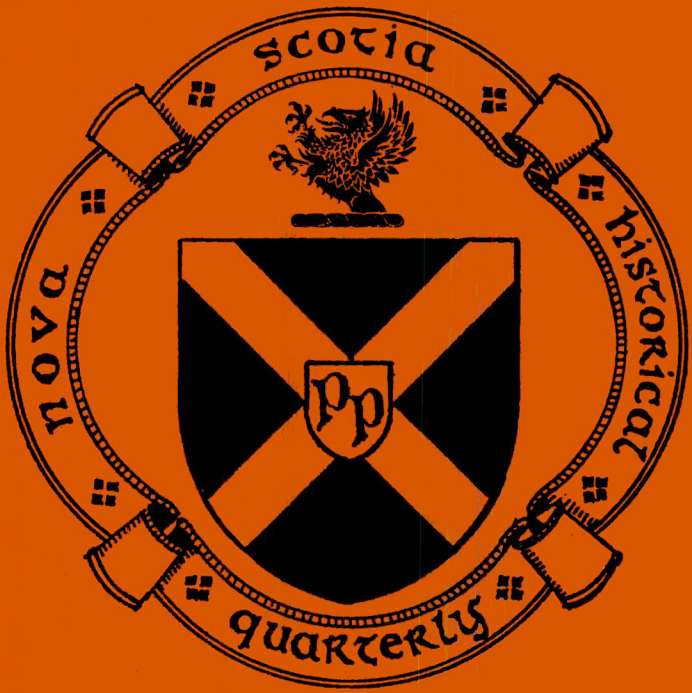
The Nova Scotia Historical Quarterly

Volume 8, Number 3, September 1978



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Subscriptions to the Nova Scotia Historical Quarterly are $10.00 per year, obtained at the office of the Publisher, at the above address. Single copies and 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.

Printed at Halifax, Nova Scotia

by

McCurdy Printing Co. Ltd.

Published by

PETHERIC PRESS

The Nova Scotia Historical Quarterly

Volume 8, Number 3, September 1978

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ISSN — 0300 — 3728

A Publication of Petheric Press Limited

The History of the Apple Industry of Nova Scotia — Part 6

KEITH A. HATCHARD

THE SON OF SAM SLICK

In the columns of the Halifax Citizen, on 15 February 1872, the following letter was addressed by Lt. Col., Robert Grant Haliburton, son of Judge Thomas Chandler Haliburton, to Dr. Joseph R. Hea, Esquire, D.C.L., Principal of Acacia Villa School at Grand Pré from 1852 to 1860:-

A FANCY PRICE FOR A FANCY ARTICLE

"It is full time to draw public attention to the claims of a London Fruiterer which have been too long lost sight of by me. The first mention of him, which we find, is in 1862, in the organ of the Royal Horticultural Society — "We cannot but wonder, indeed, that the English markets are not supplied with Nova Scotia fruit, for it is far finer than most that is imported from the United States. Such Gravensteins, such Blue Pearmains, such Chebuctos, are rarely, if ever, seen in Covent Garden, where they would make a fruiterer's fortune." That fortune has yet to be made, and, unless we are on the qui vive, that fruiterer will, by the time that fortune comes, be be too old to enjoy it.

"I am, myself, a good deal older than I was when I tried to put in a good word for him at our first meeting in your county to organize an association. Surely it is almost time for us to wonder why the London market is not supplied by us. Nearly ten years have elapsed since we first discussed the propriety of our fruit-growers taking charge of a matter that was at first in the hands of a few persons in Halifax, who had sent fruit to England, which had established the reputation of a Province abroad."

The following extract from the report of the International Fruit Show Committee for 1862 will show what he aimed at:-

> 'Few will be bold enough to deny that an unlimited market exists for our fruit, and that our production will enter the London market with the most flattering introduction from being recommended by such eminent authorities to the favourable notice of the British public. But in order to render these advantages of any practical value, it is absolutely necessary that there should be properly organized a system adopted for sending only our very best fruit to a market in which excellence is rewarded by a liberal return. The Committee feel that what has been done is only the commencement of what can be effected, and the efforts made to have the capabilities of the Province made known, will be entirely frustrated, unless our Fruit-Growers combine to keep up and justify the high character which our fruit has now acquired in England. A few cargoes of inferior apples sent by reckless or unprincipled speculators, would be sufficient to undo all that has been done, and to create a disappointment and prejudice, that will be proportionate to the expectations created by the encomiums awarded to our horticultural products. Under these circumstances the following steps appear to be urgently required. Firstly, that there should be some control and

supervision over the shipment of fruit to the London Market by the appointment of an Inspector of fruit. This might either be done by the Legislature, or by, (what would, perhaps, be preferable), an association of the fruit-growers of the Province, whose members might agree upon some system, by which, the Association would guard the interests of our horticulturists, and prevent improper, and deceptive shipments of Nova Scotia fruit to the United Kingdom market. Secondly, that there should be duly organized an horticultural association representing the fruitgrowers of Nova Scotia. No such society now exists and its want has already been felt, and will, hereafter, be most prejudicial to the cause of horticulture. It is desirable that the proposed association should have branches in every fruit-growing county, should circulate the latest and best information on the subject of horticulture, and should serve as an organisation to foster and develop our horticultural capabilities as well as to sustain their reputation abroad. With the view to the establishment of such an association a correspondence was opened with the Royal Horticultural Society as the proposed association being received as a corresponding society. If this result could be attained the members would enjoy the very great benefits of a perusal of the publications of the R.H.S. and might be enabled to introduce into the Province, the best seeds, etc., from the gardens of the Society. But, before this would be desirable, it would be necessary that this society should represent the fruit growers throughout the Province, and that it should in no way appear to be a limited or private association, or liable to suspicion of using for the benefit of a few, advantages which should be in the reach of all the fruitgrowers of the Province.

"I need hardly remind you that nothing has been done towards regulating and extending the export of fruit. Is it possible in 1872 to realize the idea which was suggested by the experience of 1862 and which gave birth to the Association? In 1862, our apples were a fancy article in London, and could have commanded a fancy price, if a regular supply under competent inspection could have been secured to the London dealers. Nearly ten years have passed and the great world is, as you know, a very forgetful world, and is apt to lose sight of apples as well as men. Our apples which sold at auction for sixpence a piece, are no longer remembered. Still, we could revive the impression we made in 1862 by another show of our fruit in London, and would 'hit while the iron is hot', and secure a good price and market for our fruit, but nothing except organization and system will do this.

"Let the association secure a handsome price and a regular market for our fruit, and they will do more to encourage horticulture than if they were to give prizes until doomsday. I would also invite your attention to the last paragraph in the extract. The difficulty can be obviated by holding shows in different counties, and by carefully avoiding anything that may awaken the political and party jealousies that ten years ago paralysed all united action in such matters and which have not entirely died out yet. Your association is not so efficiently organized and so effectively worked, that it could very safely enter on an enlarged sphere of action. I, therefore, after the lapse of a good many years, venture again to draw the attention of the fruitgrowers and of the public, to this subject, and trust that it will be considered at your next quarterly meeting. Henceforth, I am not likely to be connected with such matters, and cannot therefore, bid better goodbye to a subject that has, heretofore, been of much interest to me, then by urging upon you a measure that I feel assured will repay you a hundredfold for all your troubles and outlay. Though the profit which the fruitgrowers would derive from

it would be an ample reward, the Gardener's Chronicle of 1862 held out a further inducement:-

"When there shall have been arranged a regular supply of the choice Nova Scotia fruit it will be interesting to call to mind the names of those gentlemen to whom so gratifying a result will have been owing."

"With Dr. Forrester's life-long service in the cause of horticulture and their rewards before you, a precedent that is not encouraging, it would, probably, be prudent for you to look rather to the profit that can be reaped, and to what we can very safely count upon, the gratitude of that long-suffering and expectant fruiterer. With best wishes for your success in the matter, I am,

Yours Truly,
R. G. Haliburton."

It is interesting to note the concluding sentence of the last but one paragraph in Robert Haliburton's letter. It is that 'calling to mind of the names of the gentlemen who were instrumental in arranging a regular supply of choice Nova Scotia fruit' that we have been concerning ourselves with in this series of articles. But how does the 'son of Sam Slick' come to be involved in our little history?

Andrew Haliburton, who came out from Scotland to settle in Boston in the early eighteen century was only an obscure wig-maker, but was believed to be descended from the Haliburtons of Newmains and Mertoun on the Scottish border—maternal ancestors of Sir Walter Scott.[1] It was this belief in an established ancestral connection with gentry that laid the foundation for the pronounced conservatism of the later generations of Haliburtons. Andrew Haliburton married, firstly Amy Figg, of Boston, and secondly, Abigail Otis, of Scituate, on 18 December 1730. The eldest son of Andrew and Abigail, William Haliburton, (1739-1817), became a

successful lawyer. After Andrew Haliburton had died in Jamaica, Abigail married a Dr. Ellis, who moved with his new wife and his large acquired family to Windsor, Nova Scotia, in 1760[2]. Abigail's son, William, married Susanna Otis, in 1761, and their eldest son to live to maturity, William Hersey Otis Haliburton, (b. 1767), became a successful lawyer, marrying firstly, Lucy Grant of New York, and, secondly, Susanna (Francklin) Davis of Windsor. Their was only one child produced from these two marriages. Thomas Chandler Haliburton, the author of 'Sam Slick' was born to William H. O. and Lucy Haliburton at Windsor in December 1796. He was educated at King's Collegiate School in Windsor and he graduated B.A. from King's College, Windsor, in 1815. He was called to the bar in 1820 and practised law in Annapolis Royal. He was a Member of the Nova Scotia House of Assembly from 1826 to 1829 and was appointed a Justice of the Court of Common Pleas in that year. In 1841 Thomas Chandler Haliburton was made a Judge of the Supreme Court of Nova Scotia. He moved to England in 1856, was awarded a D.C.L. from Oxford in 1858 and served as the elected Conservative Member from Launceston in the British House of Commons from 1858 unttil 1865 when he died at Middlesex.

Despite this outstanding record as a man of politics and the law, it was as the creator of Sam Slick that Thomas Haliburton is so widely remembered throughout the English-speaking world. He has often been called the 'father of the North American School of Humour'. Haliburton wrote at least sixteen books from formal histories to treatments of political and social issues of his time, but it was the character *Sam Slick* who first appeared as the central character of a series of twenty-two articles in Joseph Howe's paper, the Novascotian in 1835 that laid the basis for his international reputation as a writer. Joseph Howe published the first set of writings in book form in 1836 and a series of books written

around the central character of the Yankee clock peddler followed over the years.

Judge Thomas C. Haliburton married Louisa Neville in 1816 by whom he had eleven children, Susanna, William, Thomas and Lewis (twins), Augusta, Laura, William, Emma, Amelia, Robert and Arthur. The last two boys were the only sons to live to maturity. Judge Thomas Chandler Haliburton was a man of prodigous energies. He combined his careers as a politician, lawyer, author, husband and father, with that of businessman. He was at one time, the president of the agricultural society in Windsor, the owner of six stores and a considerable length of wharfage in that town, the proprietor of a gypsum quarry, and president of a joint stock company which owned the bridge across the Avon River at Windsor.[3] He was, in his life style, very reminiscent of the typical seventeenth century country squire.

It was Judge Haliburton's involvement in the agricultural activities of Windsor that led to his oldest surviving son, Robert Grant Haliburton, becoming a key figure in the development of the Nova Scotia Apple industry.

Robert Grant Haliburton was born at Windsor in 1831, and like his father, was educated at King's College, Windsor, graduated B.A. 1849, M.A. 1852., and was called to the Nova Scotia Bar in 1853. He practised law in Windsor until 1877, when he moved to Ottawa.

During his time in Windsor, Robert Grant Haliburton put much effort into developing the fruit-growing industry of the Annapolis Valley area, and was not only instrumental in forming the Nova Scotia Fruit-Grower's Association but also became it's first President in 1863. The letter reproduced at the beginning of this article is evidence of the strong conviction that the fruitgrower's should organize themselves in such a way as to be able to take advantage of the sensation caused by the first appearance of Nova Scotia fruit on the English

scene at the International Exhibition of the Royal Horticultural Society in London in 1862. The Province's fruit had won one silver and seven bronze medals at that Exhibition.[4]

Robert Grant Haliburton was, like his father, a man of varied interests and tastes. His absorbing interest in the arts is evidenced in a letter which he addressed to a young artist friend, Mr. Robert Harris, of Rhode Island, on the eve of Mr. Harris's departure for his first visit to the United Kingdom:-

25 September 1876.

"Dear Mr. Harris,

When you reach London, you must call at Dr. Badenoch's, 12, Haymarket, where you will find some letters from me awaiting you. I shall give you a letter to Mr. Charles Landseer, brother of the great Landseer, also to Mr. Storey, one of the most charming artists that I have seen in England. I shall also get you made a visitor at the Royal Colonial Institute and the Arts Club, Hanover Square. This, with some other introductions, will make you feel at home in London.

I hope you will enjoy your first visit to England even half as much as I did my first, and as thoroughly as I did my last. Your art painting was put under glass and got damaged and I do not wish to trust it to someone else for repair, so I sent it to you. Please touch the spots that have been damaged. See when it is dried that it is sent to me safely. Believe me,

My Dear Sir, Yours Very Truly,

Robert Grant Haliburton."[5]

Robert Grant Haliburton was forced by ill health to give up his law practise in Ottawa in 1871 and he began to travel extensively, giving expression to another life-long interest, that of anthropology. He travelled to Jamaica reestablishing the connection between that Island and the Haliburton family first set by Andrew Haliburton family first set by Andrew Haliburton more than a century earlier. Robert Haliburton

later journeyed to North Africa where he set the seal on his international reputation as an anthropologist by discovering an hitherto unknown race of pygmies that inhabited a region of the Atlas Mountains. He wrote a book *'The Dwarfs of Mount Atlas'*, which was published in 1891 as well as numerous scientific papers and articles.

In addition to their many other roles in the public life of early Nova Scotia the Haliburtons were also military men. A commission was granted to William Haliburton in King's County on 14 October 1761 as 'Lieutenant in the company of Captain Joseph Bailey'. William Hersey Otis Haliburton was one of the Halifax Militia men of King's County in the first battalion under the Earl of Dalhousie in 1818.[6] Robert Grant Haliburton served as a Lt. Col., in the militia but it was the only other son of Judge Haliburton to survive to maturity, Baron Arthur Lawrence Haliburton (1832-1907), who had the most distinguished career in this field. Like his father and brother, Arthur was educated at King's College, studied law and was admitted to the Bar of Nova Scotia in 1858. He served with the |British Army during the Crimean War and after the War became Deputy Accountant General of the Military District of the Indian Government. He later transferred to the War Office as a Civil Servant rising to the position of Director of Supplies and Transport. He later became Assistant Secretary of War in 1888 and Under Secretary of War in 1895. These promotions were accompanied by the creation of C.B. in 1880, K.C.B. in 1885 and G.C.B. in 1897. Arthur Lawrence Haliburton became the first native born Canadian to be made a full peer of the United Kingdom when he was created Baron Haliburton of Windsor in 1898. Lord Haliburton died at Bournemouth, England in 1907.

Robert Grant Haliburton, the 'son of Sam Slick', friend and supporter of the Nova Scotia Apple Industry, continued in pursuit of his anthropological and ethnological activities. He advocated the commercial and political Union of the West

Indies and Canada but his failing health compelled him to spend his winters in tropical or semi-tropical climates. He died, unmarried at Pass Christian, Mississippi, in 1901. By this time the export of apples from Nova Scotia had risen to more than 300,000 barrels annually. The majority of these were destined for the United Kingdom market.

FOOTNOTES

1. **Dictionary of Canadian Biography,** University of Toronto Press, Volume IX, 1976.
2. **A History of Kings' County,** by A. W. H. Eaton, Mika. Belleville. Ontario, 1972, page 676.
3. **Dictionary of Canadian Biography,** University of Toronto Press, Volume IX, 1976.
4. **The Origin and History of the Apple Industry in Nova Scotia.** by F. G. J. Comeau. Halifax. N.S.. read before the Nova Scotia Historical Society, Nov. 9th, 1934, and issued in Volume XXIII of the N.S.H.S. Collections, page 36.
5. Letter from the Vertical MSS file on **the Haliburton family** held by the Provincial Archives of Nova Scotia.
6. **A History Of King's County,** by A. W. H. Eaton, Mika, Belleville, Ontario, 1972, page 428.

Privateers and Petticoats

CAROL McLEOD

Oftentimes history tends to minify some of its most intriging and tantalizing morsels. So it has been in the case of Lockeport, a tiny fishing community located on the jagged southern coast of Nova Scotia.

Established in 1764 by Jonathan Locke and Josiah Churchill, the village was settled with the full blessing of the Governor of Nova Scotia, Charles Lawrence. The expulsion of the Acadians in 1755 had resulted in much of the cleared land in Nova Scotia being left idle. In a frantic effort to repopulate the colony, Governor Lawrence had invited the people of New England to come and resettle in Nova Scotia.

The invitation had been extended to the Americans with good reason. Seasoned frontiersmen, they were well habituated to the rigors of life in the wilderness.

As fortune would have it, the proposal came at the ideal moment for the people of New England. Disheartened by the rising cost and scarcity of agricultural land in the Thirteen Colonies, the idea of moving to Nova Scotia was most attractive. The superior fishing grounds of Atlantic Canada were another advantage in the eyes of the Americans.

However, before any immigration could begin, it was imperative to the people of New England that they be assured a

degree of religious and political freedom comparable to that which they had enjoyed in their own colonies.

Governor Lawrence, anxious to bolster the population of Nova Scotia, agreed to concede them the right to govern themselves on local matters under the structure of the township system.

Eager to leave New England, but cautious by nature, the colonists sent a party of representatives to assess the prospects in Nova Scotia and to ensure the picture painted for them by Governor Lawrence had been an accurate one.

Glowing reports were carried back to America and in 1760 a massive wave of immigration began which lasted until 1765.

The farmers settled in townships and divided the land into lots which were distributed to the various family heads. The fishermen, on the other hand, chose to live in remote coastal areas, often selecting small islands on which to settle. To this latter group belonged Jonathan Locke and Josiah Churchill.

Having first settled in Liverpool in 1762, Locke moved to what is now Shelburne County in 1764. There, together with Josiah Churchill, he established the village of Lockeport. Located on an isthmus in Ragged Island's Bay, the settlement has been variously known as Port Mills, Ragged Islands and Locke's Island. The name Lockeport was finally adopted in 1870.

As in most small pioneer fishing communities, the lifestyle was a demanding one. But the founding families flourished and were soon joined by other immigrants from the Thirteen Colonies.

Although other towns and villages existed along the south shore of Nova Scotia, travel was difficult and communication and intercourse were kept to a minimum. In their relative isolation, the loyalities of many of the colonial settlers remained with their kith and kin in New England. Even though they were officially citizens of Nova Scotia, the hearts of the newcomers were emotionally linked to their former homes in America.

As the years passed, the people of "Locke's Island" managed to make good livings and were, for the most part, content with their way of life. In their isolation, however, the ties that should have bound then to their newly chosen homeland, remained dangerously slack.

Meanwhile, while the New Englanders were establishing their new lives in Nova Scotia, a second wave of immigration had begun.

Not satisfied with the number of new settlers drawn from America, the government of Nova Scotia decided to lure what immigrants it could from the United Kingdom.

Alexander McNutt, an entrepreneur and consummate mountebank, arranged for a large contingent of farmers from strife ridden Ireland to resettle in Nova Scotia. Amid tantalizing promises of wealth and influence for himself, he also made sorties to New England to entice more colonists to move to Nova Scotia.

His endeavors were highly successful and by 1776 approximately two thirds of the 12,000 immigrants who had settled in Nova Scotia in the years following 1749 were from the Thirteen Colonies.

With such a large influx of settlers it was only natural that the viewpoints and lifestyles in Nova Scotia would change. The dawn of the Age of Invention and subsequent Industrial Revolution in England in the 1760's had awakened in the Irish immigrants an awareness that work could be simplified. For their part, the settlers from America were consumed by the growing fervor of political revolution.

Due to sheer strength of numbers, however, the influence exerted by the New Englanders in exploring the age of political enlightenment overpowered the efforts of the Irish in introducing industrial and technological advancement.

Both groups of immigrants did, however, share one major point in common, and that was a complete lack of loyalty to the British Crown. Rigid colonial rule had made both the Irish and

the Americans desirous of living under a more flexible form of government.

By 1769 the wave of dissent in New England had gained momentum. Cognizant of the comaraderie that existed between the American immigrants in Nova Scotia and the people of the Thirteen Colonies, the government in Halifax officially banned meetings of the various township councils throughout the colony.

Lack of sufficient strength to enforce the new regulation, however, resulted in it being almost totally ignored. Assemblies continued to be held and sympathy continued to grow for the plight of the thirteen Colonies.

In 1775 the government ordered the settlements of Nova Scotia to send a portion of their local militias to Halifax to form a larger body to protect the capital in case of an attack by American revolutionary forces.

The overwhelming refusal of the settlements and townships to comply with this decree made the government realize how little support could be counted on from the isolated and far ranging communities of Nova Scotia in the event of an American offensive.

So it was that when the American Revolution erupted in 1776, the sympathies of vast numbers of Nova Scotians lay with the rebels.

Financially, however, the people of Nova Scotia faced a dilemma. Trade with both England and the Thirteen Colonies was necessary to preserve the delicate economic balance. Many Nova Scotians favored a stand of neutrality for the duration of the hostilities. The Americans at first rejected the idea, but soon changed their stand when they realized that intercourse with the Cape Sable area of Nova Scotia's southern coast could be to their advantage.

For one thing, the south shore of Nova Scotia offered a ready and handy market for American goods, and the settlement of Cape Sable by Americans had resulted in historically close ties with the Thirteen Colonies. Support was something the

revolutionaries needed and the south shore of Nova Scotia abounded in pro-American sentiment.

The weak affiliation of Cape Sable with the government in Halifax made the area even more appealing to the Americans. An additional factor in the American revaluation of its attitude toward Nova Scotia was the fact that several influential New Englanders owned valuable tracts of land along the south shore.

With these points in mind, the American government gave orders that the Cape Sable area be spared the raids of the privateers.

Among the settlements of Nova Scotia, none was more zealous in its support of the American cause than Lockeport. As a new community settled almost entirely by Americans, there was little the people would not do to aid the revolutionaries.

Secure in the belief they could trust the people of Lockeport, American privateers began to use the port as an advance base for its attacks on other Nova Scotian communities.

As time went by the privateers grew bolder. They soon began to utilize Lockeport as an unloading point for plunder captured during their lightning raids.

For their part, the people of Lockeport, like so many other Nova Scotians, began to take advantage of the opportunities created by the revolutionary war.

Enterprising captains commenced running escaped American prisoners and contraband goods to New England ports. On their return trips they carried provisions unavailable in Nova Scotia.

The government in Halifax was fully aware of this practice, but lacked the manpower to curtail it. As a result, communities such as Lockeport prospered and the early years of the revolution saw handsome returns for those willing to run the risks.

At the outset of the war, America had considered the possibility of including Nova Scotia in its break away from England. The American Congress appropriated a large sum of money for Captain Eddy to lead an uprising at Fort Beausejour, near Amherst.

However, even though pro-American sentiments ran high, the communities of Nova Scotia were too remote and too isolated from the ThirteenColonies to benefit from such a move. The lack of inspired leadership was also a factor in the failure of Nova Scotians to rebel against English rule. Although many settlers did not want to take up arms against kinsmen in New England, they were equally reluctant to fight the British.

The ultimate defeat of the Eddy Rebellion brought to an end what little patience the Americans had had with Nova Scotia. Disgusted with the weakness of Nova Scotians and their refusal to become more involved in the revolutionary cause, the Americans soon abrogated the order which had granted relative immunity to southern Nova Scotia from privateer raids.

The growing success of the revolutionary movement had diminished the need for trade with Nova Scotia and by 1779 attacks on coastal communities has become an every day event.

Even bastions of support such as Lockeport were not spared the greed of the privateers. Former acts of kindness were soon forgotten and no community was treated more shoddily than was Lockeport.

The fact the people of Lockeport had been responsible for the safe return of an estimated four hundred escaped prisoners and ship wrecked privateers to New England was completely dismissed.

Although the raids had at first been limited to those regions inhabited by known loyalists, the privateers soon broadened their range. On the morning of August 20, 1779, Lockeport was hit.

As dawn broke, the villagers noticed a privateer's ship had moored in the harbor. Totally unprepared, the people of

Lockeport looked on in disbelief as a guard was stationed at every house.

A delegation from the ship soon visited the home of William Porterfield and requested refreshments. Bewildered by the strange behaviour of the Americans, Porterfield nevertheless extended all the hospitality he could. Having eaten their full, the privateers returned to their vessel, leaving the villagers totally baffled.

Having prospered greatly during the early years of the revolution in their dealings with New England, the houses of Lockeport were rich in booty. The privateers were well aware of this. Their withdrawal had been a temporary one, perhaps intended to lull the people into a false sense of security, for later that same night, the privateers returned and stripped every house in the settlement bare.

The citizens of Lockeport were incensed by such perfidious treatment and on September 25, 1779 a letter seeking redress was sent to the Council of Massachusetts.

Signed by William Porterfield, John Matthews, Thomas Hayden, and the founding father, Jonathan Locke, the letter protested the depredations inflicted on the village. Citing the prisoners aided and the privateers and plunder hidden from British cruisers, the letter demanded compensation. In an angry, bitter, and somewhat pathetic summation, the letter read "all this done for America and if this be the way that we are to be paid, I desire to see no more of you."

That this denouncement and rebuke yielded any results appears unlikely. Raids continued to be carried out, with increasing emphasis on communities along the south shore. Liverpool, Port Medway and Port Mouton suffered just as much, if not more than Lockeport.

The privateers preferred to conduct their attacks along the southern coast because there was less chance of being trapped than if they had worked along the Fundy shore. The many bays and inlets of the Cape Sable area afforded protection to the

privateer ships on the rare occasions the British could spare the manpower to search for raiders.

Perhaps the only thing that could be said for the privateers was they attempted to keep bloodshed to a minimum. They were more interested in plunder than murder.

And so the raids continued. Up and down the coast one community after another tasted the bitterness of the fortunes of war. Halifax, as the only port with any established system of defence, was alone in being spared.

Many communities were raided more than once, as was the case with Lockeport. Following the first attack in 1779, the zealous support engendered in the village for the American cause disappeared. No longer did the people sympathize with the revolutionary dream, and no longer could they hope to profit from the lucrative trading opportunities which had existed during the early days of the war.

Having suffered greatly from the losses experienced during the attack of 1779, the men of Lockeport returned to their original occupation—fishing. Slowly but surely the laborious task of recouping their losses began to yield results.

Then, early one morning in 1780, when the men were all away in the fishing boats, a privateer's ship was sighted in the mouth of the harbour.

Still in high dudgeon over the earlier attack, the women of Lockeport resolved to protect what was theirs. Realizing how hopeless their chances would be in open combat, they resorted to a battle of wits.

Choosing Cranberry Head, a point overlooking the entrance of the harbor, as their rallying point, the women armed themselves with red petticoats and hats.

In a desperate move, they draped the petticoats over tree branches in the dense undergrowth and propped hats on top of them. From a distance, it appeared as though a contingemt of

English soldiers had taken cover.

When the privateers landed, the women hid. Brandishing a sorry array of pitch forks and a solitary musket, they beat on wash tubs to simulate the drums of the red coats.

As the privateers hesitated, the women of Lockeport quivered, hoping against hope their ruse would work. Finally, taking a hasty assessment of the situation, the Americans retreated.

Overjoyed, the defenders of the tiny village watched as the privateers, deterred by a scanty assortment of peticoats, sailed out to sea.

During the remaining three years of the revolutionary war, attacks continued to be carried out along the Nova Scotia coast, but never again did the privateers venture near Lockeport. A band of doughty women had forever discouraged the raiders from returning to the tiny fishing village.

In the aftermath of the anguish and great loss experienced during the attack of 1779, the citizens of Lockeport reassessed their political loyalties and soon became the most faithful of Nova Scotians.

Following the end of the American Revolution, the Lockeport and Churchill families established a ship building industry in Lockeport. The success of this venture helped compensate for the loss of the profitable trade they had enjoyed with New England at the outbreak of the war.

Today Lockeport nestles cozily on Nova Scotia's sparkling south shore, but forever buried in its past is the heartening story of how a shipload of marauding privateers was routed by a passel of petticoats.

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End of the White Plague

JOANNA HUTTEN

Whatever happened to tuberculosis? Do you remember when it was a major killer in this province and elsewhere? Older readers will know; it's possible that one or more of their relatives were carried off by the terrible illness.

I wonder how many people are aware of Nova Scotia's part in conquering this disease. One man especially was largely responsible for its decline.

Dr. Arthur Frederick Miller, born in P. E. I., and educated at Dalhousie medical school, spent all his adult life working for improved methods of fighting TB, and lived to see the day when its elimination as a scourge of mankind came in view.

This man had contracted tuberculosis while newly graduated. He learned a great deal about the disease while a patient, and later a staff member at the Trudeau Institute in the Adirondacks. His real chance to do pioneering work came when he was appointed Medical Superintendent of the Nova Scotia Sanatorium in Kentville in 1910.

If we can skip back for a few years, we see the humble beginnings of this hospital, back in 1904. At that time, one thousand Nova Scotians were dying each year of tuberculosis. In an effort to do something about this, the provincial government established a sanatorium, choosing Kentville for its favorable

climate.

There was space for up to eighteen patients, with one nurse in attendance and no resident doctor. One of the town doctors made daily visits during the course of his usual rounds.

An attempt was made to have only those patients admitted who were in the beginning stages of the disease, so that it might be possible to effect a cure. In actual fact, many of those who came were already dying, severely ill. As a result, by 1909 the Matron was able to state that "fully one-half of all admissions to the Sanatorium are now in their graves."

Doctors around the province treated the new institution with a generous amount of skepticism, reinforced by the abysmal mortality rates. Many doctors preferred to treat TB patients at home, of advised them to move to dry, sunny climates.

One real problem facing the San was the attitude of the general public. People were convinced that it was dangerous to come into contact with TB patients, and that the disease would probably kill all those who contracted it. Because of this fear, it was hard to get help. At first the San did not even have a trained cook, but hired any woman who would come.

The dissipation of this fear came very, very slowly. It was aided most by those patients, properly educated during their cure, who went back home and spread truthful information about the nature of TB, its prevention and its cure.

Into this picture stepped Dr. A. F. Miller. His position entailed all the duties now assigned to the Medical Director and the Administrator, making him Chief of Everything in practice.

Dr. Miller did much to improve the general attitude of the public towards the dreaded "white plague". He spoke to practically every society in the province, emphasizing the necessity for public awareness of conditions which lead to TB; and stressing the urgency of identifying patients early enough to cure them.

In medical circles he did much of the pioneer work against the disease. Writing innumerable articles, he also lectured widely. He assembled a fantastic number of degrees and titles, and became a member of TB and other medical associations across the continent. In time, he became one of the outstanding authorities on tuberculosis in North America.

Reading biographical sketches on this man, one can only conclude that he deserves every honor bestowed on him, including the naming of Miller Hospital after him in 1975. However, all that was still dim and distant in the future.

Dr. Miller took an active part in both the practice of medicine and administration. He was progressive, quick to appreciate any new development which might relieve the suffering of those in his care.

During almost four decades with Dr. Miller at the helm, the San saw some major changes. Its biggest growth spurt occurred during World War I, when soldiers began returning from overseas duty with TB. Three new buildings were erected to accommodate them.

At one point, with all beds full and a hundred more soldiers coming in, a tent city was thrown up to house the overflow. When an August hurricane knocked these flat, temporary "hen coops" were put up. By next spring, additional permanent structures were built.

There was now room for three hundred and fifty patients, with a staff of five doctors and twenty-four nurses, besides other employees.

During this time, "with about three hundred soldiers on the grounds, the Sanatorium was like a military camp... The khaki uniform was everywhere; the doctors had become military officers; and the bugles rang out on our hill."

Treatment remained the same for many years: rest, a relaxed lifestyle, plenty of fresh air. This is amply illustrated by an old photo of a patient in bed with wool mittens and hat. It is

said that fur coats were very popular at that time, since the fresh air got very cold at times!

Not much was available in the way of entertainment. The first patients—and remember, these were longterm—had no radio, no TV, or even gramophone. They played cards and checkers, did needlework, and took part in light exercise. Sometimes winter sleigh rides were arranged to neighboring Wolfville and back.

Patients used to pay for their board, first $5. weekly, with an extra charge for laundry services. As a result, many of those who needed help were unable to afford it. Some stayed for a time, left to earn some money, and came back for further treatment.

The expense was one reason why the first rehabilitation program was welcomed wholeheartedly. Many of the crafts learned were useful, and patients were able to sell some of their products.

A lot of the Rehab programs centered around the soldiers, with widely varied crafts and skills being taught. As the military aspect gradually faded, the rehabilitation efforts also moved into the background. For twenty years only one instructress conducted classes in both academic subjects and crafts. Not until 1947 did the program gain new ground. Activity was stepped up, and once again many courses were taught, in watch repair, basket making, weaving, woodworking, shoe repair. Three fultime teachers were employed, besides the many correspondence courses used.

Much of the expense for this work was carried by voluntary agencies. Some equipment was inherited from other hospitals which closed down. Much of the adult classes were carried on by the provincial department of education.

The recreational picture was brightened considerably by the appearance of Radio Station SAN, with first one, then two channels. The first edition of "X-Ray", a publication by and for

the patients, added another interest. Both of these used local news, gossip and humor, while the radio's music became very popular. Earphones at each bed enabled patients to listen in, regardless of their condition. The little "X-Ray" became "Health-rays", and is still going strong today.

On the medical scene, a historical milestone was reached when the first chest surgery was developed during the early thirties. At first, patients were sent elsewhere for treatment by this new method, but by 1935 the provincial department of health allowed the San to do their own. Surgery greatly improved the chance of recovery for TB patients, and now many more went home within a reasonable period of time.

In 1946 came the announcement of free medical care, which finally put an end to the distinction between affluent and poor in obtaining treatment and proper care. This had a great influence in further reducing the disease.

However, Dr. Miller before his retirement in 1947 was to see the biggest development of all. Drug treatment was on its way. This was the beginning of the end for TB as it had been known for centuries.

Streptomycin, and other drugs following it, became a powerful tool in the hands of skillful doctors. No more did sufferers have to remain alienated from their family and community for years at a stretch. With chemotherapy they were able to go home cured, ready to work and enjoy life again.

Dr. J. Earle Hiltz, who succeeded Dr. Miller, was "an outstanding example of the right man at the right time." He carried on the progressive course set by his predecessor, and did it well.

New developments continued. A school for Nursing Assistants was established which turned out over 550 graduates before closing down in 1973. A program of affiliation of student nurses from other parts of the province was begun. This was similar to the student teacher setup, being a two-month practical course augmented by classes. A certificate was granted

at the end of the student's stay. This program ended in 1970. The medical staff was added to, after Dr. Hiltz' takeover.

By 1956, drug treatment of TB had radically changed the picture of the disease. A large number of sanatoria were closed down, and the N. S. Sanatorium also saw many empty beds. It was around this time that cases of lung cancer and other chest diseases were first admitted.

Gradually the proportion of TB patients to those with other respiratory problems changed, until at present 80% of the patients are non-tuberculosis. Before Dr. Hiltz's sudden death in 1969, he was already trying to have the institution's name changed to eliminate the word "sanatorium". The old regimen of rest and fresh air simply didn't apply anymore.

After the death of Dr. Hiltz, his duties were split up. Dr. Helen Holden became Medical Director. The present administrator is Jerry Betik. Much authority has been delegated to the various departments.

On Dec. 21, 1975, the Nova Scotia Sanatorium at Kentville became the Miller Hospital for Diseases of the Chest. This reflected a political and financial move, taking the hospital out of the hands of provincial government and amalgamating with the local Blanchard-Fraser Memorial Hospital, thus qualifying for federal cost-sharing.

But more important, the change mirrored the decline of TB, and the increase of other chest diseases, especially chronic obstructive pulmonary disease. (COPD).

The physical structure has changed considerably since the days when over four hundred patients were cared for. The old Infirmary has been demolished. The Service Building will follow soon. Plans for the Nurses Residence are uncertain. The Dormitory, a solid brick building, has been renovated by government for use as offices. Only the "New Infirmary", built during the 1930's is now being used for patients. Built on to its North side is a new addition, which houses the kitchen area, a

modern cafeteria-style dining room, dietitian's offices; all on the second floor. The ground floor has a new entrance and reception area, plus administrative offices and a canteen for the patients.

Today's modern institution has a maximum capacity of 114 beds. A lot of departments are needed to make the whole operation run smoothly.

Obviously, the medical staff is very important. The Resident Surgeon is Dr. J. J. Quinlan, who incidentally is married to Dr. Holden, the Medical Director. There are four more staff physicians, while the hospital draws on a large number of Consultants in various areas of medicine.

Administrator Jerry Betik, with a staff of eighteen or so, draws up the hospital budget, makes policy decisions with the medical staff, decides on equipment purchases, solves personnel problems.

Miss Jean Dobson keeps a watchful eye on the well-trained nurses. As Nursing Superintendent, she emphasis "doing everything we can, at every level." It's hard to believe how things have changed in three-quarters of a century. The early nurses worked in only two shifts, which meant long hours. They were responsible for the patient's business and shopping needs as well as for their medical care. No gowns or masks were worn. Not until 1933 were nurses routinely X-rayed and tuberculin tested.

The public is becoming more aware of the phasing out of TB as a serious infectious disease, but Jean Dobson feels there is room for improvement yet. Even some people in the medical profession are still afraid of contagion, although drug therapy has virtually eliminited this concern.

Nearly all patients now receive respiratory therapy, in a department under the direction of Wilson Brown. The treatment is "fed" by means of a plastic mask over the nose and mouth. Medications are inhaled. These include bronchodilator drugs and wetting agents.

The present process evolved gradually since the first veterans of World War I came home with damaged lungs from poison gas. However, modern equipment is now used.

The dietary service is now fully amalgamated with the BFM hospital. Meals are planned on the basis of a four-week cycle, with a choice of two main courses at each meal. One-third of the patients are able to come to the dining room; as does the staff. The rest are served in their rooms. About half require special menus.

In the switch away from TB, it is clear that most care is now required for patients with COPD such as chronic bronchitis and emphysema. TB is still next in patient days, even though only one-fifth of the patients are inflicted with it. Lung cancer is next; it is the least curable of the chest diseases.

Dr. Holden, together with Hector McKean, who handles Medical Records, have written a paper on the incidence of modern chest disease. In their survey to discover the frequency of these illnesses within Nova Scotia, they discovered that:

a) In 1970 the death rate per 100,000 population in Canada amounted to 2.5 for TB, 14.7 for chronic bronchitis and emphysema, and 25.4 for lung cancer.
b) Males over 50 or under ten appear to be most susceptible to COPD.
c) Air polution and cigarette smoking are indicated as contributary factors.
d) During the last twenty years the death rate for TB has become very low, while there has been a marked increase in death rates from COPD.

Speaking more generally, Dr. Holden sees TB as a steadily diminishing menace. As people become better educated about the disease, the old taboos and fears will disappear, and TB will be treated like any other sickness. Eventually, general hospitals of any size will have a Chest Unit which handles TB and other respiratory diseases. Already some TB cases are being treated in

hospital for only a week or two, then sent home on continued drug therapy.

Dr. Holden does warn about complacency about the former white plague. Cases keep cropping up across the province, among all socio-economic classes. It seems that poor nutrition or lifestyle may trigger its onset. The general public and the medical profession need to be constantly alert to the danger.

The Tradition of personal concern for each individual, established by the great Dr. Miller, is still carried on at the institution which now bears his name.

CREDITS: My thanks to all those at Miller Hospital who provided me with background material. Special thanks go to Dr. Holden and Dr. Quinlan, who supplied me with back issues of X-Rays and other publications, as well as allowing me to borrow from their own writings.

Andrew McKim, Reformer

JAMES SMITH

Andrew McKim was the father of North Cumberland politics. It is true that other citizens of the area had been, for some time, allied with and working for the interests of various outside politicians, especially men of Amherst like James S. Morse and Alexander Stewart, or Thomas Roach of Fort Lawrence. But, Andrew McKim was the first local resident to throw himself personally into the fray.

Born in 1779, McKim sprang from one of those Protestant Scotch families that had settled during the seventeenth century in Ireland. North Cumberland historian Harry R. Brown tells us that McKim's father was Daniel McKim. It may have been in 1804 that Andrew, his wife, Mary Jane Agnew, and his family, emigrated from Grange, co. Sligo, to Jamestown, Virginia. Within the next decade, the McKims moved north, stopping at Londonderry and Westchester, Nova Scotia, and finally settling, in 1816, at Wallace Bay.

> Andrew was a man of considerable versatility, for in addition to the labor of clearing his farm, he was a shoemaker and a Baptist lay preacher. But he was chiefly noted for his interest in public affairs.[1]

McKim's political baptism had been as a campaigner for the late Thomas Roach, county M.P.P. from 1799 to 1826. As he now stepped to center stage, McKim was nominated by the

"farming interest"[2] to run for a seat in the House of Assembly in 1836, in the same election that brought that great Reform leader, Joseph Howe, into the Provincial Legislature. The days of the old Council of Twelve were numbered, the Council having virtually ruled the colony for years. The struggle for responsible government was underway and Joseph Howe became its leader. Andrew McKim was its disciple. Party politics had not yet blossomed in Nova Scotia, but, nevertheless, McKim joined Gaius Lewis, J.P., of West Brook, on the Reform Party ticket for Cumberland County, against Amherst's Alexander Stewart and River Philip's Joseph Oxley who stood for the old-order Tories and who had held the seats for ten years.

At 56 years of age, McKim was entering politics at a late stage in his life. He did so with the support of some notable gentlemen: among others, Jonathan McCully, a future Father of Confederation; James Shannon Morse, an ex-M.P.P. of 18 years' experience; and Rev. Dr. Charles Tupper, father of the great Sir Charles.

The House of Assembly was dissolved on November 2, 1836. On that same day, McKim, who had been canvassing already for nine months, according to one report,[3] joined Gaius Lewis in publishing an election card in Joseph Howe's newspaper, *The Novascotian.* Addressing themselves to the freeholders of the County of Cumberland, they set forth a 7-point reform program:

1 members of the House of Assembly ought to set an example for the country by reducing their salaries to a "competency."
2 to reduce imports, the colony should encourage "Manufactories," based on Nova Scotia's abundance of raw materials.
3 House sittings should be reduced from seven to four years.
4 the Council should be made elective.
5 all acts of law should be simplified "so that men of common education would understand them."

6 before taking his seat, each elected member should travel every road in his county or township to determine its condition and length.

7 more efficient measures should be taken to encourage agriculture.

"But to sum all up in a few words, it is our opinion that Members of the House of Assembly, are Servants of their Constituents, and ought not to close their ears to the general opinion in this enlightened age . . . "[4]

It is debatable just how enlightened an age it was, for the Cumberland campaign turned into a fierce, unpleasant struggle that ranged from name-calling to some highly questionable dealings. There were no holds barred. The Tory opposition attacked McKim for his humble background, his shoemaking trade, and his church. He was accused of gathering in the "Baptist rent" for support.[2] It was said that if he made it to Halifax, he would be able to supply his fellow parliamentarians 'with boots and shoes, that will last longer than Mr. McKim's speeches, (which are all "leather and prunella") . . . '[2] he was described as a "half Dipt Cobbler"[5] and as "a man of obscure origin and mean education, by profession a mechanic, without the least personal influence; and who, twelve months ago, was not known beyond the precincts of his own neighborhood."[5] Additionally, he was "a man struggling against nature and circumstances, and opposing the passage of others to places which he is no longer fit to enjoy."[6] It was explained that he was one of those "kissing Baptists" who exchanged a holy greeting but it was likely that any Baptist would be "greatly tempted by the more ancient visage of (Mr. McKim)."[7]

Rev. Alexander Clarke, a Presbyterian clergyman, deliberately embarrassed McKim on an election platform at Amherst by asking him his opinion on the GENICOCKNICAL (An opponent of Rev. Mr. Clarke later pointed out that the correct term was GYNECOCRATICAL.[12] The reference was to government by women or "petticoat government.") part of the British constitution. Needless to say, the man from Wallace Bay

was unable to respond.[3] A derisive rhyme was coined to poke fun at him.

> McKim who had lived for forty years,
> A zealous class leader, of heaven quite sure,
> Found a flaw in his creed, I am sorry to tell,
> Which nothing but salt water dipping would cure.[8]

Jonathan McCully flew to the defence of McKim.

> That he is a man of moral and religious habit, is a fact, I do know; and if either of these circumstances is sufficient to damn a man of honorable ambition, it will be a truth familiar only to the author of such sullied, such disruptable tergiversation . . .
>
> . . .
>
> . . . when patriotism becomes a crime, when religion becomes a disgrace, when a mechanic becomes synonymous with villain and serf, then, and not till then, I shall be ashamed of being the Attorney of Lewis and McKim.[3]

Joseph Howe also put pen to paper in McKim's behalf.

> The epithets Half Dipt Cobbler, and allusions to the Plaister Trade—add neither dignity nor weight to a public argument; industrious exertion, in any walk of life, is no fair charge against a man, who chooses to adopt a profession.

Of course, there are two sides to every story, and most elections. As stated, the Tory candidates were Alexander Stewart and Joseph Oxley, both experienced legislators who had faced no serious opposition in the past. Oxley was the younger brother of the late George Oxley, who had also sat as an M.P.P. for Cumberland, and of Stephen Oxley, Stewart's stepfather. Joseph was no star, either in the Assembly or on the hustings.

On the other hand, Alexander Stewart was, if not THE, then one of THE leading Tories in the House of Assembly. He was an able politician who has sometimes been treated unfairly by liberal historians who accuse him of bearing the stamp of the

Tory Establishment at Halifax. That is not entirely correct. At the outset, Stewart sought reform of the unfair system of government operating in Nova Scotia. His nephew, Nova Scotian Chief Justice Sir Charles J. Townshend, wrote:

> Alexander Stewart . . . was one of Howe's contemporaries, and for many years they worked together in the great cause of reforming the constitution of the Province. He began the battle before Howe entered public life. At the time Stewart was first elected to the House of Assembly Howe was its reporter, and was then just at the beginning of his distinguished career as an Editor and Journalist. Stewart, although highly appreciated in his day, has not in later times received at the hands of his countrymen that credit to which his eminent services justly entitle him. His eloquent and masterly speeches which have come down to us, his activity, and fearlessness in assailing existing abuses, mark him as well worthy to be ranked with that distinguished group of Nova Scotians, Archibald, John Young, Howe, and others who fought the famous battle which eventually swept the old Council of Twelve out of existence, and gave to the Province the great boon of Responsible Government.[9]

Howe himself spoke highly of him. It was Howe's hope that the assembly would continue to have the benefit of his [Stewart's] powerful mind "whether he stands beside me, or fights in the ranks of the opposition."[10]

J. M. Beck's summary of Stewart's character is apt.

> Able, formidable in debate, and vigorous in his own defence, Alexander Stewart attained high office and yet remained something of a tragic figure. Wiggish in political sentiment and more liberal in many respects than some Reformers, he came to be regarded as the most implacable of Tories. Altogether inflexible, he bluntly rejected the idea of responsible government in a colony. Insensitive to the reaction of others, he created the impression of having trait-

torously abandoned his earlier political views. The outcome was to make him one of the most detested of all Nova Scotian politicians.[10]

This, then, was the man whom Andrew McKim was really fighting in the 1836 election campaign. Stewart represented caution; McKim stood for immediate change.

The Tory attack upon McKim has been examined, but the Stewart party had complaints as well. They upbraided the reformers for using "Calumny and slander, powerful weapons in the hands of designing men . . ." They were angered by a Reform leader who was reputed to have declared that "the Baptists would put their heels upon the necks of the other denominations in Cumberland."[5] They accused Rev. Dr. Tupper of suppressing a letter from a certain prominent Halifax Baptist advising his Cumberland brethern to support Stewart "as an advocate of civil and religious liberty."[5] They objected to the "hue and cry" raised against Stewart because he was a lawyer, a professional group that was very much out of favor in the public eye just then.[2] And, certainly, Jonathan McCully did not help by his reference to one Tory, who had dared to attack McKim, as a "silly, semi-demented writer . . ."[3]

Voting, 1836-style, was carried out orally, was confined to landed males, and was performed over several weeks as the candidates and election machinery moved from town to town.

Polling opened at Amherst on Friday, November 25th, and continued the next day. As usual, the four candidates and their immediate supporters were present and addressed the assembled crowd. James Shannon Morse joined the speechmaking, declaring his support of McKim and Lewis. It was evidently of some surprise to the Tories to hear Mr. Morse attack his own brother-in-law, Stewart, as vehemently as he did. According to the Tories, Morse "made a violent attack upon him, in a speech of the utmost bitterness."[2] Jonathan McCully felt instead that Morse "saw proper to vindicate himself, in an address of a character far, far above mediocrity . . ."[3]

Much interest was shown in how local clergymen would vote. Jonathan McCully, an officiating Baptist minister, gave his support to McKim and Lewis. Rev. Alexander Clark, author of the GENICOCKNICAL question referred to earlier, threw his weight behind Stewart and Oxley, as did Rev. Canon Townshend, Anglican, and Rev. Hugh McKenzie, Kirk of Scotland. Rev. Dr. Tupper abstained from exercising his franchise.

When the Amherst poll closed at sunset on the second day, the Tories found themselves trailing in Stewart's former hometown stronghold. (He had recently taken up residence at Halifax because of the pressure of public affairs.) Results were: Lewis ("a quite harmless farmer"[2])—274; McKim ("an active, bustling preacher"[2])—235; Stewart ("a determined enemy to retrenchment in the extravagent expenditure of the Provincial Treasure"[5])—194; Oxley (whom no one bothered to describe)—153.[11]

Voting at the small poll at River Philip produced results similar to Amherst's. By the time candidates and company reached Wallace, the third and last polling site, the announcement was circulated that "Mr. Oxley has retired."[13]

"Wait until we get over Wallace Bridge"! was reported to have been Stewart's exclamation before moving on to the last poll.[9] He was said to have been banking on his long-standing friendship with the Scotsman of the area. Indeed, there must have been some substance to his belief, for here, in McKim's home territory, Stewart led the poll and McKim trailed. At the close of voting on the second day, the final results were announced: Lewis—380, McKim -334, Stewart—331.[13] But when the sheriff announced the official outcome, he declared Lewis and Stewart elected, giving the latter a 5-vote majority over McKim.

There was momentary shock. Then, all parties rushed back to Amherst where a scrutiny was demanded. It provided no change. A correspondent to *The Novascotian* provided an afterview—

> This county has just arisen from a struggle of the most extraordinary character,—a contest between sectarian feeling, the selfish views of interested individuals, and principles subversive of every thing like good order, on the one hand—and property, independence, and the support of that good order on the other.[2]

McKim contemplated launching a protest to the Legislature but that required money and, unlike his opponents, he did not have much in terms of cash resources. Others came to his aid. James S. Morse contributed £100 to open a subscription fund,[6] and donations from further sources supplied the necessary budget. McKim's protest alleged that 8 to 10 Stewart votes had been cast by men imported for the occasion from Colchester County. Moreover, McKim objected to

> the drunkery which Mr. S. kept in Amherst, where the fiddle played night and day, and which exhibited a continued sense of the most disgusting and brutal excess.[5]

The Stewart response was that there were no imported voters and that the one person who had been named as objectionable, a certain Mr. L., had been a former resident of Maine who had once drunk a toast to the 4th of July, and had been a property holder in Cumberland for some time.[5] They then countered the protest by claiming that Stewart's close-call at the polls had been the result of (1) the spreading of malicious rumors—". . . stories innumerable and without end were told at every hearth throughout the County, of what this wicked man had been guilty; how he had organized the Shubenacadie Canal, and by this and other means created the Provincial debt, and a great deal more."[2]; (2) the concerted opposition of the Baptists of Cumberland "who, although not intelligent here, are numerous . . ."[6]; (3) the propogation of "unbounded prejustice against Lawyers"[6]; and (4) the efforts of James S. Morse, the late member for Amherst Township, who had 'united himself to Mr. McKim's "tail".'[2]

McKim's supporters fired right back. (1) Stewart's big problem had been "KNOWLEDGE OF HIS PUBLIC CONDUCT! They knew that he invariably opposed Reform!!.. his support to steamboat companies! to printing monopolies! to extra salaries of clerks and extra clerks, & c. & c. ad infinitum!"[5] (2) The entire Baptist population of Cumberland County was no more than 140 men, women and children, translating into fewer than 50 votes, some of which were not cast.[5] Moreover, McKim was supported by many Methodists and a number of Presbyterians.[3] As for the loyalty of the Baptists, one defender trumpeted loudly:

> The Baptists disloyal!! To whom? To our beloved Sovereign, King William the Fourth? Nay, nay. The wicked folly of the reckless compiler of this malignant libel, is unequalled in aught save the absurdity of the statements. Disloyal indeed! To whom? Ay my readers, I'll tell you: not to the house of Hanover, no, no; it just occurs to me—to the family of the Stewarts—to Alexander the LAST! a pretender indeed.[12]

(3) Regarding anti-lawyer feelings, Stewart was opposed because of how he had "prostituted his legal knowledge, and legal abilities, for personal ambition . . ."[5] (4) As for Mr. Morse—

> That gentleman stands on too high an elevation to be reached by the party pop-gun discharges of your correspondents —high in public estimation, and safe in the panoply of a philosophic mind, Mr. Morse remains untouched, unscathed, as well by the calumnies of that contemptible boy who assailed him here, as by the bitter invictive of his ungrateful relative, and would-be rival, Mr. Stewart.

McKim's petition against Stewart's election was presented to the Legislature on February 1, 1837, and was taken up by a select committee of the House, consisting of Messrs. T. A. S. DeWolf of Kings County, Alexander McDougall of Sydney County, and Edmund Dodd of Sydney Township, with William Young of Juste-au-Corps as chairman. The Reform candidate's

evidence was heard, with the result that 9 Stewart votes were struck from his total, leaving McKim with a temporary majority of 4. However, before Stewart's defence could be presented, the Assembly called for its own adjournment. Reformers claimed and Tories denied that frantic behind-the-scenes pressure had been applied by the Stewart forces to delay the committee's proceedings. On April 15th, out of concern for McKim and Thomas Logan, another Reformer who was fighting the result of the Amherst Township election, Joseph Howe protested the proposed adjournment before the House.

> . . . there appears to be a large minority . . . who wish to evade the main question, by voting for the adjournment; when they must know that, as we have but a few days more to sit, delay will be fatal to the measure. It is in vain to suppose that, in the face of such a decision, either of these men will ever come here again;—Mr. Logan is a Farmer in Amherst, Mr. McKim is a Farmer in Wallace—they have been here, either personally, or by Counsel, with their witnesses, for nearly three months; both are probably half ruined already by these investigations; they must be, if no richer than Nova Scotian farmers generally are; will you than either bestow upon those who, upon the evidence as it now stands, have no right to be here, the seats which these men claim—or will you compell them to go all over these proceedings, at the cost perhaps of every farthing they are worth in the world, to arrive next session at the same result?[14]

But the House voted for adjournment anyway, 20-18.

In the meantime, the battle of words in the press continued. Silly arguments, vindictive remarks, and unsubstantiated claims poured out of Cumberland County, from supporters of both sides. As often as not correspondents aimed their poisoned pens at Rev. Dr. Charles Tupper, as well as Stewart or McKim. By May, Joseph Howe was driven to admonishing his readers.

> We have had enough of squabbling about the Cumberland Election, in all conscience; and having tried hard to obtain

a cessation of hostilities between former disputants, we have no desire to introduce fresh ones into the arena, except those who write under their own signatures.[14]

Yet, the flood continued to pour into *The Novascotian's* office, so in July, Howe called a halt.

CUMBERLAND CONTROVERSIES.—The Cumberland Election took place in December—we are now in the midst of July; so that, for upwards of six months, has the Halifax press been deluged with letters and communications touching matters and things arising out of that contest. The Novascotian has published its full share; indeed so great a latitude have we allowed to disputants on all sides, that most of our readers, out of Cumberland, so far as we have any means of learning their sentiments, are tired sick of these charges, explanations and recriminations; and almost every Mail brings an intimation to that effect, for which we not unfrequently have to pay the postage. By last post we received eight pages of MS. from Mr. A. S. Blenkhorn, with a certificate from Mr. James Rogers, in answer to Mr. Tupper's defence. Now we have no objections to print these in a supplement, and circulate them with the Novascotian, at Mr. B.'s expense; but we cannot, and will not, torment all our readers any longer for the gratification of two or three individuals; nor appropriate more space to publications which scarcely any body reads but the persons who write them.

Space was provided, though, for Andrew McKim. Writing from Wallace in a letter dated May 23rd, McKim spoke moderately of his opponent.

. . . —there was no private bickering of animosity between Mr. Stewart and me, but the reverse. I have several letters from him in my possession, declaring his good opinion of my zeal and abilities to defend the rights of my constituents.

McKim went on to explain his plans for the future. If he could raise sufficient funds, he would pursue his protest in Halifax at the next sitting of the Legislature.

If any patriots will feel disposed to assist me to continue the Scrutiny, they will please to forward their donation in such a way as they deem prudent—remembering that it will be expended in the cause of freedom from aristocratic tyranny. The expense will be small when compared to the last Session—probably it will not exceed sixty pounds.

With the feelings of patriotism and true philanthropy, I remain the public's obedient servant.

Andrew McKim.

Wallace, May 23, 1873.[16]

This appeal for funds brought an expected reaction from the Tories.

Better, far better let a contribution be made to Mr. McKim's poor neighbours; from many of whom, to support the scrutiny, he has wrung sums of money, aye, even to their last shilling of cash, and who have thus been deprived of the means of purchasing their spring seed, or even a bushel of potatoes to satisfy the cravings of their half-starved offspring.[17]

McKim's major tactical blunder in his newspaper correspondence was to bring up discussions of a shooting accident that had occurred at Pugwash. Intimating that his campaign against a smuggling chain that ran from Minudie to the rest of Cumberland County was the reason, McKim related how one William Bremner of Pugwash had threatened to shoot him the first time he set foot in the area. Bremner was an election official besides being Alexander Stewart's cousin. Before McKim became aware of the threat, Bremner shot Mr. Donald McLellan, also of Pugwash.

A Stewart sympathizer, under the pseudonym of Fair Play, wrote from Amherst two days later that McKim's remarks were "deserving of universal execration."[17] The shooting, which he described in detail, had been a dreadful accident, as everyone knew, and Bremner "evinced the greatest agony and sorrow for

the conquences of his foolish act."[17] That gentleman was now free, awaiting his trial at Amherst.

When the Supreme Court heard the case in late June, Bremner was found innocent, his action being classed as an unfortunate accident. Joseph Howe immediately challenged Andrew McKim—

> . . . McKim, both as a public man and as a Christian, is bound to give the public some explanation of, or atonement for, the horrid insinuation aimed by him against this individual . . .[18]

The public waited. On July 19th, a brief letter fromMcKim was published, asking readers to suspend judgment in the matter until he was able to gather some necessary vouchers. At last, on August 16th, his explanation appeared in *The Novascotian.* Declaring that he had not stated any untruth, that he had not called Bremner a murderer, that there had been irregularities in the affair (e.g., premature removal of the body, cleaning-up of blood, selection of ineligible jurors, etc.), McKim claimed that the smuggling ring was out to get him. They "idolize poor Bremner, in order to have me thrown into the lion's den . . . ,"[19] but they were afraid to sign their newspaper communications. He attached two sworn statements pertaining to Bremner's purported threat. Similar in content one of them read—

> I do certify, under oath, that some time about the first of April last, Mr. Pelig Coffin told Archibald Crawford and me James Ryan, in presence of Archibald Crawford and Hugh McFarlen, that he heard William Bremner say, he be damned but he would shoot Mr. Andrew McKim the first time he would get a chance.
>
> James Ryan, before Ephraim Peers, J. P.[19]

With that, all media notice of the Bremner case and the McKim-Stewart contest was banished from the press for the remainder of the year.

The summer and autumn of 1837 brought great changes to the Government of Nova Scotia. It was arranged that the old

Council of Twelve would be dissolved and replaced with an Executive and a Legislative Council. The former would resemble a Cabinet; the latter, the British House of Lords. At the resumption of legislative sittings on January 25, 1838, this new system went into operation. Among those gentlemen taking up duties in the new Legislative Council was the Hon. Alexander Stewart, whose seat in the Assembly thereby became vacant.

McKim lost no time. On January 26th, he filed his new petition with the House of Assembly, seeking the overturn of Stewart's election. An inquiry was called for February 14th. For a week, the select committee, under the chairmanship of Henry Goudge of Hants County, listened once again to McKim's attorney argue his case. Stewart declined to participate in the hearings on the grounds that the committee's proceedings were out of order.

At the same time, the debate spread into the Assembly itself. It was sparked by the elevation of Stewart, as well as two other M.P.P.'s—George Smith of Pictou and L. M. Wilkins of Windsor township—to the Legislative council. The question argued was whether the resignations of those gentlemen should be accepted by the House. McKim's petition eventually entered the discussions and Mr. William Young, chairman of the previous year's committee on the petition, spoke.

> He remarked that the circumstances which called Mr. Stewart from the part he had taken in upholding the interests of his constituents in the contested election, was of course altogether accidental; yet it might be looked upon as an event which removed what might be considered a sad difficulty, both as regarded the two gentlemen concerned, and the County of Cumberland. That the gentlemen who now petitioned the House had supported an expensive scrutiny—that he had steadily maintained and shown some evidence of the irrefrangibility of his claim to the contested seat—and that he was entitled to some relief for his exertions, almost every member of the House would admit.[20]

(After 27 years in the Legislature as a representative for Cape Breton, Young was elected for Cumberland County in 1859.)

R. B. Dickey, the Tory member for Amherst Township, opposed the seating of McKim and, on February 12th, presented some petitions from Cumberland, containing between 200 and 300 signatures, and asking that McKim not be admitted, but that a byelection be called. To counter this, Gaius Lewis, McKim's running mate in 1836, followed Dickey to the floor with a file of Cumberland petitions "numerously signed,"[21] in favor of McKim's admission.

The House committee reported to the Legislature on February 21st that they had struck 11 votes from Stewart's total, giving McKim a majority of 6. Accordingly, the House awarded the seat to McKim, who was sworn in on the 28th. Having campaigned and fought for two years, Andrew McKim finally attained his place in the Legislature of Nova Scotia.

McKim took his seat on a Wednesday. On Saturday, he rose to address the House for the first time. The debate he entered concerned the reduction of the size of the Supreme Court.

> Mr. McKim said, that he had lately travelled over the greater part of Cumberland, and he had taken pains to enquire what the people's views were on several topics. Respecting the Inferior Courts, he believed that two thirds of the people were in favor of their retention; THEY DESIRED TO HAVE AN APPEAL WITHIN THE COUNTY, and if these Courts were destroyed, where would the appeals be? If in Halifax, it would be virtually denied—people were generally dissatisfied with a first trial, if they lost, but after an appeal they went no further. He did not see why the word Inferior, made the Judgments inferior in these courts which were so called. If a legal gentleman did not preside at the sessions in Cumberland, the county would be governed by faction, by a company of smugglers; such persons would rule, in spite of all that could be done, if not controlled by a legal gentleman. As he had but lately come into the house, he hoped hon. members would make allowance for his deficiency, he was a little

> nervous perhaps. He would vote for the reduction of one Supreme and one Inferior Court Judge—but let the county of Cumberland have the privilege of Appeal.[22]

On April 10th, McKim addressed himself smartly to the question of salary for members of the Legislative Council.

> It was a misfortune to the country, that the richer people grew, the more inclined they were to toryism . . .[23]

but it was necessary to pay Legislative Councillors so that members of the middle class could afford to be seated there.

For over two years, 1838-1840, McKim acquitted himself well in the Assembly. He was a frequent debater, his practice as a lay pastor probably adding to his volubility. When the Legislature was dissolved on October 21, 1840, and new elections were called, McKim decided to re-offer with his ally, Gaius Lewis. He was also determined that this would be his last campaign because "he felt himself becoming too old and infirm for another undertaking of the kind."[24] He was 61. However, he was willing to try once more as he wanted to see the newly won principles of government adopted.

With McKim and Lewis standing for the Reform Party, the opposition Tories selected R. B. Dickey, the late member for Amherst Township, and Stephen Fulton, a merchant and shipbuilder from Wallace, to be their candidates. Of these men, it was McKim again whose fate attracted the most attention.

Polling was to begin at Amherst on Monday, November 9th. On the preceding Saturday evening, the weather being fine but chilly, a coatless McKim took a walk to see a friend. Later, during the night, he was taken ill but, on Monday, contrary to doctor's orders, he appeared on the hustings, and spoke at length despite the rainy conditions which prevailed. On Tuesday, he made a second, briefer appearance, but was forced to retreat to his lodgings and his bed. When the polls closed, Lewis was in the lead and Dickey was in second place, leading McKim by 9 votes, while Fulton trailed.

From Amherst, the poll moved to Parrsboro (This was the first election since that township had been transferred from Kings to Cumberland County) but McKim was too ill to accompany the other candidates. At a public meeting, his old friend, Jonathan McCully, spoke on his behalf: McKim "had worthily and manfully fought their battles for them on a trying occasion." The election was in Parrsboro's hands. "Will you allow the men of Parrsboro to be beaten by those of the Gulph Shore?"[25]

Parrsboro's men came through strongly for the Reformers. McKim was vaulted from his third place standing after Amherst, into a solid second position. The totals, after two days of voting at Parrsboro, were: Lewis—360, McKim—329, Dickey—269, Fulton—252. With three cheers, proceedings were closed and the company moved on to River Philip.

When the encouraging news from Parrsboro was shown to the failing McKim in Amherst, he is reported to have said: "it is no matter. They will see when I am gone that it was not my own advantage I was seeking."[24] His condition grew steadily worse. At last, at 8 a.m., Tuesday, November 17th, he expired.

". . . poor McKim is no more,"[26] wrote one correspondent. The men were polling at River Philip when news of his death arrived. McKim was holding his own in vote totals, still sitting in second place, with a majority of 61 over Dickey. Some 80 or 90 votes had been cast before the unfortunate news arrived from Amherst. There was considerable consternation, some people wanting the polls closed, but the three remaining candidates agreed to carry on. In the end, Lewis and Fulton won the two Cumberland seats, but there is no doubt that it would have been Lewis and McKim had the latter lived.

"McKim was a Reformer, a real Radical Reformer."[24] His premature demise removed from the Provincial Legislature a man whose character, sagacity and wit could have helped Joseph Howe to ease this province more easily into acceptance of the principles of Responsible Government in which McKim so earnestly believed. Howe offered McKim's widow the postmastership of Amherst but she declined, preferring instead to remain on the family farm at Wallace Bay.

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Additional Kings County Ship Building Records

E. L. EATON

The era of sailing ships has never ceased to be a source of historical writing. Unfortunately the published records are woefully incomplete, and books like Parker's *Sails of the Maritimes,* giving details of over eight hundred three and four-masted schooners, after years of patient research, are admittedly incomplete. The stories of the big square-riggers, and the far more numerous two-masters—brigs, brigantines and schooners—have never been more than lightly touched upon.

In the carrying trade, the smaller craft were already on their way out, except for very local use, long before their larger counterparts were forced to yield to the greater efficiency of steam and steel, and thus a longer time has elapsed since the period when they were in active service.

Believed to be the last of the full rigged brigs to ply the North Atlantic was the *Evelyn.* Obviously old and sea worn when the present writer saw her in Bridgetown, Barbados, in June of 1913, owned in England, she was chartered to Newfoundland interests, serving coastal areas in the summer and going off shore in the winter, usually with salt fish. She was lost at sea by enemy action late in 1914.

Something of the importance of the once thriving industry of building vessels in the small communities is reflected in a couple of old newspaper clippings, one of which emphasizes as well the achievements of a master builder, whose fame spread far beyond the small village where he was born, worked and died, and where even his name is now all but forgotten.

A correspondent in the *Morning Chronicle of Halifax,* in the issue for December 14, 1864, tells of the activity in his county that year. It should be mentioned here that Cornwallis and Horton were the two townships of Kings County bordering on Minas Basin. Each composed a number of small villages which later became better identified when they were erected into school sections under the free school act, which came into effect a few years later.

"**Built at Cornwallis:** The Barque, *Queen of Scots,* 673 tons register, built by Jacob Lockhart, Esq., for self and others. Barque *Blomidon,* 563 tons, built by Messrs. Huntley and Jackson for Messrs. Eaton, J. L. Brown and others. Brig *Cuba,* 250 tons, built by Elijah West, Jun., for self and brothers. Schooner *Diadem,* 91 tons, built by Ebenezer Cox for George C. Harvey and Capt. Joline of Halifax. Schooner *Royal Arch,* 96 tons, built by John H. Pineo for George E. Eaton of Canning. Brigantine *Canning,* built by John Northup for self and Messrs. Payzant & Co. of Canning. Brigantine *Branch,* 195 tons, built by John Bigelow for E. Bigelow, Esq., of Canning, and others. Barque *Sheffield,* 329 tons, built by Jonathan Steele, for self, Messers. Sheffield and Northup of Canning, and Messrs. Aikens and Paint of Halifax. Barque *Bessie Harris,* 529 tons, built by James Hamilton for W. H. Harris and Whitney Harris of Canning. Brigantine *Aura,* 259 tons, built by Benjamin Bigelow for Messrs. Bigelow and William McKenzie. The vessels have an aggregate of 3361 tons, new measurement. Allowing them, on an average, to be worth $45 per ton, which is perhaps a low estimate, as most of these vessels are copper fastened, amounts to $151,245.00."

"**Built at Horton.** By J. B. North, Esq., the barque *Guiana,* 664 tons, for self, J. W. Barss, Esq., D. Harris, of Wolfville, and Messrs. Smith of Halifax. Brig *Sussex,* 249 tons, coppered and coppered fastened, for self and others. All the vessels are first class and for workmanship, beauty of model and superior finish, will compete with any class of vessels in the province."

The smallest craft in the Morning Chronicle list is the *Diadem,* listed as 91 tons, and built by Ebenezer Cox. An unidentified newspaper clipping, probably printed about 1903, and based on a personal interview with Mr. Cox, tells much more of his spectacular career as designer and builder, over the thirty years following the launching of this modest little schooner in 1864. It will be noted in Mr. Cox's record, the *Diadem* was slightly larger, 158 tons. This may be the more accurate figure, as he would have many reasons for knowing.

Ebenezer Thomas Cox was born on December 19, 1828, the oldest of a large family of Joseph Cox and Mary, the daughter of Ebenezer and Anne (Rand) Bigelow. At the launching of the *Diadem* he would have been 37 years of age. Unfortunately the family records do not tell us of his earlier training and experience, but certainly he was no novice in the use of tools.

During the thirty years of which this story deals, Mr. Cox designed and built thirty vessels, two of which were, at the time, the largest ever launched in Canada. According to him the *Diadem* was built in partnership with his brother William A. Cox and Joseph Woodworth, and the yard was located on the site of the present wharf at Kingsport. Captain J. Jaline was owner as well as master. Unfortunately she was lost on the return from her maiden voyage to the West Indies, and abandoned at sea.

In the following year the brig *Oak Point,* of 266 tons, was built and sailed under the command of Captain Jess Wood. After her trial trip, she was sold by the builders.

In 1866 the partnership was dissolved, with Mr. Woodworth taking it over himself, and engaging Ebenezer Cox as designer and master builder. The 300 ton Brig *J. E. Woodworth* was built that year but was lost on her first voyage en route to New York. She was followed by the 850 ton barque *William,* for Halifax parties, next year, and in 1868 by the brig *Somerset,* of 250 tons for C. R. Burgess of Wolfville. The *Somerset* is said to have made many profitable voyages for her owner.

Mr. Woodworth then joined with Mr. Charles Barteaux of New York in the building of the schooner *Nictaux,* of 547 tons, the last vessel to be built in the old yards. The Bigelow yards, half a mile up river, were then purchased and nine more were built in the period from 1870 to 1875. These were the brig *Fair and Easy,* 300 tons; the barque *Berwick,* 400 tons; the barque *Emma Frances,* 355 tons; the ship *Barteaux,* 1,022 tons; the brig *Nancy,* 267 tons; the schooner *Exploit,* 40 tons; the brig *C. R. Burgess,* 513 tons; the barque *Charlie,* 770 tons; and the barque *Kate Howe,* 549 tons.

Ownership of the yards then passed to Mr. C. R. Creighton of Wolfville who retained Mr. Cox as before. The first vessel launched by the new owner was the barque *Kingsport,* for parties in India, followed by the barque *Keuterezia,* of 824 tons.

It was not uncommon for the name of a vessel to be changed, particularly when she was transferred to new owners or underwent a major refit. The original *Kingsport* was re-christened in this way and a second *Kingsport,* a ship of 1,300 tons was built in 1879. Then followed four barques, the *Kelverdale* of 1,000 tons, the *Kelvin* of 900 tons; the *Katadin,* of 1280 tons; and the *Kedron* of 1,300 tons.

Mr. C. R. Burgess of Wolfville then commissioned the ship *Kanbira,* of 2,060 tons, launched in 1883, and in 1884 the ship *Karoo* of 2,130 tons. The death of Mr. Creighton before completion of the *Karoo* resulted in Mr. Burgess taking over

the yards himself, again with Mr. Cox in charge. They continued with the four ships, *Earl Burgess,* 1,340 tons; the *Harvest Queen,* 2,030 tons; the *Kings County,* 2,300 tons; and the *Canada,* 2,360 tons.

The *Kings County* and the *Canada* are the two largest vessels known to have been built in Canada up to that time.

In 1892 the barque, *Golden Rod,* of 660 tons, left the yards, and in 1893 the barque *Skoda,* of 775 tons, marked the end of ship building for Mr. Cox, and the final closing of the yards.

A solid, marble stone marks the final resting place of Ebenezer Cox, in the cemetery at Habitant, midway between Canning and Kingsport, the site of an early Congregational Church. He died on September 8, 1915, aged 88. By that time war losses were arousing renewed interest in the building of wooden ships and four years later, 1919, saw the larget number of vessels built in the Atlantic provinces, in all their long history.

Daniel Raymond of Yarmouth A Pre-Loyalist Settler in Western Nova Scotia

ANN RAYMOND

Daniel Raymond was born in Beverly, Massachusetts, on 18 March 1744, a son of Jonathan Raymond. As a young man, Daniel removed to Nova Scotia, where he settled at Crocker's Point, Chebogue, by 1772. Later he lived at Cape Forchu (Yarmouth), where he plied his trade of housewright. He died sometime after 1796 when his youngest (twin) children were born. It has not been possible to establish an exact date of death, although the cause of death was probably smallpox. He had married on 10 May 1775, a daughter of Jonathan Crosby, and had eight sons and three daughters:

1. Daniel Raymond, Jr., born 20 June 1776.
2. John Raymond, born 13 January 1778.
3. Jonathan Raymond, born 11 January 1780 (of whom presently).
4. Rebekkah Raymond, born 7 September 1782.
5. Hannah Raymond, born 8 October 1784.
6. Joseph Raymond, born 29 October 1785.
7. Mary Raymond, born 14 September 1787.
8. Abijah Raymond, born 10 March 1789.
9. Joel Raymond, born 21 February 1793.
10. Josiah Raymond, twin, born 8 August 1796.
11. Asa Raymond, twin, born 8 August 1796, died 31 August 1796.

We shall discuss the descendants of Daniel Raymond's marriage in two installments. The first group to be traced is that derived from Daniel's third son Deacon Jonathan Raymond of Beaver River, Digby County. The deacon followed his brother, Daniel Raymond, to Beaver River and took the mill privilege at Cedar Lake. His house, now owned by George Hall, was one of three buildings not burned in the fire of 1820. He signed the original pledge of the earliest Temperance Society in British North America, organized at Beaver River, 23 April 1828. He was born 11 Jan. 1780 at Yarmouth, and died 29 May 1869 at Beaver River; m. Elizabeth, dau. of Joseph Robbins. They had 9 sons, 5 daughters:

1) Robbins Raymond, b. 19 Dec. 1802, lost at sea, unm.
2) Eliza Raymond, b. 12 may 1804 at Yarmouth; m. 1st) Ebenezer, son of Jonathan CORNING; m. 2nd) Isaiah, son of Lemuel CROSBY.
3) Reuben MacFarlane Raymond, ship carpenter, formed the firm of Reuben

M. Raymond & Sons, and built ships at Bartlett's River, Digby Co.; *Mary R.*, 1864, *Abigail*, 1866, schooner *Ariel*, 1867; launched ship *Marion* from their yard at Digby in 1876. He was an active temperance worker and a prime mover in the erection of the Temperance Memorial Hall at Beaver River in 1880. In 1844, he wrote an interesting account of the Beaver River Fire (Appendix 'A' at the end of this instalment), b. 23 Dec. 1805 at Yarmouth, d. 19 Nov. 1889; m. 5 Apr. 1825, Lydia E., (1807-26 Sept. (1866), dau. of James Power. They had 9 sons, 3 daughters.

1a) Lemuel Raymond, b. Oct. 1826, drowned 17 Sept. 1842 off Cape Forchu with his uncle, James Raymond.

2a) Nathaniel Raymond, master mariner, b. 1 May 1828, d. 6 Jun. 1854; m. 1 Aug. 1851, Elizabeth Saunders, by whom he had a son,

1b) Capt. Nathaniel Benjamin Raymond, master of the British ship *Marquis of Lorne*, b. 1853 at Port Maitland, Yarmouth Co.; m. 31 Dec. 1879 at Barton, Digby Co., Annie Alberta, age 22, dau. of John McNeil, merchant.

3a) Calvin Raymond, secretary of the Temperance Society at Beaver River 1852-1863, teacher, merchant at Digby; b. 6 June 1830, d. 16 Mar, 1900; m. Emily Jane Crosby, and had five children:

1b) Selina Jane Raymond, b. 19 May 1854, d. Feb. 1932; m. 1 Jan. 1872 at Digby, Nathaniel (d. 18 Feb. 1932, aged 84), son of William CURRIER. Ten children.

2b) Ella Madora Raymond, d. 22 Feb. 1858, age 2 yrs. 4 mos., bur. at her father's home, Beaver River; stone placed in the Port Maitland Cemetery, 1978, by Aulden Smith in Lot 145, West Side, F Ave.

3b) Annie Maria Raymond, b. 12 Mar. 1857 at Beaver River; m. 2 May 1880 at Digby, Thomas Frank LONGSTAFF, land surveyor, b. 1850 at Yarmouth, d. 1916 at Toronto They had three sons.

4b) Everett Raymond.

5b) Frank Raymond.

4a) Reuben Raymond, b. 6 May, d. 1 Sept. 1835.

5a) Capt. James F. Raymond, b. 28 Feb. 1835; m. Abigail Crosby. Two children:

1b) Lydia Louisa Raymond; m. age 18 at Digby, 20 Sept. 1875, Walter E. STEWART, age 29 yrs., merchant.

2b) Archibald Raymond.

6a) Henrietta Raymond, d. infant.

7a) Susan E. Raymond, b. 1837 at Beaver River, d. there, 21 May 1926; m. 7 Feb. 1856, Capt. John SAUNDERS (1834-1914), and had issue.

8a) Reuben C. Raymond, carpenter, secretary of Beaver River Temperance Society in 1864, teacher, grocer at Beaver River and Digby, b. 1839 at Beaver River, d. 5 Aug. 1905 at Yarmouth; m. 25 Aug. 1860, Hanna Sollows, b. 1841 at Port Maitland, d. 28 Mar. 1905 at Beaver River. They had 5 sons, 1 daughter.

1b) William Herschel Raymond, carpenter and builder at Brooklyn, N. Y. b. probably 1865; m. Adelaide ———, and had one daughter.

1c Adelaide Raymond.

2b) Lemuel H. Raymond, carpenter, b. at Beaver River, d. 15 Mar. 1893, age 27, of pneumonia at Brooklyn, N. Y.; m. 24 Jan. 1890, age 23, at Brookville, Digby Co., Liala, age 20, dau. of Capt. Thomas Corning, they had one child:

1c Herbert Raymond, b. 1890, d. 2 Apr. 1952; m. 1911, Hilda Wier, but had no issue. They lived in Toronto.

Liala (Corning) Raymond m. (2nd) Harry PARRY, and d. 1935, having had two daughters, Lucy and Dorothy.

3b) Atlanta L. Raymond, lived in Beaver River, d. in New Jersey; m. Capt. M. F. W. (Frank) CORNING.

4b) Ernest Raymond, builder and contractor at Brooklyn, N. Y., b. b. Sept. 1872 at Port Maitland, d. 28 jan. 1908 at Brooklyn, N.Y.; m. Annie Clare Baker, b. 29 Feb. 1872 at Milton Highlands, Yarmouth Co., d. 13 July 1958. Issue.

1c Elizabeth Hannah Raymond, b. 8 Oct. 1894 at Brooklyn, N. Y., living at Wellington, Yarmouth Co.; m. 7 July 1928 in Plymouth Church, Brooklyn, Vernon Lea PIERCE (12 May 1901-29 July 1973

2c) Ellen Jane Raymond, b. 20 Nov. 1898 at Brooklyn, N. Y.; m. 16 Apr. 1918, Wilbur CONNORS, son of George Connors of Charlesville, Shelburne Co., b. 20 Nov. 1890, d. 20 Sept. 1965. They had three children.

3c) Gerald Raymond, b. 1899 at Brooklyn, N. Y., d. 4 June 1901, age 19 mos. of pneumonia at Beaver River. N. S.

5b) George Raymond, living 1905, went to Los Angeles as a young man; m. Margaret ——, and had two sons.

6b) Reuben Raymond, carpenter, b. 1877 at Beaver River, d. 1949 at Saxonville, Mass; m. at Beaver River, Alice May, b. 1880 at Brookville, d. 1974 at Sudbury, Mass., dau, of Capt. Benjamin Gullison. They had 3 sons, 1 daughter:

1c) Donald E. Raymond, carpenter, b. 1903 at Brooklyn, N. Y.; m. at Framingham, Mass., 1931, Evelyn (b. 1907), dau. of Gustav Carlson of Quincy, Mass. Issue:

1e) Keith Raymond, b. 1937, toolmaker at Grand Rapids, Mich.; m. Linda Roorda.

2c) Sara Jane Raymond, b. 1907 at Beaver River; m. 1924, James, son of James BARRY. Lives at Wellesley, Mass.

3c) Radcliffe Raymond, b. 1912 at Malden, Mass., d. 1932.

4c) Robert C. Raymond, b. 1921 at Saxonville, Mass.; m. Marie Shutte of Vallejo, Calif. Lives at Alamada, Calif.

9a) Joseph Israel Raymond, called "Joe Point", shipbuilder with Reuben M. Raymond and Sons at Bartlett's River and Digby, b. 3 Sept.. 1841. d. 1910 in his home at Black Point on the Batltett's Beach Shore, Beaver River; m. Susannah Richards, b. 1843, d. 26 Jan., 1919., at Brooklyn, N. Y., dau. of Russell Richards, b. 17 April, 1818, d. 9 Aug., 1895, and his wife, Eliza Mulhurne b. 1 Nov. 1804 at Ballyshannon, Ireland, d. 7 May, 1901. Joseph and Susan Raymond had 5 sons, 5 daughters.

1b) Elizabeth A. Raymond, b. 1862 at Beaver River, d. 1899 at Pemberton, Colorado; m. 21 Oct. 1877, at North Range, Digby Co., Joseph Savary, age 23, widower, son of Nathan. Had issue.

2b) Henrietta Raymond, b. 1863 at Beaver River; m. 22 Dec. 1885 at Beaver River, E. Newton Wyman, age 23, carpenter, son of Nelson. Lived at Beaver River. Had issue.

3b) Benjamin Corning Raymond, contractor, builder in Brooklyn, N. Y., b, 26 July, 1865, d. Sept. 1955 at Flushing, New York, m. June, 1890, in Brooklyn, Annie Elizabeth Wichman, b. 17 Dec. 1869, d. 13 Oct. 1940 in Brooklyn, N. Y. They had 4 sons, 5 daughters.

1c) Emma Rosalie Raymond, b. 30 Nov. 1891 at Brooklyn, N. Y., d. 5 Mar., 1963; unm.; 23 yrs. with the Flushing National Bank (later the Chase National).

2c) Ethel Ward Raymond, d. in infancy.

3c) Henrietta (Etta) Raymond, compiled gen. material on the Benj. C. Raymond family of Beaver River and N. Y., b. 1 June, 1894, Brooklyn, N. Y., m. July, 1914, Donald G. Walters, b. 22 Nov., 1892, d. 1961. They had 1 son, 1 dau.

4c) May Louise Raymond, executive, Statistical Dept., Dentists's Supply Co., Manhattan, N. Y., studied voice 15 yrs. with Leola Lucy, b. 22 Aug., 1896/ m. at Flushing, N. Y. Nov. 1943, Commander Louis Parry, formerly of Beaver River.

5c) Edward Benjamin Raymond, d infant.

6c) Herbert Russell Raymond, builder, N. J. and L. I. b. 9 Feb. 1900, Brooklyn, N. Y., d. Aug., 1970; m. 26 Nov., 1932, Elsa Miller at Flushing, N. Y. Issue:

1d) Russell C. Raymond, b. 10 Mar. 1937; m. Judith Gomer and had Susanne, b. 1 Dec. 1960; Ellen, b. 8 Feb. 1962; Kenneth, b. 27 Aug. 1963.

2d) William Paul Raymond, b. 1942; unm.

7c) Frederick Newman Raymond, builder, N. J., b. 4 Mar. 1904, Brooklyn, N. Y.; m. as his third wife, 26 Apr. 1947, Letitia Margaret Wheeler. Issue 1 son, 2 daughters:

1d) Letitia Whitney Raymond, b. 21 Jan. 1948, m. Gregory Kelly.

2d) Elizabeth Ann Raymond, b. 16 Oct. 1950.

2d) Michael Frederick Raymond, b. 12 Dec. 1952.

8c) Edyth Evelyn Raymond, b. 6 Nov. 1906, Brooklyn, N. Y., m. 19 Oct. 1930, Robert Faughnan at Flushing, N. Y. They had 1 son, 2 daus.

9c) James Lawson Raymond, engineer, b. 28 June, 1908, d. 2 Nov. 1963, N. Y.; m. May 1973, Katherine Taylor. Issue.

1d) James Lawrence raymond, b. 1937; m. 10 June, 1962, Barbara Mahon and has James, Jeffery and Mathew.

2d) Katherine anne Raymond

3d) Edward Benjamin Raymond

4b) Calvin W. Raymond, b. 1867 at Beaver River, d. 1899, Phenixary, Colo.; m. 18 Sept. 1889, Blanche E. Dowley, age 19 yrs, dau. of Capt. Mitchell. Calvin Raymond was a construction worker in Brooklyn, N. Y. Issue:

1c) Beth Raymond, died of diphtheria

2c) Albert W. Raymond, Life Insurance Salesman, lived 40 yrs. in Punta Gorda, Fla., served with 85th. Can. Infantry Battalion, N. S. Highlanders, WWI, decorated for bravery, b. 1 July, 1897 at Brooklyn, N. Y., d. 9 April, 1972, Douglas, Ga.; m. 30 Jan. 1927, in Arlington, Ga., Rebecca Lyon, b. 2 Feb., 1904. Issue:

1d) Lattie Beth Raymond, b. 8 Dec. 1932, m. Myles Green and has 4 ch./Res. Broxton, Georgia. Rt. 2

2d) Becky Raymond, b. 25 Jan. 1939; m. 1st) David Ritchie and has Kathleen. m. 2nd) Aubrey Carelock and has Katy Blanche. Res. Jonesboro, Ga.

5b) Newman Hall Raymond, builder, N. Y., N. J. and Punta Gorda, Florida, d. 1953 age 84 yrs. in Florida; m. 1st) about 1889, Annie Webb, dau. of Wm. Issue: 8 sons, 3 daus. Wesley 1st., Willard 1st., Willard 2nd. and Paul died young and are bur. in Bear River, Digby Co.; m. 2nd. Esther Thompson.

1c) Ruth Anne Raymond, manager, Raymond Apts., Alexandria, Virginia, b. 26 June, 1892, Brooklyn, N. Y.; m. Jan. 1909, Harry Flynn and had Alfred, Raymond (called Jack) and Ruth Flynn. Res. Digby, N. S.

2c) Helen Raymond, b. Brooklyn, N. Y., m. Frederick Arnold, had 1 son, Fred Arnold Jr. Lived at Princeton, N. J.

3c) Wesley Newman Raymond, aviation pioneer, one of the first barnstormers in Florida, during WWII operated the Army Primary School in Douglas, Ga., training 10,000 soldiers to fly, salesmen for the Beech Craft Airplane, sold one to Charles Lindbergh and taught Anne Lindbergh to fly it; b. 5 Aug. 1899, Old Bear River, Digby Co., d. 20 Feb. 1975, Coral Gables, Fla.; m. 31 Mar. 1921, Lillian Spengler, d. Digby, N. S., May, 1974, age 72 yrs. Had one son.

1d) Wesley Newman Raymond, Jr.,Oceanic Captain for National Airlines, logged over 25,000 hrs, flying time, b. 5 Oct. 1922, Orlando, Fla.; m. 25 June, 1940, Katharyne Conner, b. 30 Oct. 1923. Res. Coral Gables, Fla. They have 1 son, Wesley Norman Raymond III, Miami Springs, b. 25 Sept. 1945.

4c) Willis F. Raymond, b. Bear River, Digby Co., d. Texas; m. 1st) prob. 1928, tillie Morgan at Punta gordaFla., no issue; m. 2nd) Opal Hitt, no issue. Lived in Alexandria, Va.

5c) Dorothy Rogers Raymond, b. 6 Jan. 1905, Jersey City; Res. Bear River, m. about 1920, in Greenwich, Conn., Armando diGirolamo, b. in Italy. Issue: 1 son, 3 daus. Her children, excepting her dau. Dorothea, lawfully took the name of Raymond, they are: Paula, Barbara and Armando Raymond, b. 10 Apr. 1933.

6c) Horace W. Raymond, m. twice and had 2 daus, Virginia Raymond (Mrs. Balusia), Cocoa Beach, Florida; Delores Raymond.

7c) Newman Raymond, b. about 1913, d. age 22 yrs.

6b) Emma L. Raymond, b. 1871, d. 1871.

7b) Russell R. Raymond, b. 1873, d. 1900 at Black Pt.

8b) Lydia Emmaline Raymond, (called Emma) b. prob. 1877 at Black Pt., Beaver River; m. Frank Perry of Beaver River, carpenter. They had Elmer, Calvin and Bertha Perry. Emma Raymond, district supervisor Home & School Assoc., N. Y., later owned and operated Lincoln Terrace Tourist Home in Maine; removed to St. Petersburg, Fla. in 1950 and d. there in her nineties.

9b) Theophilus Dutcher Raymond, mason, builder in Brooklyn, N. Y., b. at Digby, N. S., m. at Digby, age 24 yrs. 16 Aug. 1902, Laura May Yarrigle, age 19 yrs., b. Bear River, dau. of Charles. They had 1 dau. Muriel who d. in childbirth.

10b) Josie G. Raymond, b. 1880, d. young.

10a) Capt. Lemuel Raymond, b. 1844, d. 31 Oct. 1874; m. Antoinette S. Porter, dau. Zephaniah and had issue:

1b) Bessie Raymond, b. 17 Nov. 1866, d. 30 Nov. 1866.

2b) Dr. Herman Lester Raymond, psychiarist 50 yrs. N. Y. State, b. 16 Dec. 1867, Beaver River, d. Dec. 1954, St. Petersburg, Fla.; m. Euretta Brown, b. 23 Jan. 1868. Issue:

1c) Dorothy Snowdon Raymond, librarian, b. 15 Apr. 1902, Binghampton, N. Y.

2c) Dr. Ellsworth Lester Raymond, author, formerly translator at the American Embassy, Moscow, now lectures at N.Y. Univ., b. 8 May, 1912, Fort Ann, N.Y.; m. Anna Palasvoa of Pstkoo, Russia. Issue:

1d) Allan G. Raymond, b. June 29 1943 at Moscow; m. Susan Cullinan. 2nd) Kathryn Anne Raymond, b. 4 Nov. 1959 at New York.

11a) Edwin Clement Raymond, ship carpenter, b. 1845, Beaver River, d. 19 Mar. 1918, N. Y.; m. 14 Nov. 1870, at Digby, Sarah Jane Morse, age 23 yrs., dau. Rosenblad, she d. 23 Sept. 1885, age 38 yrs., bur. near Centreville, Digby Co. They had 2 sons, 2 dau.

1b) Charles M. Raymond, carpenter, b. Digby; m. age 24 yrs. at Brookville, 9 Mar. 1898, Ora M. Hall, age 25 yrs., b. prob. 1872, d. age 92 yrs. in Maryland. Issue: 1 son, 3 daus.: all b. in Brooklyn, N.Y. Sarah Raymond m. Thomas Lawson, had 1 son, Thomas Lawson jr.; Susan Raymond; John Raymond; Pearl Raymond, m. Guthrie Lee at Glenville, Ga.

2b) Walter L. Raymond, b. 1875, d. 1887, age 12 yrs.

3b) Louella Raymond, m. Charles Miller.

12a) Mary E. Raymond, for 15 yrs. sailed with her husband in wooden ships and raised a family of 7 ch., b. 9 Nov., 1847 at Beaver River, d. there 20 Mar., 1939; m. 30 mar., 1867, Capt. Theophilus Corning, son of Daniel, d. 9 Oct., 1888, age 43, of fever in Hong Kong on the vessel *Monrovia.*

4) Benjamin R. Raymond, Rea. Brookville, Digby Co., merchant, shipbuilder at Salmon River with his brother Ira, b. 7 Aug., 1807 at Yar., d. 29 Dec. 1870; m. Mary E. Patten, d. 28 Mar., 1893, age 86 yrs. at Brookville, Digby Co. Issue: 4 sons, 2 daus. She m. 2nd) 31 Jan.,1882, Wm. Bain.

1a) Capt. Stephen P. Raymond, merchant, shipbuilder under name of S. P. & Raymond Co. later moved to the States and made frequent trading trips to the Alaskan coast; b. 21 Nov., 1830, d. 24 Dec, 1902 at Port Angeles, Wash.; m. Catherine O'Brien of Beaver River. They had 5 sons, 3 daus.; Charles Raymond, Port Angeles, Wash.; Mrs. George Wash.; Alphonso A. Raymond, d. at Brookville, Digby Co., 23 Apr. 1879; Robert L. Raymond, Douglas City, Alaska; Benj. R. Raymond, Seattle, Wash.; Alla **Kate** Raymond, m. at Brookville, age 23 yrs, 23 Nov., 1887, William Terry, res. Westville, N. H.; Bessie W. Raymond, m. James Noses, res. Hebron, Yar. Co.

2a) Capt. Benjamin C. Raymond, b. ca. 1833, d. 7 Feb. 1879; m. 1st) Lydia Ann Powers, m. 2nd) 25 Sept. 1877 at Hebron, Irene, age 33, dau. of Chipman Doty. Issue.

1b) Bertha Raymond; m. 1885, Josiah SAUNDERS.

2b) Frank Raymond; m. 1890, Lizza McCormack.

3b) Ada F. Raymond; m. 1878, W. H. DOTY.

3a) Mary Ellen Raymond, m. 1st)——, son of Reuben ALLEN: m. 2nd) Rufus P. TREFRY, Bridgewater.

4a) Lydia A. Raymond, b. 1841 at Brookville, d. 29 Dec. 1909 at Beaver River; m. Capt. Robert (d. 8. Aug. 1931, age 93),son of Capt. Robert BEVERIDGE, and had issue. They lived at Woodvale, formerly Brookville, and now part of Beaver, River, Digby County.

5a) Enos Patten Raymond, merchant and shipbuilder, b. 16 Dec. 1846, d. 11 Apr. 1898; m. Alice Viditio, bur. Beaver River.

6a) George A. Raymond, shipbuilder at Brookville, b. 1849 at Brookville, d. 29 Jan. 1904, age 55 yrs. at Beverly, Mass.; m. age 26 at Milton, 5 Dec. 1874, Ella E., age 19, dau. of John and Lydia McCormack, farmer at Wellington, Yarmouth Co. Issue:

1b) Clarence Raymond, b. 1 Jan. 1875, d. 25 Mar. 1955; m. 1st) 6 Dec. 1905. Alice Berry and had 2 ch.; m. 2nd) Leila Gullison, widow of Dr. Ross Blackadar of Port Maitland, Yarmouth Co. Issue:

1c) Wallace Ainsley Raymond of Center Harbour, N. H., b. 29 Oct. 1906, d, 26 May 1976; m. 5 Aug. 1926, Edith Hurlburt, dau. of Abijah, of Gavelton, N. S. Issue:

1d) Myrtle Virginia Raymond, b. 4 Apr. 1927; m. John MacMURTRY of Braintree, Mass.

2d) Bruce A. Raymond, b. 2 Dec. 1947; m. Diane Mannion. Lives Beverly, Mass.

2c) Carrie Blanche Raymond, b. 16 Feb. 1913; m. Charles HOLLIS, Beverly, Mass., and has three children: Faye, Sylvia, and Charles Hollis.

2b) Carrie Raymond, b. 25 Dec. 1878, d. 17 July 1902; m. Wallace CROSBY.

3b) Robert Raymond, b. 8 Oct. 1882 at Brookville, d. 5 Apr. 1884 of dyphtheria.

5) William S. Raymond, farmer, manufactured Jackson's Linament, had the "Seaside Hotel" at Beaver River, b. prob. 1808, d. 16 Apr. 1879; m. Eunice Landers (3 Nov.1812-20 Oct. 1886). They had two sons, eight daughters:

1a) Elizabeth Jane Raymond, b. 4 Oct. 1830, d. 1882; m. Capt. George PERRY.

2a) Mary A. Raymond, b. 11 Apr. 1832; m. William C. RAYMOND, and had issue.

3a) Joanna Dane Raymond, b. Sept. 1834; m. Capt. Nelson CROSBY.

4a) Capt. William E. Raymond, b. 24 Aug. 1836, lost at sea with ship *'Colintrave'* (1747 tons) from Newcastle, New South Wales, for San Francisco, last spoken on 26 May 1894; m. Elizabeth, dau. of Joseph Corning. Issue:

1b) Frederick Raymond, first officer on *Colintrave*, lost with father, 1894.

2b) Grace Raymond; m. 1894, Elmer PIPER.

5a) Eunice Helen Raymond, b. 10 Oct. 1838, d. Oct. 1867; m. Capt. Thomas BESSER.

6a) Susan Antoinette Raymond, b. 5 Dec. 1841, d. 21 May 1843.

7a) Antoinette D. Raymond, b. 22 Mar. 1845, d. 1924; m. 29 dec. 1864 at Beaver River, Benjamin SMITH, Jr., painter at Yarmouth.

8a) Gertrude Raymond, b. 26 Feb. 1848; m. 1st) George JENKINS, shipbuilder at Bartlett's River for Dennis & Doane of Yarmouth; m. 2nd) David FLOYD.

9a) Adelia Raymond, b. 18 Feb. 1850, d. 3 Feb. 1873; m. Nathan CROSBY.

10a) Charles Melvin Raymond, mariner, b. 1854, d. 1881; m. at Beaver River, 15 Sept. 1877, Henrietta, age 22, dau. of Foster & Martha Piper of Beaver River.

6) Jonathan Raymond, Jr., yeoman, b. May 1811, d. 1849, member of Beaver River Temperance Society 1839; m. Annis Jane Perry and had eight children She m. 2nd) Ebenezer Eldridge and had a son, Jacob Eldridge of Mass. Jonathan's issue were;

1a) Cyrus Raymond, b. ca. 1835; m. at Beverly, Mass., 15 Nov. 1855, Mary Wilson, and lived at Danvers, Mass. Issue: 1b) Eugene; 2b) Mary.

2a) Capt. Robbins Raymond, b. 1837, d. 1907, bur. with his wives in Town Point, Chebogue; m. 1st) 1859, Elizabeth Ellen Killam (1839-1884), and had issue:

1b) Oscar, 1860-1879; 2a) Alice, 1863-1870; 3a) Benjamin, 1867-1871.

4b) Mary F. (Tibbie), b. Dec. 1870, d. 1871, only one born in N. S.

Capt. Raymond m. 2nd) 1885, Alvaretta Killam, b. 1863 d. 1934.

3a) Sarah Jane Raymond, b. 14 Nov. 1838, d. at Beaver River, 18 Jan. 1910; m. Capt. Benjamin, son of Samuel GULLISON. They had 6 daus., 3 sons, one of whom, Rev. Ralph Gullison, was for 50 years a Baptist missionary in India. His son, Dr. Benjamin Gullison, retired medical missionary in India, lives in Vancouver, B. C.

4a) William Raymond, b. ca. 1840, lived at Yarmouth, then at Danvers, Mass. he had issue: 1b) Harry; 2b) Renie; 3b) Elizabeth.

5a) Mary Hannah Raymond, b. 1842 at Beaver River, d. May 1915 at Smith's Cove; m. Capt. Mitchell DOWLEY, Sr., farmer, captain of ship Mizpah, d. 17 Sept. 1899, age 65. She had issue.

6a) Elizabeth A. Raymond; m. Capt. Harvey PARRY.

7a) Amos B. Raymond, seaman, lived at Brookville, Digby Co., m. 11 Aug. 1867, age 23, at Short Beach, Yarmouth Co., Elizabeth E., age 20, dau. of Croker P. Grace, school teacher. In 1915, they were living in Mass.

8a) Caroline Raymond, living in 1915 in Mass.; m. Rev. George H. GOUDEY.

7) James D. Raymond, drowned 17 Sept., 1842 in the 29th yr. of his age off Cape Forchu with his nephew, Lemuel Raymond, son of Reuben M., when their boat was struck by a ship while sailing from Yarmouth to Beaver River; m. 22 Nov., 1838, Tryphena Parry of Beaver River. Issue:

1a) Augusta Helen Raymond, b. 6 Aug, 1840 at Beaver River, d. 11 Aug., 1915, age 74 yrs. at Port Maitland; m. 1st) 20 May, 1860 at Danversport, Mass., Capt. John G. Parry, d. 6 Oct., 1876, age 40 yrs. m. 2nd) James E. Phillips.

2a) Sarah Raymond b. 28 April, 1842, d. 1874; m. David Floyd.

3a) James **Douglas** Raymond, m. at the residence of J. D. Raymond, Beaver River, 26 April, 1879, Mrs. Annie S. (Porter) Raymond, of Beaver River, widow of Capt. Lemuel Raymond. Issue:

1c) Florence Raymond b. 10 June, 1880.

8) Ira Raymond, shipbuilder at Digby then at Salmon River, Digby Co., with his brother Benj. during the 1860's, lived at Beaver River and was an active temperance worker, d. 17 Sept., 1867, age 52 yrs.; m. 9 Nov. 1838, Zilpha Parry, dau. of Wm., d. 1 Dec., 1898, age 82 yrs. at Yar. Issue:

1a) Norman Jacob Raymond, shipbuilder, lumberman, manager of Parker-Eakins Mill at Meteghan River, moved to Yar. after his home in Beaver River burned, lived in "Bona Vista" on Forbes St, b. 24 July, 1839, d. 18 Feb.; 1915; m. 1st) 10 Nov., 1860, Lucinda P. Crosby, d. 20 June, 1885, age 42 yrs., dau. of Theophilus, they had 7 sons, 7 daus.; m. 2nd) 1886, Sarah J. Trask, dau. of James of Hebron, no issue; m. 3rd) 24 Dec., 1889, Lois Augusta Treat, dau. of James R., they had one still born son. and one dau.

1b) Alice Elizabeth Raymond, matron at Sunset Terrace, Yar., b. 9 Oct., 1861, d. 5 Jan., 1953; unm.

2b) Arabella (Bella) H. Raymond, b. 18 June, 1863 at Beaver River; m. 18 Jan., 1888 at Beaver River, Austin B. Allen, age 22, mach-

inist, son of Jacob (shipbuilder). They lived at New London, Conn., had 3 ch.

3b) Nellie Florence Raymond, b. 24 July, 1865, d. 13 May, 1886, unm.

4b) Georgina G. Raymond, b. 18 Aug. 1867, d. 14 Mar., 1868.

5b) Frank Howard Raymond, b. 27 Dec., 1868, d. 11 Dec., 1892.

6b) Jessie R. Raymond, d. 19 Dec., 1870, age 5 days.

7b) Oscar Norman Raymond, b. 14 April, 1872; m. late in life, no issue; lived in Lynn, Mass.

8b) Israel Lee Raymond, grocer, b. 21 June, 1873; m. Nell ——, lived in Carman, Man. and had 1 son, d. age 8 yrs.

9b) George F. Raymond, d. 18 Feb., 1874, 1 month, 1 day.

10b) Charles Frederick Raymond, d. 24 Mar., 1877, 8 mos, 12 days.

11b) Frederick Ernest Raymond, station agent at Kindersley, Sask. b. 24 Jan., 1878, d. 26 Nov., 1952; m. 1st) 1900, Clara Crosby, of Sand Beach, Yar. Co.; m. 2nd) Mrs. Hilda Marie Weir and lived at Regina. No issue.

12b) Margaret Crosby Raymond, b. 3 Mar., 1880, d. 2 Dec., 1955, m. Murray Douglas Kelly, lived in Hamilton, Ont. Issue: 3 ch.

13b) George Douglas Raymond, credit manager, Regina, b. 10 Aug., 1881, d. 14 July, 1962, at Regina; m. Minnie Maude Bell, d. Jan., 1940 at Saskatoon. Issue:

1c) Douglas Raymond, stockbroker, b. 29 Aug., 1907, at Regina, d. 2 Aug., 1967; m. Beth ——, b. July, 1912. Issue: Donna Mary Raymond, m. Glen Rowley and live in Maple Creek, Sask.; Janis Raymond; James Douglas Raymond, m., 2 ch., lives in Vancouver, B. C.

2c) Alice Bell Raymond, b. 4 July, 1912, Winnipeg; m. 26 Dec., 1947 at Regina, John Gordon Haney, b. 12 June, 1908; live in Regina. Issue: one adopted dau., Barbara Joanne, b. 7 Aug., 1940; m. Frank D. Martins, with the Dept. of External Affairs, Ottawa, and have 3 ch.

14b) Ida Vera Raymond, d. 17 Oct., 1883, age 7 mos., 17 days.

15b) Infant son, still born.

16b) Norma Treat Raymond, b. 13 Feb., 1896, "Bona Vista", Yarmouth; m. 21 Mar., 1919, Malcolm Loyal Davis, son of Loyal, b. June 1892, d. Oct., 1958; lived in Hamilton, Ont. Issue: 2 sons.

2a) Alice Elizabeth Raymond, b. 10 Aug., 1841 at Beaver River, d. 14 July, 1860, age 19 yrs.; m. Capt. Thomas Besser. he m. 2nd) Eunice Raymond, dau. of William S.

3a) James Durkee Raymond, b. 21 Aug., 1843, d. Nov. 1895; m. at Hebron, 26 Aug., 1865, Adeline J. Porter, dau. of Zephaniah of Beaver River.

4a) Israel Raymond, b. 16 July, 1845, d. 4 Nov., 1846.

5a) Israel Howard Raymond, lost at sea, 4 Feb., 1867, age 19 yrs.

6a) Frances Maria Raymond, b. 10 Oct., 1849, d. 1 Jan., 1891 of consumption in Providence, R. I.; m. George Bain.

7a) Emily Alice Raymond, b. 27 July, 1852 at Beaver River, d. 1932; m. Thomas A. Wiliams, son of John. Issue.

8a) Arabella Hunter Raymond, b. 14 Jan., 1855, d. Feb., 1857.

9a) Dr. Alexander Forrester Raymond, b. 16 Mar., 1858 at Beaver River, d. 3 Mar., 1890, at 25 Baker St. Yarmouth; m. Rosa ——. No issue. Graduated from Bellevue Hospital Medical College, N. Y. City, 9 Mar., 1885; medical missionary in Hawaii.

9) Zilpha Raymond, d. Oct. 1861; m. Robert JENKINS; drowned with two daus. on passage from Yarmouth to Boston.
10) Phoebe Raymond; m. 1st) Capt. James CROSBY of Yarmouth; 2nd) Capt. Andrew VAN BUSKIRK: 3rd) Nathan HUESTIS: and 4th) Lewis ALLEN. She had issue.
11) Lemuel Raymond, b. and d. 1820; bur. at Beaver River.
12) Joseph Robbins Raymond, merchant. Meteghan River, b. Beaver River, d. 24 Sept. 1892; m. 1st) Mary A. Chute, who is buried with her children in the old cemetery at Beaver River, opposite the entrance to Island Cemetery. He m. 2nd) 20 Sept. 1872, when aged 48, Zilpha P. Newcomb, aged 34, widow, dau. of D. Smith & L. Kinney. There were twelve children, nine by the first wife, three by the second:
    1a) Ira **Able** Raymond, b. 8 Sept. 1846, d. 9 Oct. 1878; m. Nellie Cooper. Issue:
        1b) Ernest Raymond, d. infant.
        2b) Thomas Raymond, b, ca. 1868.
        3b) an unnamed son, d, infant.
        4b) Eva Raymond, living 1884 at Haverhill, Mass.
        5b) Georgina Raymond, living 1884 at Haverhill, Mass.
        6b) Nellie Raymond, living 1884 at Haverhill, Mass.
    2a) William H. Raymond, b. 27 Sept. 1847, d. 6 Feb. 1849.
    3a) Phoebe Ann Raymond, b. 19 Sept. 1849, d. 27 Jan. 1857.
    4a) Eliza Jane Raymond, b. 5 Jan. 1851; m. James RICHARDS.
    5a) Eveline A. Raymond, b. 4 Oct. 1852; m. 4 May 1872, Dr. John H., age 27, son of Robert HARRIS of Annapolis, N. S. They lived at Beaver River.
    6a) Mary Agnes Raymond, b. 29 Nov. 1854; m. Randolph PAYSON of Weymouth.
    7a) Herbert Huntington Raymond, b. 16 Aug. 1856, d. 2 May 1875.
    8a) Silas Burton Raymond, b. 5 Oct. 1858, lost at sea, 7 Mar. 1879, unm.
    9a) Delilah Alice Raymond, b. 9 mar. 1861, d. 16 Oct. 1862.
    10a) George H. Raymond, b. 21 June 1873, d. 21 Dec. 1875, oldest by second wife.
    11a) Lois K. Raymond, b. 22 Dec. 1874.
    12a) Eveline Raymond, b. 1 Feb. 1876, d. 6 Apr. 1879.
13) Elizabeth Raymond; m. 1st) Ebenezer CORNING: m. 2nd Isaiah CROSBY, Beaver River.
14) Mary A. Raymond; m. Capt. Josiah CROSBY, master mariner, Beaver River.

APPENDIX

A copy of the original manuscript written in 1844 by Reuben M. Raymond, son of Jonathan.

It had been a very dry summer, the women were heating water at Cann's Brook to wash their clothes when a spark from the fire flew into the trees and the forest became engulfed in flames. Here, in Reuben's own words and original spelling, is what happened:

A short account of a fire that swept through Beaver River, Sept. 11th 1820 that burned every house but three for three miles distant burned our two sawmills and one gristmill that was all the mills we had and burned all the hay barns and grane and the most of the cattle and pigs and burned all and everything the people had in their houses they barely escaped with their lives in the clothes they had on them there was much of the place then not cleared of woods.

As the fire come on the wind blew a perfect hurricane it was just at dusk and the fire come on so unawars with smoke and darkness that the people could take nothing but their children and run for life Some for the lake and some for the Sea Shore and in their haste some familys were seperated not having time to say one word but each to run the way they thought best and for the want of one moment of time one little boy was burned to death.

There being so much forest at that time besides the buildings to burn it is most impossible for any one to imagine that has not se the like what a sea of fire there was rowling along with the greatest speed immaginable through the village it seemed as it was but a moment and all was in flames.

By two o'clock in the morning the wind had abated and then I could heare the prayers of some of my neighbours who had got into the lake for safety assending to our God who says when thout passest through the waters I will be withe thee and through the rivers they shall nor overflow when thou walkest through the fire thou shalt not be burned neither shall the flames kindle upon thee.

But what a scene in the morning every thing burned up we began to meet and as I met one man he say O dear I feare my companoin is gone the smoke and flame of fire with darkness come so suddenly upon them that each had to flee for life in the darkness not knowing which way the other took but she to was safe and there was many happy meetings that day as the people come together they mourned the loss of the little boy that was burned up but they praised and thanked the Lord for their Deliverance

(Part One of Two Parts)

Contributors

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 Masters 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.

CAROL JOAN McLEOD was born in Halifax. She attended Amherst Regional High School where she was awarded the Governor General's Medal and the Lieutenant Governor's Medal. She also received a scholarship to Mount Allison University where she furthered her education.

Mrs. McLeod is a part-time bank teller and free lance writer. Her articles have appeared in the Amherst Daily News, The Halifax Mail-Star, Dartmouth Free Press and the Fourth Estate. Several articles have been accepted by the Atlantic Advocate.

JOANNA A. HUTTEN of Lakeville, Kings Co., N. S. was born in the Netherlands. She came to Canada as a child and received most of her education here.

Mrs. Hutten is currently wife, mother and writer. She is parttime correspondent for Farm Focus and has written articles for other farm publications as well as the Atlantic Advocate and Country Guide.

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

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

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

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

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

ERNEST LOWDEN EATON was born at Upper Canard, Kings County in 1896. He is a graduate of Nova Scotia Agricultural College, the Ontario Agricultural College, and holds a Masters Degree from Macdonald College of McGill University, where he was awarded the Macdonald Scholarship of Nova Scotia for 1924.

Mr. Eaton served in World War I. He held a position for several years in extension and teaching under the Nova Scotia Department of Agriculture and was a Senior Research Officer, Canada Department of Agriculture at his retirement in 1961.

He has been active in many community and professional organizations and has found time to write research papers on agricultural subjects and local history ("Two Early Churches at Chipman Corner, N. S." previously published in Nova Scotia Historical Quarterly).

He is Historian of the Wolfville Historical Society.

Mr. and Mrs. Eaton live in Upper Canard, have five children, eighteen grandchildren and four great-grand-children.

Book Reviews

LORNA INNESS

. . . Pepper Makes Me Sneeze . . . , By Mary Eliza Franklyn
120 pages, paperback, spiral bound, illustrated, published July 1978
Petheric Press Ltd. $4.95

This book is intended to be a comprehensive guide to getting around in the kitchen for young people and for the purpose it features two likeable little characters—Indigo Proboscis (which, if anyone needs telling, stands for Bluenose) and Slocum Seagull.

The characters are the creatures of the imagination of Mary Eliza Franklyn who created them to help teach her own young children, Andrew and Anna, the basics of home cooking.

The book is attractively and profusely illustrated by the author whose lovable little hairy blue chef Indigo Proboscis decorates almost every page, stirring up a storm with a mixing spoon.

The recipes are those used in the author's household as regular favorites—tea scones, Andrew's meat loaf and Indigo crumble are examples. The ingredients for each recipe are given in both imperial and metric measurements and the articles needed in the preparation of the dish are sketched alongside the recipe.

Instructions are concise and clear and, on occasion, include historical sidelights concerning some item of food or bit of kitchen practice.

There are basic kitchen rules for young cooks and some of these are repeated throughout the book where they apply particularly such as in handling hot fat and checking a pot full of steam. There are instructions on how to measure and a glossary of terms frequently used in cooking.

Recipes are divided under the general headings: lunches, vegetables—cooked and in salads; dinner dishes; desserts and drinks; cookies, cakes and biscuits.

The book will attract young children, tempting them to experiment in the kitchen and learn to make even peanut butter sandwiches with a flair and without coating everything in the kitchen in the process.

Even without its blue printing on the white paper the book is gay and colorful.

The Atlantic Privateers, By John Leefe
57 pages, paperback, illustrated, published July 1978
Petheric Press Ltd.

Petheric Press Ltd. $2.95

This is a book which grew out of a research project exploring the theme "The relationships between the people and the sea." The author, John Leefe, is head of the Social Studies Department at Liverpool Regional High School, and a past president of the Queen's County Historical Society.

Leefe became interested in privateering in connection with studies of shore communities undertaken for the Project Atlantic Canada (Atlantic Shore) program of the Canada Studies Foundation.

An objective of the CSF "is to draw to the attention of Canadians and especially Canadian students, issues which have been and continue to be of concern to the whole of our society in order that they might better understand the amalgam of diversity and unity that is the essence of Canadian society and gain a sense of belonging to a unique identifiable culture and the sharing of a rich heritage."

Privateering frequently involved riches and is certainly part of the heritage of Maritimers.

What came to concern Leefe was that many people did not know anything of the nature of privateering, how and why it was carried out, a situation he has sought to remedy with his research.

The book, as he points out, is not so much "an historical assessment of the impact of privateering on the Atlantic community," as an "inspection of its modus operandi."

Some of the material in this book has already appeared in articles in The *Nova Scotia Historical Quarterly*.

Leefe gives short accounts of such famous privateering vessels as the Liverpool Packet and the Rover and writes about a typical sailor's work day aboard ship and life at sea generally.

He gives an example of a letter of marque, writes about the role of the Admiralty Court and the careers of such noted businessmen privateers as Simeon Perkins. There is also an account of some of the captains and ships operating in the Bay of Fundy and the role of the port of Saint John in such operations.

Of privateering, Leefe comments that despite its economic side, "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 Atlantic colonies except that theirs was seabound and often fought thousands of miles from home."

The book is printed on homespun finish book paper and is attractively illustrated in black and white.

Scots Empire, By R. Mingo Sweeney
24 pages, paperback, illustrated, published 1978
Published by R. Mingo Sweeney

This small pamphlet, printed in brown ink on Yellow paper, is a colorful, easy to read account of the order of the Baronets of Nova Scotia. The pamphlet is profusely illustrated with sketches by the author whose special interest is the study of heraldry.

Sweeney outlines the attempts of Sir William Alexander to colonize his new domain in New Scotland, granted to him by King James VI in 1621.

As an added inducement to colonization, the title of Baronet of Nova Scotia was created by Charles I, who also approved the flag with the Cross of St. Andrew, patron saint of Scotland, and the royal arms of Scotland.

With the title went a tract of land, "measuring four by six miles" in New Scotland. Creation of the last Baronet of Nova Scotia in 1706 brought the number of such titles to 221. This booklet contains a list of the Nova Scotia baronets "whose creations appears from the Public Registers in Scotland."

Scots Empire is published "under the auspices of the Clan Donald Association of Nova Scotia with the support of the MacDonald Stewart Foundation." All proceeds from the sale of the book "will be deposited with the Clan Donald Lands Trust in its work with the Clan Donald Centre at Armdale Castle on the Isle of Skye, Scotland."

The booklet may be available in some book stores, otherwise it may be ordered directly from R. Mingo Sweeney, 72 Water Street, Pictou, at $3.95.

Poems of Rita Joe,
62 pages, paperback, published July 1978
Abanaki Press, P. O. Box 2104, Halifax, N. S. $5.00

The publication of this book is a two-fold venture. It marks not only the first publication of the writings of the Micmac writer, Rita Joe, it is the premier effort of a new Nova Scotian publishing company, Abanaki Press.

The Press is not entirely new. It is a renewal in a sense of the enterprise which flourished in the 1920s and 1930s and published the work of such Maritime writers as Andrew Merkel, Charles Bruce, Kenneth Leslie and Sir Charles G. D. Roberts. The Press has been reactivated by Scott Thompson and Susan Renouf who have offered this collection of poems in a paperback "aesthetically designed to compliment the poet's perception of reality."

"My words fall,
Arousing inquisitiveness,
Hoping to stir
Different opinions.

If Indians today
Are not fictitious,
Then know them.

I am not
What they portray

I am not
What they portray me.
I am civilized.
I am trying
to fit in this century.

Pray,
Meet me halfway —
I am today's Indian."

Of all her poems in this book, that one sums up one of Rita Joe's principal aims—to speak out for the Indian of today, the human being, not the stereotyped image so far from today's reality.

Rita Joe writes from the background of a life which has not been easy. Much of her childhood involved a frequently changing series of foster homes until she was able to go to the Micmac school at Shubenacadie. While still in her teens, she went to Halifax and obtained work in a hospital. A few years later she moved to Boston and worked there. In that city she married another Micmac. Within a few years they were back in Nova Scotia. They now live with their children on the reserve at East Bay, Cape Breton.

A few years ago, Rita Joe began sending contributions to the Micmac News for which she has since become a regular columnist. She also tried her hand at setting down her thoughts in poetic form. Those who read her work suggested she publish it and these suggestions came about at the time that Abanaki Press was looking for a suitable manuscript for its first publishing venture.

The poems are untitled, simple expressions of the thoughts and yearnings of the Indian caught between two very different ways of life.

Rita Joe has found contentment and has a deep evident pride in being a Micmac. Moreover, she is active on the reserve in trying to ensure that the children learn about the traditional ways of the Micmac and develop a sense of pride in their unique heritage.

"To be great in all learnings,
No more uncertain.
My pride lives in my education,
And I will relate wonders to my people."

The "education" in Rita Joe's life goes beyond the basic learning in books to encompass the experience of life both off and on the reservation. A warm hearted, sympathetic, merry person with a great love for life and humanity, Rita Joe, in her poems and in her life, relates wonders to her people.

A New Kind of Country, By Dorothy Gilman
125 pages, hardcover, published August 1978
Doubleday Canada Ltd. $7.95

Books by people who leave one kind of life in search of another totally different environment where, it is hoped, they will find themselves are not unusual, they pour from the presses in a never-ending stream. What is different, however, is one in which the author turned to Nova Scotia in a search for a new environment.

Dorothy Gilman's A New Kind of Country is the story of how a successful New York author found new attitudes and a new outlook in a small Nova Scotian fishing village.

Dorothy Gillman had achieved international fame as the author of the Mrs. Pollifax series of detective novels before she came to Nova Scotia. In her personal life, her marriage had ended and her two sons were at college. She found the daily rourine of suburban life not just inadequate, but stifling. Where then to escape?

The search for a different environment led her to Nova Scotia, within a reasonable travelling distance of New York in the case of family problems. A property for sale in Lower East Pubnico attracted her attention and shortly she had acquired "a wild primitive beach, with nothing polite about it . . . boulders," a tiny house with a view as sweeping as the range of the beacon from the beam from the nearby lighthouse. As she describes it, she obtained more than a property. She had "taken lien on a small universe."

But it was a universe she wanted to observe from the outside, she was not yet ready to be drawn into the lives, activities and problems of the people who shared that universe with her.

"A Nova Scotia village," she writes (and for the purposes of the book, the village is called East Tumbril), "is very nearly an enclosure. In passing it may look like only a few houses scattered along the road with a church, a general store and a post office, but there is an intense, hidden life and a deep sense of community."

In time this sense of community was to sweep across barricades and into her house and her life, making her a part of the village, a friend to whom one could turn to talk about personal troubles, a neighbor whose lights left on late at night would prompt the question "Is everything all right?"

Dorothy Gilman writes of the loneliness which the move from her American home to southwestern Nova Scotia brought her in addition to her uncertainty and disquiet. She comments: "We stubbornly occupy ourselves with What Ought To be, and turn on life for denying us.

"What Is, on the other hand, is to still the mind and to relax . . . to concentrate on the weight of our bodies in the chair, listen to the clock's ticking, and to the beat of our hearts, observe how the sun glances off the edge of a table, or watch a bird wheel and drift across the sky. It is to enter the moment, which has no memory, when this happens, when we turn our attention to What Is, there is no longer any room for loneliness, or past, or future, or unhappiness or fear, there is only What Is, and a complete acceptance..."

Throughout the book, Dorothy Gilman alternates perceptive descriptions of life in the small fishing village with her own struggles of adjustment, of coming to understand herself, to matter to herself.

Writing was one of the occupations with which the author filled her time during her first stay at Lower East Pubnico, raising herbs was another. In due course, she sold the house and returned to the United States. The roots ahe had put down, however, were not something which could be packed and shipped south like books or china.

Earlier this year, she returned to Nova Scotia and moved into a new house built on a piece of property adjacent to the original place where she had "taken lien on a small universe."

Nova Scotia Birds of Prey, By Robie W. Tufts
88 pages, paperback, illustrated, published August 1978
Lancelot Press, P. O. Box 425, Hantsport, N. S. $2.95

The name of Robie Tufts is a byword among bird enthusiasts, not only in Nova Scotia, but throughout the Maritimes. Tufts was first appointed a migratory birds officer in 1916 and later became chief migratory birds officer for the Maritime Provinces.

His comprehensive guide, The Birds of Nova Scotia, can be found, usually supporting a pair of binoculars, within easy reach in many Nova Scotian homes where there is both the interest in birds and the opportunity to observe many of them.

Three years ago, Dr. Tufts prepared a brief handbook entitled 20 Favourite Birds of Nova Scotia, which was published by Lancelot Press. The booklet is an invaluable one for beginners or young people developing an interest in birdwatching. The birds included in that book are among species which may be seen easily and frequently throughout most of the province.

Now Dr. Tufts has produced a small booklet dealing with the birds of prey which have been found or can be seen in the province, some easily and others only if one is lucky.

It is not uncommon in many areas to see owls of one kind or another or various hawks. It is a rare and exciting experience to see a Bald Eagle, indeed an eagle of any kind, wheeling and soaring overhead. Such a sight is one to be treasured.

Dr. Tufts defends birds of prey which have become the time-honored villans of the bird world and discusses their role in nature's scheme of things.

There are illustrations (some of the reproductions, presumably of old photographs or paintings, are not especially clear), and descriptions of the birds along with information about sightings of the rarer birds. The Barn Owl, for example, has been recorded, Dr. Tufts observes, only four times in this province.

The list of birds includes several variations of kite, hawk, eagle, falcon, and owl.

Dr. Tufts states that his book is intended for the amateur, with the hope that from such enthusiasts "eventually much leadership may come."

Lancelot Press has published several other new books this summer, which are mentioned here briefly and some of which will be reviewed in the December issue of this Quarterly.

The Ten Commandments by Angus J. MacQueen, senior minister of St. George's United Church, Toronto. The book is sub-titled "A modern application of timeless teachings. $2.95.

Only Love Heals, by Charles Taylor, a series of accounts of "how men in prison have found personal renewal and a sense of hope . . . a book . . . for those both in and out of prison . . . " $1.50.

Scotian Spooks, Mystery and Violence, by Ted R. Hennigar, a collection of stories of the supernatural from the South Shore of Nova Scotia. $4.50.

The Oak Island Quest, William S. Croker's review of the efforts to find buried treasure on Oak Island along with some new speculation about what may be there and why. $4.95.

Building Your Own Home, an account by David E. Stephens of Musquodoboit Harbor of how he and his wife built their own home. $2.50.

The History of Pugwash, By James F. Smith
378 pages, hardcover, illustrated, published 1978
The North Cumberland Historical Society,
R. R. 4, Pugwash, B0K 1L0 $15.

The History of Pugwash is publication Number 8 of the North Cumberland Historical Society which has already a small but commendable list of books and pamphlets to its credit.

James Smith's ancestors settled at Pugwash and spent their lives contributing to the growth of the area. Smith credits his grandparents with stimulating his interest in family and local history. Of his Grandmother Maude Smith he writes "Well, I remember plying her with questions about our ancestors, and how she patiently provided me with all the details that she could. Her information became the basis for my family research.

But it is the history of the community as well as family history which makes up the contents of this book. Smith has divided his local history into eight chapters beginning with the period 1802-1827 (Pugwash by the Sea), the Waterford movement—1827-1845, the role played by the railroad (1867-1900) the great fire of 1901 which saw 25 buildings destroyed in a fire which raged for some four hours before it was controlled; the first World War, the period 1918-1929 and a summing up of Pugwash by the sea—1929-1978.

The general flow of historical continuity is spiced here and there with odds and ends, brief notations which fill out the outline of names and places and dates.

Smith has filled his book with information about land grants, census lists, church, school and political matters, the development of minor and major businesses.

He includes lists of local officials, giving their occupations, for example: "Chandler, Amos B.—surveyor of the highway 1854; assessor 1856; hog reeve 1859." and "Chapman, William—ferryman 1865; bushing a track across the ice 1865."

A list of ships built in the area in the 1850s-60s includes the note that "The 'Martola' was the last square-rigged ship built in Pugwash, and George Akerley, Charlie McCoy, Steve Cameron and Allie MacLeod were some of her crew. Joseph Jones was the Martola's builder, and the ship often returned here for cargoes of lumber."

The book will be of special value, however, to the person endeavoring to track down family connections from Pugwash and vicinity. Indeed, I know of one family which has found that the book not only helped with the Pugwash ancestors but has opened up research leading to New England.

The Island Magazine, Ed. Harry Baglole
45 pages, paperback, illustrated, pub. spring/summer 1978
The Heritage Foundation, P. O. Box 922, Charlottetown, P. E. I.

The spring/summer issue, number four, of the Island, a unique little magazine devoted to historical articles about Prince Edward Island, is now available.

The magazine is a semi-annual publication and is available at $2 per copy $4 per annual subscription.

The Island is published by the Prince Edward Island Heritage Foundation and, as a sampling of its contents shows, is concerned principally with history and folklore.

An episode in Acadian History, the Farmers' Bank of Rustico, is by John T. Croteau, who held the Carnegie Chair of Economics at St. Dunstan's University and Prince of Whales College from 1933 to 1946 and took part in the co-operative and credit union movements.

Dr. William B. Hamilton, director of the Atlantic Institute of Education, Halifax, and author of Local History in Atlantic Canada and the Macmillan Book of Canadian Place Names, has contributed an article on local folklore, Ghostly encounters of the Northumberland Kind.

Robert C. Tuck, priest-in-charge of Holy Trinity Anglican parish, Georgetown, has written and illustrated an article, George Town: The Town that Time Forgot.

Carmella Arsenault, a teacher at Ecole Regionale Evangeline, is the author of an article on the Acadian Celebration of the Mardi Gras.

The genealogical section of the magazine features Revelations from a Family Bible, by Janet Dale, which contains a reference to the family Bible registry, set up by the P. E. I. Heritage Foundation. Some of the families recorded in the registry are Affleck, Aitkin, Bolger, Brecken, Dawson, Desbrisay, Home, Mulally, MacLean, MacRae, Sealey, Webster, and Wright.

Generally, the content and quality of the articles is similar to those which appear in the Nova Scotia Historical Quarterly. The Island, however, also contains illustrations—both sketches and photographs in black and white—which enhance its appearance considerably.

Considering the small amount of locally written material, particularly in history, published on the Island, the semi-annual magazine is serving an important function.

The P. E. I. Environeer
27 pages, paperback, illustrated, published summer 1978
Department of the Environment, P. O. Box 2000, Charlottetown, P. E. I.

The Environeer is a quarterly Newsletter published by the Island's department of the environment as a public service and sent without charge to those who ask to be added to the mailing list.

The summer 1978 issue is included in this section because it is a special publication intended to compliment the 1978 annual conference of the Canadian Nature Federation held in P. E. I. in August. The conference of the Canadian be held on the Island.

While the environment normally deals mainly with subjects of Island interest, this issue contains material reflecting areas and subjects of environmental interest throughout the Maritimes generally. As a departmental pamphlet, the Environeer is of high quality.

A partial list of contents of the summer nature issue includes:

The Impact of Settlement on Flora and Vegetation of the Maritimes by H. Harries, department of biology, Mt. Allison University, Sackville, N. B.

Forestry and Shipbuilding in Nineteenth Century Prince Edward Island, by Marven Moore, manager, Green Park Shipbuilding Museum, Charlottetown;

Maritime Birdlife, a Century of Change, by David Christie, New Brunswick Museum, Saint John;

The Sea Coast, Marine Biology and Human Well-being, by Eric Mills, department of oceanography, Dalhousie University.

A children's presentation—The Seal Hunt, A Look from Both Sides of the Controversy, by Ricky Milton, Cornwall, R. R. 3, P. E. I.

Farming today: Use/Misuse of the Soil, by Betty Howatt, P. E. I.;

Waterfowl and Agriculture-Competing for Wetlands, by Al Smith, Canadian Wildlife Service, P. O. Box 1590, Sackville, New Brunswick.

Shorebirds, Sediments and Tidal Power, Peter Hicklin, Canadian Wildlife Service, P. O. Box 1590, Sackville, N. B.

Wind Power as a Natural Energy Source, John Ramsey, Alternatech Associates Ltd., Emyvale, P. E. I.

Results of the 1978 Francis Bain Bird-a-thon, sponsored by the P. E. I. Natural History Society and held on May 28 this year.

There are other articles, as well, most of them only a page in length and general in nature. The list, however, gives an indication of the scope of the interests and important issues covered in the magazine.

Anyone interested in the environment will find this booklet worthwhile and it should be of particular use in the schools..

Folksongs of Prince Edward Island, Ed. Christopher Gledhill
84 pages, paperback, illustrated, published 1978
Distributed by Burns & MacEachern Ltd. for Square Deal Publications, Charlottetown, P. E. I. — $5.95

This book is a collection of P. E. I. songs first gathered and published by Christopher Gledhill in 1973, revised in 1975 and revised again this year and published with the assistance of a Canada Council grant.

Gledhill's interest in the folk music of the Island dates fron his arrival there to take up the post of provincial director of music for Island schools and sessional lecturer in music at the University of Prince Edward Island.

The music and words of 15 songs are included in this book and each song is accompanied by a brief note containing what is known of its background or history.

The Lass of Mobee, for example, was sung to the collector by Mrs. John McInnes of Murray River, and it is noted that two of the verses have been "remodelled, as Mrs. McInnis' memory played her some tricks at this point . . . "

Also, "the lines marked with asterisks have been supplied from a version of this ballad which comes from the Alleghany Mountains. The melody, in the Mixolydian mode, appears to be of English origin."

The Island Hymn, with words by Lucy Maude Montgomery, is not, strictly speaking, a folksong, but it is included here as well.

There is an Island vesion of Brennan on the Moor and yet another version of Lord Lovell and Lady Nancee.

A more contemporary subject for a song is the Strait Fish company of Tignish. There are also several songs with an Acadian background.

The arranger of the songs notes in the book's foreword: "Most Islanders are no more than one generation removed from the land; consequently my singers come from many walks of life and include a university professor and a barrister."

It is the aim of this collection " to give back to the people something that belongs to them which they were in danger of losing altogether."

From the Farthest Hebrides, by Donald A Fergusson
321 pages, hardcover, published July 1978
Macmillan of Canada, $25.

From the Farthest Hebrides is another collection of Gaelic songs gathered by Prof. Donald A. Fergusson and his associates. The songs and melodies are mainly those brought to Cape Breton by immigrants from North Uist, the Outer Hebrides, Skye, and the western coastal regions of Scotland.

The collection contains the last work of Angus Macdonald, the last of the Sennachies of the Murdoch Macdonalds, of North Uist, who died before the book was published.

Macdonald, states Prof. Fergusson, was the last of the line of oral historians of North Uist dating from the 1600s, and the book, which is dedicated to Macdonald, contains a lament written by Fergusson to be sung to the last tune on which Macdonald worked as editor.

Fergusson has also preserved in this book an account given by Angus Macdonald of the chain of family sennachies who, fearing the approach of the time when "the memory and mention of our ancestral history would be blotted out forever," swore "to preserve inviolate the history of the fathers", passing it on by word of mouth.

Other talents helped prepare this collection for publication, including Jean Gillespie of Sydney, Australia, the music editor, and Alf K. Ebsen, Willowdale, Ontario, one of Canada's most accomplished calligraphers, whose work with the text and music of this book makes it outstanding in appearance and style. Not only is the book valuable for the quality and wealth of the material it seeks to preserve, it is a joy to behold because of the artistic quality of its format.

In crediting the work of others, however, a full measure of credit should be given to Prof. Donald Fergusson, a native of Port Morien, for whom the collection and study of Cape Breton Gaelic songs has become a life's work.

Prof. Fergusson shared the concern of the sennachies of old for the preservation of this distinctive type of music. He began compiling his collections because, as he states, he "felt it had reached the point where large numbers of descendants of Gaelic-speaking immigrants were not fully, if at all, aware of the fine heritage of song and music that their forefathers has bequeathed to them."

The songs are grouped under the following general headings: "Songs of Heisgeir and the Sea; Heroic Songs of North Uist, Songs of Love, Songs of

Labour, Comic songs and satires, songs of Ramsay and Berneray and a miscellaneous grouping of songs ancient and modern.

The words of the songs are given in Gaelic and an English translation, and there is a brief note about the background of the song the story tells, who sang it and when. Extensive footnotes further amplify the background material.

From the Farthest Hebrides and its companion volume, Beyond the Hebrides (published privately by Prof. Fergusson in 1977) will help to achieve that desire of the sennachies—"to preserve inviolate the history of the fathers, To pass it along without bias by instruction."

Professor Fergusson is on the staff at St. Mary's University, Halifax.

From the Farthest Hebrides was produced with the help of the Humanities Research Council of Canada, using funds provided by the Canada Council.

The Colour of Canada, text by Hugh MacLennan
126 pages, hardcover, illustrated, 2nd. revised edition published 1978
McClelland & Stewart Ltd.—$9.95

This is the second revision of what has become a classic Canadian coffee-table type picture book. The color photographs are superb and represent the work of some of Canada's best-known photographers.

The text is by Hugh MacLennan, one of this province's most distinguished writers, who calls the land "our overwhelming common denominator. A land of dramatic contrasts with an undeveloped frontier—much of it probably undevelopable—almost as large as Europe: great rivers, only a few of them polluted so far; thousands of lakes and three oceans flanking the whole . . . This land is far more important than we are. To know it is to be young and ancient all at once . . . "

MacLennan writes that Canada consists of "five very different regions" and the book is divided accordingly—the Maritimes, Quebec, Ontario, the Prairies and British Columbia. Yet there is throughout a sense of relationship, a kinship shared as well with other parts of the small spaceship we share in this universe:

Writes MacLennan: "In 1937 when I went through Scandinavia to Russia, I said in Denmark, 'But this is like Prince Edward Island'; in Sweden, 'How like New Brunswick this is;' in Finland, 'Just like Quebec fifteen miles north of the river, or Ontario above Simco.' In Russia and Poland I thought inevitably of the prairie provinces. A few years ago, sailing from Athens along the coast of Argolis, had I not known I was in the Aegean I could easily have mistaken that rocky shore for the coasts of Cape Breton or Newfoundland. British Columbia is our Norway . . . "

Canadians who have travelled widely throughout their country will find that the pictures rekindle their own memories or will bring to mind favorite places of their own a few miles up or down the road, around the next headland, on other streets. For armchair travellers, the book will provide a many-sided portrait of our complex nation of infinite variety, a variety matched only by the peoples who inhabit it.