhart Harvey and great grandson of James Harvie (1765-1850).
John S. Howie (Dalry, Scotland) poet and local historian, provided valuable information on the history of the Dalry area.
Mrs. James Harvie and Miss Margaret Harvie (Kilwinning, Scotland) provided useful information on the modern Harvies of Dalry.
Miss Elizabeth L. Nichols (Salt Lake City, Utah) the major contemporary compiler of Harvie genealogy, great-granddaughter of Elizabeth H. Harvie, born 1846, a daughter of Andrew, son of James Harvie (1765-1850).
Mrs. Margaret Speir ("Newside", Dalry, Scotland), Harvie family enthusiast and hospitable preserver of a Harvie home.

Contributors

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

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

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

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

BARBARA GRANTMYRE was born in England and came to Nova Scotia as a child. She was educated at Elmsdale and Halifax County Academy. She studies at the Victoria School of Art and Design and taught school in various parts of Nova Scotia. She married Thomas C. Grantmyre of Elmsdale, Nova Scotia and has four children and thirteen grandchildren.

Mrs. Grantmyre is a versatile writer of long experience. Her published works include mystery novelettes, numerous short stories published in Canadian, American and United Kingdom periodicals; a novel *Lunar Rogue,* and several collections of short stories, some of which appear in Ontario school readers. Over forty of her short stories have been broadcast on CBC radio. Fourteen of her radio plays have been produced by the CBC. These have also been translated and broadcast in Europe. She is the author of *The River That Missed the Boat.*

She is the Nova Scotia representative on the National Executive of the Canadian Authors Association; a member of ACTRA; and of the East Hants Historical Society.

One of her stories was cited in Best American Stories, 1956, and she was the sole Canadian writer to win an award in the Cosmopolitan Magazine short story contest in the early fifties.

LAURIER CRIBBEN GRANT is a life-long resident of Guysborough, Nova Scotia. He received his education through Guysborough Academy and LaSalle University.

He served in World War I and was a member of the Pictou Highlander Reserve during World II.

He has an avid interest in local history and has written the History of the Guysborough Hospital 1939-1965.

Mr. Grant was postmaster for nearly forty years, during which time he also operated a saw mill, and manufactured boxes in partnership with a younger brother from 1916 to 1922 and was part time reporter for the Halifax Chronicle Herald. He is now retired and lives in Guysborough.

DWIGHT TANNER was born in Bridgewater, Nova Scotia and received his early education in New Germany and Middleton Schools. He continued his education at St. Mary's University where he was granted the degree of Bachelor of Arts.

Mr. Tanner's poetry has appeared in The Dalhousie Review and in an Anthology published by Coach House Press. His book reviews have been published in The Fourth Estate.

Mr. Tanner is an employer with the Federal Government and lives in Halifax.

RONALD HAROLD MacDONALD was born and received his education in Halifax. He graduated from St. Patrick's High School and attended St. Mary's University on scholarship where he was granted the degree of Bachelor of Arts with Honours in History. He attended Dalhousie University also on scholarship and was granted a Master of Arts degree followed by a Doctorate from Queens University.

He is a member of the Canadian Historical Association. His work has appeared in the Dalhousie Review.

Dr. MacDonald is Assistant Professor at the University of Western Ontario.

ROBERT PATON HARVEY was born at East Chester, Nova Scotia, but grew up in Halifax and attended Dalhousie University, from which he was granted the degrees of Bachelor of Arts in 1966, Bachelor of Education in 1967 and Master of Arts in 1972.

Mr. Harvey is a member of the Nova Scotia Historical Society and a member and past president of the Charitable Irish Society of Halifax. He is a history teacher and chairman of the Social Studies Department at Sackville High School in Lower Sackville where he resides with his wife and three daughters.

Book Reviews

LORNA INNESS

Going to press more or less about the same time as this edition of the Quarterly is Exploring Halifax, a small, illustrated guide to landmarks of the city compiled by members of the Nova Scotia Society of Architects.

The book is published by Greey de Pencier Publications, Toronto, and is the third in a series, earlier books being: Exploring Toronto, by the Toronto Chapter of Architects in affiliation with Architecture Canada.

Exploring Halifax will be reviewed in a later issue of the Quarterly.

B . . . Was for Butter, By Evelyn Richardson
Paperback, 122 pages, published October 1976
Petheric Press, $3.95.

Evelyn Richardson lost a long hard fight with illness and passed away just a few days before this book was published. It was a fight to which she brought the strength and courage so evident throughout her life.

While it is sad that she did not live to see the completion of her work, Nova Scotians who have cherished her other books will be glad that she was able to finish the manuscript for B . . . was for Butter.

The book rounds out the picture begun with We Keep a Light and added to with other books about aspects of the Richardson's 30-odd years on the island of Bon Portage.

B . . . was for Butter was the code used in CBC Broadcasts to alert lighthouse personnel along Canada's coasts to the presence of enemy craft in their areas.

Mrs. Richardson begins her story in the summer of 1939, with the prospect of war on the horizon and concern over how it would affect the lives of her family and friends.

The wartime duties of lightkeepers were burdens accepted cheerfully and added to an already long list of tasks frequently undertaken under rigorous conditions which would have daunted any but very stout hearts.

There was very real hardship due to the nature of the Richardson's location, on an island off Shag Harbor. Wrote Mrs. Richardson: "We never dared keep a fire overnight, since the chimneys were old, and untrustworthy in a gale's tremendous drafts . . . If we escaped from a fire there would be no neighboring homes to offer shelter and food. We could depend on Shag Harbor boats and men coming to our rescue —if snow or fog did not hide the island and our plight; if ice did not block the Sound; if wind and surf did not make landing impossible . . . "

Moreover, there were the endless dark hours of anxiety caused by contemplation of possibilities born of the war conditions and fortunately not realized: " . . . at night, when I was wakened by a crash or a rumble from seaward, I could picture a submarine commander (perhaps driven near shore by our ships) trapped and angry, deciding to spend his last torpedo on some handy target (like a lighthouse), to wreak damage out of rage, or for a final gesture of destruction . . ."

Throughout the Battle of the Atlantic, the Richardsons kept faithful watch, Evelyn keeping in the back of her mind that Morrill might have to go to the mainland by boat to deliver any urgent messages.

In October 1942, lightkeepers were given the added task of becoming observers for the RCAF detection corps. Mrs. Richardson noted that the urgency of delivering messages was stressed in all their instructions and added in a diary entry that she hoped they might get a phone. "We didn't."

The alarms and tragedies—and humorous incidents—of the war period in their lives are sketched out against a background of homely daily duties, baking bread, helping with children's homework, getting up in the middle of the night to stand by for radio messages, "possibly B . . . for Butter."

As this issue of the Quarterly goes to press the Writers' Federation of Nova Scotia has launched an Evelyn Richardson Award for Literature, to encourage and reward Nova Scotian writing. There will be a grant of money and a trophy —a replica of the lighthouse on Bon Portage.

Sails of the Maritimes, By John P. Parker,
226 pages, paperback, illustrated, published October 1976
McGraw-Hill Ryerson Ltd. $7.95

This is a very welcome paperback edition of the earlier book published in hardcover in 1960. Basically, it describes the rise and fall of the cargo schooner building industry in Maritimes over a period of 80 or more years.

Parker, a native of Sydney, is a master mariner. As a young lad he looked at the ships along the waterfront of Sydney and dreamed of a life at sea. Such a life was to be his lot and when he retired from sailing, he became superintendent of pilots for Sydney Harbor and the Bras D'Or Lakes.

Parker is one of the Maritimes' noted marine writers and historians, and this book is a remarkable study of the three and four-masted cargo schooners from 1859 to 1929, to the peak of their prosperity, and that of the tiny fishing and shipbuilding ports from which they came, to their decline in the years following World War I.

It is fascinating to read the book and compare notes with a map of the Maritimes, to note the range and scope of the shipbuilding industry in its days of glory.

Parker's book contains photographs of some of the ships and it is interesting to note the places from which they came: the Myrtle Leaf from Spencer's Island, the Jean from Liverpool, the Lucille from Parrsboro, the James William from New Glasgow, the Marion G. Douglas from Fox River and the four-masted Rebecca L. Macdonald, built in 1918 at Meteghan.

This book is a valuable addition to any library of marine history in general and Nova Scotians in particular.

The Hijacking of the P.E.I. Ferry, By Jeffrey Holmes
176 pages, paperback, published 1976
Brunswick Press, Fredericton, $4.75.

Jeffrey Holmes is a Yorkshire native who, after traveling around a good part of the world—including the Sahara Desert, arrived in Canada and settled in Nova Scotia.

When his duties as director of the Association of Atlantic Universities permit, Holmes devotes time to writing and several of his books have been published in paperback editions and have enjoyed considerable success.

Farewell to Nova Scotia speculated on the possibilities if a nuclear blast, part of a search for tidal power, led to the physical separation of Nova Scotia from the rest of Canada, turning the province into the world's largest ocean-going craft.

Shakespeare Was a Computer Programmer provided a light-hearted look at the works of the Bard and proposed another answer to the question of whether or not Shakespeare wrote his plays.

Holmes has assembled an odd crew for this latest book; a group of petty confidence men who decide to make one spectacular haul. While others of the group do not share their leader's enthusiasm for his cherished coup, they join forces and, somewhat reluctantly, don oilskins and ski masks and hijack a P.E.I.-New Brunswick car ferry, holding it to ransom for $1,000,000.

Their misadventures began when they hijack the wrong ferry.

Finding the ship short of fuel for a long run, the hijackers have to negotiate the complicated business of putting into port long enough to refuel.

Another trip to port has to be made to land a pregnant woman and her husband where hospital facilities are available.

Another distraction is provided by the presence among the passengers of an all-girl pipe band and their leader.

All of these are complications the hijackers have not anticipated. How the men deal with these incidents, and each other, provides Holmes with some rare opportunities which he is quick to grasp.

Holmes admits that ferry hijacking is hardly a humorous venture, but, in these days, it seems likely to be around as a potential threat to travelers for a long time.

The Road Home, Sketches of Rural Canada, by Philip Barber
Hardcover, 124 plates, published November 1976
192 pages, Prentice-Hall of Canada, Ltd., $19.95

Philip Barber is a 30-year-old artist who has been fascinated all his life by houses and the people who inhabit them. It is not surprising, then, that The Road Home should deal largely with houses—and barns, public buildings and other structures—which reflect a sense of individuality.

The book is the result of two cross-Canada trips made during the 1970s, and the 124 plates were chosen from hundreds of drawings as those Barber felt most representative of various areas and groups throughout the country.

The sketches are divided into sections by province and most of the subjects are found in small towns or rural communities, "those little places bypassed by each succeeding population explosion."

In his text, Brian Swarbrick notes that "The artist has no difficlty in discovering rural Canada" in the Maritimes, which Swarbrick describes as "essentially rural."

Lunenburg's architecture seems to have had considerable appeal for Barber since half of his chosen sketches for Nova Scotia show buildings in that town. There is one sketch of a Halifax building, and one rural scene on the Cabot Trail, but the rest of the sketches show scenes to be found along the South Shore.

The work is delicate and finely detailed, and the rural studies, be they of coastal settlements, central Canadian churches or Prairie storefronts, have a unique charm.

A Northern Nativity, By William Kurelek
Hardcover, 48 pages, 20 full-color plates, published October 1976.
Tundra Books, $9.95

William Kurelek has achieved wide acclaim as an illustrator of children's books, and his Prairie Boy's Winter and A Prairie Boy's Summer have won him international awards.

It is as a religious painter that he appears in this seasonal book, which consists of 20 paintings depicting scenes from the Christmas dreams of William, a prairie boy growing up in the depression years of the 1930s.

It is against this background that the young boy asks what fate might await the Holy Family if they returned to various places in Canada in such a time, in such a setting. Who, he wonders, would see Them, give Them shelter, gifts, adore Them?

For the 12-year-old William, the nativity stories and the Christmas hymns become "mixed up with his history and geography lessons." Consequently we are shown the Holy Family in a variety of settings across Canada and in the Arctic. And the reactions of the bystanders vary, as well.

Cowboys herding cattle are bundled against the cold and their thoughts dwell on an anticipated party. They do not see the Mother and Child sheltering in a hay shed.

An Indian Holy Family receives shelter at an Indian trapper's cabin in the woods and a Black Holy Family shares the Christmas dinner provided at a Salvation Army hall.

Mary holds her infant son on her shoulders to look at the marvel of the frozen Niagara Falls. The prairie boy, William, calls to the crowd in his dream, telling them: "Turn and look. You're missing the Creator for the creation." But the crowd does not hear him.

Many families took to the roads in the depression days, relying on a battered old car to get them from one town to another in search of work, using the car for shelter when none other was available. In one of Kurelek's paintings, the Holy Family has been traveling in an old car which has broken down. A truck driver stops his vehicle and turns back to help Joseph. As William asks in his dream: "If the truck driver helped everyone in trouble, wasn't he helping the Holy One?"

In the last painting, just before William wakes from his dream, the Holy Family accepts a horse and wagon from a Mennonite community and drives off into a snow storm. It is their promise to return that warms William against the chill of awakening to the cold morning.

A Northern Nativity is a fresh, reverent look at the meaning of the Christmas story.

Nova Scotia provides the setting for two of the paintings, one at a Salvation Army hostel in Halifax, the other at Peggy's Cove.

The Mill, By Janice Tyrwhitt
224 pages, hardcover, illustrated, published October 1976
McClelland & Stewart Ltd., $29.50; After Dec. 31st, 1976, $35.

This book is a detailed study of mills, much along the lines of The Barn by Eric Arthur & Dudley Witney and The Lighthouse, by Dudley Witney; earlier McClelland & Stewart Ltd. publications.

However, The Mill is not part of a series and stands completely on its own as a piece of historic Canadiana.

In her text, Janice Tyrwhitt writes of the fundamental importance of mills. She states that they emancipated man from "repetitive, time-consuming, backbreaking physical work by providing power from a source outside his own body."

She goes on to note that the recorded history of mills begins with a Roman watermill using a vertical wheel "to drive a pair of horizontal millstones." It was in use in 15 B.C.

The book contains a history of the development of milling and mill equipment, but deals primarily with the mills of the settlers of the New World.

The book provides a chronological look at mills built by the pioneers, mills built in imitation of Old World styles and mills adapted to the new land, mills using new techniques. The author looks at mills used to grind grain to flour, mills used to produce giant trees to piles of planks, mills using water to produce electricity.

This history of the development of mills crosses and recrosses the Canada-United States border. Woven into the text is an equally fascinating account of millers and their work, their power, their mishaps (Samuel McKeen of Mabou petitioned the legislature in 1828 for "help to restore his corn and sawmills," when heavy rains and snow caused a swollen Mabou River to sweep away) "said mills without leaving a vestige behind . . ." He described the loss of the mills as a "Public calamity" and added that their rebuilding was "highly necessary for the Prosperity of the District . . ."

Personality, politics, power, the whole sweep of industrialization and the changes it brought, good and bad, to mills—all these emerge from the pages of The Mills.

While Nova Scotians are aware of the tourist attraction potential of, for example, the Balmoral Mills, restored and operated by the Nova Scotia Museum, the mill model at LeQuille, built by the Nova Scotia Power Commission, and the McDonald Brothers lumber mill reconstructed at the Sherbrooke Historic Village project, many will be surprised at the extent to which mills shaped and controlled the development of the New World.

The book is of additional interest because of its layout, which is first-rate. Most of the photographs in the book were taken by William Fox, who designed the book's layout, and Bill Brooks. In addition there are watercolors and sketches by Helen Fox.

Wildlife of Canada in Colour, By Bill Brooks
Hardcover, illustrated, published November 1976
Hounslow Press, $9.95

"The sooner man realizes he is not above nature's laws the better. Perhaps it is time that man began to bend with nature, rather than attempting to dominate it." So writes Bill Brooks, a photographer who took the pictures in this look at Canadian wildlife.

The book lacks an index, becoming a random sampling, albeit an extensive one, of beasts of the fields, birds of the air and fish of the sea. The American black bear, gannet and porcupine are curious neighbors in this book, yet perhaps that creates its own effect, a sense of the community of wildlife when it is not disturbed by man.

The pictures are accompanied by brief notes about each creature—its habits and general range.

For about five years, Brooks was in charge of photo research for McClelland & Stewart Ltd., and he shared with William Fox the task of photographing the subjects in The Mill, (review in this edition of the Quarterly).

Brooks and his wife have traveled extensively in Canada's national and provincial parks on photo expeditions. Brooks has also contributed photographs of wildlife to the nine-volume Natural History Series published by McClelland & Stewart Ltd. His work has also appeared in Canada in Colour and Ottawa: A Portrait of the Nation's Capital.

Horses, By David Street
160 pages, hardcover, illustrated, published November 1976
McGraw-Hill Ryerson Ltd., $24.95

This is a superb volume about horses, sub-titled "A working tradition." While there are a few pages devoted to other kinds of horses, mainly this book is a glorification of working horses on farms, in fields, woods, even, in some areas, harvesting fish from the sea.

David Street, who took the photographs and wrote the text for the book, was sent on a magazine assignment taking pictures of horses. That was in 1972. Becoming interested in the subject he toured Canada, photographing horses, talking to horsemen and recording interviews. This book is the result.

Street's horses pause in grazing to look on with idle interest or thunder across an open stretch of country. The photos, in black and white and in color, provide an all-round picture of the many uses of horses in Canada today, and glimpses into the lives and interests of some of the people who keep horses for work or pleasure.

Street calls his book a "portrait, a composite of photographs and words, depicting an outmoded way of life in which horses played a vital role. ,"Street takes into account

however, the growing interest in horses, for work and pleasure, and notes that the horses's role, "though diminished, is far from over . . . "

Some of the topics covered in this book are the horses of the Trentholms of Tantramar Marshes, logging horses, the weir fishermen of Fundy Bay, Jack MacKenzie—harness-maker; Maritime cowboys, Western horses and round-ups, rodeos and cowboy horses, blacksmiths, the Royal Agricultural Winter Fair, fox-hunting and racing, plowing and the Mennonite communities and their horses.

This book goes beyond the usual "picture book of horses" volume and provides a look at the role of the horse against the Canadian landscape.

In The Vanguard, By Lilla Stirling
71 pages, paperback, illustrated, published October 1976
Lancelot Press - $2.

With all the attention given these days to the status of women, it is surprising that a booklet dealing briefly with the lives of noted Nova Scotian women has not appeared before now.

In this small volume, Lilla Stirling, a writer of children's books and a former teacher, has brought together sketches of mid-twentieth century women from this province who have reached the top of their respective careers.

Heading the list is Margaret Meagher, a Haligonian and a former teacher who joined the department of external affairs and has served Canada abroad as high commissioner to Kenya and Uganda, and ambassador to Austria and Sweden. In addition, she served on a number of Canadian delegations to the U.N.

Allie Ahern, wife of a former mayor of Halifax, was active in womens' organizations and later become a judge of the Canadian citizenship court in Halifax, a task which brought her into contact with new citizens to this country and their problems.

Isabel Macneill, another Haligonian, left teaching for war work and enlisted in the women's division of the Royal Canadian Navy in 1942. She rose to become commanding officer of HMCS Conestoga, the WRENS' training establishment. In later years, she became superintendent of Canada's Federal Prison for Women.

Anne Murray's success is well-known, but what of the late Dr. Florence Murray, a medical missionary to Korea, part of whose story has been told so well in her book, At The Foot of Dragon Hill, published posthumously.

Jean Whittier was another medical missionary, Pearl Young was a teacher in a Japanese prison camp.

Other women included in this list are the late Mrs. Abbie Lane; Eva Mader Macdonald, chancellor of Toronto University; Winnifred Eaton, teacher and Sister Catherine Wallace, an educator and president of Mount St. Vincent.

This is both a timely and an absorbing little book; and the degree of achievement of some of these women may come as a surprise to anyone who thinks that "liberated women" are a product of the 70s. Long before the banners and the slogans, long before the controversy and during it, Nova Scotian women were proving their equality and capability in many endeavours.

Maritime Mysteries, By Roland H. Sherwood
112 pages, paperback, published 1976
Lancelot Press, $3.50

Although he was born in Amherst, Roland Sherwood is generally associated with Pictou County as a writer and historian.

His latest collection of tales involves the world of the supernatural, and ranges throughout the Maritimes.

Sherwood invites readers to shiver at the story of the Isle of Demons and the crying sounds in a haunted house at Truro, to marvel at the mystery in a gravestone at Shediac, to contemplate treasure marked by three graves at Five Islands, to wonder at the women in white in Charlottetown, and the clutching hands at Wolf Point.

The book will provide plenty of eerie reading for the strong of heart, especially on winter evenings when the wind howls (or was that a cry) outside the windows (or was that a tapping?) and the imagination tends to run free.

Louisa Clark's Annual 1841, By Beverly Fink Cline
64 pages, paperback, illustrated, published November 1976
Press Porcepic Ltd., Erin, Ontario, $2.95

This is a remarkable work in that its main character, Louisa Clark, and her immediate family, are fictional, the work of author Beverly Cline. Many of the other figures in the annual, however, are characters from Canadian history. Mrs. Cline spent three years researching the background and absorbing the atmosphere of Upper Canada in the 1840s, an atmosphere which she has managed to communicate to the book.

Individuals and historical societies throughout southern Ontario helped Mrs. Cline and the writing of the book was assisted with a Canada Council Explorations Program Grant.

The Annual purports to describe "Life and literature in British North America by a Lady Writer Residing in the Town of Goderich Canada West."

Like annuals and almanacs of its time, it is filled with homely items, with mind-improving literature, with poetry, with recipes for homestead meat pie, pumpkin muffins ("Here in Canada West we plant much of Indian corn and pumpkins for they are hardy, delicious, and take charge of themselves.")

There are knitting instructions and historical notes. A section of book reviews discusses Wonders of the West, or A Day at the Falls of Niagara 1825, by Rev. James Lynne Alexander.

There is a serious discussion of the Huron Election 1841, and some Temperance items. On the Scafforld Through Whiskey and Mrs. Clark's Temperance Tract "for use in the Home, School and Places of Worship."

Mrs. Cline has provided a complete background for Mrs. Clark, born Louisa Abbot in London, England, in 1812, a governess before she married Thomas Clark in 1830 and emigrated to Canada in 1838.

Mrs. Clark's Annual was a Christmas message to family and friends, "in order to fully demonstrate some of the more benificent aspects of our life in this most delightful and patriotic of colonies . . . "

It is an entertaining little book, and an unusual addition to Canadiana.