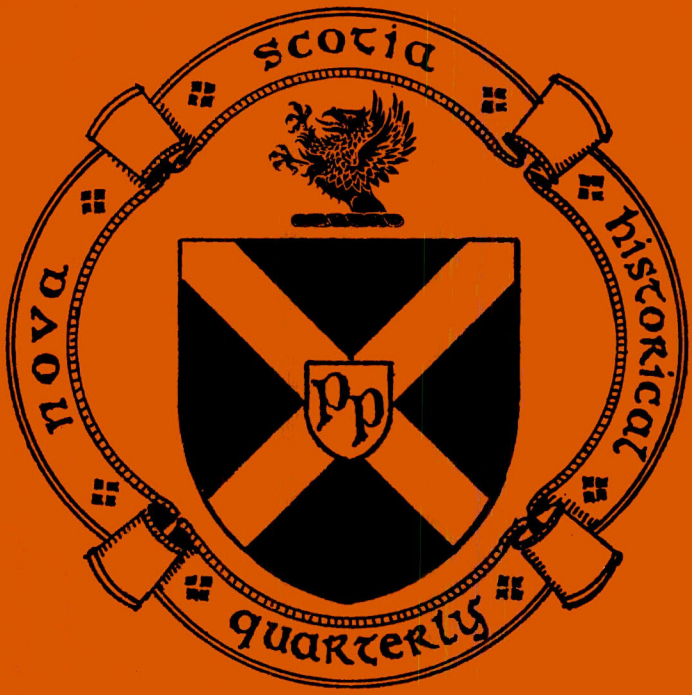
The Nova Scotia Historical Quarterly

Volume 8 Number 1 March 1978



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

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

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

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

PETHERIC PRESS

The Nova Scotia Historical Quarterly

Volume 8, Number 1, March 1978

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ISSN — 0300 — 3728

A Publication of Petheric Press Limited

The Atlantic Privateers — Part 1

JOHN LEEFE

ACTS OF HOSTILITY

Privateering is a very old profession whose origins are lost in the mists of time. When Europeans first came to America, they brought with them a custom of outfitting vessels of war which could legally sally forth in search of enemy shipping. It was because they operated under government licenses or letters-of-marque that privateers must be distinguished from pirates, buccaneers and other such free-booters.

The practice of letter-of-marque vessels operating in and out of Atlantic waters stretches back at least to 1613 when Samuel Argall captured and destroyed Poutrincourt's settlement at Port Royal. Later, during the French regime in Acadia, Port Royal (modern Annapolis Royal) became a centre for privateersmen operating against New England shipping. After the loss of Acadia to Britain in 1713 and the foundation of Louisbourg in 1726, the focal point of these rovers was changed to that fortress port.

It was not until the founding of Halifax in 1749 that Nova Scotian privateering began in earnest. Increasingly from this date on, Bluenoses, in times of war, traded their cargo manifests for letters-of-marque to seek fame and fortune on

the high seas. The Seven Years' War, the American Revolution, the French Revolutionary and Napoleonic Wars and the War of 1812 saw thousands of seamen and hundreds of vessels embark on cruises designed to sting the enemy and enrich the privateersmen.

Newfoundland and New Brunswick, too, were active in the field. St. John's was a haven for English-owned vessels preying on the trans-Atlantic traffic for which the colony served as a street corner in the trade between Europe and America. The city of Saint John, though late in developing its share of the trade, became an active privateering centre during the War of 1812. Only Prince Edward Island seems to have remained aloof from privateering although she did suffer from attacks by American vessels during the American Revolution.

Like any business enterprise, and indeed that is exactly what privateering was, a great deal of planning was necessary for every venture. The first qualification, of course, was that there had to be a war in progress and during the second half of the eighteenth century and early years of the nineteenth, this presented little problem. In the great quest for empire Britain, France, Spain and even the United States were frequently at each other's throats. Thus, if Britain was crossing swords with France—and it seems that this was generally the case—only British or French subjects could look forward to engaging in privateering.

War always drove up insurance rates and frequently interrupted normal trading patterns, particularly in the West Indies where it seemed that just about every European nation controlled at least one island. Faced with these problems and with the prospect of gaining quick profits through the capture of enemy merchantmen, the merchants of Halifax, Saint John, Liverpool or St. John's often met in their homes, offices or a local tavern to discuss the possibility of outfitting a priv-

ateer. They would discuss what vessels were available, who might be a good choice as captain, where the vessel might go, what the costs would be and so on. Too, there was the added advantage on the part of these businessmen that through outfitting a privateer, they were striking a blow against the king's enemies. Once a voyage was decided upon, the merchants purchased shares in order to provide operating capital for the scheme.

Usually a privateering vessel was a converted merchantman although occasionally, as was the case with the *Rover* of Liverpool, she was built specifically for that purpose. There were dozens of designs available but the three most commonly employed in privateering were the sloop, schooner and brigantine. Often the locale in which the voyage was to take place would be a determining factor in the type of vessel chosen. This done, she was sent off to the nearest port which could supply guns, cutlasses, muskets, boarding pikes and all the other implements required for war and turned into a fighting vessel.

Upon return to the port she was to use as home base, the captain and his officers began recruiting a few using some rather unique methods. Once a full complement was acquired, she was off on the briny blue in search of prey. Yet all these preparations were only the beginning of a relatively complex, sometimes rewarding and frequently dangerous adventure.

Despite the economic side of privateering, it should not be forgotten that it also provided a means of defence and offence managed at the local level, a weapon through which Nova Scotians, New Brunswickers and Newfoundlanders could do their bit for the empire of which they were part. The colony of Canada had her militia, so too did the older Atlanic colonies except that theirs was seabound and often fought thousands of miles from home. Indeed, it does not

seem out of the way to suggest that in the privateers of these maritime provinces, lay the seeds of the Royal Canadian Navy.

THE SCHOONER PRIVATEER *LIVERPOOL PACKET*

Contrary to popular opinion, not all vessels are ships. There are sloops and schooners, brigs and brigantines, barques and barquentines and many, many others. Each style of rig and each hull design are suited to particular purposes. What type would best be suited to privateering? All sorts of factors would have to be considered. Where would most of her cruising take place? How many sailors would be needed to man her? Would she be deep or shallow in draught? How much hull space could reasonably be sacrificed for speed? Was she suited to carrying the heavy four and six pound cannons without losing seaworthingness? How much could the owners afford and what was available? All these factors and many more determined the kind of vessel which embarked on a privateering career.

On November 10, 1811, a sleek schooner, her two masts stepped at a rakish angle, slipped over the bar past Fort Point and the Widow Dexter's tavern and into Liverpool Harbour. She had sailed straight from Halifax where she had recently been condemned as a prize by the Court of Vice-Admiralty and auctioned in the rooms of the Spread Eagle at the Foot of Salter Street, selling for the great sum of £440. Built for speed in the carriage of an illegal cargo, this Baltimore clipper had dimensions which bespoke her trade—LOA 53 feet, beam 18 feet 11 inches, depth of hold 6 feet 6 inches, and weight 67 tons British admeasurement. She had been tender to a slaver, and was popularly named the *"Black Joke"*.

Among the bidders was a sharp Halifax merchant who had recently come to the capital from Liverpool, a bustling timber and fishing community some seventy miles down the

coast. Being a man of shrewd reputation and some means, Enos Collins probably had little difficulty in outbidding his competitors who probably saw only limited usefulness in the foul smelling ex-slaver. After all, she was too narrow to accommodate general cargo on anything but a small scale, and she was certainly not suited to the fishery. So, on behalf of himself and his Liverpool partners, Benjamin Knaut and John and James Barss, he purchased the little vessel, had her fumigated with a concoction of vinegar, tar and brimstone and christened her *Liverpool Packet.*

Although war with the United States was several months away, Collins may have had a privateering career in mind for the *Liverpool Packet* when he purchased her. He was a keen business man, and seemed to possess a sixth sense which allowed him to make good decisions for future developments. Whether he had this foresight in this instance is not known, but when the War of 1812 was declared, the *Packet's* design obviously cut her out for a special role.

The *Liverpool Packet* was the most successful of all the privateers which ever sailed out of what are now Canadian ports. A large part of her good fortune may very well have been the result of her design. Deep in draught, she could sail close to the wind which gave her an advantage over many other designs. Coastal waters, though more dangerous for navigation, provided her with a rich crop of smaller, but less well defended vessels, and being simple in rig, she could be manned by a fairly small crew. Often only five or six sailors were left for the voyage home once her crew had been depleted in order to man the prizes she had captured. In addition, she could inconspicuously lie in wait shadowed against the black coastline. When a sail was sighted, she could crowd on canvas quickly, and run her down. She was large enough to carry a full crew of forty men and armament consisting of one six pounder and four twelves. Yet, she was small enough that upon two occasions, she was able to avoid capture by be-

ing rowed with great spruce oars, (part of the cargo of a captured vessel.) Finally, the speed made possible by her sharp design gave her the advantage of being quick in pursuit or in retreat.

During the War of 1812, the *Liverpool Packet* concentrated on raiding American shipping along the coast of New England and in the two years she served her owners, her prizes exceeded a quarter of a million dollars. Time and again she appeared like a wolf among sheep, frequently sailing right into the mouth of Boston harbour to make a capture. The New England newspapers reported her activities regularly.

> THE *LIVERPOOL PACKET* HAS JUST CAPTURED AND SENT IN (TO LIVERPOOL) THE *DOLPHIN OF BEVERLY* WITH FLOUR AND TOBACCO; THE *COLUMBIA OF DENNIS* WITH 600 BARRELS OF FLOUR AND 203 KEGS OF TOBACCO; *TWO FRIENDS OF BOSTON,* WITH A CARGO OF FLOUR; AND THE *SUSAN OF SANDWICH,* WITH A CARGO OF FLOUR. SHE COULD HAVE CAPTURED MANY MORE, BUT HAD ONLY SEVEN MEN LEFT TO NAVIGATE HER TO LIVERPOOL.

The greatest testimony to the success of the *Liverpool Packet* was written on New Year's Day 1813 in the Boston *Messenger:*

> THE DEPREDATIONS REPEATEDLY COMMITTED ON OUR COASTING TRADE BY THIS PRIVATEER SEEM TO BE NO LONGER REGARDED THE MOMENT WE HEAR SHE HAS LEFT OUR BAY (MASSACHUSETTS BAY) FOR THE PURPOSE OF CONVOYING PRIZES SAFELY INTO PORT, ALTHOUGH THE PROPERTY TAKEN BE ENORMOUS. THAT AN INSIGNIFICANT FISHING SCHOONER OF FIVE AND THIRTY TONS (sic)

SHOULD BE SUFFERED TO APPROACH THE HARBOUR OF THE METROPOLIS OF MASSACHUSETTS, CAPTURE AND CARRY HOME IN TRIUMPH EIGHT OR NINE VESSELS OF SAIL VALUED AT FROM SEVENTY TO NINETY THOUSAND DOLLARS, AND OWNED ALMOST EXCLUSIVELY BY MERCHANTS IN BOSTON, IN THE SHORT SPACE OF TWENTY DAYS FROM THE TIME SHE LEFT LIVERPOOL, N.S., WOULD SEEM UTTERLY INCREDIBLE WERE THE FACT NOT PLACED BEYOND ANY DOUBT. LET IT BE REMEMBERED TOO, THAT THE SEVENTY OR NINETY THOUSAND DOLLARS ARE THE FRUITS OF BUT ONE CRUISE, AND THAT THIS SAME MARAUDER HAD BUT A FEW WEEKS BEFORE CAPTURED WITHIN TEN MILES OF CAPE COD, VESSELS WHOSE CARGOES WERE WORTH AT LEAST FIFTY THOUSAND DOLLARS.

While her size and speed allowed her to run in and out of American waters almost at will, it also prevented her from being captured on two occasions in April 1813. While cruising off Cape Cod she had the misfortune to fall in with the larger American privateer *New Orleans* commanded by Captain John Crocker. Fortunately, the Bluenosers had only a few days before captured the *Defiance* and had taken aboard several long sweeps or huge cars which had been in the enemy cargo. While light winds prevented the *New Orleans* from overtaking her, the *Packet's* crew manned the sweeps and rowed their sixty-five ton schooner to freedom. Only a few days later she re-enacted the same drama, this time in the vicinity of Martha's Vineyard. Lying in Tarpaulin Cove on Naushon Island, she was discovered by the Falmouth privateer *Little Duck* but once again relying on the sweeps of the *Defiance* she was able to escape.

However, if size was an advantage, it could also be a disadvantage. This Captain Joseph Barss and his Nova Scotian crew found out on June 11, 1812. On that day the American privateer *Thomas* sailed into Portsmouth, New Hampshire towing a captured schooner. Captain Shaw could well be pleased with himself for his prize was none other than the *Liverpool Packet*. The crew of the *Packet* were hurriedly put ashore, and turned over to the United States Marshal. Guarded by militiamen, they were marched along Islington Street to the tune of jeers from the large crowd which had quickly assembled and cast into jail. Captain Barss was given a particularly difficult time, for he was locked in fetters, and fed on a diet of water and hard tack. The hatred of the New Englanders for this too successful enemy was expressed by William Damerell, the *Thomas's* Second Lieutenant when he remarked on his "great sorrow he had not put every soul on the *Liverpool Packet* to death."

The *Liverpool Packet* was subsequently sold to a Captain Watson who took her on a cruise under her new flag. He in turn sold her to William B. Dobson who had formerly been skipper of the American privateer *Young Teazer* which had blown up in Mahone Bay some months before. After one cruise with no prizes, he in turn sold her to Captain John Perkins who renamed her the *Portsmouth Packet*. During her first cruise under Perkins she was captured by H.M.S. *Fantome* off Mount Desert Island after a thirteen hour chase. On November 9, 1813 she was sold as a prize at Halifax to the firm of Collins and Allison and returned to her home port of Liverpool under her old name. Placed under the command of Captain Caleb Seely of Saint John and later Lewis Knaut of Liverpool, she continued to work successfully as a privateer until December 1814 when she captured her last prize.

"I DO HEREBY AUTHORIZE"

Once a privateering cruise had been decided upon, it was necessary for the owners and captain to receive a licence or letter-of-marque from the governor. If a vessel operated without such a document, the captain and his crew would be considered pirates, and the penalty for piracy was hanging. Sometimes the owner happened to be the captain, and if he could not afford a letter-of-marque, he would arrange to borrow the bond money, usually by promising shares in any prizes he might capture. This was the case with Silvanus Cobb, a native of Plymouth, Massachusetts, who, from 1745 to his death in 1761, spent much of his life cruising in Nova Scotia water.

Letter-of-Marque to Silvanus Cobb Commander of the Sloop York and Halifax:

Halifax, 20 November 1757

> The Sloop York and Halifax, burthen about Eighty Tons Silvanus Cobb Commander carrying about Forty Men Daniel Wise Lieutenant Jeremiah House Master and Isaac West Boatswain, victualled for Cruizing on the Coast of Nova Scotia to protect the Trade Carrying Six Carriage and four Swivle Guns with Furniture and Ammunition in proportion.
>
> Signed
>
> The same Day a Bail Bond given according to the foregoing in the Sum of Fifteen hundred Pounds Sterling by Charles Procter, Esq. and Joseph Gray Merchant.
> And thereupon was Issued a Letter of Marque under the Governors hand and Seal to Captain Cobb to the said Sloop York and Halifax according to the Tenor of the Commission before inserted.

With the assurance that he could legally attack enemy shipping, the captain now had to get his vessel ready for the

voyage. Cobb's sloop was already armed, but many, when they received their letters-of-marque, were not. This meant a trip to His Majesty's Dockyard in Halifax, where various types of cannons—four, six, eight, or twelve pounders, or the smaller swivels—would be shipped along with powder, shot, cordage and blocks for tackle, ramrods, swabs and wadding. This done, all the stores for the voyage would be stowed below—extra cordage for rigging, canvas for repairs to sails, extra suits of sails, spare anchors, anchor cables, barrels of water and salt pork, and of course, kegs of rum. Cutlasses, pistols, muskets and sometimes pikes were brought on board as well as grappling irons and boarding nets. Every necessity was acquired and stowed so the vessel would not be caught short.

RENDEZ-VOUS AND RIOT

Thursday, May 11, 1780, the fifth year of war in America, a fresh spring rain fell on Liverpool and spattered gently against the bull's eye window panes of Simeon Perkins' counting room. Four men sat about the room, comfortably situated in the painted Windsor chairs and warmed by talk of business and the minor successes of the town's first privateer, the *Lucy*. Perkins, Joe Tinkham and Will Freeman were prominent merchants in the township as well as leading figures in its public life. They had another thing in common too, for they were the owners of the *Lucy* and were planning her next cruise against the rebels. With them sat thirty-five year old Captain Joe Freeman, fisherman, shipmaster and trader to the southern colonies and the West Indies. Being Nova Scotian Yankees, it did not take long to come to the business at hand for the *Lucy's* owners were determined to have Freeman serve as master of their vessel during the cruise they were busy planning. They accordingly offered him the lieutenant's berth and "Some Other prerequisits for Inducements". Captain Freeman listened attentively, suggested that he would prefer to consider their offer and left to go about

removed. Possibly some of *Lucy's* men had decided to deal with the competition on their own terms. The *Lucy's* owners would have none of this, however, and immediately offered to make good the loss. Nonetheless, Perkins recorded in his diary that "Some Disputes have happened between recruiting parties."

May 20th brought rain and it also brought trouble. The opposing crews grew larger, many of them spending their time milling about Mrs. West's drinking and discussing the virtues of their chosen vessels. Unfortunately, the discussion began to get out of hand and turned into fullscale argument until finally it became a "Quarrel arising to a great height," as Perkins put it. Ben Collins and Joe Tinkham did their best to calm the situation but with little luck, so sent a message to Fort Point to bring soldiers to control the privateersmen before they turned to full scale riot.

John Cameron hurried off to inform Lt. McLeod that the services of the King's Orange Rangers were required rather hastily. On the way to the fort he stopped at Perkin's house to inform him of the situation. Simeon, who was also a magistrate, rushed off to West's in company with Cameron but when they arrived they found "all matters were settled."

Cooler heads prevailed over the next few days and recruiting continued without incident. Peter Leonard promised to go in the *Lucy* for "1 barrel flower, 4 Gallons Molasses, 14 lbs. Sugar and 2 shirts" and a promise from Perkins that should Leonard be lost, his family would not suffer. Prince Snow returned on May 24 with three Lunenburgers, George Fiedel, James Crooks and Philip Arenburg with a promise of three more recruits to follow the next Sunday. A further problem arose when John Reynolds, the *Lucy's* master asked to be relieved of his post due to personal problems. Fortunately, John Mullins offered to take his place for £5 and supplies for his family.

With no more recruits to be had in Liverpool, the *Lucy* sailed for Barrington on June 8th to fill out her crew. Here she found men from Argyle and Yarmouth who were seeking a privateersman's berth and completed her task. She cruised the Gulf of Maine for three weeks, sending in six prizes, five empty schooners "of small value" and a brig loaded with salt.

If the *Lucy's* cruise was disappointing, Ross's venture in the *Resolution* was downright disasterous. On July 13th, Perkins recorded in his diary that off Halifax the *Resolution:*

> had a Severe engagement Near the Light House (Sambro) with the Ship *Viper,* Captain Williams, from Boston for 3 Glasses. Capt. Ross lost 8 or 9 men, and his vessel much Disabled. He was obliged to Strike . . . Among the killed is Mr. Raphael Wheeler & Silas Harlow of this Town & John Caldwell of this Neighbourhood.

Such were the rewards of privateering to some.

CHAMPAGNE AND SHIP'S BISCUIT

Like her sister province of New Brunswick, Newfoundland too was late entering into the business of privateering. That is not to say that prize auctions were anything out of the ordinary in St. John's. During the American Revolution dozens of Yankee vessels sailed under the brow of Signal Hill manned by Royal Navy prize crews. It was during the War of 1812, however, that Newfoundlanders sailed in privateers such as the *Fly* and *Star* so that by war's end over thirty American prizes had been brought into St. John's Harbour. When special trading licences for New England-Newfoundland trade were issued by the governor in 1815, eleven of the seventeen vessels receiving them were actually American in origin. Judge William Carter, who presided over the Court of Vice-Admiralty, must have been very busy indeed.

The cargo of one American prize consisted entirely of champagne and was carefully stored in the warehouses of Hunt, Stabb, Preston & Company. As a Sunday pastime three of the firm's employees, Ewen Stabb, Sam Prowse and Tom Brooking, took to placing champagne bottles on a gumphead at the end of the wharf. They then coolly took aim with their pistols and did their best to blow the heads off the bottles. The winner received a case of the bubbly stuff while the loser paid for it. While Ewen and his friends might wile away a pleasant afternoon playing over a privateer's booty, there had to be men to win it in the first place.

As enchanting as privateering may seem, with swashbuckling tars, sea duels and notions of quick wealth, it was mostly hard work with brief moments of fun and comradeship. A sailing vessel was a demanding servant, the sea a hard taskmaster. Scrambling aloft in a blow with the sea lashed into frothing fury demanded courage and the agility of a cat. Shortening sail 90 feet above a pitching deck in the total darkness of night required the dexterity of the angels themselves. Your feet became your lifeline, clutching desperately at the footropes as your hands grappled with chafing canvas, the wind lashing your back—a friend pressing you against the yard rather than dashing you to pulp on the deck below. Still, you considered yourself fortunate not to be on deck where the waves could pluck you up, and fling you into the sea, or deep in the ship breaking your back pumping out the seawater which had flowed in through sprung planks.

Napoleon once remarked that an army marched on its stomach. This may have been the case with the army, but it certainly was not for a sailor. With the likelihood of being out of sight of land or sailing in enemy territory where going ashore was just too risky, it was necessary to ship food which had one quality—it would spoil slowly. With this in mind, great quantities of ship's biscuits in large wooden casks were stored in the hold. To say the least, they did provide an ap-

petizing diet. One poor soul described them as being "so hard that we often used the cannon balls to break it even into pieces" and there were "so many worms that we just had to eat them too, as a butter substitute." Salted beef and pork hardened to the consistency of shoe leather, so hard in fact that sailors often carved it into decorative geegaws. As if this were not enough, the water, fresh when brought abroad, became foul with "thick finger-long fibres in it giving it a glutinous consistency." Lack of fresh fruit weakened the body so that scurvy loosened the teeth till they could be pulled out with your fingers, and swelled your limbs till the pain either killed you or made you wish it would. The cramped quarters with hammocks slung between decks were breeding grounds for disease. With no ventilation, the air stagnated, you froze in the high latitudes, and baked in low.

A sailor's day was divided into six periods or "watches", the number of watches he worked depending on the size of the crew. Still, it should not be assumed that when he had stood his watches, his work for the day was done. During a storm or when a strange sail hove in sight the boatswains rapped on the hatch covers calling all hands on deck. Tumbling out of their hammocks, the tired sailors had to be prepared for even the most tiring tasks at a moment's notice. Even in port there was work to be done, especially keeping the vessel fit.

Occasionally a vessel had to be extensively overhauled far from home. This was especially true if she had spent some time in tropical waters where bottoms fouled much more quickly. Not to clean a hull could be an invitation to disaster for a dirty bottom made the vessel sluggish even under a full spread of canvas.

Every minute spent in refit was a minute lost for cruising against the enemy with the result that a twelve hour day was common fare. The vessel had to be emptied and the

goods and guns put on shore right down to the ballast. The empty hold could then be scrubbed clean of filth which had accumulated during the voyage. The yards were removed from the masts to prevent them from putting too great a strain on the rigging or damaging the masts themselves.

This done, the vessel was taken into shore at high tide so that when the tide ran out, the vessel would roll gently on her side. Now the sailors could busily scrape the hull while carpenters wittled plugs to fill holes made by torpedo worms. When the tide rose she righted herself only to roll to her other side when it fell again. Thus the opposite side could be cleaned. When the hull was cleared of the algae and barnacles and the holes plugged, a "good Coat of Hot Stuff was applied to discourage further fouling."

Meanwhile the rigging was checked, railings repaired or rebuilt, sails sewn and so on. Once this was all completed, the whole process was reversed until the vessel was ready for sea once more. It was not unusual for this procedure to take as much as two weeks of backbreaking labour under a scorching southern sun.

Yet, despite the evils, you were drawn back to sea again and again for it was not a way of life, but life itself. Living and working together, often in the face of peril, made men dependent on each other, and created a special comradeship that was comfortable in times of ease, essential in times of crisis. Almost always there was a shipmate who could scrape out a tune on a fiddle or squeeze a song out on an accordian. There were the good times like Christmas at sea with singing, dancing of jigs and an extra tot all around. There were the rituals too, like the visit of King Neptune to those who were crossing the line for the first time. And there were the still moments as the captain raised his voice in prayer, and a shipmate, wrapped in canvas with a cannonball at his feet, slid

from beneath his country's flag to be committed to eternal rest in the soul of the deep.

It was not a life for idle men, the boatswain knew how to deal with them. A happy ship was a good ship, and a good ship was one in which every sailor knew his task and his place. They lived hard, and they gained a reputation for their activities on shore which has been handed on to the sailors of today. This was truly the age of wooden ships and iron men.

Maple Sugar and Cabbages: The "Philosophy" of the "Dutch Village Philosopher"

TERRENCE M. PUNCH

Titus Smith was many things in his life, including naturalist, surveyor, traveller, and agriculturalist. He deserves to be known as the Palliser of Nova Scotia since, in the same fashion, he crossed a wide area, discovering and describing the resources. Yet his contemporaries bestowed on him, not an accolade to his geographical prowess, but the nickname "Dutch Village Philosopher". What was the philosophy of this man who measured land and studied cabbages?

His father, also Titus Smith, was a graduate of Yale University, and was an ordained minister and itinerant preacher in southern New England. A student of medicine, mathematics, theology, botany, chemistry, and Indian dialects, the senior Smith corresponded with many of the learned men of his day, including among them the scientist, Joseph Priestley.

Reverend Smith's interests brought him into touch with Robert Sandeman (1718-1771) who, with his father-in-law, Dr. John Glas (1695-1773), founded what was known as the

Sandemanian sect. The mid-eighteenth century was a propitious time for new religious movements, even in New England.[1] Sandeman came out to Massachusetts at Smith's behest, and died in his home.[2] Among Sandeman's teachings was the doctrine of peaceful submission to established authority; thus Smith the Loyalist arrived at Halifax from New York in 1783.

He was granted land at Preston in 1784. Twelve years later he moved to Dutch Village, where he died on 15 Sept. 1807, aged 73. The wide learning, catholic tastes, and extensive acquaintance of Reverend Smith were renewed and continued by the eldest child of his family of four. The younger Titus Smith was born on 4 September 1768 at Granby, Massachusetts, and was brought to Nova Scotia when he was fifteen years old.

John Regan described the younger Smith as "remarkable for the vast and varied information he acquired in botany, natural history, etc. With a familiar knowledge of most that nature and books could teach in inquiring mind, he united unfeigned simplicity and kindness that rendered him an agreeable visitor to all houses in town."[3] A. H. Clark mentions his senitivity to species, while Eville Gorham called him a pioneer of plant ecology in this continent.[4] Titus Smith was something of what an earlier century might have called a "polymath," rather like the Renaissance ideal man, who knew much about many things, and something about virtually everything.

Titus Smith was known, personally or by reputation, to almost every Nova Scotian student of nature or practitioner of scientific agriculture. An editor in 1831 considered him "a gentleman, whose original and native powers of mind, and various acquired information would do credit even to one cradled on the silken cushions of affluence, and nursed in the lap of science . . . "[5] The systematic study of Nova Scotia's natural endowments, of our flora in particular, began with

him. Yet, as early as 1828, the epithet "the rural philosopher of the Dutch Village" was being used of him, possibly bestowed by Joseph Howe while still a young editor in Halifax.[6]

Smith earned his way as a land surveyor and seed-purveyor. Many old land surveys and maps bear his signature. From at least 1801, and continuing for above thirty years, he raised garden vegetables and sold the seed. As a service to gardeners who might wish to try imported varieties, he tested and acclimatized these novelties himself.[7] When a new store opened in 1833 its advertisement devoted much of its length to Smith:

> THE SUBSCRIBER,
>
> BEGS leave to acquaint the public in general, that he has opened a Drug Store in Bedford Row, where he offers for sale, an assortment of Garden and Flower Seeds, received by the *Cordelia,* and selected by Titus Smith; he has also on hand, a few Radish and other Seeds, raised by that gentleman at the Dutch Village . . .
>
> FREDERICK W. MORRIS, M.D.[8]
>
> April 11.

His public life involved Smith in so many activities that it can be difficult to discover and comprehend all of them. Within a decade of 1818, he selected and planted the original rectangle of trees which surrounded Province House. He wrote up petitions, served as a road overseer,[9] entered and won several agricultural competitions, was active in the Horticultural Society,[10] and towards the end of his days edited *The Colonial Farmer.* He gave evidence before the Durham Commission,[14] lectured at the Mechanics' Institute, and served for many years as secretary to the Central Board of Agriculture. All the while he was farming and surveying, and possibly translating from the German language on occasion.[12] Moreover he and his wife had fourteen children. He cannot

have been comfortably off, when his contemporaries spoke of "the particularly unfavourable circumstances he has had to contend with" and of his "scanty leisure."[13]

Smith married on 4 January 1803, Sarah, daughter of Henry Wisdom of Halifax, and died on his forty-seventh wedding anniversary, 1850, aged eighty-one years. Titus lies buried in his father's small graveyard on the north side of the old Dutch Village. His solitary tombstone stands in a clump of bushes on a hillock just north of the park bearing his name, in Fairview. That stone is the solitary reminder of the burial ground which was last used in August 1891, when a great-grandson of the Dutch Village Philosopher was laid to rest.

The word *philosophy* has had to bear many interpretations over the years. That of Titus Smith was known in his time as "natural philosophy." In the context his philosophy would be the general principles of the field of knowledge concerned with the study of natural phenomena. However, a man of Smith's wide knowledge and intellectual curiosity did not compartmentalize his studies. As shall be seen presently from his writings, Smith was practical, observant, frugal, generous, helpful, religious, and sometimes whimsical. Given that he had those qualities, what was the philosophy of the Dutch Village Philosopher?

Three themes run deeply and clearly through his writings. He had a deep and abiding belief in God, Whom Smith conceived of as a wise Providence. Furthermore, and to some degree founded in his theology, Smith perceived a duty for man to discover, utilize, and conserve nature's bounty. Finally, he opposed many of the evils which he considered attendant upon "progress" as embodied in the advance of industrialization. Many of the innovative ideas struck him as out of rhythm with nature and, therefore, wrong.

A selection from Smith's writings may convey the sense and feel of his philosophy. His spelling and punctuation has

been retained. There are numerous occasions where we can see his pervasive sense of the divine presence. For instance, while speaking to the Halifax Mechanics' Institute in 1835, Smith commented:

> As we must observe, then, that the soil, so frequently impoverished when managed by man, always retains its fertility in a state of nature, it must be important to the agriculturist to the operations of the great Cultivator. For, rough and rude as our forests appear, they form a portion of the 'garden of God.' In all their various productions, there is nothing superfluous or out of place.[14]

He expressed the same sensibility to God's immediacy on an earlier platform. Smith considered it to be

> certain that in the great volume of nature there are records not written by the hands of man which threw some light upon the geological history of remote periods, and give us some knowledge of the operations of the Former of all things.[15]

At times his religious sentiments involved Smith in offering critical social commentary. The divine plan was better served by vermin than by self-seeking men. We find him explaining how

> That Being, who knows the failings of our nature, has, in kindness, made our provisions very perishable. Rats and mice, weevils and mites, mould and must, protect the poor from suffering by the averice of the monopolist. He that possesses more food than he needs must soon dispose of it, or lose it.[16]

The same disdain for worldly wealth and a belief that the justice of God would balance everything out eventually likely governed his selection from a collection of German legends of the one that offered a lesson on the ancient problem—Why do the just suffer while the unjust appear to pros-

per? The tale relates that a wealthy and successful plunderer of his fellow man died in his bed, peacefully and respected, while a wild beast tore to pieces a saintly hermit in his lonely cell. The holy man's disciple returned from observing the ostentatious funeral of the prosperous sinner. He found his dead master, and called out to demand how these things can be. A voice answered,

> The Saint had done a little evil, he has received his full chastisement, his rest shall never end. The wicked man had done a little good, he has received his full reward;—he shall rest no more.[17]

Smith's concept of God placed the divine Being in the closest possible relationship with the forces and cycles of nature. God and Nature were very nearly synonymous to Titus Smith. The first expressed the personality of God, the other the force of creation and preservation in the world. One of the philosopher's aphorisms offered this view quite succinctly. "Whenever man neglects the dictates of nature, he is sure to be the sufferer."[18]

The sense of the value of natural endowments pervades Smith's writings. In his view, man in each generation was the custodian of something wonderful, which he should study and observe, make use of and conserve. Life should accommodate itself to natural rhythms. Every man should know something about the earth's vegetation, but "to the man who cultivates the soil, it must be particularly useful to learn the means by which the fertility is preserved or increased in those situations where the hand of man has never disturbed the operations of nature."[19]

Man's habits were often destructive. Smith recorded his indictment of the European settlers of Nova Scotia. Reforestation had been

> favoured by the habits of the Indians, who carefully avoided setting the woods on fire. But the great influx of inhabitants in 1783 produced, in the course of a few years, a complete change in the appearance of the forest. A great number of new settlements were formed. The fires necessary for clearing the land were communicated to the spruce thickets, and spread frequently as far as they extended. The profusion of herbage which followed the fire, for a time furnished a pasture for the cattle. This failed in three or four years. The next dry season the fire was rekindled, for the purpose of renewing it, which it would do in a less degree.[20]

If anyone was qualified to make such charges it was Smith. Sir John Wentworth had issued to Smith a letter of instruction dated 2 May 1801, charging him to "visit the most unfrequented parts, particularly the banks and borders of the different rivers, lakes and swamps, and the richest uplands." He was to report on "the soil, the situation of the lands, and the species, quality and size of the timbers; the quantity of each sort also, and the facility with which it can be removed to market . . . "[21] It sounds a tall order for one man, yet Smith did it, as well as estimating the quantity of acres, "the possibility and means of rendering them fit for cultivation, either by banks, drains, or otherwise."[22]

In his *Journal* of the tour, he reported on his observations, beginning on 8 July 1801: "Left home at 12 o'clock and travelled towards Margarets Bay in the Foot-way which goes from the Dutch Village."[23] One comment suggests a partial reason for the carelessness employed in land clearing. Many new settlers had been originally "Tradesmen, and most of those who were farmers had been accustomed to land

which required different mode of cultivation so that they are often necessarily somewhat awkward at their business."[24]

After offering his criticism, Smith characteristically went on to offer a remedy. Various methods of clearing land were discussed, and Smith concluded that the system in general use in Nova Scotia was wasteful and needlessly laborious.

> It is generally customary here in clearing new land to fall the trees as they happen to lean, the branches are cut off, and the body of the tree cut into lengths of about 12 feet; the bushes and logs are then made into piles and burnt. By the following method, which is at present much practiced in the States of America, land is cleared with much less labour, and is in much better order for a Crop.
>
> The Trees should be all girdled by cutting out a single chip all round the tree, so as to cut through the bark or (which is a better method) have the bark stripped off for two or three feet in length, at the season when it parts easily from the tree. The trees are left in this condition for 5 or 6 years, by which time the small roots are nearly rotten; the branches of the tree are pretty rotten below where they are girdled, so that they can be felled with very little labour. The underwood is then either cut or grubbed up and piled in heaps, after which the trees are cut down, care being taken to fall them parallel to each other, the branches break to pieces in falling the trees, and require very little chopping.
>
> The logs are not cut but burnt into proper lengths by laying small piles of the dry branches across them, which are set on fire in dry weather in the summer and requiring to be attended for 2 or 3 days to renew the fires, which after a small notch is burnt in the log, only requires a single dry stick across the log, as the bodies of the trees are very dry. After the trees are burnt into

pieces they are drawn together by oxen and piled; they are much lighter than when fresh cut, and being dry burn with more ease. The land which is cleared in this manner is easily worked as the small roots are chiefly decayed. Trees may be girdled at any season of the Year, but as they are much weakened by it, they often blow down, before the branches are sufficiently decayed to break to pieces, stripping off the bark is not attended with this inconvenience, but it can only be performed in the summer, which is a busy season with the Farmer.[25]

Titus Smith made careful observations of the game and the wild animal resources in the areas he traversed. His bent for conservation came to the front in doing this, and again the ravages wrought by man claim their share of his attention. The moose, he wrote,

> appear to be almost entirely destroyed in most parts of the Province, the few which remain are chiefly in that part of the Province which lies West of LaHave River. The Caribou are most numerous than the Moose, but are very few compared to what they have been heretofore, owing to the fires, which have burnt over the open barrens and destroyed the white Reindeer moss of which is their principal food.
>
> They herd together, and are most numerous upon the hills South of Digby and the Annapolis River, and upon the mountains between West Chester and Pictou in the Summer season, in the Winter they usually approach the Southern Sea coast if the Snow should be deep.
>
> The beaver are almost all destroyed, although there is perhaps no Country where they have been more numerous heretofore than in the barren part of this province, as appears from the remains of their old houses, canals, &c which are to be found upon almost every one of the innumerable small likes in the Rocky part of the prov-

> ince. I have not seen more than half a dozen inhabited Beaver houses in the whole course of my tour. The consequence of this scarcity of game is that the internal parts of the Province are but little frequented by the Indians in the Winter.[62]

Time and again, our philosopher returned to the theme of the usefulness to mankind of the bounties of nature. So much could be put to account by man, if only people would understand nature and work with it, instead of destroying it through greedy consumption and carelessness. The wild, or Indian, pear, for example, was described in flattering terms, as a

> species of Medlar (Mespilus). It seldom exceeds 6 inches diameter. It grows most commonly on barren land, near to water, it is a remarkable flowering tree, and bears very good fruit about the size of cherries, it is however very frequently blasted the Wood is very hard and smooth and is sometimes used for axe helves.[27]

Apparently less attractive, the white spruce might have been dismissed merely as useless for making small beer "as it has a disagreeable smell and taste." Smith persisted in drawing attention to its potential usefulness. It was "a large tree, much resembling the red spruce; it is however a hardwood and stronger timber."[28]

While listing the principal indigenous plants of Nova Scotia, Smith occasionally suggested uses to which each of the several species could be put. He recommended asclepias as being equal to flax for the manufacture of a strong thread.[29] A number of types he considered medicinally efficacious. *Actaea alba* (cohash) he explained was the "Indian medicine for sterility in females, and for palsy."[30] Other species were noted as cures or treatments for hydrophobia, cancer, cholic, or for stopping hemorrhages; one could even

be used for "a kind of ulcers which attack children and continue for years, never healing till a piece of bone is cast off."[31]

He was optimistic about the mineral prospects of south western Nova Scotia. "From the Accounts we received from different persons I conclude that there is plenty of Iron ore near the Moose River."[32] The area he was talking about is now known as Moose Lake. Lest Smith sound too uncritical, consider what he had to say about the soil and surface between Halifax and St. Margaret's Bay:

> The Ground is chiefly a solid Rock of the coarse millstone granite, scarce a single Stone of any other kind is to be seen; Part of the Distance (perhaps 1/3) there is a little sand and Gravel, the remainder has no soil but Turf, most of the low ground has the solid Rock covered some Depth with loose stones.[33]

During the 1840's consideration was being given to the project of running a water supply into Halifax. Smith opposed taking water from areas where the Halifax slate was present. It made the water hard and vitriolic, he asserted. Only swampy places could afford soft water in plenty. He spoke of using the First Chain Lake as a source for a piped water supply.[34] He did manage to find some mineral prospects near Halifax. During a lecture in 1834, he commented that some of the

> clay near Halifax that I have tried, has become so highly impregnated with allum as to present a glittering appearance by candle light, or in the sun, the surface being half covered with crystals of allum. As our barren soils contain the material in abundance, it is probable that at a future period there will be extensive allum works in this province.[35]

Generally Smith sought the useful side of everything. He recognized that even "the fungi . . . are of considerable

consequence in the economy of nature."[36] For the proponents of maple sugar, and the exponents of the use of maple wood, the Dutch Village philosopher was especially informative. The rock, or sugar, maple, he explained, had a diameter from two to three feet when fully grown.

> It abounds principally in the Eastern parts of the Province. The land is always very good where this tree is frequent. It grows chiefly in moist ground near small brooks and upon intervals. It is very frequent upon Limestone land.
>
> The sap or juice which yields the sugar will run from the trees if cut or wounded in any warm day after middle of December. It will run at that season very slowly and continues to increase in quantity till the middle of April which is about the time that it ceases to flow when the weather becomes so warm as to swell the buds of the trees, and loosen the bark. The season for making sugar is commonly between the middle of March and the middle of April. The sap runs only in warm days which are preceeded by a frosty night. If the weather should continue warm, the sap will seldom run for more than 24 hours, it then stops, and does not run again till there comes another frosty night. The sap is best in the beginning of the season; it then yields the most and the best sugar. The very last sap is commonly fit only to make molasses, at the beginning of the season 4 gallons wine measure will yield a pound of sugar, at the close it will require 5 or 6 for the same quantity. Such trees as are left in cleared land will yield more sugar from the same quantity of sap, but they do not produce as much sap as those which stand in the woods. There is no kind of work which requires a more constant attention than making Maple sugar, as the running of the sap depends so much on the changes of the weather. For this reason, the greater part of those who attempt to

make it do not manufacture the third part which they might with a little care and attention. The trees ought to be tapped with a chisel or an augar as they will then continue good for a long time, but when tapped with an axe as is commonly the case they are much sooner exhausted. It is good season in which trees yield two pounds of sugar each on the average.

The wood of this tree is very hard and solid, it is superiour for fuel to Beech or Birch it is very frequently curled the grain running in small waves, and sometimes but more rarely becomes what is called Birds' eyed by having the substance of the wood full of very small knots. Trees which are curled or birds' eyed Maple makes very handsome furniture. Hard maple is frequently used for felloes for care wheels, but it decays very soon when exposed to the weather.[37]

Predictably, so versatile a man found himself besieged for advice in many fields of endeavour. He wrote some of his views for the enquirers. These combine sound, practical counsel with frugality and occasional whimsy as to the means to be employed. In 1820, someone asked him about the cultivation of cabbage. He delivered himself of a thorough exposition of the subject.

Cabbage plants sowed in an open Garden are generally destroyed by a small globular, earth-coloured Insect, (a species of Podura)—it is best to sow them as early as the ground can be worked, as they will then come up . . . before the Insects appear; but whether sowed early or late in the Spring, they should be in a Situation partly shaded from the Sun; the East Side of a Building or Fence is best—the Surface of the Bed should have all the small stones taken off after the Seed is sowed, and be beat very smooth with the flat of a Spade or a Roller. Salt should then be sowed upon it, at the Rate

of half a pint to a Rod of Ground. The intention of all this is to keep the Surface always damp, as the Insect does not willingly sit on wet ground.—it is sometimes necessary in a very dry Spring notwithstanding this preparation to water the plants about Ten in the Morning for a few Days after they come up.

Transplanting

Cabbage should not be planted in an old Garden or where Cabbage or Turnips have grown the Year before as it is exposed to become turnip-rooted . . . Manure should be used very plentifully—a mixture of Coal Ashes & Stable dung answers very well, the Rubbish under the Spout of a Sink, or in the Gutters in Town is better. I plough two or three times very deep after the manure is spread.—Nearly Three Feet should be allowed to the large head Cabbage.—Three plants may be set near together, but the Two weakest should be pulled up as they are past the Danger of Grubs.—As soon as the plants begin to grow a little after they are transplanted, they may be watered once a week—with a pint to each plant (or each three if three are set together) of a mixture of One Gallon of Herring or Mackerel pickle to Five Gallons of water, to preserve them from the Maggot at the Root.[38]

This reads like a recipe for instant sauerkraut, but perhaps it worked better than it sounded. Smith had a sense of humour in some of his advice. In July 1827, a correspondent signing himself "A Florist" described a pesty insect resembling a bee or wasp, but rather smaller than either. "It fastens on the edge of a leaf, and cuts out, as with a pair of scissors, circular pieces, from the size of a . . . half-penny to that of a shilling." The writer asked to know what the pests were, and how to be rid of them.[39] That practical man of experience, Titus Smith may not have been altogether serious

in part of his reply, which appeared in *The Novascotian,* in August 1827.

> Mr Young,
>
> Sir,—The insect of which your Correspondent the 'Florist' complains, is, I believe, the *Apis Centuncularis* of Linnaeus, and is called by some country people the 'COOPER BEE,' from the figure of the nests in which it deposits its eggs. The nests are small Cylinders, formed of the green leaves of Roses . . . pasted together with some glutinous substance, and closed very exactly at each end, with several circular pieces cut out so as just to enter the cavity of the Cylinder.—They are filled with a mixture of honey, and the farina of Flowers, and contain each a single egg, which soon becomes a maggot and feeds upon the substance in which it is hatched. Six or eight of these little casks about the size of a child's Thimble, are usually laid together, either covered with earth, or the thick leaves of some low spreading plant.
>
> This insect does little injury to gardens in open siuations where swallows and slender-billed birds are frequent; but where a small Garden is so enclosed by the habitations of men that these natural protectors of plants and flowers dare not enter it, it might probably be defended from this insect by a Peacock, which is well known as a great destroyer of domestic Bees.
>
> I remain Sir,
> Yours respectfully,
> TITUS SMITH
>
> Dutch Village, Aug. 20.[40]

The village philosopher was solicitous about the issues of his day, matters which he considered important since they could determine the type of world he and his family would live in. He was not among those who, becoming obsessed with the notion of 'Progress,' were willing to accept anything

—change, destruction, desecration—if only it resulted in 'Progress'. Titus Smith was a conservative man, probably a predictable outcome of his concern for natural resources and conservation. He argued for the retention of extensive green areas of forest and brush. "Very large fertile districts have generally been found unhealthy," wrote Smith. Moreover he felt no doubts that it was necessary to animal life that "the barren lands should bear to them that large proportion which is everywhere to be observed."[41]

Capitalism and industrialization did not impress him. In 1835 he wrote that in

> every part of Europe manufactures appear to be increasing. The business is overdone; markets cannot be found sufficient to absorb the immense quantities of goods. The motive appears to be found in the great fortunes that some capitalists have acquired; for the condition of the operatives seems to be far from enviable, when compared to that of the agricultural labourer. It does appear to me that a warning has now been given to man, from a source of undoubted wisdom, to turn his attention more to agriculture. In no other employment is the labouring man more comfortable. Some trades require less exertion of bodily strength; but it is not the man who bears the most fatigue that is the least cheerful.[42]

This idealization of pre-industrial society, of a more natural and personal lifestyle, was widely echoed at the time, and what Smith had to say was neither unique nor very originally expressed. He stated what many people thought of the early effects and ravages of the Industrial Revolution. Alexis de Tocqueville beheld Manchester, England, and write afterwards: "Civilization works its miracles and civilized man is turned back almost into a savage."[43] An English clergyman could say, with grim truth:

> There is far less *personal* communication between the master cotton spinner and his workmen, the calico printer and his blue-handed boys, between the master tailor and his apprentices, than there is between the Duke of Wellington and the humblest labourer on his estate.[44]

Another idea that was current during Smith's lifetime was the control of population growth. Malthus and his disciples, overtly or by implication, were in favour of limitation of the number of people, especially in the case of the working class. Smith stood in the ranks of their opponents. He reacted, with just a trace of emotion.

> [I]t has been seriously proposed to enact laws to prevent a portion of the labouring class from marrying, by some wise men of that school which believes the earth to have been created, and to be governed by chance; who seem really to fear that it [the earth] may fail to produce sufficient food for its inhabitants, if their wisdom should not interfere to lessen their numbers.[45]

It would be easy enough for someone in the late twentieth century to ridicule Smith's simple faith that the Lord would provide, but it must be remembered that when he was writing the continents of North and South America, Australia, and much of Africa and Asia were either unexplored or unpeopled, their resources unknown, their fruitfulness untapped. Emigration offered part of the solution. Smith confidently expected "numbers to come to our shores from the land of our forefathers, whom I hope we may be always able to welcome to a country where food, at least, is cheap and abundant."[46]

Titus Smith could assert, by way of supporting his opinion, that "with all our poverty, we have not heard of any person dying of hunger in Halifax."[47] The land produced enough to feed the population if we made the best use of our resources. Farmers must make their lands rich enough to produce crops.[48]

Smith's philosophy is clear in his writings, with a consistency surprising over a forty year period. The land is richly endowed with the blessings of a bountiful and wise Providence. Through his intelligence man can discover the means to assist the soil to yield in abundance. Man must not destroy his natural environment through carelessness or a desire for profit. For Titus Smith the solution to man's problem of numbers was not through industrialization, but by a more rational, more intensive agriculture and forestry.

Titus Smith, man of many callings, was an important figure in our past, and in bringing Nova Scotians to realize their own resources. No survey as complete as his (1801-02) was undertaken again until the twentieth century. He missed very little as he passed along. Wherever he sojourned he was able to find something to interest him. His generous nature enabled him to give his contemporaries the benefit of his insights and opinions, and of his extensive travels throughout the province, which he probably knew better as a whole than anyone then alive. Titus Smith—mackerel pickle, peacocks and all—contributed much to the province of his mature years.

FOOTNOTES

1. M. W. Armstrong, "Backgrounds of Religious Liberty in Nova Scotia," **Collections of the Nova Scotia Historical Society,** xxvii (1947), pp. 17-32, treats of this religious phenomenon of the 1740's. J. M. Bumstead, **Henry Alline 1747-1784** (Toronto, 1971), deals with the later revival movement in revolutionary Nova Scotia.
2. R. M. Hattie, "Old-Time Halifax Churches", **Collections of the Nova Scotia Historical Society,** xxvi (1945), p. 51.
3. John W. Regan, **Sketches and Traditions of the Northwest Arm,** third edition (Halifax, 1928), pp. 138-139.
4. Andrew Hill Clark, "Titus Smith, Junior, and the Geography of Nova Scotia in 1801 and 1802," **Annals of the Association of American Geographers,** xliv, 3 (December, 1954), pp. 291-314.
5. **The Halifax Monthly Magazine,** i, 9 (February 1, 1831), p. 338.
6. **The Novascotian,** 3 July 1828, p. 213, col. 1.
7. **The Nova Scotia Royal Gazette,** 23 Apr, 1801, p. 4, col. 1; 1 Apr. 1802, p. 3, col. 3; 26 Apr. 1804, p. 2, col. 2; 28 Apr. 1807, p. 1, col. 3; 7 June 1808, p. 2, col. 3; 20 Mar. 1810, p. 3, col. 3; 10 Apr. 1811, p. 4, col. 3; 15 Apr. 1819, p. 2, col. 5.
8. **The Novascotian,** 18 April 1833, p. 126, col. 4.
9. **The Nova-Scotia Royal Gazette,** 24 May 1808, p. 2, col. 1.
10. **Halifax Pearl,** 20 April 1838, p. 127, col. 1.
11. **Minutes of Evidence taken under the direction of . . . The Earl of Durham** (Quebec, 1839), Nova Scotia Section, pp. 18-29. The witness is termed "Silas Smith," but internal evidence—e.g., reference to his journals of his tour of the province—clearly indicates that Titus Smith was the speaker.
12. **The Halifax Monthly Magazine,** i, 10 (March 1, 1831), pp. 389-391.
13. **Ibid.,** i, 9, p. 338
14. **The Magazine of Natural History,** viii (Dec., 1835), p. 642. Naturally, Smith was not suggesting that all soils were fertile, or equally so.
15. **Lecture on Minerology delivered by Mr. Titus Smith on March 5, 1834, before the Halifax Mechanics' Institute** (Halifax, 1834), p. 4.
16. **The Magazine of Natural History,** p. 662.
17. **The Halifax Monthly Magazine,** i, 10, p. 390.
18. **The Magazine of Natural History,** p. 660.
19. **Ibid,** p. 641.
20. **Ibid,** p. 651.
21. Mrs. William Lawson, **History of the Townships of Dartmouth, Preston and Lawrencetown; Halifax County, N.S.** (Halifax, 1893), p. 212.
22. Clark, p. 296.
23. P.A.N.S., R.G. 1, Vol. 380A, entry dated 8 July 1801.
24. **Ibid.,** Vol. 380, p. 110.
25. **Ibid.,** pp. 110-112.

26. **Ibid.**, pp. 112-113.
27. **Ibid.**, pp. 168-169.
28. **Ibid.**, p. 152.
29. **The Halifax Monthly Magazine,** i, 9, p. 342.
30. **Ibid.**, p. 344.
31. **Ibid.**, pp. 343-344.
32. P.A.N.S., R.G. 1, Vol. 380, p. 136.
33. **Ibid.**, Vol. 380A, entry date 8 July 1801.
34. **Ibid.**, Vol. 411, unnumbered document at the end of the volume.
35. Smith, p. 26.
36. **The Halifax Monthly Magazine,** i, 9, p. 340.
37. P.A.N.S., R.G. 1, Vol. 380, pp. 159-162.
38. P.A.N.S., M.G. 20, Vol. 221, p. 83c, dated 10 May 1820.
39. **The Novascotian,** 16 Aug. 1827, p. 269, col. 1. Letter dated in July.
40. **Ibid.,** 23 August 1827, p. 278, col. 2.
41. **The Magazine of Natural History,** p. 658.
42. **Ibid.,** p. 661.
43. A. de Tocqueville, **Journeys to England and Ireland,** ed., J. P. Mayer (London, 1858), pp. 107-108.
44. Canon Parkinson, quoted in E. J. Hobsbawm, **Industry and Empire** (London, 1968), p. 68.
45 **The Magazine of Natural History,** p. 661.
46. **Ibid.,** p. 662.
47. **Ibid.,** p. 659.
48. **Ibid.,** p. 656.

The History of the Apple Industry of Nova Scotia — Part 5

KEITH A. HATCHARD

HOW THE BISHOP PIPPIN CAME TO NOVA SCOTIA

In December 1885 there appeared in the columns of the Halifax Morning Herald two articles concerning the origin of the Bishop Pippin, a variety of apple which was introduced to Nova Scotia by none other than Bishop Charles Inglis, D.D., first anglican bishop in Britain's colonial empire. The first article which appeared on the 18th December was a reprint from the St. John Sun of an account by a retired merchant of early trading on the Eastern Seaboard which included his version of the origin of the apple. The second article was a letter written by Robert William Starr, son of Colonel Richard Starr, of Starr's Point, N.S., and representative of one of the pioneering families in the Nova Scotia Apple Industry.

The letter from Robert William Starr refuted the story of the St. John merchant and gave his own version of the origin of the Bishop Pippin. The first article is highly romantic, the second pragmatic; but, because they represent two pictures of the early days of the fruit industry in this Province as seen from two widely differing points of view, I reproduce them both in full.

ORIGIN OF THE BISHOP PIPPIN.

A retired merchant, residing at Lancaster, furnishes the St. John Sun with some interesting information touching Nova Scotia apples. He says, "In the year 1810, (75 years since), the Duke of Kent, Queen Victoria's father and the Reverend Dr. Inglis, Bishop of Nova Scotia, brought out from England a slip of an apple tree. They had a narrow escape from shipwreck on Sable Island, and the Bishop said, that if he lived to get home, he would plant the slip of apple tree. On his arrival at Kentville, N.S., he had some talk with the Duke of Kent. There existed doubts of the apple tree growing in Nova Scotia, but the Duke was fully confident that, by proper culture, the tree would take root and flourish. The Bishop replied that, as it was early May, he would plant the tree, hold a service of Thanksgiving, and ask God to Bless the Bishop Pippin (as the tree was named) and all other trees. So, early in the morning, some 100 persons assembled at the church, and, after service, went to the farm, and there witnessed the planting of the apple slip. They then went on to the Bishop's house and partook of a bounteous breakfast. God's blessing was asked that the tree would prove good for man and beast, and so it has come to pass for the Bishop Pippin as an apple that has been in use for some seventy years both as a table and cooking fruit."

Of his own experience in the apple line our retired merchant says, "Having built a schooner for the New York trade, I went up in her in the autumn of 1826. As we had headwinds off New London, I hailed the steamer bound for New York, and got to that city in ten hours, but the schooner did not get there for three days. After looking over New York I went to Philadelphia and there found I could get a large cargo of breadstuffs much cheaper than in New York—breadstuffs such as fine or scratched wheat flour, same as used for the troops, corn meal and rye flour, the type much used for breadmaking for everyone. I ordered a large cargo

to be shipped in a month and it paid me a good profit. On my return to New York, I found that my vessel had not got in, though she arrived a day after. During the interim I came against a sloop just in from Albany with a cargo of Newtown Pippin apples, onions, hickory nuts, chestnuts, etc. I found that I could get the apples at 80c a barrel by my finding the barrels, so I engaged a 100 apple barrels, 40 barrels of hickory nuts at 40c per barrel and chestnuts at $1 per bushel. I engaged a cartman who brought me at the wharf alongside the sloop 150 flour barrels. The same being filled with Gennesse flour, a young man, a passenger, headed up the barrels for me, and they were all stored on board the schooner the same day. I had room for three hundred barrels reserved for my freight. After loading the schooner we had a nice run to St. John, and I sold my invoice to a good profit, as everything was cheap at New York. I may remark that the Newtown Pippin was a nice spicy apple, but the trees all died about forty years ago."

On Christmas Day, 1885, Robert William Starr of Starr's Point commented on the St. John merchant's story with the following:-

"I observe in Saturday's issue of the 'Herald' an article taken from the St. John Sun, giving the origin of the Bishop Pippin, as related by a retired merchant. Who the gentleman may be and what authority for the somewhat marvellous account he has given of the introduction of the well-known apple into Nova Scotia, I do not know, but I fear that he has drawn largely upon his imagination for his facts. It is very well known that we are indebted to Dr. Charles Inglis, first Bishop of Nova Scotia, for the introduction of the apple and its history as related by his son, Dr. John Inglis, third Bishop of Nova Scotia to the late Hon. Charles Prescott, is that he received the scions from his old home in New York State, where he lived before the revolution, and grafted on young

seedling trees growing on his estate of 'Clermont' in Aylesford, the name being either lost or forgotten. Later on when the apple became well-known and widely spread throughout the valley, it was given various names such as 'Royal Pippin', 'Long Pippin', etc. In 1846, the late Dr. C. C. Hamilton sent specimens of this fruit to Luther Tucker of the 'Albany Cultivator' with other sorts for examination. He at once recognised this apple as an old acquaintance and pronounced it 'yellow Belle Flower'. In the winter of 1854 when travelling in the New England states I found it in many different places, but always known by the above name. Coxe, one of the oldest American writers on fruits, first describes this apple and gives its origin as Burlington, N.J. Downing, Warder, Thomas, and Beadle, all describe it and give a number of synonyms, Bishop Pippin among the rest. Our fruit growers association have always recognized the proper name, but dealers and consumers won't give up the name by which they recognize the fruit, the growers have to give way in order to sales. It is undoubtedly of American origin, and is widely and successfully grown from Ohio to Nova Scotia, especially on dry, light soils. In England it is not a success as the soil and climate do not suit it. As to the statement that the Newtown Pippin trees are all dead forty years ago, the writer has only to look over the lists of auction sales of New York apples in London or Liverpool during this or any past season to be convinced that he is mistaken. It is true that the apple is not as fine as it used to be and is not now being planted as much as formerly. Even in those localities on the Hudson where it used to reign pre-eminent other sorts are taking its place, being considered more profitable to the growers. It has been grown in Nova Scotia for many years in fact, as long as the Baldwins, but has never been a success, our seasons not being long enough to mature it. The quality is inferior."

The foregoing writers, in their interesting reports, have omitted to give any reference to the question of how the Primate of Nova Scotia came to be involved in the horticulture business in the first place.

Charles Inglis was born in County Donegal, Ireland, in 1734. He was the third son of the Reverend Archibald Inglis and he emigrated to Lancaster, Pennsylvania, to teach in the free school there in 1755.[1] His work in the free school was so highly regarded that in 1758 he was sent home to England to be ordained into the Church by Dr. Zachary Pearce, Bishop of Rochester, acting for the Bishop of London.[2]

After his ordination, Charles Inglis was appointed to the parish of Dover, Delaware, and it was there that he married Mary Vining of Salem County, New Jersey, in February 1764. Mary (Vining) Inglis died in the same year, October 13th 1764, in childbirth with twins. One of the twins, Mary, lived for twenty-nine days, the other had been stillborn.[3]

Charles Inglis, despite some opposition to his 'enthusiastic' views by the incumbent Rector, moved to Trinity Church, New York, as Assistant in 1765, after six years service at Dover. One of Inglis' would-be successors at Dover was drowned while making the necessary trip to England for ordination and this caused Inglis to campaign early for the establishment of an episcacy in North America. Although he had apparently received little formal education, Charles Inglis was an ardent scholar all his life and he was granted an M.A. degree by King's College, New York, in 1767 and an M.A. by Oxford in 1770. He became Governor of King's College, New York, in 1770 and devoted much of his time to the twin causes of the establishment of an episcopate and the establishment of Indian Missions. He married Margaret Crooke of Kingston, New York, on 31 May 1773, but his career soon became overclouded by the gathering storms of the American Revolution.

Charles Inglis was an ardent Loyalist and this placed him in an extremely dangerous position when hostilities commenced. He was reported to have continued to read the Collect for the King and the Royal Family at a time when 150 Rebel soldiers had, for some reason, invaded his church during service. For this courageous act of loyalty, King George III sent Dr. Inglis a magnificent Bible and Prayer Book, folio size and beautifully bound, with the Royal monogram on the cover, as a token of appreciation.[4]

Charles Inglis' last years in New York were filled with sadness and ruin. His property was seized and both he and his wife were included in an Act of Attainer passed by the New York Assembly in 1779. This declared them guilty of high treason and banishing them on pain of death. Margaret (Croke) Inglis, along with her eldest son, Charles, then eight years old, died in New York in the 1782-83 period. Mrs. Inglis was only thirty-five and her early death was probably precipitated by the strain of the Revolutionary years. Charles Inglis' devotion to duty was rewarded to some degree when he was awarded the degree of D. D. by Oxford University in 1778. He was elected incumbent of Trinity Church, upon the death of Dr. Auchmuty, but this historic building was itself, burnt to a shell during the devastating fire of 1776.

Finally, it all became too much and, after applying to the Society for the Propagation of the Gospel for a position in Nova Scotia, Dr. Charles Inglis, sailed for England with his two surviving children, Margaret and John, in November 1783. A third child, Anne, had been placed in the care of a great-uncle.[5]

During his stay in England, Dr. Inglis advanced the Cause of Dr. Chandler as the proposed first Bishop of Nova Scotia, defended himself against a series of virulent attacks on his own character by Dr. Samuel Peters, a fellow 'refugee' Loyalist from Connecticut, was instrumental in getting a

Mohawk Prayer Book written for the Loyalist Mohawks that had gone from New York State to Canada, and was instrumental in smoothing the path for the consecration of the first American Bishops in 1784 and 1787.

Finally, in 1787, Dr. Chandler having declined the office on account of his ill health, Charles Inglis was consecrated by the Archbishop of Canterbury (Dr. John Moore), as Bishop of 'Nova Scotia and its dependencies' for life. He was also given jurisdiction over Quebec, New Brunswick and Newfoundland, until they could be formed into Bishop's Sees.

Bishop Inglis was not deterred by the immense size of his new diocese. He made 'tours' through the Annapolis Valley to Digby and then by ship to New Brunswick and Quebec. These tours were made over 'roads' that were almost nonexistent in places and he must have been pleased by the appointment of Dr. Jacob Mountain as Bishop of Quebec, with jurisdiction over both Canadas, in 1793.[6]

Another major project of Dr. Inglis was the establishment of a College in Nova Scotia. This project had been initiated by a committee of Loyalist clergymen meeting in New York in 1783 and had been actively pursued by Dr. Inglis during his stay in England.

Upon being appointed Bishop, Dr. Inglis pursued his goal more actively still, and, in 1788, he was instrumental in persuading the Archbishop of Canterbury to appoint a learned scholar as first President of the first College in Nova Scotia. Unfortunately, this gentleman had to later decline the appointment; but the Bishop's nephew, Archibald Paine Inglis was appointed the first President, the House of Assembly voted four hundred pounds for the rental of a suitable property, and on Saturday, November 1st, 1788, the King's College Academy was formally opened at the house of Mr. Israel Andrews in Windsor, N.S. There was an initial enrollment of seventeen pupils, and the first on the list was John

Inglis, aged 11 years, the son of the Bishop. Later, in 1795, the students moved into a permanent college building, near the Avon River at Windsor, and there the successive generations of distinguished graduates received their education until the main building was destroyed by fire in 1920 and steps were taken to transfer the college to the campus of Dalhousie University in Halifax where it remains to this day.

These arduous efforts to establish a centre of learning, as well as place the church in the Province on a well-ordered footing, gradually took their toll on the Bishop's health and, in consequence, in 1795, he established a summer home at 'Clermont' a one-storey cottage near the present Auburn in the Annapolis Valley. From 1796 to 1808 the Bishop lived at 'Clermont' the year round, and, even after his return to Halifax in 1808, he spent the summers at 'Clermont' up to the time of his death. Edward, Duke of Kent, the father of Queen Victoria was a friend of Bishop Inglis and dined with him at Clermont on at least one occasion.[7]

It was during his years at 'Clermont' that Bishop Inglis played a prominent role in the developing Annapolis Valley apple growing industry. He carried out experiments in his orchard at 'Clermont' and he is credited with the introduction of several fine varieties of apple, among them the beautiful yellow "Bishop Pippin", known as the 'Bellefleur'[8] He was one of the founder members, in 1789, of the King's County Agricultural Society.

During the latter years of his life, Bishop Charles Inglis made attempts to have his son, John, nominated to succeed him. These were unsuccessful and when the first Bishop died, on Saturday, February 24th 1816, it was Dr. Robert Stanser that was named to succeed him.

Bishop Charles and Margaret (Croke) Inglis had had four children. Charles, (1774-82), was buried alongside his mother in St. Paul's Chapel, New York City. Margaret,

(1775-1841), married Sir Brenton Haliburton, the eighth Chief Justice of Nova Scotia. Ann, (1776-1827), married the Reverend George Pidgeon who had fought on the British side in the Revolutionary War in America. It is said that Bishop Inglis would not consent to the marriage of George Pidgeon to his daughter, Ann, until he had given up the association with the military. The Reverend Pidgeon later became Rector of Trinity Church, St. John, New Brunswick.

The youngest son of Bishop Charles and Margaret Inglis was the John Inglis, (1777-1850), that he tried to have nominated as his successor. Despite his disappointment at the appointment of Dr. Stanser, John Inglis returned to take over St. Paul's Rectorship in Halifax and served as commissary for Dr. Stanser as he had for his father before him. Dr. Stanser's health deteriorated and this made it impossible for him to take an active role in the diocese after the first two years. Finally, in 1825, Dr. Stanser resigned the see and there was no hesitation this time in appointing Dr. John Inglis, who was in England at the time collecting donations for King's College, to be the third Bishop of Nova Scotia.

Dr. John Inglis was a man of kindly and sympathetic spirit and was much loved. He de-emphasised the more strictly religious features in the King's College curriculum and was the first to start the Diocesan synods. He carried on the estate in the Annapolis Valley after his father's death and his eldest studied medicine in London but never practised and the two younger boys that survived to maturity both went into the Army. With the exception of Charles, the family sold up their possessions in Nova Scotia after the death of Bishop John Inglis in 1850 and took up residence in London, England.

Of these grandchildren of Bishop Charles Inglis, one, Sir John Eardley Wilmot Inglis, second son of John Inglis, born at Halifax November 15th 1814, was perhaps the most distinguished member of a very distinguished family. Sir John

Eardley Inglis followed a military career and was appointed ensign in the 1st Cornwall Light Infantry in 1833.[9] He helped quell the rebellion led by Papineau in Lower Canada in 1837 fighting at St. Denis and St. Eustache. He fought in the Punjab Wars and various Indian campaigns but John Eardley Inglis' moment of glory came at the Siege of Lucknow in 1857. Colonel Inglis was second in command at the time of the Mutiny and, after the Commander, Sir Henry Lawrence was killed, Inglis took over. With his force of 927 European soldiers and 765 loyal native soldiers, Inglis withstood the siege by thousands of Indians for eighty seven days until the arrival of Sir Henry Havelock on 26th September 1857. Sir John Eardley Inglis was wounded during the siege and was promoted to major-general and made K.C.B. for his gallantry. The Legislature of Nova Scotia presented him with a sword of honour, the blade of which was made of Nova Scotia steel, for his role in the siege.

Sir John Eardley Wilmot Inglis married in 1851, the Hon. Julia Selina Thesiger, daughter of the first Lord Chelmsford. Julia was present, along with her three small children during the entire seige, and, in 1892, she published a widely read account of her experiences entitled "The Seige of Lucknow. A Diary". Major General Sir John Eardley Wilmot Inglis died at Hamburg, Germany, 27th September, 1862.

Of all the distinguished families that became involved at one time or another with the humble Nova Scotia Apple, the name of Inglis with its soldiers of the Church and Empire was the one that lent it an hour of reflected glory.

FOOTNOTES

1. **Dictionary of American Biography,** Charles Scribners's Sons, New York, 1963, Page 476.
2. **Charles Inglis,** by R. V. Harris, Toronto, 1937.
3. **Charles Inglis,** by Chancellor R. V. Harris, Toronto, 1937. P. 27.
4. **Charles Inglis,** by Chancellor R. V. Harris, Toronto, 1937. P. 47.
5. **Ibid.** Page 56.
6. **Charles Inglis,** by Chancellor R. V. Harris, Toronto, 1937. Page 106.
7. **Charles Inglis,** by Chancellor R. V. Harris, Toronto, 1937. Page 121.
8. **The History of King's County** by A. W. H. Eaton, Belleville, Ontario, 1972, Page 195.
9. **Dictionary of National Biography,** Oxford University Press, 1964, Page 442.

The History of the Municipality of East Hants

MRS. ERNEST WALLACE

THE EARLY HISTORY OF THE MUNICIPALITY OF EAST HANTS FROM 1861-1923

In the years before 1861, all business pertaining to the welfare of Hants County was conducted at the Court House in Windsor by officials called Justices of the Peace. Officers appointed by the Justices were the Custos Rotolrum who was required to attend all meetings, the Clerk of the Peace, Treasurer, Crier and Constable. The Treasurer and Clerk were appointed from a list of names suggested by the Jurors as "proper and fit persons to hold such office", the appointments being for one year. The Grand Jury completed the number of officials.

This system continued until 1861 when an Act was passed in the 24th year of the reign of Her Majesty Queen Victoria which divided the county into two districts. This division pleased the Court of Justices, who now would have more time to conduct the business applicable to the Eastern section of Hants, instead of taking part in the business for the whole County.

Accordingly, Her Majesty's Court of General Sessions of the Peace for the Eastern District met at the Gore on the second Tuesday of October in the year of our Lord 1861. Present were James O'Brien, who was appointed Custos Rotolorum; James A. Scott, Clerk of the Peace; Frederic Berford, Crier; William J. Scott, Treasurer; James Lynch, Constable who was sworn to attend the Court.

Justices present were John Madill, W. H. Withrow, Charles Boggs, Archibald MacCallum, Angus MacDonald, Robert McLellan, James Ross, James Stevens, Harry Murphy, John Gordon, George Hobsen, George White, William MacDougall, Peter Grant and Anthony Wellwood.

These were the men who made the laws for East Hants, built the roads and bridges, subject to the Provincial laws; appointed committees to deal with statute labour, the fisheries, public accounts, and others.

The rules followed by the Court of Sessions at Windsor were adopted by this Court as far as they were applicable to East Hants. One of the first items of business was the appointing of a committee to proceed to Windsor to arrange matters connected with the division of the County. Named were the Custos, J. J. O'Brien and Jacob Withrow.

The Court of Sessions continued to meet in private homes in Gore for a number of years after the division. Because of limited space which made it difficult to meet with the Jury and the several committees, so necessary in the transaction of business, and the fact that it was costing a sum equal to the yearly interest of about $400. for the rent for rooms, it was felt that plans for building a court house should be considered. For this purpose, in 1862, J. J. O'Brien, Nelson Murphy, Andrew Kirkpatrick, John Urquhart and John MacLean were appointed a committee to arrange for a site, prepare plans and procure an estimate on cost of such a building.

At the general meeting in 1864, they reported they had met with Henry Blois of Gore and both parties had agreed for ground on the North side of the road 20 rods from Fieldings West line, at the rate of $60 per acre. The committee recommended that one-half acre be purchased, and also that, in their opinion, a building 40 x 30 feet with an 18 foot post, one entrance and ten windows would be suitable for the purpose. They submitted a plan and stated that from the best information they were able to obtain, believed such building could be erected in "a plain, neat, substantial and workmanlike manner for the sum of $1,000." They also hoped that the sum mentioned should not be considered a grievous burden on the wealth of East Hants, and hoped that the matter would receive the favourable consideration of the Court and Grand Jury. The report was favourably received and adopted at the meeting in 1865.

William J. Scott, Daniel Blois and John Sim were appointed commissioners to build the Court House. It was agreed that the sum of $400 be assessed on the county and that the commissioners be authorized to borrow what would be needed to finish the house. The treasurer's report for 1866-67 showed that $1,138 had been expended in the building of the Court House. $30 was the cost of the land-one-half acre, and $24 was paid those who framed the building. This building, a wooden one with slate roof, stood on what was known as "Court House Hill". It served the Justices and Councillors for many years. The first meeting held in the building was in October 1867.

The house was sparsely furnished according to these items listed in 1878. One-half dozen chairs for Court House $6.25. Probably these were for the officers, while the jurors and justices sat on benches. In 1881, the committee on Public Property was asked to purchase an office chair with cushion,

a washstand and basin, a looking glass, brush, comb and soap. The committee was to arrange the desk and to call on the treasurer for cost of the furnishings.

Previous to the erection of the Court House, a chair was purchased for the High Sheriff who attended the sittings of the Court until 1866 when it was resolved that "it is not deemed necessary by the Court that the High Sheriff from Windsor should attend the sittings in future."

In 1868 a committee composed of J. J. O'Brien, James A. Scott and James MacKenzie was appointed to look into the advisability of building a jail on the Court House grounds at the Gore where there was plenty of room and also because the jail seemed to be a matter of necessity.

Apparently, no action was taken as no further minutes appeared relative to the erection of such building. All offenders of the Law who meeted jail terms were housed in the jail at Windsor, East Hants paying their board. This item appeared in the minutes of 1863—"Paid Joseph Francis $75 for boarding prisoners and $16 for fuel and keeping jail. In 1877 paid to G. Smith $97.36 for boarding prisoners from Oct. 1876 to Oct. 1877."

In 1877 the Court decided a water closet for the Court House should be built and voted $20 for that purpose.

As early as 1889, reference was made to the Court House needing repairs to doors, windows and the slate roof which was in bad shape. A platform was also needed for the Warden's chair. In 1892 Council recommended that the house be painted and the fence around it be repaired, the sum not to exceed $70. In 1897, at a meeting in South Maitland, Council discussed moving the building, removing the slate roof, and replacing it with cedar shingles. This work, together with the repairing of the jail, to cost no more than $3000.

By 1911, Council considered the building a poor asset to the Municipality and recommended that it be sold by tender or otherwise. It was purchased in 1916 by the Orange Lodge of Gore for $200 plus $175 for the furniture and fittings which also included the transfer of the unexpired Insurance Policy to October 1917. Unused for a number of years, the old Court House stood on the hill, an historic landmark and monument to past days, when on Sunday July 22, 1956 it was completely destroyed by fire of unknown origin. Forest Rangers from Shubenacadie rushed to the scene but could not save the building as no water was available for the pumps.

As previously stated, the first meeting was held in the Court House in 1867, the last in 1907. From 1907 to 1915, Council met at South Maitland in the Municipal Home; and from 1916 to 1969 in Barron's Hall in Kennetcook. Since the erection of the Municipal Building in Milford in 1969, all meetings of Council are held there.

ROADS AND BRIDGES

A subject of great concern to the Justices and later the Councillors was the building of roads and bridges. All roads were built by statute labour, each landowner and each male 21 years and over being obliged to work a ten hour day for three days each year at the rate of $1 per day, this amount to be deducted from his taxes. Exemption from performing such labour was not granted to volunteers or to those holding commissions in the militia.

Surveyors of Highways were in charge of the labourers, the laws governing such labour being drawn up by the Justices of the Peace. Each Surveyor was required to make returns certifying that the work was faithfully done, as were also those who did statute labour on their own private roads. Many landowners neglected to do this; others filed incom-

plete returns, and some surveyors neglected to certify that the work was done. In 1866 it was resolved that all returns not completed or attested to by the surveyors be returned for that purpose. Those doing labour on their own private roads were required in 1873 to furnish a certificate from the Surveyor, or two reputable freeholders, that the work for the past year was completed, otherwise they would be dealt with according to law. One Surveyor for District No. 8 was notified if he did not make Thomas Fenton perform his road duties, he would be prosecuted. This trouble continued until 1883 when some improvement was noted in the returns when compared with reports of other years.

Because many requests from landowners to perform statute labour on their own private roads continued to be placed before Council, in 1902 it was agreed that the Surveyor of Highways be given the power to grant or refuse such requests. Each year new "Statute labour lists" were made out, and amounts of money for road work allocated by Council for the various Districts. In 1890 the amount for Maitland District was $590; for Walton $214; for Shubenacadie $535; Nine Mile River $590. These amounts varied slightly through the years.

Until 1894, all road work was done by hand with the aid of horses or oxen. In May 1894, Council made arrangements for the purchase of not less than three road machines—the American Champion—by name. Council voted $500 out of the Roads and Bridges fund for payment of these machines. They could only be used on the public roads. The committee on Roads and Bridges recommended that the care and control of the machines be the responsibility of the Councillor of the District in which the machines were used. The rate of hire for use on a public road was $2 per day, the party hiring the machine being responsible for breakage. Remuneration for one pair of horses and driver to work the machine was three dollars per day. For one pair of oxen and driver $2.50

per day. The man who operated the machine was classed as a mechanic and received mechanic's pay which was $1.50 per day. One machine was allotted to the Shuby-Maitland area; one to Noel-Walton; one to Gore-Nine Mile River and one to Rawdon-Uniacke area.

In 1907, the Road Supervisor when giving his report to Council said: "Better roads are needed, also a more equitable distribution of taxes needed for maintaining them." In May 1908, the road machines were handed over to the Provincial Government who agreed to house, repair and keep them at the disposal of the Municipality, the wages of the operator to be increased to $1.75 per day. In January 1917, Council endorsed a resolution from the "Good Roads Association" in which the Nova Scotia Legislature was asked to begin a plan for road improvement. At the Council meeting in February the Council had word that the Legislature acted favourably on the resolution, and the care and maintenance of all roads in the province was taken over by the Nova Scotia Government in that year (1917). Warden Blois announced that henceforth it would be unnecessary to work out Statute Labour Lists because of the new Provincial Road Regulations, copies of which were presented to the Councillors.

In those early years, conditions of the roads can only be imagined and the building of the roads extremely hard labour. Having the roads placed under the New Act removed many a headache from Council.

The earliest date recorded for the building of a road and bridge was in 1861 when, in response to a petition, presented by Donald MacDonald and others, that a bridge be built at Wardrop's linking Halifax and Hants Counties. (James Wardrop was the first landowner in Milford, having purchased the Newton Grant in 1785). The petition was received favourably and the following committee appointed to do the work: Terrence Hardy, Charles Snide and William Scott.

Evidently they did their work satisfactorily because at a meeting of the Court in 1862 it was resolved that these men be paid for their services. No amount of remuneration was stated for their choosing a site for the bridge and laying out a road from it to the main highway, and no other statements regarding the building of the bridge could be found in the minutes. However, the site remains one-half to three-quarters of a mile below the present Milford bridge, and stone works in the Shubenacadie River and across on the Halifax County side on what was the Madill farm could be seen a few years ago. The road laid out by the committee is still in use, owners of three new homes using part of it as right of way to the main highway in Milford. The bridge, a covered wooden one, remained in use for many years until a fire of unknown origin destroyed it. The present iron bridge connecting the two counties replaced it.

In 1872 Archibald Grant, John Ferguson and Duncan MacDonald received permission to lay out a road from Hardwoodlands Settlement to the Truro Highway at no cost to the county. In the same year, Richard Withrow was paid $2.50 for surveying a road from Renfrew Road to MacIntosh's on the Back River; Noel applied for a landing and a road from it to the main highway, the same year. The road from the Station in Milford to the Hardwoodlands road was laid out in 1883. That year Maitland had a wharf built and a road from the wharf to the highway. In 1883 R. Burgess was paid $4.00 for making a plan and giving an estimate for Stephen's Bridge across the River Bear. Earlier than all of these was a site chosen for a bridge across the Tenny Cape River (original spelling), a committee of three being paid one dollar each for their selection of the site. That was in 1864. The Township Line between Rawdon and Douglas was run in 1865, the total cost $38.50 plus $1.50 for the plan by Benjamin Smith of Selmah. The line between Rawdon and Uniacke was run in 1867.

At the May meeting of Council in 1875, J. J. Blackburn, I. H. Wilson and Nelson Densmore were appointed to lay out a foot path and bridge from a point known as McHeffey Hill Landing on the Halifax side of the Shubenacadie River (opposite the Wardrop Grant on the Hants Co. side) to the main road on the Hants County side. The foot bridge was to be built at the stone eddy so called at or near Hunter's North line, the footpath to be 8 feet wide and be on Blackburn's land, on the line between him and John Hunter's, the right of way to be free of charges. At the annual meeting of the Council in January 1886, the report from the committee was received and adopted. The proprietors of the land were required to give the county a deed of said road or path.

On October 2, 1883, a special meeting was held at the Court House for the purpose of placing certain bridges under the provisions of the Bridge Act, passed the 19th day of April 1883. It was resolved that the Council take action on the rebuilding of the bridge over the Shubenacadie River at Hyde's Stables, either by asking the Government to place it under the Act or by other means most advantageous to the municipality. This bridge linked Halifax and Hants Counties at Lantz, the site being that of the present bridge near Miller's Store. Mr. Hyde, the well known driver of the stage coach operating between Halifax and Truro, had stables opposite the "Old Inn" at Barney's Brook, about a mile from the bridge known as Hyde's Stables Bridge. At the Inn, Mr. Hyde stopped to refresh himself and to change his horses there before going on to Truro. The aforementioned bridge was placed under the Act.

Another special meeting of Council was held September 7, 1880 for the purpose of making plans for building the Hants County part of the Shubenacadie Bridge at Shubenacadie, and other matters. It was decided that all bridges costing $100 or more be a Municipal charge and all costing less, a District charge. Robert Fish was appointed to build

the Hants County part of the bridge. He was also required to put a suitable lamp on the end of the bridge and to make arrangements with the commissioner of Colchester County to have the same and lighted. The expense of the lamp was added to the district tax, but the cost of the bridge was later paid through the Bridge Act.

Another special meeting was held May first in Putman's Hall in Maitland for the purpose of appointing a committee to locate a site for a public wharf; to appraise damages to land and fencing same. Named to the committee were Archibald Frame, Jacob Frieze, James O'Brien, the Custos and David Frieze, Clerk. Previous to 1871, Maitland had a landing which in later years proved inadequate for a busy port. The ferrymen followed the rules laid down by James Putnam, William Lawrence, Nelson Murphy and S. S. Barbrick. These rules were endorsed by the Court: 1) The ferry to run between Maitland and Black Rock, fares to be as follows—for each person and horse 25 cents from April 1 to Dec. 1, but from Dec. 1 to April 15 the fare would be doubled. 2) A suitable boat for the conveyance of passengers and luggage also freight, shall run twice a week from Maitland to Londonderry, on Tuesday and Friday, from April 1 to Nov. 1. If the weather is inclement, the boat should then go on the first day next following that is practicable; and should the ferryman deem it practicable, he shall ferry horses, cattle and carriages to Londonderry, fees to be 30 cents for a person, 35 cents for a horse, carriage, a cow and 75 cents for each pair of oxen. 3) The ferryman is required to keep a good horn on the outside of the ferryhouse, and is required to blow it fifteen minutes before leaving for Black Rock. 4) He is also required to take out a license prepared by the clerk of the Peace who is to receive 5 shillings for preparing it, and also he must pay one dollar for the license. Any person not complying with the laws, or anyone interferring with the duties of the ferryman shall be dealt with according to law.

The wharf applied for was in operation by 1874. Alexander MacDougall was appointed ferryman between Maitland and Black Rock. He was required to make a return to the Government at the end of the year, and if no valid complaint was entered against him, the Court would then issue him a certificate. Other ferrymen who served were Job Creelman, from Maitland to Black Rock; John Stewart, between Maitland and Little Dyke and Captain A. J. O'Brien between Noel and Spencer's Point.

Until 1909, the Municipality paid $100 a year toward the upkeep of the abiteau at Walton which was taken over by the Government in that year.

BOARD OF HEALTH

Because of the prevalence of smallpox in 1872 in the Ports of the U.S.A. and elsewhere, the Board of Health of Maitland was authorized to make a general vaccination in that district. In the case of the poor and indigent persons, the fee fixed was 25 cents. The board was permitted "to employ one or more fit persons to assist with the vaccination".

In pioneer days, diseases such as measles, scarlet fever, smallpox and the most dreaded one of all, diphtheria, took their toll, especially amongst the children. Quarrantine was the only method known for control, followed by fumigation of the home after the patients had fully recovered. Finally, after the discovery of anti-toxin for diphtheria and vaccine for smallpox, mortality from these diseases was greatly reduced. Consumption was so prevalent in Hants County that in 1915 Council discussed the possibility of a District Sanitorium being built for the patients.

In January 1908, a petition from the secretary of the Nova Scotia Medical Society asked the Council to adopt compulsory vaccination in cases of smallpox. This request was placed on the table. Ten years later it was implemented

by Council in 1919, when it became compulsory for all school children to be vaccinated before enrolling in school that year. This soon reduced the number of cases so that now (1972) the Medical Profession does not recommend vaccination on the same scale. In 1920 the number of cases of diphtheria in Hants County numbered 94. Two years later, following the anti-toxin program there were only 15.

Hants was the first County in the province to get started in the work of the "travelling clinic" on wheels which was sent out with equipment from Halifax in July 1920. Council paid $300 toward the clinic. About this time the school nurse made her appearance in the schools of the province. At first the nurses were not looked on with favour by parents or children, but later, the feeling changed as nurses uncovered conditions that required medical or dental attention. Now these services, including health clinics, are much appreciated and the health of Hants County children is in much better state than fifty or more years ago.

INTEMPERANCE

Since rum flowed like water in very early days, Council's means for curbing intemperance had very little effect on the offenders. As early as 1889 a committee, composed of Andrew Kirkpatrick, Elmore MacDougall, Benjamin Blois and James Bond, was appointed to apprehend violators of the Canada Temperance Act. In 1903, a petition endorsed by the sessions of the Presbyterian church in Shubenacadie, Milford and Elmsdale asked that an Inspector be appointed and that he be at or near Shubenacadie. This was granted by Council who appointed John MacLeod as Inspector with a salary of $50 a year. While many offenders were apprehended, it was often difficult to prove them guilty. In 1911, only fourteen complaints were entered for prosecution with only seven convictions. While this was a record, it did not please the Temperance Societies organized through the county.

They asked that a second inspector be appointed. Council did not grant this request because the districts represented by the societies, that is Milford, Shubenacadie, Mill Village and Elmsdale, did not avail themselves of the Inspector's services. Eleven years later, Mr. T. A. Blackburn was appointed inspector, a position he faithfully filled for many years. In 1915 Council recommended that a lock-up be built in Shubenacadie to house offenders. Harve Logan of Shubenacadie was the keeper. Since 1896 all juvenile offenders were sent to St. Patrick's Home or the Industrial School in Halifax, the Municipality providing maintenance for not more than five of the offenders.

THE COMING OF THE RAILWAY

In the days of transportation by water or over inferior roads, a railroad through the county of Hants was longed for by the people and the Council members. At a meeting of Council in January 1890, it was resolved to grant a free right of way through East Hants to any company that would build and complete a railway, crossing the Shubenacadie River at or near Maitland, and going in a direct route to Windsor, the building of this road to be commenced in 1890. Among the petitions received from companies was one from the Stewiacke Valley and Lawnsdale Railway Company, but like others, it was unable to commence work within the specified time by the Council. It was not until 1896 that the Midland Railway Company's name appeared in the minutes, and two years later, at a meeting of Council in May 1898, this company was given an extension of time to May 1899 for the completion of the railway.

George Dewis of Shubenacadie was appointed appraiser for the Municipality on the matter of right of way granted the Midland Railway Company. All was not a bed of roses, however, after its completion. Complaints soon reached Council.

Matthew Allison's was the first against the Company which had placed gates across the public highway leading to his residence. The Clerk was asked to write the company and have the gates removed. No. 2 was John Turple. He complained that the gates at his crossing on the railway were not kept up, and owing to neglect, his cattle were endangered every day, and also he was deprived of a large portion of his pastureland, suffering loss, inconvenience and danger. Mr. Turple also had sheep killed because of a defective railway fence. These matters were taken care of by Council, the Railway Manager notified and reminded that their charter and Common Law provided that grievances be attended to at once.

As late as 1911, a complaint from Jacob Rines was received in regard to damage done his farm by fire caused by sparks from the train engine. Council passed a resolution calling on the DAR to make good the damage done, and that steps be taken to compel the Railway Company to provide the engines with "spark arrester". In 1912, apparently the Company was lax in carrying out these recommendations as complaints continued to come in. At a meeting of Council in 1912, on motion by Councillor Anthony and seconded by Councillor Shaughnessy and passed, "that the company carry out the provisions of their charter and by-laws of Hants County, and relieve citizens of their worries—careless neglect by fires, absence of statutory fences on certain portions of the line, their negligence in carrying out ordinary precautions for the destruction of weeds, which were a menace to farmers." This resolution bore fruit, apparently, as no more complaints were recorded against the Railway Company.

Mr. Fred Campbell of Clarksville was granted permission to cross the public highway with a tramway for the purpose of conveying lumber to the mainline of the DAR. He was required to keep the crossing planked and graded in the

same manner as any public crossing as mentioned by the railway company. All this to be subject to the approval of the Surveyor of Highways of the District.

In 1867 when the Windsor-Annapolis railway was being built, the Justices retained Counsel in order to protect the East Hants interests relative to damages by the railway that was to link Halifax with Annapolis. The total amount paid by the company to Hants County for damages to land and fencing was $27,209. East Hants share was $8,477. This was distributed to the claimants.

DISPUTES AND COURT CASES. 1866

The Committee on Fisheries and all members of the Court were quite disturbed and concerned about the fisheries in the Shubenacadie River where much injury was done by the dams and locks of the canal. The dams erected across the river by the Canal Co. had cut off the supply of fish, and because the Company was not then using the river, the Fish Warden and the inhabitants in the area asked that the dams be removed, or that a few openings be made so the fish could pass through. As their appeal had not met with any success the Committee on Fisheries recommended that William Scott of Nine Mile River be appointed as Inspector of Fisheries at a salary of $20 per year. The Committee also recommended that a Warden be appointed to act above Blackburn's and that he be paid $10 for his services. The two officers acting on the advice of the Committee hoped to get some action.

An important committee appointed by the Justices was the Fence Viewers. They were often called on to settle disputes relating to land and fencing.

One such case arose in Noel in 1861 where several proprietors owned a piece of land known as "Little Marsh". The dispute arose over the erection of a fence, together with its

cost. An arbitrator was called who apportioned to each man his portion of said fence. One, Samuel O'Brien refused to abide with the decision. Another owner of a portion of the property, Isaac O'Brien then called in the fence viewers who, after considering the situation, had the fence erected. The Court upheld the Fence Viewers' right to erect the fence, and Samuel O'Brien was forced to abide by the decision and pay the costs.

The case of the *Queen vs James Clark* who attempted to blow up the Lodge in Walton was held in the Court House in Windsor. The charge on the County was $17.50. Minutes did not state Clark's penalty.

A law suit between William MacDougall and the Municipality in 1884 was finally settled satisfactorily. He received $240 for the land and road in dispute. But he was required to renounce all claim to both; to remove all obstructions and to erect fences on each side, giving a uniform width of 4 rods, and to execute and deliver to the Municipality a deed of the same in due form.

The case of *Diamond vs the Municipality* was held in the Supreme Court in Windsor in 1886. This resulted in a verdict in favour of the Municipality. Mr. Diamond allegedly claimed that he lost a horse through the negligence of the Municipality. Not being pleased with the verdict, Mr. Diamond said he would appeal. However a committee appointed in May 1887 was able to bring the complainant to terms and the case was settled out of Court.

In 1893 William Gordon of West Gore was paid $10 in full compensation for the loss of the use of his horse, lamed when crossing a defective causeway on the MacInnis Road, and also in 1899 he was paid $15 for the loss of his cow which fell through the covering of a bridge near his place, this amount to be in full compensation for all demands made by him against the Municipality.

Others approached Council for remuneration for damages done to horses and harness upon entering bridges. The Treasurer's report for 1888 showed that $600 has been expended on court cases. This included $250 paid Mr. MacPhee who claimed he sustained injuries when he fell off a bridge at Moose Brook. Through the efforts of a committee, an agreement was reached and the case settled out of Court. Mr. MacPhee then agreed to sign a statement that there would be no further claim on the Municipality for injuries suffered by him.

EDUCATION OF THE YOUNG

From 1861 and onwards, very little was noted dealing with the subject of Education. In 1867, the Justices discussed the matter of selecting a site for Rockville School, and in 1872 the amount of $634 was added to the assessment to meet claims of the Department of Education in Halifax. The only other school mentioned was Pleasant Valley whose trustees were commended for their action, although the 1873 minutes did not enlighten the reader as to what the action was. The business of operating the schools fell under the authority of the Trustees, the Council's responsibility being to raise the money needed through taxes, to pay for the operation. In 1889, the amount allocated for schools was $3104. From 1879-1901 the allocation remained at $2,850 with the total assessment for East Hants at $9360. By 1905 the assessment increased to $11,719. In comparison the 1974's assessment was $53,000,000 with a tax levy of $622,350 for the operation of the schools in East Hants.

In 1877 the Justices were very much concerned with the way the Sabbath was being desecrated in some localities. They recommended that the law laid down in the revised Statutes be rigidly enforced—"more especially against those who habitually return from Market on the Sabbath, but at

the same time, discriminating between the cases of wilful violation and cases of necessity." This recommendation was signed by John Urquhart and Alexander Dunbar.

The final meeting of the Court of Justices of the Peace was held at the Court House in Gore in 1879, at which time the following citation was read and recorded:

To James J. O'Brien, Custos Rotolorum for East Hants

Honourable Sir:

We the officers and Justices of the Peace for East Hants in the last meeting of the Court of Sessions for the transaction of County business, feel desirous of placing upon permanent record our appreciation of your long and faithful service as chief Magistrate.

In the different and sometimes difficult position your office has required you to fill, your uprightness, decision, and consideration for all parties have won for you a deservedly high place in the County, while your social and moral virtues have endeared you to a large circle, irrespective of class, creed or condition.

As you have grown old in the service of the County, and during your life have witnessed many changes throughout our land, we trust that your declining years will be the most peaceful and prosperous and that the great progress made during the past forty years in our County will be far excelled in the years to come.

May you be long spared to your family and to the County in the enjoyment of much happiness.

Signed: Edward Curry, High Sheriff
James A. Scott, Clerk
Harry Blois, Treasurer
James Lynch, Crier.

An Act having been passed in the 42nd year of the reign of Her Majesty, Queen Victoria, to establish municipal incorporations in the several counties and districts in Nova Scotia, in accordance with the provisions of the Act, the Sheriff for the County of Hants attended at the Court House Gore, January 13, 1880, and having opened the ballot boxes, the following Councillors were declared duly elected for the following several districts:

No. 11 Maitland—Nelson Murphy.
No. 13 Shubenacadie—Joseph J. Blackburn and Gilbert Walker.
No. 10 Nine Mile River—James A. Thompson and Alexander G. MacPhee.
No. 15 Gore—John Sim and George Mosher.
No. 9 Noel—Thomas Hunter and James W. Ettinger.
No. 14 Walton—David H. Morris.
No. 7 Rawdon Church—John W. Bond.
No. 8 South Rawdon and Uniacke—James Stevens.

The oath of office and allegiance was then taken and subscribed by each Councillor, and they having unanimously chosen Nelson Murphy, Esquire, of Maitland, Warden, proceeded to the transaction of business. James A. Scott was appointed Municipal Clerk with a salary of $125 a year. Daniel Blois, Treasurer, salary $50. per year. Councillors fees were one dollar per day and mileage according to the Act of incorporation which was 10 cents per mile.

Several by-laws were adopted by Council to be submitted to the Government for inspection and approval. The first dealt with the Municipal Seal which was to be of metal and engraved in the centre "Municipal Council" and surrounded by the words "District of the County of Hants, N.S." This seal was to be kept by the Municipal Clerk, the fees to be as follows: $2 if placed on a document to be used outside the Municipality or abroad; one dollar if affixed to any document or certificate used within the Municipality.

Other by-laws related to the proceedings of Council; also duties of the Councillors and those of the various committees. A by-law relating to slaughter houses led one to believe that Council was interested in air pollution in the 1880's. "Anyone harbouring conditions that would affect the purity of the air or health of the community, a penalty of $8 would be enforced for each offence."

POOR'S FARM LEGISLATION

Among the many committees appointed, none was more important than the Committee on Welfare which, through Council, looked after the poor and harmless insane who, in those days were known as lunatics. Council felt that doling out funds was not the best way to care for them. In 1887 a commtttee was appointed to prepare an Act to be submitted to the Nova Scotia Legislature which would permit Council to borrow the sum of $8000 for the purchase of a farm and the erection of buildings for the support and care of the poor and harmless insane belonging to the Municipality.

This Act was presented and passed by the Legislature with certain stipulations attached, namely; the amount to be borrowed was reduced to $6,000; bonds were to be free from taxation, and a rider attached to the effect that no expenditures were to be made or money borrowed under the provisions of the Act until after Council met in January 1889.

In the meantime, the Council visited the poor farm in West Hants and learned that the farm in operation there cost $2000 and the buildings $4,458. In January 1894, a new committee was appointed to collect information from others that had established poor farms, to enquire into workings of these farms, compared with former means for caring for the poor. After receiving a favourable report at the Council sittings in May 1894, another committee composed of James A. Thompson, William Dodd, Councillors McCulloch, Blois,

Lawrence, O'Brien and Clerk Nelson Murphy, was appointed to purchase a farm, the cost not to exceed $6000. At that time, the total assessment on the Municipality was $6,400.

The farm, located in South Maitland, was purchased in 1894 before Oct. first, as at the annual meeting in January 1896, the Home Committee stated that "Expenses for running the home and farm from October 1894 to Dec. 1895 were $1,292.45—less cream and milk valued at $49.40." In 1889 expenses for the poor amounted to $1,707.38. The report also stated that 15 people were admitted since it opened; 2 died; 2 transferred to private homes; one escaped which left 10 at the beginning of the year 1896.

A code of by laws was drawn up for the management of the home. 1.) The home was to have a superintendent and matron. 2.) A doctor was to be selected to care for the sick. 3.) Christian burial was to be provided for the dead on farm property. 4.) Council was to have oversight and control of Superintendent and Matron, with power to dismiss and appoint others to fill their places, if need arose. At first the home was spoken of as "The Poors Farm"; later, "the County Home" and still later "Hillside Residence".

In September 1902 a special meeting was called for the purpose of examining tenders for the purchase of timber on the "Poors Farm" woodlot. The tender of T. G. MacMullin for $2,050 being the highest was accepted.

The Home Committee soon realized the original farmhouse was not adequate for housing all those in need, and in 1896 requested an addition. This addition was accomplished in 1912 at a cost of $3,240. The contract was awarded to John MacLeod, carpenter and Watson Smith for heating. Dr. Sinclair recommended that steam heating be installed which added considerably to the cost of the whole. With this addition and the installation of a pumping plant in April 1914,

the home was one of the most up-to-date in the province. In 1913, 6 patients who were in the Nova Scotia Hospital, were transferred to the home, which was a saving in money to the Municipality.

The first manager and matron were Mr. and Mrs. Williams who were hired in 1895. Others were Mr. and Mrs. Joseph MacLaren; Mr. and Mrs. Jonathan MacMillan; Mr. and Mrs. Daniel Morrison and Mr. and Mrs. Chester Lawrence who served many years.

Because of the increase in responsibilities and work load of the Home Committee, it was resolved that the Committee be authorized and empowered to employ a secretary, if they should consider it advisable to do so, this person to be under the control of the Home Committee and to receive a salary of $25 per annum.

Those serving as manager and matron the longest terms were Mr. and Mrs. Andrew MacDougall who served from 1904 to 1913, when Mr. and Mrs. Illsley took on the work for a period of two years, the MacDougalls returning in 1915. They operated the farm and home until 1923 when they retired, after a total of 17 years service. Mr. and Mrs. Lowell Wagner were then appointed. They operated the farm and cared for the patients until it closed in the year 1971.

Between the years 1894 and 1923 the salary of the Matron and Manager increased gradually from $300 to $1,000 a year.

Many of the underprivileged in the county, including their children enjoyed home comforts and care throughout the years spent in the Home under the efficient care of the dedicated matrons and superintendents. As years passed, Council decided to close out the home and place patients in private homes, or in homes in other Municipalities. Most went to Pictou and Annapolis Valley in 1971. The Home was

then sold by tender, Charles Connors' bid being the highest was accepted in 1972. The woodlot and marsh lands were sold separately.

Children who were housed in the Home attended the school in South Maitland, the Municipality paying $10 a year per child or $1 per month for any part of a year's attendance.

At the May meeting of Council in 1882, the Assessment Committee recommended that the valuation of the Ship "Milton" be struck off Milton O'Brien's and Andrew MacDougall's rate roll, also that the clerk instruct the collector for Maitland District to give widow's exemption, according to law, viz., $400. The ship "Milton" was lost at sea in December 1881.

The second election for Councillors took place on January 9, 1883. A few changes were noted in several Polling Districts:

No. 11 Maitland—Archibald Frame, William Curry and Adam MacDougall.
No. 9 Noel—Samuel Spares and Daniel Morrow.
No. 13 Shubenacadie—Andrew Kirkpatrick and George Dewis.
No. 10 Nine Mile River—Alexander MacPhee and James A. Thompson.
No. 7 Rawdon—John W. Bond.
No. 8 South Rawdon and Uniacke—Benjamin Blois.
No. 14 Walton—Edward Shaw.
No. 15 Gore—James A. Scott and John Sim.

Andrew Kirkpatrick was elected Warden. He served as Warden until 1901. At the close of thirteen years of service to Council, he was presented with an address and a valuable cane as a token of esteem. Benjamin Blois, on behalf of the Council and R. B. Eaton, Treasurer, on behalf of the officers, made the presentation.

Council realized the importance of preserving records of the Municipality from loss by fire or otherwise, by appointing a committee to procure information as to size and cost of a vault or safe. In 1901 a safe was purchased, and the Deputy Warden Blois and the Clerk ware appointed to collect and arrange the Archives of the Municipality, previous to the division of the county. These Archives were in the custody of the Clerk in West Hants. When the poor's farm was being enlarged, Mr. MacLeod's contract included a fireproof vault with a vault door costing $85 for the protection of such records because of their foresight, this summary of proceedings was made possible.

COUNTY BY-LAWS AND MISCELLANEOUS NOTES

Many farm animals roamed at large in the Municipality. This became quite a problem and was also a dangerous practice, if the animals were fierce. It was necessary to enact laws respecting this problem. A few noted in the minutes from 1891-1896 are as follows:

Any horse or bull more than a year old going at large at any time, a penalty of $8 for the first offence to be levied on the owner. Also the same penalty was imposed on the farmer whose ram roamed at large between September 1 and December 1.

If cattle or sheep roamed, the owner was fined $4. per head; if swine, $3. and if geese were the culprits, the fine was ten cents per head. These laws applied to Maitland Village, the Shore Road to Mingo's Creek and to the main road leading to Shubenacadie, a distance of one mile around the Shubenacadie Station, and one-half mile around Milford, Elmsdale and Enfield Stations, and as far south on the township line between Rawdon and Douglas.

No person shall drive any horse and carriage or team on the sidewalks of any village in East Hants. Penalty $2 for each offence. All roads were to be fenced. If this fencing proved detrimental to public safety, the property owners were to be dealt with.

In 1914, a petition, restricting the use of automobiles on Sunday and one other day in the week, brought to council by John McCulloch and others, was not granted because they represented only a portion of the Municipality. Council felt that the remaining portion of the population should be heard from before any legislation could be enacted.

In 1923 Mr. Main requested Council to enact a by-law protecting sheep from people "with covetous intentions regarding same." In January 1910 Council voted $150 toward the Agricultural Exhibition to be held in Shubenacadie in the fall of that year.

If a circus and menagerie wished to come to town, the fee was $60 or $40 for either alone. All other shows were $20. Rates of fines on heavy teams and wagons was 50 cents and $2. on autos.

Dogs running loose became a problem to Council and others. In 1919 the Municipality was the richer by $788 from the tax on 596 dogs. The tax was passed to reimburse farmers in loss of sheep by the dogs. William Dodd thought there should be some adjustment made by the Government, because of the number of dogs on the reserve being at large, yet no tax was collected from their owners, although they were quite capable of killing any number of sheep.

All covered bridges had to be lighted at night, and all had to be snowed in winter. The Municipality paid $2 for having the work done. The application of G. R. Marshall for permission to erect poles and string wires in Shubenacadie

School Section for electrical purposes was granted for a term of 20 years, subject to several conditions, one being that there be no advance in rates for such service.

During World War I years, Council granted a petition from A. B. Wallace of West Gore that he be granted release from taxes on his flour mill for a period of five years. This was granted.

The Municipality paid firefighters and Rangers who in 1910 were authorized "to take such steps as may be necessary to prevent fires in winter as well as summer."

In this present day of high food prices, it is amusing to learn that board, even for one in jail, could be as low as $2.50 a week, which was a raise of fifty cents, and that meals for transients were from twelve to fifteen cents. This notice of change in rates was given at a meeting of council in 1913.

In spite of the by law prohibiting the running loose of animals, in 1892 Council received a petition from Lower Salmah asking for "a cattle pound". This was granted the sum of $20 being assessed for its erection. S. D. MacDougall, William Gatez and Thomas Smith were appointed to take charge of the building of the pound. Another pound in use at Gore confined large and small animals loose, causing harm to some. Pound keepers were instructed to take necessary steps for the safety of all animals under their care and, if necessary, to take them out of pound and put them in pasture, the owners to pay for such care.

In 1903 permission was granted William White and others of North Noel Road and Kennetcook Corner to erect telephone lines between the two places, provided that the line did not interfere with the repairs to the highway, nor interfere with the convenience of the public. Ten years pre-

viously Messers Shaw and Churchill were given permission to erect poles on the roadside between Walton and Tennecape and also to connect with the Manganese Mines.

In 1905 there was a hay shortage in the Municipality and elsewhere, due to the "winter of the deep snow" in 1904. Hay was brought in from Quebec free of freight charges to the Municipality. While the I.C.R. made promises to that effect, it did not keep them. Therefore Mr. Robert Gass of Shubenacadie was appointed to communicate with Management of the ICR to induce the department to continue concessions promised the Municipality to the end of March 1905.

No person shall drive over any bridge of 30 ft. or more span at a greater speed than a walk—penalty to be not more than $20 and not less than $6 for each offence.

Prices taken from Home Account Book 1896:

33 gaspereau, 33 cents; 4 bushels potatoes, 40 cents per bu. 1 pig, $2.50; ½ bu. carrots, 20 cents; 1 pound butter, 25 cents; 1 dozen eggs, 14 cents.

THE WAR EFFORT 1914-1918

World War I raised its ugly head in August 1914. Council set up a Patriotic Fund of $1500 to be paid in five instalments of $300 each, over a period from March 31, 1915 to July 31, 1916. It was resolved that in the event of the war ceasing before the five payments fell due, then the payments made, if any, prior to the cessation would constitute the Municipalities contribution to the cause.

At the annual meeting in January 1917, it was moved, seconded and passed that the amount of $10,000 be contributed to the Patriotic Fund, that the sum be raised and assessed as follows: first by a poll tax of $1.50 on every male person of the age of 21 years and upwards, and that the bal-

ance of said sum be raised by assessment rate upon real and personal property and income of the inhabitants of the Municipality. This Patriotic Fund was to be kept separate from the regular tax. The motion made by Councillor Neil and seconded by Councillor Smith, on a division of the house, carried.

Wardens of the Municipality of East Hants

Nelson Murphy, 1880
Archibald Frame, 1881-1882
Andrew Kirkpatrick, 1883-1901
Robert Gass, 1902-1913
Andrew Anthony, 1914-1916
James A. Blois, 1917-1918
Andrew Anthony, 1919
Leon Thompson, 1920-1928
Robert Gass, 1929-1935
George M. Cole, 1936-1955
Harold A. Reid, 1956-1958
James D. MacKenzie, 1959-1973
James T. Snow, M.D. 1973-

This early history of the Municipality of East Hants gives us a glimpse into the past and a picture of what the pioneer officers and councillors had to contend with when governing the county. They were conscientious souls, fair in their judgments, faithful to duty and to the Municipality.

REFERENCES

Much of my information comes from

1. Springhill Kirk Session Records, 1874-1900
2. St. Andrew's Church Congregation Meetings, 1874-1964

In addition:

3. St. Andrew's Presbyterian Church Sabbath School Book 1894-1919
4. Davison, James D. **History, United Baptist Church, Springhill, N.S. 1883-1901,** Sackville
5. Morrow, R. A. H. **The Springhill Disaster, 1891**
6. Reminiscences of older members of the community, such as Jean Heffernan
7. Scott, Bertha I. **Springhill, a Hilltop in Cumberland** published at Springhill, 1926

The Fellows Family of Granville, Nova Scotia

LEONE B. COUSINS

The first member of this family to settle in the British American Colonies was WILLIAM[1] FELLOWS, or FELLOWES b 1609. of St. Alban's, Hertfordshire, England, who came to Ipswich, Mass. in 1635. He was accompanied by his older brother Samuel, b. 1619 who settled on Salisbury, Mass. **Joseph**[2], the fourth of William's eight children married Ruth Fraille of Lynn, Mass., and had six children. Their son **Joseph**[3] married (1) Sarah Kimball, 17 Dec. 1701, and their third son **Benjamin**[4] married (1) 1 Dec., 1736 Eunice Dodge of Beverly, Mass. Their eldest son, **Israel**[5] was baptized 4 Jan, 1740-1 and became the **Fellows** emigrant to Nova Scotia.

1. **Israel**[5] **Fellows** (Benjamin[4], Joseph[3], Joseph[2], William[1]) bpt 4 Jan. 1740-1 at Ipswich, Mass. d Granville, N.S. 23 April 1815; m (1) 29 March, 1762 Susannah Dodge, b 1742 dau of Josiah and Susannah (Knowlton) Dodge, d 26 Jan, 1788; m (2) Joanna Smith, b 1746, d 10 July 1824. Israel bought in 1768, Lot 147 in Upper Granville, from the original grantee, John Crocker. His descendants still own a a part of the grant in 1978. Here his eleven children were born. Israel, his two wives, and five of their children are all buried in nearby Chesley Cemetery. The gravestone of Susannah (Dodge) Fellows, a descendant of the "Mayflower" Pilgrims who landed at Plymouth, Mass. 1620, is pictured in **The Land of New Adventure** by W. I. Morse: 1932.

   children: by (1)

   i **Eunice,** b 11 Feb, 1763 d 1834 m 20 Feb 1780 John Troop son of Valentine and Catherine (Church) Troop of Granville. 11 children

2. ii **Joseph,** b 19 March, 1764 d 18 Apr, 1820 m 10 Apr 1788 Catherine Troop, sister of John above.
iii **Susannah,** b 19 Jan, 1767 d 9 Dec, 1843 m Edward Dunn (2 June 1750-29 Sept 1838) son of John, a founding member of the Baptist Church, Bear River.
12 children.
iv **Priscilla,** b 21 Feb 1769 d 1851 m 1789 Samuel Elliott (24 Oct. 1765-1839) lived in Clarence East 9 children. Their descendants occupy original home, 1978.
v **Anna,** b 15 May 1772 d 7 Oct, 1806 m 20 Jan, 1789 Capt. Samuel Moor Chesley, J. P. (4 Apr 1762-17 Nov 1853) 'the first English male child born in the township of Granville', stone in Chesley Cemetery. He married (2) Louisa Lovett. Lived in Up. Granville ch: (1) 5 (2) 6
vi **Cynthia** b 12 Apr 1775 d 8 Nov 1813 m 13 Nov 1796 Oliver Foster (1 May 1773-5 Jan 1827) lv Up Granville 8 children. He m (2) Elizabeth Saunders (Daniel) 5 children.
vii **Phebe** b 18 Aug 1777 d 9 Aug 1793
viii **Sara** b 1 Mar 1781 d 19 July 1803
ix **Ebenezer** b 9 Sept. 1782 d unm
x **Hepzibah** b 1787 d Sept. 1809 m Oct 1808 Benjamin Chute, Jr (14 Apr 1787) 1 son
xi **Isaac** son of Israel and Joanna (2) d inf.

2. **Rev. Joseph[6] Fellows** (Israel[5], Benjamin[4], Joseph[3], Joseph[2], William[1]) b 19 March 1764, d 18 Apr, 1820, m 10 Apr, 1788, Catherine Troop b 30 Sept. 1770, d 26 Dec 1855, dau of Valentine and Catherine (Church) Troop. Both buried in Chesley Cemetery, Catherine m (2) Weston Hicks as his second wife. Joseph was a leading member of the Bridgetown Baptist Church. Calnek has a "Rev" before his name but the history of the Church refers to "Deacon Joseph Fellows, a holy and useful man". (Coward: History of Bridgetown, page 107) Joseph made chairs, some still exist. "J. Fellows" is cut into the bottom of the wooden seat. In the account book of his brother-in-law, Sam Chesley, Esq., an entry 1808 reads: "Oct 12 Joseph Fellows to board for your chair, 6 cyder barrels, bushel of corn 7/6". Catherine and Joseph had five sons.
3. i **Israel,** (called John) b 27 March 1789 d 5 July 1864. m Ann P. Hall
4. ii **Joseph,** b 30 July 1792, d 28 July 1886, m (1) Sophia R. Troop (2) Charlotte S. Hians
5. iii **George Troop** b 30 Dec 1795, m Susannah Morse Bent
iv **James Edward,** b 1800, drowned 4 May 1822, m 29 May 1821 Elizabeth Starr Willoughby, b 10 Oct, 1801 dau of Augustus and Elizabeth (Starr). A daughter, "Elizabeth" Catherine, b 23 Aug, 1822, m 17 Aug, 1841, William Elliott, her second cousin, a shipping agent, and representative of the British Consul in Boston: 2 sons

6 v **Benjamin Smith,** b 26 Feb, 1805, d 1 July, 1897 m Elizabeth Starr (Willoughby) Fellows, widow of his brother James Edward

3. **Israel[7], Fellows,** (Joseph[6], Israel[5], Benjamin[4], Joseph[3], Joseph[2], William[1]) b 27 March 1789, d Saint John, N.B. 5 July 1864, m 1811 Ann Phinney Hall, b 6 Feb, 1791, dau of James and Havilah (Shaw) Hall, d 6 March 1869 in Saint John, N.B. Israel was one of the early shipbuilders in the Granville area, building ships at Chute's Cove as early as 1835. After 1840, the family moved to Saint John. Here he operated a hotel, and built a large building off St. Germain St. Joined by son James I. they founded a wholesale chemists' business, Fellows and Co., manufacturing and dispensing various household remedies, among which was the famous 'Fellows' Syrup' known in many households as late as 1950. The firm also retailed general drugs. Their trademark was a huge mortar and pestle 4′ high, third floor front, of the stone building.
children:
   i **Mary Ann,** b 1811 m 25 June, 1835 at Granville, John Bath Longley, b 1808 son of Israel and Mary (Bath) Longley. They lived at Breakwater, now Port George. Children.
   ii **Catherine,** b 22 Nov, 1815 d 9 May, 1907 in Saint John m 1838 Jacob Valentine Troop J. P., M.P.P., founder of the "Troop Line", shipbuilders in Saint John where they moved in 1840. Children.
   iii **Susan Elizabeth,** b 1820 m George Camber at Saint John, N.B.
   iv **Havilah Shaw,** b 1824 m Stephen Sneden Hall, her cousin, b 1826 son of James Harris and Jane (Thorne) Hall, Granville Ferry.
7 v **James[8], Israel,** b 1826 m (1) Elizabeth Allen (2) Jane H. Crane both of Saint John.

4. **Joseph[7], Fellows,** (Joseph[6], Israel[5], Benjamin[4], Joseph[3], Joseph[2], William[1]) b 30 July 1792, d 28 July 1886, m (1) 17 Feb, 1820, Sophia Rice Troop, b 1797, dau of Joseph and Sarah (Rice) Troop, d 25 March 1822 bur. in Bridgetown Cem; m (2) 21 Jan. 1828, Charlotte Sophia Hians, Halifax b 1802, d 10 June 1873, youngest dau of Capt. Hians, Esq. and a sister of Hetty, wife of John Howe, Postmaster-General, half-brother of the Hon. Joseph Howe. Joseph and Charlotte are buried in Canard Churchyard. Lived in Granville area, where their children were born, until after 1940 when they moved to Canard, where he farmed.
Children by (1):
   i **Olivia Sophia,** b 3 Dec 1820, d 8 July 1856, m 16 Dec, 1841, James Hardwick, Canning, as his second wife, (ch.) buried near Joseph and Charlotte in Canard churchyard.
Children by (2):
   ii **Richard Henry,** b 1830 d unm.

iii **Catherine Howe** (Kate) b 15 Oct 1831, d 1929 m Bridgetown, 6 Sept, 1853, David M. Dickey, merchant and M.P.P. (1830-1900) of Canning, Kings Co. 6 children.

iv **George Edward,** b 6 July 1833, d 28 Oct. 1866 m 8 Sept 1858 in St. John's Church Cornwallis Nancy Dickey b 1831 d June, 1873 issue unknown. Both buried in Canard churchyard.

v **John Howe,** b 4 March, 1835 d 1838

8 vi **William H.** b 21 Feb, 1837, d 1907 m (1) Augusta Best (2) Jane (Dickenson) Nichols

9 vii **John Israel** b 1839, m Althea Louisa Stowers

viii **Joseph Howe,** M.D. b 1840, a medical student in 1861 Census d unm.

ix **Benjamin Smith,** b 1842 m Annie Shaffner who d age 30, 28 Nov. 187—. bur in Canard, nfr.

5. **George[7], Troop Fellows** (Joseph[6], Israel[5], Benjamin[4], Joseph[3] Joseph[2] William[1]) b Granville, 30 Dec, 1795, d 5 Jan, 1875, m 26 Dec 1822 Susanna Morse Bent b 1801, dau of Joseph and Anna (Longley) Bent, d 10 Dec 1873 lived on the family acres in a house he built 1820-21, now called the Parker Place, owned by his descendants. Ch:

i **Sophia Ann,** b 16 Nov. 1823, d July 1909 m Obadiah Parker a tanner, son of Abernego and Lucy (Balcom) Parker lived in Bridgewater and Lunenburg Ch: 4 sons 2 dau.

10. ii **Joseph,** b 11 Sept, 1826 d 11 Feb, 1889 m Kezia Ann Parker

iii **Amelia Ray** b 26 Aug, 1831 d 10 July, 1884 m 22 July 1858 Charles Woodworth Parker twin of Kezia, above b 27 Oct 1830 d 4 May 1916, son of John Band and Phebe (Eaton) Parker. Lived Up. Granville 6 children

iv **Mary Eaton** b 11 Sept, 1833, d 10 June, 1890 m 17 Jan, 1867 William Thomas Clarke, shipbuilder, his second wife. Lived in Up. Granville Ch: 1 dau

v **Charlotte (Lottie)** b 24 Feb, 1837 d 12 June, 1870 unm.

vi **George L.** b 1840 d in Curlin, Nevada 10 Sept. 1874 unm.

6. **Benjamin[7] Smith Fellows** (Joseph[6], Israel[5], Benjamin[4], Joseph[3], Joseph[2], William[1]) b 26 Feb 1805, d 1 July 1897, m Elizabeth Starr (Willoughby) Fellows, widow of his brother James Edward, she d 28 May 1865. He was a Deacon of the Bridgetown Baptist Church for 65 yrs. Children:

11. i **James Edward,** b 11 July 1827, d 20 Oct, 1909, m 1847 Charlotte Sophia Morse.

ii **Minetta,** b 13 Dec, 1829, m 1845 Joseph E. Ballister merchant, of Boston, children

iii **Margaret,** b 15 Feb 1832 d y.

iv **Joanna** (Annie) b 10 Aug, 1835 d 12 June 1913 m at Granville, 31 Oct, 1855, the Honorable Samuel Leonard Shannon, Q.C., D.C.L. of Halifax (1816-1895)

where they resided. Children: 5 dau 5 sons.

v **Augusta Willoughby,** b 25 Feb, 1837, d 1853

vi **Maria Sophia,** b 1839 d 26 Dec 1892 m John M. Parker, a Postmaster in Berwick children: 3 dau 3 sons

vii **Lucretia,** twin to Maria d inf

viii **Bertha** b 1845 d 22 Aug 1910 m John R Michie b 3 Mar, 1844 d Aug 1877 lived in Bridgetown ch: a son Louis was chief of Police in Bridgetown some years ago.

7. **James[8], Israel Fellows** (The Hon. ..... J. P. MLC) (Israel[7] Joseph[6], Israel[5], Benjamin[4], Joseph[3], Joseph[2], William[1]) b Granville, 30 July 1826, d London, England 21 Jan, 1896 m (1) 1850 Elizabeth R. Allan, b 1828 dau of Thomas Allan J. P. Saint John druggist, m (2) 1871 Jane Hamlin Crane, dau of James R. Crane Saint John business man. Educated at Horton Academy, Nova Scotia, James was a manufacturing apothecary in partnership with his father, Fellows & Co., Saint John. He did considerable work in the red granite industry in New Brunswick, and in development of coal measures in Nova Scotia. He extended his business in patented medicines, to Montreal and New York. Some time after his father's death, he moved with his family to London in 1880, patented his "compounds" and became very successful. He owned a mansion "Saxon Hall", High Halbourne, was appointed Agent-General for New Brunswick, in London. He took his wife and daughter around the world 1890 sending back reports on his travels to the Saint John newspapers. He maintained his old home at 243 Germain St. and was appointed to the Legislative Council, N.B. in 1891 (Ref: Saint John Archives, History Dept.) He died in office, in London 1896 and was buried there.

His name appears thus, in the Fox-Davies Book under the Fellows Arms. Page 656 ..... of the late **Hon. James Israel Fellows** FSGA, FRSI, FRHS, FSA, FZS, MLC, J.P., and Agent-General for New Brunswick etc. . . . .

Children: by (1)

i **Frederick Burnington,** b 1852, d unm on Isle of Jersey, 1 June 1901

ii **Ida,** m H. T. Backhouse, Esq., Eng.

iii **Eva,** b 1864, d 21 July 1917, m (1) Thomas S. Adams of Saint John, N.B. 5 ch; (2) Capt. Charles F. Harrison of the N.B. Hussars d 1900, Boer War, South Africa (3) Hebert S. Cowan.

iv **Mary,** m Ernest Lambert of Folkstone, England.

v **Amy,** m Col. Hugh Bedford-Pim, Ret'd. Kenya, Africa.

vi **Zoe,** m Dec 18, 1893, Col H. T. Kenny, of Bombay Lancers, of Folkstone, Eng., in St. George's Chapel, London. Children.

vii **Aubrey,** d a youth in London

by (2)

viii **Major Ernest Gadesden** m 1903 in London, Margaret Hamilton Wills, dau of Sir Frederick Wills, Tobacco merchant, divorced, 1910. Issue unknown.

ix **Mary,** m Clifton Tabor, Fredericton, N.B. drowned from transport in the Mediterranean, WWI.

x **Lorna,** m R. D. Stronach, Scotland.

8. **William[8], H. Fellows** (Joseph[7], Joseph[6], Israel[5], Benjamin[4], Joseph[3], Joseph[2], William[1]) b 21 Feb. 1837 d 1907 m (1) Augusta Best, d 1875 (2) (Jane Dickinson) Nichols b 1856 d 1922. He was a hardware merchant in Canning N.S.
ch. by (1):

i **Blanche,** b 1869 m — Lord lived in U.S.A. Children.

ii **Fred** d inf.

iii **Nellie,** d inf

12. iv **Edward B.,** b 13 June 1873 d 18 Oct, 1937 m Helen Fairborn.
Ch. by (2):

v **Harold Starr,** b 1882 d 1938 m Margaret Raymond one dau Gladys d at Kentville 1975 m Lovett Dakin no issue

9. **John[8] Israel Fellows** (Joseph[7], Joseph[6], Israel[5], Benjamin[4], Joseph[3], Joseph[2], William[1]) b Granville 1839, m in Boston Althea Louisa Stowers. He was a druggist in Fitchburg, Mass.
Ch:

i **Albert,** m Edith —, he was chief of police in Fitchburg. No issue.

ii **Dexter William,** b 26 July 1871 d 26 Nov, 1937 m Signe Amelia Eugene von Breitholz in 1913, no issue.

13. iii **John Benjamin,** b 1873, d 1943 m Blanche Nichols, Gardner, Mass. Children.

10. **Joseph[8] Fellows** (George[7], Joseph[6], Israel[5], Benjamin[4], Joseph[3], Joseph[2], William[1]) b 11 Sept, 1826 d 11 Feb, 1889 m 12 Oct, 1854 Kezia Annie Parker b 27 Oct 1830 dau of John Bath and Phebe (Eaton) Parker of Granville; d 6 Sept, 1910 lived on the homestead at Up. Granville. Joseph made chairs also. An item in Coward's "Bridgetown" reads: 'Joseph Fellows was paid ten shillings for five benches for Bridgetown's first Court House in 1855.'
Ch:

14. i **Edgar Parker,** b 16 May, 1856 d 3 March, 1914 m Susan Bonnyman, a school teacher

ii **Nina Amelia,** b ca 1859 d 5 Nov, 1931 m 5 Sept, 1881 George O. Fulton, Truro merchant, 5 children

iii **Eugenia Phebe,** b 2 Dec, 1862 d 5 Dec 1944 m 27 Sept, 1888 W. W. Troop of Belleisle. 6 ch.

11. **James[8] Edward** (Benj.[7], Jos.[6], Israel[5], Benj.[4], Jos.[3], Jos.[2], William[1]) b 11 July, 1827 d 20 Oct, 1909 m 1847 Charlotte Sophia Morse b 1 Jan. 1825 d 3 July, 1908 dau of Wm H. & Catherine (Troop) Morse. Lived in Bridgetown. James died at the home of his son-in-law J. Allan Mack Upper Granville.
Ch:

i **Charlotte** (Lottie) M. m J. Allan Mack, lived in Up. Granville no issue

ii **Annie,** m Samuel Mack no issue d early lived Up. Granville

iii **Lillie Willoughby** m Jesse Hoyt lvd in Bridgetown. 10 children

12. **Edward[9] B. Fellows** (Wm.[8], Jos.[7], Israel[5], Benj.[4], Jos.[3], Jos.[2], Wm.[1]) b 13 June 1873 in Canning, N.S. d 18 Oct, 1937 in Montana, U.S.A. m in Helena, Montana, 1907 Helen Fairborn dau of John and Hannah Fairborn d 1 Oct. 1959 in Shelby, Mon. He homesteaded in Montana in 1888 with a ranch at Stillwater River. Elected for three terms as County Sheriff, he became U.S. Marshal in the 1930's.
Ch:

i **Charles Edward,** b 6 March 1914, m 1936 Georgia Mae Kueera, lives in Chateau, Montana. A daughter **Pamela** m Wm. P. Loney, a cattle rancher in White Sulpher Springs, Montana: a daughter **Tammy.**

13. **John[9] Benjamin Fellows** (John[8], Jos.[7], Jos.[6], Israel[5], Benj.[4], Jos.[3], Jos.[2], William[1]) b Fitchburg, Mass., 1873 d 6 May, 1943 m Blanche Nichols of Gardner, Mass. He was a druggist, and Mayor of Fitchburg 1921-1924.
Ch:

15. i **Rear Admiral John Benjamin,** b Feb, 1910 d March, 1974 m Harda Klaveness, Ch.

16. ii **Carl Morton** b 29 Dec, 1915 m Frances T. Samuels. Children.

iii Louise d young

17. iv **Arnold Bigelow** b 8 May, 1918 d 1958 m Polly Best Children.

v **Althea Reed,** b m (1) — Cook 4 ch; (2) Roger Moreland

vi **Rosamund** b m Gale Tucker of Fitchburg, Mass. 2 children.

vii **Margaret** b m Frederick Hastings 2 children, lives in Lexington, Mass.

14. **Edgar[9] Parker Fellows** (Jos[8], Geo,[7], Jos,[6], Israel[5], Benj,[4], Jos[3] Jos[2], Wm.[1]) b 16 May 1856 d 3 March, 1904 m Susan Bonnyman b 1854 dau of James & Jennie (McGeorge) Bonnyman of Tatamagouche, N.S. d 1928 lvd in Up. Granville on the homestead.
Ch:

i **Annie Kezia** b 30 May 1886, d 13 Jan, 1972 m 14 Apr, 1915 George Murray Lake 2 dau lvd in Newcastle, N.B.

ii **Jennie McGeorge** b 15 Feb, 1889 d 1965 m 6 Dec. 1918 Martin E. Snyder b 30 June 1881. 4 ch: lvd Birmingham, Michigan.

15. **Rear Admiral John[10] Benjamin Fellows** (John[9], John[8] Jos.[7], Jos.[6], Israel[5], Benj.[4], Jos.[3], Jos.[2], Wm.[1]) b Feb, 1910 d March, 1974 m Harda Klaveness. Graduate of U.S.N.A. 1931; served in W.W. 2. Awarded Navy Cross and Silver Star. Ch:

i Captain Michael b 24 Dec, 1946 Instructor at West Point m and has a son
ii Sanna

16. **Carl**[10] **Morton Fellows** (John[9], John[8], Jos.[7], Jos.[6], Israel[5], Benj.[4], Jos.[3], Jos.[2] Wm.[1]) b 29 Dec, 1915 m Frances T. Samuels. He was a graduate of U.S.NA. in 1936, an outstanding athlete; Cmd USN Destroyers in Atlantic and Pacific Fleets WW2. Lives in Darien, Conn. Empl. Domtar Limited, Montreal and New York City.
Ch:
i **Hope,** b 27 Oct, 1948 lvs Cambridge, Mass.
ii **Faith,** b 30 Oct, 1950 lvs Sydney, N.S.
iii **William Dexter,** b 29 Aug, 1952 Boston
iv **Kate,** b 28 May 1960 at home

17. **Arnold**[10] **Bigelow Fellows,** (John[9], John[8], Jos.[7], Jos.[6], Israel[5], Benj.[4], Jos.[3], Jos.[2], Wm.[1]) b 8 May, 1918 d 1958 m Polly Best of Arkansas. Lt. in USAF, WW2.
Ch:
i **Leslie**
ii **John Best,** b 24 Dec, 1946
iii **Elizabeth**

Children of the six daughters
of
Israel[5] and Susannah (Dodge) Fellows,
1761-1813
Township of Granville

APPENDIX I

Children of Eunice Fellows and John Troop
Surname: **Troop**

i Susannah, b 1780 m 24 Jan, 1798 Ezra F. Foster, b 1 Aug, 1773 ch: 6 dau 5 sons lived in Bridgetown
ii John, b 1782 m 1806 Hannah Gesner b 1787 d 1883 ch: 4 dau 3 sons
iii Mary (Polly) b 1784 m 30 Oct, Thomas Chute b 14 June, 1780, Mary d 30 Nov, 1817. Thomas m (2) 7 Dec 1818 Jane Shook, (1) ch: 1 dau 5 sons
iv Israel, b 1786 m Ann Millidge ch: 2 dau, 2 sons
v Joseph, b 1789 d unm.
vi Jacob, b 1791 m Margaret Ann Miller b 1814 ch: 2 dau 3 sons
vii Cynthia, b 1795 m (1) Simcoe Willett 1792-1846 ch: 4 sons (2) Isaac Phinney, as his second wife.
viii George, b 1798 m (1) 1825 Susan Parker ch: 4 dau, 3 sons (2) 4 July, 1867 Mary Elizabeth Chute
ix Eliza, b 1802 m (1) 1 Feb, 1821 Samuel Wade b 1790 ch: 4 dau 5 sons (2) 1855 William Young as his second wife.
x Leonard, b 1804 d unm
xi Sara Ann, b 1806 m in Annapolis, 1 May, 1826 Michael Harris b 22 Sept, 1804, Mayor of Moncton

APPENDIX II

Children of Susannah Fellows and Edward Dunn
Surname: **Dunn**

i Joseph, b 11 Jan, 1784 d 12 June, 1856

ii Eunice, b 27 August, 1785 d 17 Oct, 1854 m — Mills
iii Edward, b 24 June, 1788 d 22 May 1816
iv Mary, b 20 June, 1790 d 6 July, 1872 m — Close
v Cynthia, b 9 Aug, 1792 d 26 June 1863 m — Payson
vi Joannah, b 2 March, 1795 d 15 Aug, 1854 m William Clarke Ch: 4 dau 2 sons
vii Letitia, b 25 Apr, 1797 d 9 Oct, 1873 m — Welch
viii John, b 14 Sept, 1799 d 21 Nov, 1818 m Charlotte Charlton 1797
ix William, b 13 Jan, 1802 d 15 Feb, 1888 m Mary Miller b 1810
x Richard, b 29 Apr, 1805 d 15 March 1853 — wife died 25 Dec, 1873
xi Israel, b 10 Feb, 1807 d 24 June, 1895 m Mary Hetts
xii James, b 16 Jan, 1810 d 14 Oct, 1888

APPENDIX III

Children of Priscilla Fellows and Samuel Elliott
Surname: **Elliott**

i **Silas,** b 1789 d inf.
ii John, b 1791 m Elizabeth Huntington, no issue
iii Phebe, b 10 July, 1794 m John Palmer
iv Catherine (Katie) b 1796 d 20 June 1880 m Abner Foster as his second wife, no issue
v Samuel b 1799 d unm
vi Israel, b 1804 m Hopestead Barnaby 3 sons 1 dau
vii Abagail, b 1807 d 1873 m Col. Robert S. Stone 1787-1877 ch: 2 sons 3 dau
viii Joseph, b 1809 m 22 March, 1836 Sarah Ann Leonard b 1811 ch: 3 sons 1 dau
ix Sarah Ann, b 17 Dec, 1811 m (1) Samuel Edward Morse (2) 1855, Warren Longley, as his second wife, 1 son

APPENDIX IV

Children of Anna Fellows and Samuel Chesley
Surname: **Chesley**

i Maria, b 27 Aug, 1789 m William Nichol
ii William Smith, b 20 Nov, 1791 m 19 July 1817 Achsa Bowlby, his cousin, dau of George and Elizabeth (Chesley) Bowlby, 6 sons 5 dau
iii Phebe, b 10 July, 1794 d 7 Jan, 1817 m Robert Ansley 1816 no issue
iv Samuel Moor, b 17 Nov, 1796 d 21 March 1866 m Mary Ann Delap who died 25 Feb, 1869, age 63 1 dau 2 sons
v Benjamin, b Feb 29, 1799 d young

APPENDIX V

Children of Cynthia Fellows and Oliver Foster
Surname: **Foster**

i David, b 19 June, 1797 m (1) 19 Apr. 1827 Mary Clarke 7 children. She died 23 Feb, 1840 age 37 (2) 1848, Azubah Wheelock b 1803
ii Cynthia Fellows, b 24 March 1799 d 1830 m 30 March 1819 Job Randall, b 1788 she is buried in Chesley Cemetery, children
iii Archibald Marsden, b 14 Apr., 1801 m Elizabeth Bent (Israel)
iv Ann, b 1 July, 1803 m William Fitch b 1794 (son of Fred)
v Maria, b 23 Aug, 1807 d 25 Apr, 1822
vi Jerusha, b 19 May 1809 m 18 July, 1829, Henry Ruffee 3 children
vii Robert H. b 5 March 1812, m Elizabeth Hall b 1818 (dau of Weston)
viii Susan, b 8 Nov, 1813 (mother died) m 1848 Israel Bent, as his second wife 1 son: Israel Archibald b Oct 2, 1849.

APPENDIX VI

Children of Hepzibah Fellows and Benjamin Chute, Jr.
Surname: **Chute**

i Burton b 17 Apr, 1809

SOURCES

A. Records of the Public Archives of Nova Scotia:
1. **Census Records** 1838, 1861, 1871
2. **Marriage Bonds of Province of Nova Scotia**
3. **McAlpine's Gazetteer of Maritime Provinces, 1870**
4. **The New Englanders in Nova Scotia:** F. E. Crowell from Yarmouth Telegram, 1928 (Scrapbook)
5. **The Granville Book** 1761-1865 Births, Deaths, Marriages and Marks.
6. **Township Books,** Granville, Wilmot and Cornwallis
7. **Parish Register:** Granville and Wilmot Districts 1760-1865.
8. **Methodist Church Records:** Baptisms, Deaths Marriages, and some Burials. 1793-1892.
9. **Chesley File:** Records of the Chesley Family 1760 —
10. **Cemetery Records:** Annapolis County by Allan E. Marble, 1976.
Cemeteries in Kings County: Canard, Horton; Canning; Berwick.

B. Other Sources of Historical Records:
1. **The New Brunswick Museum:** History Department; Archives Section,—Saint John, N.B.
2. **Provincial Archives:** Fredericton, N.B.
3. **The New Britain Public Library:** New Britain, Conn.
4. **Excerpts** from the History of Stillwater County, Shelby, Montana.
5. **The Foxe-Davies Book:** Fellows: P. 656. (Photo-copy)

C. **Newspapers:** Correspondence with Editors.
1. The **Telegraph-Journal:** Saint John, N.B.
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4. The **Montana Standard:** Butte, Montana.

D. County History:
Calnek, W. A. and Savary, A. W., **History of the County of Annapolis:** Briggs, Toronto, 1897.
Chute, W. E. **A. Genealogy and History of the Chute Family in America;** Salem, 1894, Coward, Elizabeth Ruggles **Bridgetown, Nova Scotia,** Kentville Publishing Company, Limited, 1955.
Fellows, Dexter, and Andrew A. Freeman **This Way to the Big Show; the Life of Dexter Fellows**—Viking Press, 1936.

E. **Correspondence:**
with His Worship, Mario Micone, Mayor, City of Butte, Montana.
Personal—with relatives and descendants of the Fellows, Parker, Troop, Elliott, and Shannon families.
Scrapbooks and Family Bibles.

Contributors

JOHN GORDON LEEFE was born in Saint John, New Brunswick, and pursued his early studies there. He continued his education at the University of King's College and received the degree of Bachelor of Arts, the degree of Bachelor of Education at the University of New Brunswick and Master of Arts from Dalhousie University, where he earned a Graduate Studies Scholarship and a Graduate Studies Research Grant.

Mr. Leefe is a member of the Board of Governors of the University of King's College. He is also a member of the Queens County Historical Society and the Nova Scotia Teachers Social Studies Association.

He has held teaching positions in Saint John, New Brunswick, and Halifax, Nova Scotia, and is now residing in Liverpool with his wife and two children and holds the position of Head of the Social Studies Department, Liverpool Regional High School.

TERRENCE MICHAEL PUNCH was born in Halifax and received his early education in Halifax public schools. He received degrees in Arts and Journalism from St. Mary's University in 1964, and the degrees of Bachelor of Education and Master of Arts since that time.

He is a member of the Canadian Historical Association, the Irish Genealogical Research Society, the Historical Association, the Nova Scotia Historical Society, the Charitable Irish Society, and was elected a life Fellow of the Royal Society of Antiquarians of Ireland in 1963. Mr. Punch was a member of the Centennial Committee of the N.S. Teachers' Union in 1966-67, and was winner of the first prize in the historical article section of the literary contest held in 1975 by the Nova Scotia branch of the Canadian Authors' Association and the Department of Recreation.

He lives in Armdale with his wife, Pam, and three young children.

KEITH ALFRED HATCHARD was born at Poole, Dorset, England and received his early education there. He attended Sir George Williams University and Saint Mary's University where he was granted the degree of Bachelor of Commerce and Master of Business Administration.

He has written numerous University papers and is interested in local history and genealogy.

Mr. Hatcher is Senior Contracts Administrator at Hermes Electronics Ltd. of Canadian Marconi Company and resides in Dartmouth, Nova Scotia.

ANNIE MATILDA WALLACE was born in Milford, Hants County, Nova Scotia. She received her education at the Milford village school and graduated from the Provincial Normal school in Truro, Nova Scotia.

Mrs. Wallace was correspondent for the Truro Weekly News for twenty-five years and several of her articles appeared in that paper. Her history of Milford also appeared there. The history of the Milford United Church was co-authored by Mrs. Wallace and has been published. She is a member of Heritage Canada and the East Hants Historical Society. Aside from her interest in history, Mrs. Wallace reads extensively and has a particular interest in music which she taught for many years.

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.

Book Reviews

LORNA INNESS

North Atlantic Panorama 1900-1976, By P. Ransome-Wallis
192 pages, hardcover, illustrated, published 1977
Ian Allan Limited, Shepperton, Middlesex, England TW178AS,
(distributed in Canada by Methuen Publications £7.95

Those who cherish memories of the great liners on the transAtlantic run will find this book a voyage into nostalgia. The book provides a chronological directory of liners with brief notes about their construction and their careers, and black and white photographs.

In his introduction, Dr. Ransome-Wallis notes that "at the turn of the century the modern liner was beginning to take shape. Elegant, clipper-bowed ships, often carrying sails as reserve 'power', were still in service but the introduction of such ships as the Hamburg-Amerika Furst Bismarck of 1890 and the White Star Majestic of the same date showed the North Atlantic liner in a form which was to be familiar for the next fifty years . . . "

Continues Dr. Ransome-Wallis: "In the technical development of great ships, the twentieth century has seen enormous strides forward. The rivetted hull with knife-edge bow and counter stern has given way to the largely pre-fabricated welded hull with bulbous bow and cruiser stern. Aluminium alloy superstructures have replaced heavy steel upperworks and funnels have become fewer in number and developed strange shapes . . . " Interior fittings have changed as well, and today's liners have navigational aids and safety features undreamed of at the turn of the century.

Some glorious names fill these pages. Some of them, such as the Britannic and the Nieuw Amsterdam have been perpetuated in other ships, the names handed on to more modern vessels.

The stories of the liners provide interesting sidelights on history. The Canadian Pacific SS Empress of Scotland, was built in Germany in 1906 for the Hamburg-Amerika Line and named Kaiserin August Victoria although it had been intended to call her Europa.

Prior to World War I she operated on the Hamburg-Dover-New York passenger run. With a gross tonnage of 24581, she was, when she was launched, the largest ship in the world. She could carry 1,466 passengers in three classes.

At the end of the war in 1918, she was used to carry American troops home from Europe and then she was chartered to the Cunard Line. She was bought by Canadian Pacific Steamships in 1921, renamed Empress of Scotland and sent to Hamburg for conversion.

In 1922, the vessel began regular trips in the Southampton-Quebec service and later cruised the Mediterranean. In 1930 she was sold for scrap.

A second Empress of Scotland was built for CP in 1930, originally named the Empress of Japan and used for the trans-Pacific run. Dr. Ransome-Wallis writes that she was "perhaps the most beautifully-proportioned of all Canadian Pacific ships . . . "

When World War II broke out, the liner was recalled from the Pacific service and converted into a troopship, her name was changed to Empress of Scotland in 1942 and her wartime service lasted until May 1948.

She then underwent extensive conversion to return her to her role as a passenger liner and in 1950 she went into the Liverpool-Greenock-Quebec service.

She was laid up in 1957, then sold to the Hamburg Atlantic Line which renamed her simply Scotland. She was given two new funnels, her tonnage was increased and her name changed again, this time to Hanseatic. She was returned to North Atlantic service until 1966 when she caught fire in New York harbor and had to be scrapped.

Dr. Ransome-Wallis brings his story up to 1973, including the changing aspect of liners in the 1960s and 1970s, shown, for example, in the Leonardo Da Vinci, the France, the Shalom, yet another Hanseatic, the Alexander Pushkin, the Michelangelo and Raffaello, the Queen Elizabeth 2, and the cruise ships, Royal Viking Star and Vistafjord.

Appendix 1 gives ship dimensions (length and breadth) as well as commencement of North Atlantic passenger service. Appendix 2 reviews the history of the Blue Riband and gives tables showing fastest passages westbound and eastbound. Appendix 3 is devoted to the design of North Atlantic funnels, while appendix 4 concerns transatlantic air-sea services. Appendix 5 shows aerial views of some major transatlantic terminals. The only Canadian port to qualify is Montreal. Halifax at one time a major centre, is not included.

Two other brief sections give information about the International Mercantile Marine Company and various shipbuilding companies.

Dr. P. Ransome-Wallis was a Royal Navy photographer during World War II, and is the author of Ships and the Sea, The Royal Navy and Train Ferries of Western Europe.

The Corvette Navy, By James B. Lamb
179 pages, hardcover, published November 1977
Macmillan of Canada, $10.95

In his dedication to this book, author James B. Lamb, himself a former corvette man, notes that "The little ships of the corvette navy have vanished from the oceans of the world . . . They live today in a few fading photographs and in the memories of middle-aged men scattered across the breadth of Canada who once sailed them through the winter gales of the wartime North Atlantic . . . "

The corvettes were a stop-gap measure, craft hastily designed when it seemed that war was inevitable and intended for use as escort ships to protect essential wartime merchant shipping.

The original design approved by Britain's Royal Navy, notes Lamb, "was adaptable and flexible in an ever-changing war . . . " the "backbone of the Allied escort force . . . "

Modifications and improvements led to the development of a longer, more powerful ship, known as a "super-corvette" or "frigate".

Lamb notes that by the end of the war, "frigates and corvettes made up almost the entire strength of the Allied escort forces in the Atlantic . . . "

The men who manned the corvettes of the RCN were in the main "amateurs", civilians converted into sailors, rather than career navy men. They were men who came from offices and teaching jobs, in some instances, men who had never seen the sea.

Yet they were to make of the corvette navy an effective force which played a major role in turning back the German U-boat onslaught and ensuring that the essential cargoes got through to a beleaguered Britain.

There was, notes Lamb, "something fairly comic about corvettes, and it was an element which their own crews were to cherish and embellish as part of their jealously preserved attitude of enlightened amateurism in a world of professional inanity."

The corvette navy in Canada was not the "pusser" navy, the "repository of naval tradition." It was a wartime makeshift effort which carved its own place, established its own traditions and paid its own way in a fashion which those who created it can hardly have envisaged.

Lamb's book explores in some detail the frustrations of corvette life, the scanty training which was to "qualify" a man

to take command of a corvette in the North Atlantic when previously all he might have commanded was a desk. Lamb recalls other frustrations; the difficulties encountered getting needed parts and repairs for the ships on their brief hours in port between patrols, and the difficulties service men and their families encountered ashore in the crowded wartime conditions which saw thousands of people dumped almost overnight into town and city structures which were not geared to cope with such influx.

But throughout Lamb has captured the spirit of toughness and humor and courage which was to set the men of the "little ships" apart.

Canadian Railways in Pictures, By Robert F. Legget, 96 pages, hardcover, illustrated, published 1977 Douglas, David & Charles: Vancouver — $14.95

Another addition to the railways section of the library of Canadiana is this photograph album of a "sampling" of Canadian railway history.

The author, Robert Legget, has already produced one book on the subject and this endeavor is primarily an affectionate look at some high points of railroad history.

Legget notes that "The railways of Canada today span the country from Atlantic to Pacific, from the U.S. border to the Arctic and the shores of Hudson Bay . . . more than 40,000 miles of operating lines . . . "

Canada's rail lines provide a steel link between provinces and the story of the development of the railroads is the story of exploration, settlement and growth.

The book came about, as Legget notes, "because of the difficulties encountered in selecting a small number of illustrations for Railroads of Canada.

There is little in the way of text, mainly captions giving details of the subjects of the photographs, and what would have been a disjointed collection of pictures is given some cohesion by a loose grouping under such chapter headings as Early Days in Eastern Canada, Building the Canadian Pacific, Other Western Railroad Building, Railways and Waterways, Bridges and Tunnels, Steam at the Turn of the Century, Northern and Other Lines and the Great Days of Steam. There are several other small groupings, as well.

Nova Scotia's famous early engine, the Samson, fortunately still preserved and on display in this province, is shown in an unusual photo which shows it pulling the tiny Bride's Coach, the oldest Canadian railway coach, which was used in 1838 to carry the governor of Nova Scotia and his bride. The coach, unfortunately, is not on display here but at least it has been preserved and it is a unique attraction at the Baltimore and Ohio R. R. Transportation Museum at Baltimore, Maryland.

Another historic engine is shown being unloaded from a barge at St. Boniface, Manitoba in 1887. The locomotive, built

in Philadelphia in 1870, was the first in use on the prairies. Named the Countess of Dufferin, the locomotive is now on display in Winnipeg.

There is a photo of a train crossing the first railway bridge, built in 1884, over the Reversing Falls at the mouth of the Saint John River. The bridge was replaced in 1913. Another graphic photo shows the wreck of a CPR train when it went through a bridge at Grand Falls in 1900.

Maritime railway fans will feel a nostalgic twinge at a picture of the Maritime Express hauled by ICR No. 69 (built in 1901 and later renamed CNR No. 1522) on its way through the Wentworth Valley.

Once again, in these pictures, work gangs lay track and build bridges through the Rockies. There is a reference to the Montreal Ice Railway, which served to transport railway equipment when ice in the St. Lawrence River prevented the use of vessels. Rails for the line were laid on timbers in cribs on the river ice. The trains were operated for two-month periods for four years.

Given the necessity of operating railways during the Canadian winter conditions, it is not surprising that the rotary plough was a Canadian invention.

And who among railroad fans can fail to be moved by the collection of locomotives displayed in a picture of the Canadian Railway Museum at St.-Constant, part of what is said to be "the most extensive collection of steam (and other) locomotives" in Canada?

Bourinot's Rules of Order, edited by Geoffrey Stanford, 112 pages, paperback, published December 1977 McClelland & Stewart Ltd.,—$4.95

This is the third revised edition of this work on Parliamentary procedure which was first produced by Sir John George Bourinot, a former Clerk of the House of Commons, in 1894 and which has become the leading authority for the transaction of not only Parliamentary business but all manner of "public assemblies, including meetings of shareholders and directors of companies, political conventions, and other gatherings."

Part I of the book deals with the rules and procedures governing Parliament. As Stanford notes in the preface to this edition, "a new revision was considered desirable to provide a clearer distinction between the necessarily detailed rules governing the actions of Parliament and those which are acceptable in the meetings of inumerable groups that assemble for the conduct of their private affairs."

Part II covers rules and usages for assemblies generally; part III deals with assemblies and organizations, part IV with company meetings and part V with illustrations of various procedures.

Stanford is the author of a book on The Conduct of Meetings and a history of the Toronto Board of Trade—To Serve The Community.

An Appetite for Life, By Charles Ritchie
173 pages, hardcover, published November 1977
Macmillan of Canada — $10.95

An Appetite for Life is subtitled "The Education of a Young Diarist" and is the eagerly awaited second book containing extracts from the diaries of Charles Ritchie, a Haligonian now retired from a distinguished career in the diplomatic service.

Ritchie's first collection, The Siren Years, contained portions of his diaries covering his service as a young member of the staff of the Canadian High Commissioner's ofice in London shortly before and during World War II.

The diary extracts in this latest book cover portions of the years 1924 to 1927, years which open with Ritchie as a student at the University of King's College.

As a lad, Ritchie was shy and unsure of himself, yet vitally interested in the world around him and showing already the keen observation which was to make his diaries such readable works.

Convinced that he will never have a successful career as the writer he longs to be, Ritchie begins his diary and sketches for us a picture of his family and friends and the day to day life in the South End of Halifax, a world of big houses, distinguished families and, in the case of the Ritchie family, the problem of managing with reduced means.

When Ritchie's mother, a remarkable woman whose qualities come through strongly in the youthful diaries, asks her son what he wants to do with his life, and tells him she will back him "to the hilt," if she knows what his ambition is, he selects as a second choice going to Oxford "and then perhaps into the diplomatic service."

A major question was where the money was to come from but a way was found and in 1926 Ritchie set off for a totally different life as an Oxford undergraduate.

It was a time of new beginnings in a world where King's was no longer as important as it had been at home. Writes Ritchie of his first interview with his senior tutor: "He was grimly polite to me but when he looked at my credentials he seemed very doubtful whether King's College, Halifax, Nova Scotia, existed at all. Then he told me that I was to take no History in my first year but to do Pass Mods instead. I was too awed at the moment to protest but I have every intention of doing History as I always planned . . . "

Within a short time, however, the awe of being at Oxford gave way to a sense of belonging, of participating in Oxford events. Ritchie became involved with other students, in both university and personal activities. He drifted somewhat in the new atmosphere, but events set him back on the track of extracting the benefits his educational opportunity gave him.

Other sections of the diaries cover student life at King's, travelling throughout the Maritime Provinces as a member of the cast of a university dramatic production, and a sojourn on a farm in Newfoundland.

Although "toppling piles" of diaries faced Ritchie as he began his task of editing this book, they have been "culled" and "telescoped", which involved the "joining up of scenes and episodes originally scattered in fragmentary form over a number of entries . . ." "There are limits," comments Ritchie, "to one's tolerance of the adolescent ego."

But the voice of the diaries is the voice of the youthful Ritchie seeking a sophistication far beyond his years.

Ritchie, whose career in the Canadian diplomatic service has been described as "brilliant", attained such high posts as Ambassador to the United States at Washington, High Commissioner in London and Permanent Representative for Canada at NATO. At a younger stage in his career, he was a member of the Canadian delegation to the San Francisco conferences which resulted in the formation of the United Nations. He has been a member of the Privy Council of Canada.

Although Ritchie is now retired and lives in Ottawa, he spends part of the winter in Britain and the summer months in Chester, Nova Scotia.

Hiking Trails and Canoe Routes in Halifax County, edited by Howard Morris
44 sections, paperback, maps and illustrations, published November 1977 Canadian Hostelling Association, Nova Scotia, $2.50

This is a useful guide to hiking and canoe routes requiring varying degrees of skill. It covers both the western and eastern shores of Halifax County, as well as inland points.

There are hikes in areas close to Metro, such as along the Northwest Arm, Hemlock Ravine, Spryfield-Goodwood-Harrietsfield.

Others take hikers through Shad Bay to Holman Marsh; the Pockwock Settlement to Big Indian Lake; the Bowater Mersey Annapolis Road Hike; from Middle Musquodoboit to Wittenberg and Lake Echo to Long Lake.

Canoe routes include the Birch Cove circular route; the Scraggy Lake-Ship Harbor route, the Essen Lakes circular route; the Mushaboom-Grand Lake circular route and the Lake Panuke route.

One section also covers the Kelly Lake-Mosher River hiking/canoe route.

There are descriptions of the terrain and points of interest. Each hike is graded as to its suitability for cross-country skiing.

Space on the back of map pages has been filled with useful information on safe hiking, first aid, and general tips about backpacking and camping in the woods.

The spiral-bound paperback with fold out map pages was published with the assistance of an LIP grant.

New Brunswick Images—Images Nouveau-Brunswick, 78 pages, hardcover, illustrated, published November 1977 Brunswick Press $14.95

This book is the first color photograph album dedicated to portraying the beauties of New Brunswick to make its appearance.

The book is primarily an album and the work of such photographers as John De Visser, Conrad Cline, Harold Clark, Robert Warren, Harry A. Cochrane and T. Clifford Hodgson, among others, is represented. The photographs were made available by the provincial department of tourism from its library.

The brief text for the book is printed in both English and French, as are the captions for the pictures.

In his introduction, John Porteous, writer, broadcaster and an expatriate New Brunswicker, celebrates, in a sense, his return to his native province. "I never met a native New Brunswicker who really preferred life away from home," he writes. "For me, the urge to return came not from a summer visit when New Brunswick is so lush, so green and inviting, but from a trip back one year in early March when the landscape was cold and harsh, the weather brutal. To my own amazement, I realized with a kind of resignation that this was my home, the home where I should be.

As with Porteous, so with others who have returned to the Maritimes, seeing in the provinces a way of life with prized qualities not available elsewhere.

New Brunswick is divided in this book into five regions: the St. John River Region, Restigouche Region, Miramichi Region, Acadian Coastal Region and Bay of Fundy region. The pictures show people at work and at play, the beauty of scenery and architecture, and of all seasons, winter as well as lush summer.

The quality of the color reproduction of the photographs is first rate and the book will provide a welcome opportunity for visitors and New Brunswickers alike to enshrine a bit of the "picture province" on their library shelves.

Nova Scotians At Home and Abroad, By Allan E. Marble 431 pages, paperback, illustrated, published November 1977 Lancelot Press — $12.

This book contains some 600 biographical outline sketches of Nova Scotians "who were born in Nova Scotia and who excelled in some field of endeavour," and the fields of endeavour are spelled out carefully.

There are specific guidelines of eligibility in such divisions as politics and government, academic life, the judiciary, religion, the military, banking, law, insurance business, or industry; science and engineering, medicine, literature and the arts, sport and athletics, even in honors.

Browsing between 1720 and 1960 turned up some 625 Nova Scotians who met Dr. Marble's qualifications for inclusion in this guide. It is of interest to note that about half of them were born before 1870.

There are some other interesting statistics which Dr. Marble thoughtfully has provided. Of the 625, 41 were named MacDonald. The second most popular name, with 20 entries, was Smith.

Of Nova Scotian universities, Dalhousie claims 161 as graduates, with Acadia in second position with 70. Outside Canada, the universities most represented were Harvard, with 55 students, and Oxford with 27.

There are some interesting occupational comparisons as well. There were 215 educators, 134 politicians and 131 lawyers with engineers and journalists tied at 28 in each category.

Moreover, all these Nova Scotians did not attain their distinction at home. Ransford D. Bucknam was born in 1867 at Hall's Harbor and became a vice admiral in the Turkish navy in 1910.

While many of the names will be well-known to most Nova Scotians, how many people know of Group Capt. Elmer G. Fullerton who was born in Pictou in 1892 and "made the first airplane flight over the North Pole in 1921"?

The biographies are arranged alphabetically and there are several pages of photographs and an extensive bibliography.

This book will be a useful addition to the shelf of Nova Scotiana.

Lifeline, By Harry Bruce
249 pages, hardcover, illustrated, published November 1977
Macmillan of Canada, $10.95

Although this book is sub-titled "The story of the Atlantic ferries and coastal boats," it is more than that. It is a story of how life in the Maritime provinces revolves around the sea links, the ferries which provide for regular commerce and the intermingling of the Maritime peoples.

Bruce takes what might be material heavy laden with statistics and gives it a warm human touch, recalling unusual personalities, the pulling and hauling when such links became political issues and stories of great courage and the atmosphere of high drama.

After all, as Bruce notes about the sea at the beginning of his book: "She hurls her stupendous weight against it (the land), scrapes it, shapes it, eats its edges, charges into its heart, holds it as her own forever, and, when the mood strikes her, takes human sacrifices from it . . . "

Bruce groups the various sea links into three sections. The first deals with the Newfoundland-Labrador-Nova Scotia coastal boats and ferries. He looks at the first vessels to provide any kind of coastal service, as well as the Alphabet fleet of Sir Robert Reid, and the role played by Confederation in

the provision of transportation links with the rest of Canada. There is a graphic description of the loss of the Patrick Morris to give added drama to the narrative.

The second part of the book deals with the links between Prince Edward Island and the other Maritime Provinces. How harrowing the conditions under which for some 50 years from 1777 "small, bold teams of men slipped, sailed, trotted, and slogged over the route between Wood Islands and Pictou, N.S. in order to carry the Royal Mail to and from one of the tiniest cold-weather colonies in the British Empire!"

Section three covers the Nova Scotia-New England run, with the ships past and present on the Boston run and the ferries which cross the Bay of Fundy, linking Nova Scotia with New Brunswick.

Bruce tells the story of the Eastern Steamship Line and its ships and their wartime activities as well as peacetime travels. Nor does he spare readers an account of the furious debates which have raged, in both Nova Scotia and New England, when the question of choice of runs and ports for a new ferry has been raised.

Included in this account of ferries is the story of how in the late 1840s, news despatches were sent from ships arriving at Halifax by means of a Pony Express system to Digby to catch the boats sailing for Saint John, the nearest point for the transmission of news by telegraph.

Bruce writes with a warm humorous style which has produced an entertaining account of a chapter of our maritime history.

The Complete Country Housewife,
125 pages, hardcover, illustrated, published 1977
Facsimile reprint of edition published in approx. 1770
by Alexander Hogg, London, England
Longship Press, Crooked Lane, Nantucket, Massachusetts
02554 $8.95

This pocket-size book is an unabridged reproduction of The Farmer's Wife or The Complete Country Housewife, one of an early series of popular books published by Alexander Hogg of London about 1770.

The publishers of this reprint edition state that Hogg "was one of the first English publishers to specialize in low cost popular works, such as annotated family Bibles, the life of Christ, and histories of England."

The copy used by Longship Press was obtained several years ago through a book store in London and it is stated that few copies of the book exist today, the only sales reference indicating that one was sold at Sotheby's in 1965. No price is given, but it would have been interesting to know what the book cost.

The original intent of the publication of the book was to provide the 18th-century country housewife with helpful advice and hints on keeping poultry and game, preserving foods and making an assortment of home wines and ales.

There is also a section devoted to the keeping of bees and the management of assorted song birds.

Historians and writers who specialize in drawing their material from historical sources find household books, journals, records of provisions and supplies invaluable because of the picture they paint of life in a particular time.

Some of the recipes stir the imagination, such as the one for sage cheese, which "will eat very agreeably at the expiration of about six months."

In that time before electricity and fridges, the housewife was told how to preserve lettuce in a barrel with dry sand and how to pickle various meats so that they "will be fit to be carried to table."

Readers who have come to regard catchup as a seasoned tomato garnish for hot dogs, will be intrigued by the 18th century version which omits tomatoes but includes shalots, anchovies, red wine, white wine, wine vinegar, more wine, spices, lemon-peel and horseradish.

There are explicit directions for the making of beer "for a small family" with the notation that "The art of brewing has been greatly improved of late years, and is still capable of being brought to much greater perfection . . . "

Gardener's Magic and Other Old Wives' Lore,
By Bridget Boland
63 pages, hardcover, illustrated, published 1977
The Bodley Head, London

This is the second slim volume about older attitudes to gardening for which Bridget Boland has sought old superstitions and bits of gardening lore.

The earlier work, written in collaboration with her sister, Maureen, was entitled Old Wives Lore for Gardeners.

In the foreword to this second book she observes: "Perhaps plants had more personality, more dignity, more mystery, when they were held in respect, even in awe, because of the wonderful powers they were supposed to possess . . . "

"Gardener's magic," comments Bridget Boland, "Is about the hopes and fears of men, in love or loveless, terrified or inquisittive, always in trouble of some kind of other, who looked out into the garden for help—and perhaps found it, because they were so sure it must be there . . . "

Of particular interest is the chapter devoted to superstitions about protecting the garden. "A 'physic garden' would sometimes have carved over the door the ancient sign for secrecy, an open rose with two buds above it, to preserve the secrets of the herbalist's art."

Houseleeks, planted in the crevites of walls, "were encouraged, to protect the garden's luck and also to keep out lightening . . . "

Various plants were said to watch over the garden itself, the gardener, tools, seeds and soil.

Lest readers suggest that all of these remedies belong to time past and have no application to the present day, author Bridget Boland advises that a sprig of fennel tied to the handle of a recalcatrint mowing machine will, with the accompaniment of a few words of flattery address to the machine, assure that it starts at the first tug of the cord.