

PROVINCE OF NOVA SCOTIA

REPORT

Board of Trustees of the Public Archives of Nova Scotia

For the year ended 30th November, 1937

Printed By Order of the Legislature



HALIFAX, N. S.
PROVINCIAL SECRETARY
KING'S PRINTER
1938

Board of Trustees

OF PUBLIC ARCHIVES OF NOVA SCOTIA

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Professor D. C. Harvey,
Archivist.

Miss Winifred McFatridge,
Secretary


Report of Board of Trustees of the
Public Archives
For the Year 1937

To His Honour,

THE HONOURABLE ROBERT IRWIN,

Lieutenant-Governor of Nova Scotia.

May it please Your Honour:

I have the honour to submit herewith the report of the Provincial Archivist to the Board of Trustees of the Public Archives of Nova Scotia, for the year 1937, together with a statement of receipts and expenditures for that period.

Respectfully submitted,

ANGUS L. MACDONALD,

Premier.

Report of the Public Archives of Nova Scotia FOR THE YEAR 1937.

To The Board of Trustees of the Public Archives of Nova Scotia:

Gentlemen:

I have the honour to present my seventh annual report of the Public Archives of Nova Scotia.

Steady progress has been made in the sorting, filing, and cataloguing of documents, as also in the binding and repairing of books, periodicals, newspapers and maps. The newspapers and maps have been in constant demand, and the librarian reports that 794 students and others interested in research have used our library and manuscript room, and have consulted 2062 manuscript volumes and 2391 books or pamphlets. At the same time the number of casual visitors has increased, including pupils from the high schools and students from the colleges, who have examined the pictures and other exhibits with great interest. During the summer special exhibits were arranged for the Haliburton centenary and the celebrations in commemoration of the first Bishop Inglis.

The educational extension work of the Archives, under the grant from the Canadian Committee of the Carnegie Corporation, was continued by Dr. J. S. Martell along the same lines as last year. In the autumn, a series of lectures on Nova Scotian history and historical characters was broadcast in the weekly educational programme of the Department of Education and, during the winter months, 49 high schools on the peninsula of Nova Scotia were visited, in which talks were given to 4510 pupils and teachers. At the same time local clubs in the larger towns were addressed, some four hundred adults in all being present. In many of the schools much interest was shown in the work of the Archives and in the importance of preserving local records for future use; and some of the teachers and pupils undertook historical projects along the lines suggested. Dr. Martell also represented the Archives at a meeting of the Annapolis Royal Historical Association in August, to commemorate the late L. M. Fortier, and at the Teachers' Institute, at Shelburne, in October. Since completing that phase of his work, he has been arranging certain sets of documents in preparation of bulletins on special subjects and examining the newspapers of the 1830's to describe and catalogue their contents for future reference. The latter project will be of great assistance to all research students.

As part of this extension work, I experimented with a bulletin, giving an account of educational conditions in the province in 1824 as well as a number of reports or extracts of reports of the committee on education of the Assembly one hundred years ago, in order to show the origin of the ideas of free schools, normal training and general assessment. This bulletin has been in demand both outside and within Nova Scotia.

As a by-product of her work in calendaring publication number three, Miss Ells compiled bulletin number two, which is a study in early provincial taxation between 1749 and 1815. She is now working on a calendar of official correspondence and legislative papers subsequent to 1815. It is hoped that bulletins on special subjects will appear frequently in the intervals between the more detailed and formidable collections called publications.

Publication number four, *Loyalists and Land Settlement in Nova Scotia*, compiled by Miss Gilroy, is a list of all grants of land that were made in Nova Scotia to Loyalists or Disbanded Troops after the American Revolution. In compiling this list, Miss Gilroy went to great pains to make it as complete and accurate as the records would permit, comparing our papers with those in the Department of Lands and Forests and giving details as to the origin or rank of the Loyalists and Disbanded Troops whenever possible. It is hoped that this publication will meet the needs of many genealogists and save them much time and effort. Miss Gilroy is now preparing a descriptive catalogue of all the maps, charts and plans in our collection.

It gives me much pleasure to report that Dr. J. C. Webster has generously donated to the Archives the entire editions of two volumes, which he edited, printed at his own expense, and issued as special publications of the Public Archives of Nova Scotia. The first of these is "*The Life of Thomas Pichon, the Spy of Beausejour*", based chiefly on documents in our Archives but also comprising others obtained from various sources. As arranged and edited by Dr. Webster and translated by Mrs. Webster, they make a very handsome and readable volume. The second special publication is entitled "*Journals of Beausejour*", being a diary of John Thomas and a journal of Louis de Courville, both journals dealing with the siege of Beausejour in 1755 and events associated therewith. Though these journals had been published elsewhere, they could be obtained with great difficulty. Besides making them more readily available, Dr. Webster has illuminated them by a foreword and notes.

In addition to publication number four, bulletins number one and two, and the two special publications by Dr. J. C. Webster, the following historical articles have been published during the year by members of the Archives staff:

Margaret Ells: *Nova Scotia "Sparks of Liberty"*, Dalhousie Review, January, 1937.

Marion Gilroy: **Libraries for Nova Scotia**, Journal of Education, March, 1937.

D. C. Harvey: **The Centenary of Sam Slick**, Dalhousie Review, January, 1937.

Historical Research, Journal of Education, March, 1937.

The Dalhousie Idea, Dalhousie Review, July, 1937.

From the Citadel, Port and Province, September, 1937.

The Origin of Our Normal College, Journal of Education, September, 1937.

The Early Struggles of Dalhousie, Dalhousie Review, October, 1937.

J. S. Martell: **The Creator of Sam Slick**, Journal of Education, January, 1937.

A History Project, Journal of Education, March, 1937.

As Nova Scotian representative of the Historic Sites and Monuments Board of Canada, I have carried on the usual correspondence in regard to the marking of sites and the unveiling of monuments. This year a monument was erected at Windsor to commemorate the centenary of Haliburton's entrance into the international field of letters; and another at Port La Tour to commemorate the struggle of French and Anglo-Scottish settlers for control of Acadia or New Scotland, in 1630. Both these monuments were unveiled with appropriate ceremonies. This year, also, the Louisbourg Fortress Museum was officially dedicated by His Excellency the Governor General of Canada.

The number of donations which have been made to the Archives during the past year has been very gratifying and some of them are of great interest and historical value. Among those that should receive special attention is the set of McCulloch papers presented by Miss Isabella McCulloch, grand-daughter of the great educator. These papers comprise several volumes of his intimate correspondence which throws much light on the energy and courage with which he faced the difficult problems of his day, his editorials in the Colonial Patriot, and the original manuscripts of some of his lectures and literary efforts as well as miscellaneous papers of members of his family. These papers are indispensable both as a revelation of McCulloch's own character and as a sidelight on the character of his age.

Mr. E. J. Vickery of Halifax gave the Archives his handsome collection of Presbyterian communion tokens, one hundred and thirty-six in all, comprising sixty-six of the sixty-nine types that were known to have been used in Nova Scotia, twenty-five from churches in Ontario, eighteen from New Brunswick, thirteen from

Quebec, five from Prince Edward Island and nine "stock tokens." This collection has been placed in a show-case and has evoked much interest.

The Municipality of Lunenburg has set a good example to other municipalities by turning over such papers and records as are no longer in use and are now of historical value only. These papers fill eight boxes and cartons and will be sorted and arranged in due time.

A complete list of miscellaneous donations will be found in Appendix A. Appendix B contains some descriptions of roads and scenery in Nova Scotia, anticipating Howe's "Western Rambles" and "Eastern Rambles" by several years, and also some documents descriptive of the efforts that were made one hundred and twenty-five years ago to open new settlements and direct communication between Halifax and Annapolis Royal. The latter should prove particularly interesting in the light of present developments in highway construction, tourist attraction and the fullest utilization of our natural resources.

A statement of receipts and expenditures for the financial year ending November 30, 1937, will be found below.

Respectfully submitted,

D. C. HARVEY,

Archivist.

Statement of Receipts and Expenditures

Year ended November 30, 1937.

RECEIPTS

Balance on hand November 30, 1936	\$ 1,900.19
Government of Nova Scotia	16,000.00
Sale of publications	45.75

EXPENDITURES

Furnishings and Equipment	\$ 119.25
Maintenance and Expenses of Building	746.77
Salaries	12,390.00
Temporary Salaries	1,855.00
Office Sundries	193.87
Transfer and Express	26.42
Library and Manuscript Room	403.41
Bindery Materials	202.34
Purchases, Archival Material	548.40
Printing of Publications	793.32
Sundry Expenses	80.91

	\$17,359.69	
Balance on hand, November 30, 1937	586.25	

\$17,945.94 \$17,945.94

For and on behalf of

Board of Trustees of the Public Archives of Nova Scotia

D. C. HARVEY,
Archivist

WINIFRED McFATRIDGE,
Secretary

I have audited the records of receipts and disbursements of the Board of Trustees of the Public Archives of Nova Scotia for the year ended November 30, 1937, and certify that the within statement is true and correct, and that the balance \$586.25 shown as on hand and in the bank has been verified.

G. WALLACE DICKSON,
Chartered Accountant.

Halifax, N. S., December 7, 1937.

**APPENDIX A.
DONORS AND DONATIONS**

I.

BOOKS, NEWSPAPERS AND MANUSCRIPTS

AMERICAN HISTORICAL ASSOCIATION, WASHINGTON, D.C.

Annual Report of the American Historical Association, 1931;
volume III, Writings on American History 1932.
Annual Report American Historical Association, 1935; volume
I, Proceedings 1933, 1934 and 1935.

ANDREW, CANON A. E., HALIFAX

Antigonish by Rev. Canon A. E. Andrew.

BAKER, MISS DORA, TRURO, N. S.

Parent-Teacher Quarterly, volumes 1-4, 1932-6. (Changed
to Home and School Quarterly with volume 4, number 3.)

BARSS, WALTER, ESQ., HALIFAX (From estate of Mrs. Mary
MacKenzie, Dartmouth)

Belcher's Almanac for 1841.

BLACK, ESTATE LATE W. A., HALIFAX.

Programmes of the 4th and 10th annual Sports Days of the
Wanderers' Amateur Athletic Club of Halifax, September
12th, 1871, and October 3rd, 1885.

Programmes for the Horse Shows at the Nova Scotia Prov-
incial Exhibition for the years 1903, 1904 and 1906.

Miscellaneous newspaper clippings.

BOARD OF SCHOOL COMMISSIONERS, HALIFAX

Report of Board of School Commissioners for the city of
Halifax, 1936.

BOURINOT, ARTHUR S., ESQ., OTTAWA.

The following books of poems written by the donor:
Poems, 1925.

Laurentian Lyrics and Other Poems.

Sonnets in Memory of My Mother.

Lyrics from the Hills.

Pattering Feet.

Ottawa Lyrics and Verses for Children.

Selected Poems (1915-35).

Two booklets:

Eleven Poems

La Salle, written on the occasion of the 250th anniversary
of the death of the great explorer.

BURSTALL, F. G., ESQ., HALIFAX

Parliament, Past and Present, by Arnold Wright and Philip Smith, in two volumes.

CHARLES, BUCHANAN, ESQ., BROOKLINE, MASS.

Grand Manan Historian, numbers II, III and IV.

CHICAGO HISTORICAL SOCIETY, CHICAGO, ILL.

Bulletin of the Chicago Historical Society, March 1937, volume II, number 3.

CHISHOLM, SIR JOSEPH, HALIFAX.

The last edition of the Morning Post, London, Thursday, September 30th, 1937, number 51,561.

CHURCH, MISS H. A., CHESTER, N. S.

Psyche, with other poems by the late Mrs. Henry Tighe, Philadelphia, 1812. Haliburton's signature is on the title page.

COLDWELL, RAY L., ESQ., GUYSBOROUGH, N. S.

Paper read in the Baptist Church at Guysborough, July 5th, 1936, on the anniversary of the organization of the Guysborough First United Baptist Church there, July 5th, 1829, by Ray L. Coldwell, M.A.

COLLINS, C. A., ESQ., HALIFAX.

A Code of Signals for the use of vessels employed in the merchant service, including a cypher for secret correspondence, by Capt. Marryat, R.N. Dedicated to the committee of the society of ship-owners of the port of London. London, 1820.

COWARD, MRS. S. H., MONTREAL.

The Search after Happiness: A Pastoral Drama, 1823.

CRESSWELL, H. A., ESQ., MONTREAL

The Manoir Richelieu Collection of Canadiana, compiled by Percy F. Godenrath, 1930; also supplementary catalogue, compiled 1935.

CROWE, G. B., ESQ., LOS ANGELES, CALIF.

Minutes and Proceedings of the Municipal Council of the Municipality of Colchester for the years 1895-7, 1899, 1900, 1902, 1903, 1905-14, 1916-19, 1922.

CUNNINGHAM, REV. H. W., HALIFAX.

Bicentenary report opening of All Saints' Cathedral, Canadian Church Congress, 1910.

Volume III, Nova Scotia Archives.

The Physical Geography of the Sea by Lt. M. F. Maury, LL.D.
The Mirrors of Washington, anonymous.

DE CARTERET, CAPT. W. G. SQUARES, HALIFAX.

Numbers 1, 2 and 3, dated July, August and October, 1917, respectively, of the Over-Seas Club News; also blank certificate of the Overseas Club which was issued by the club to members in 1917.

DEPARTMENT OF EDUCATION, HALIFAX.

Handbook to the Course of Study.
Journal of Education for 1937.

DICKIE, MRS. A. B., HANTSPORT, N. S.

Acadian Geology by J. W. Dawson.
Principal Grant by Grant and Hamilton.
Chapters from the History of the Free Church of Scotland by Rev. Norman L. Walker.
Memoir of the Rev. James MacGregor by Rev. George Patterson.
Remains of the Rev. James MacGregor by Rev. George Patterson.
The Presbyterian Church in Canada, 1875-1925, by John Thomas McNeill.
The Last Martyrs of Eromanga, being a memoir of the Rev. George N. Gordon and Ellen Catherine Powell, Halifax, 1863.

DOANE, FRANK A., ESQ., TRURO, N. S.

A type-written history of St. Andrew's Presbyterian Church, Truro, 1875-1925, by Frank A. Doane.
The Week's Doings, volume I, number 49, Acadia Mines, March 19, 1886.
The Albion, New York, March 7th and 9th, and February 22nd, 1840.
New York Tribune, section of Lectures and Letters, 1873, containing a lecture by Henry Ward Beecher on Compulsory Education and another on The Lost Arts by Wendell Phillips.
The New Outlook, Toronto, June 29th, 1927, Diamond Jubilee of Confederation number.
Blackwood's Edinburgh Magazine, American edition, December 1862, October 1865, August 1866.

DOMINION BUREAU OF STATISTICS, OTTAWA.

Seventh Census of Canada, 1931; volume VII Occupations and Industries, volume VIII Agriculture, IX Institutions, and XI Merchandising and Service Establishments, part 2.

DUFF, LOUIS BLAKE, ESQ., WELLAND, ONT.

The Journey of the Printing Press across Canada, by Louis Blake Duff.

EAGER, MRS. R. F., PRINCE'S LODGE, N. S.

Diploma from King's College dated December 4th, 1857, signed by G. McCawley, President, and J. M. Hensley, Vice President, granting an M. A. degree to Otto Schwartz Weeks, B.A.

License dated September 1827 granting permission to Otto Richard Schwartz Weeks, A.M., to perform the office of deacon in the Archdeaconry of Newfoundland.

Four certificates or commissions appointing J. W. Ouseley to various offices between 1860 and 1876.

EATON, DR. ARTHUR WENTWORTH HAMILTON, BOSTON, MASS. (ESTATE OF)

Typewritten manuscript, Annandale Johnstones Ancient and Modern, by L. B. Johnstone.

The Economic Welfare of the Maritime Provinces by S. A. Saunders.

The Church of England in Nova Scotia and the Tory Clergy of the Revolution by A. W. H. Eaton, 1892.

The Early Years of His Royal Highness the Prince Consort, compiled by Lieut. General the Hon. C. Grey.

A History of the County of Yarmouth, Nova Scotia, by Rev. J. R. Campbell.

Yarmouth, Nova Scotia, a sequel to Campbell's History, by George S. Brown.

History of the County of Lunenburg by M. B. DesBrisay.

A History of the County of Pictou, Nova Scotia, by Rev. George Patterson, D.D.

Nova Scotia Archives II.

Poet and Priest, A Sketch of Dr. Arthur Wentworth Hamilton Eaton, by James B. Wasson, D.D.

Fifth Report of the Record Commissioners 1880.

Two copies of Genealogical Sketch of the Nova Scotia Eatons, compiled by Rev. A. W. H. Eaton, 1885.

Collections of the Nova Scotia Historical Society, volume 22. Bound volume of notices of literary work of Arthur Wentworth Hamilton Eaton, 1888-1921.

Bound volume of writings of Arthur Wentworth Hamilton Eaton.

Pamphlets as follows:

Paul Mascarene of Annapolis Royal by John Bartlet Brebner.

The Settling of Colchester County, Nova Scotia, by New England Puritans and Ulster Scotsmen, by A. W. H. Eaton, M.A., D.C.L.

The New England Historical and Genealogical Register, April 1915.

ELLS, HERBERT, ESQ., CANNING, N. S.

Statement of account between the estate of Perry B. Ells and James Walton, 1818.

Statement of auction sale, probably 1823.

GANONG, DR. W. F., NORTHAMPTON, MASS.

Crucial Maps in the Early Cartography and Place-nomenclature of the Atlantic Coast of Canada, VII and VIII, by W. F. Ganong.

GOVERNMENT OF NOVA SCOTIA, HALIFAX.

The Royal Gazette, 1936.

HALIFAX HERALD, LIMITED, HALIFAX.

Certificate of William Pryor's copartnership in the Bank of Nova Scotia, 1832, signed by the eight original copartners.

HALLETT, R. M., HALIFAX.

Henry More Smith, The Mysterious Stranger, by Walter Bates, Esq., Sheriff of King's County.

HARRIS, R. V., ESQ., K.C., HALIFAX

A Narrative of Colonel David Fanning, giving an account of his adventures in North Carolina from 1775-1783, as written by himself, with an introduction and explanatory notes.

HARRISON, MRS. W. H., VICTORIA, B. C.

Miscellaneous papers and genealogical tables of the Harrison family.

The Chignecto Isthmus by Howard Trueman.

Historical Record of the Posterity of William Black and Other Families, by Cyrus Black.

HARVEY, PROFESSOR D. C., HALIFAX.

Our Rude Forefathers, American Political Verse, 1783-1788, by Louie M. Miner, Ph.D.

Canada Cavalcade, by Robert H. Davis.

War and Trade in the West Indies by Richard Pares.

Journal of International Affairs, volume 16.

Canadian Journal of Economics and Political Science, volume 3.

INSTITUTE OF HISTORICAL RESEARCH, LONDON, ENG.

Bulletin of the Institute of Historical Research, volume XIV, number 42; volume XV, number 43, and supplement number 5; also volume XV, number 44, and supplement number 8.

KING'S COLLEGE, HALIFAX.

The King's College Record for 1937.

KYTE, GEORGE, ESQ., K.C., OTTAWA.

Organization and Work of the International Joint Commission by George W. Kyte, K.C.

Peacemakers in America: The Work of the International Joint Commission by Lawrence J. Burpee.

LIBRARIAN OF CONGRESS, WASHINGTON, D.C.

Report of the Librarian of Congress for the fiscal year ending June 30th, 1936.

Journals of the Continental Congress, volume XXXIV, 1788-1789.

LIPPINCOTT, DR. J. A., MENTONE, FRANCE.

Eighteen off-prints of technical articles on the general subject of ophthalmology by Dr. Lippincott (Dalhousie, Arts 1867) also of "Dalhousie in the Sixties."

LOGAN, MAJOR H. M., LONDON, ONT.

The Connecting File, volume XVI, numbers 1 and 2, January and April 1937.

LOGAN, MAJOR J. W., HALIFAX.

The Letters of Agricola on the Principles of Vegetation and Tillage, written for Nova Scotia, and published first in the Acadian Recorder, by John Young, Halifax.

LONGARD, FRANK, ESQ., HALIFAX.

Way bill, number 201, of Royal Western Mail Coach from Annapolis to Halifax, dated Tuesday, July 22nd, 1834.

MCCULLOCH, MISS ISABELLA, TRURO, N. S.

The Ecclesiastical History of New England from its First Planting in the Year 1620 unto the Year of our Lord, 1698, by the Rev. Cotton Mather, M.A., London 1702.

Portfolio volume of letters and memorials of Rev. Thomas McCulloch, D.D., relating to Pictou Academy and the Presbyterian Church.

One volume of correspondence between Dr. McCulloch and Dr. John Mitchell of Glasgow, Scotland.

A small volume of correspondence with C. D. Archibald and others re Dalhousie College.

Two portfolio volumes manuscripts of Dr. McCulloch's unfinished historical novels and tales.

A volume of manuscript lectures of Dr. McCulloch. (Fragmentary).

One volume theological writings and lectures of Dr. McCulloch. (Also fragmentary).

One volume correspondence and miscellaneous papers of Thomas McCulloch, Jr., and the Rev. William McCulloch.

One volume of selected numbers of the Colonial Patriot containing Dr. McCulloch's editorials, 1828-34 inclusive.

One volume miscellaneous newspapers and newspaper clippings.

MACDONALD, MISS LUCY, HALIFAX.

Papers relating to the collision between the steamships "Widdrington" and "Canima."

MACKAY, GEORGE W., ESQ., NEW GLASGOW, N. S.

The following pamphlets:

The Triumphale, A poetical history of the successive triumphs of the Recorder over the Free Press.

The Halifax Monthly Magazine, volume III, number 1, June 1832.

John Walker's Courtship, A Legend of Lauderdale.

The Water Lily, a poem.

The Sabbath in Dartmouth.

My Mother.

The Preface, a poem of the period.

Rusticating in Reality.

An Eye to the Ermine, A Dream.

Letter to Eliza. (The preceding eight poems were written by "Albyn", pseud.)

Betula Nigra by Charles Fenerty.

MACKENZIE, MISS EMELYN, NEW YORK.

The Earl of Stirling's Register of Royal Letters, 1615-1635, volumes I and II.

MACNAB, MRS. WILLIAM, HALIFAX.

The City of London, The Prince and Princess of Wales, and the Colonies.

The Pocket Letter Writer, printed in Boston by G. W. Cottrell & Company in the 1840's.

The American Vocalist, used about one hundred years ago in singing classes in Nova Scotia.

The Halifax Memorial Tower by J. A. Chisholm, K.C., published by the Canadian Club, Halifax, 1913.

Typewritten manuscript, The Pioneer Settlers in Nova Scotia, Their Trials and Successes, by Mrs. Wm. Macnab.

MAJOR, R. A., ESQ., HALIFAX.

St. Paul's Church, Halifax, a guide to the Church, together with some historical notes.

MALCHELOSSE, GERARD, ESQ., MONTREAL.

Benjamin Sulte et Son Oeuvre by Gerard Malchelosse.

Melanges Historiques by Benjamin Sulte, compiled, annotated and published by Gerard Malchelosse, volumes 1-8, 11, 16 and 17.

MARTELL, MRS. W. R., HALIFAX.

History of Yarmouth, N. S., by Ethel M. Baker, Truro, 1906.

MAXNER, M. O., INSPECTOR, LUNENBURG, N. S.

Orderly Book Town Company 1st Battalion Lunenburg County Regiment, Nova Scotia Militia, 1822-46.

MORSE, DR. WILLIAM INGLIS, CAMBRIDGE, MASS.

Three log books of H. M. S. "Hussar" from Sunday, August 10, 1828, to July 20, 1830.

Two log books of H. M. Sloop "Ring Dove" from November 8, 1826, to August 9, 1828.

Local History of Paradise, Annapolis County, Nova Scotia, (1684-1936), by William Inglis Morse, D. Litt.

The Chronicle, number 225, Mountain Lake number, May 1937.

NASH, JUDGE HOWARD P., BROOKLYN, N. Y.

Transactions The American Lodge of Research Free and Accepted Masons, volume II, number 2, January to May 1936. Photostatic copies of assessment rolls for the town and county of Shelburne in 1786 and 1787. (Forty-six large sheets.) From the papers of Thomas Howland White, Esq., Shelburne, N.S.

Photostatic copies of portraits of Gideon White, Esq., Col. James Moody, a painting of Moody rescuing a prisoner, Moody's coat-of-arms and the title page of his "Narrative", also of portrait of Rev. William Walter, an autographed letter from Walter, etc. (Twelve sheets in all).

NATIONAL ARCHIVES, WASHINGTON, D. C.

First and second reports of the Archivist of the United States. Bulletins 1 and 2 of the National Archives of the United States.

NEW YORK HISTORICAL SOCIETY, NEW YORK.

Collections of the New York Historical Society, Cadwallader Colden papers, Additional Letters and Papers, volume 8, 1715-1748, and volume 9, 1749-1775.

NICKERSON, E. R., ESQ., HALIFAX.

Journal of the Proceedings of the National Division of the Sons of Temperance of North America, volume XIV, numbers 2 and 3.

Report of Grand Division of the Sons of Temperance of Nova Scotia, 1936.

NOVA SCOTIA TEACHERS' UNION, HALIFAX.

Bulletin, volume XIV, numbers 1 and 2.

ONTARIO HISTORICAL SOCIETY, TORONTO, CANADA.

Papers and Records, volume XXXI, published by the Ontario Historical Society, 1936.

PATTERSON, FRANK, ESQ., TRURO, N. S.

Day-book and church records of Rev. Robert Blackwood, Coldstream, N. S., 1817-39.

PHIPPS, LOUIS M., ESQ., ANNAPOLIS, MARYLAND.

Biennial report of the Commissioner of the Land Office of Maryland from October 1, 1934 to September 30, 1936.

RECONSTRUCTION FINANCE CORPORATION, WASH., D.C.

Chicago's Salute to the Railroads, address of Jesse H. Jones, Chairman Reconstruction Finance Corporation, at the fifth annual dinner of the Association of State Street Seniors of Chicago.

RHODES, SENATOR E. N., OTTAWA, CANADA.

(Per E. L. Brittain, Esq.)

Final report of the Canadian Patriotic Fund covering the years 1929 to 1937 and the period from August 1914 to March 27th, 1937.

ROY, DR. PIERRE-GEORGES, QUEBEC.

Report of the Archiviste of the Province of Quebec.

ST. MATTHEW'S CHURCH, HALIFAX.

Two bound volumes typewritten copies of vital statistics of St. Matthew's Church including births, marriages and deaths from 1769 to 1936.

SHINNER, H. R., ESQ., HALIFAX.

Copy of the Elements of Euclid used by Thomas Chandler Haliburton.

STARR, C. C., ESQ., HALIFAX.

Report of Meeting of Manufacturers, held in Argyle Hall, on Thursday, March 26th, 1874.

Commission dated June 8th, 1865, appointing John Starr Lieutenant in the Third Brigade, Halifax Militia Artillery.

Three marine insurance policies dated as follows: April 26th, 1815; June 21st, 1815; and June 1st, 1872.

STATE HISTORICAL SOCIETY OF WISCONSIN, MADISON, WISCONSIN.

The Wisconsin Magazine of History, September 1937, volume XXI, number 1.

SUTHERLAND, J. R. H., ESQ., NEW GLASGOW, N. S.

Church Chronicle of the Maritime Provinces, volume 2, number 31, Halifax, N. S., Thursday, August 11, 1870.

The Trades Journal, volume VIII, number 41, Stellarton, N. S., Wednesday, October 19, 1887.

The Presbyterian Witness and Evangelical Advocate, volume XXXII, number 37, Halifax, N. S., September 13, 1879.

The Weekly Telegraph, volume III, number 28, St. John, N.B., Wednesday, April 12, 1865.

WEBB, A. H., ESQ., HALIFAX.

New Testament in Micmac, Chibucto, 1871. Two copies.
Blue-print of calendar from design of an engineer draughtsman
attached to the 3rd Battalion Canadian Railway Troops,
C. E. F., 1919, in France.

WEBSTER, DR. J. C., SHEDIAC, N. B.

Journal of Joshua Winslow, 1750, edited with notes and
introduction by Dr. J. C. Webster.
Typewritten copies of the Pichon Beaumont correspondence
from the Library of Vire.

WEBSTER, DR. K. G. T., MILTON, MASS.

Eighteen original letters exchanged between George and
Robert Ross and Robert Thompson.

WILLIAM L. CLEMENTS LIBRARY, ANN ARBOR, MICH.

Four Letters of Alexis St. Martin, and Report of the William
L. Clements Library for 1936.
Michigan through Three Centuries, a guide to an exhibition
of books, maps and manuscripts in the William L. Clements
Library.

WINSLOW, EDWARD, ESQ., AND J. W. RUGGLES, ESQ.,
VICTORIA, B.C.

Original letter of General Timothy Ruggles, Annapolis, N. S.,
to Colonel Edward Winslow, New York, dated July 17th, 1783.

II.

PICTURES AND MUNIMENTS

ALMON, COLONEL W. B., HALIFAX.

Bulletins relating to the health of the late King George V, dated from November 1928 to January 1929.

ANONYMOUS.

First postage stamp sold at the wicket of the new Halifax Post Office, Monday, October 25th, 1937.

BIRKS, HENRY, AND SONS, HALIFAX.

Set of three medals which were brought out to celebrate the Coronation of King George VI and Queen Elizabeth.

BOURINOT, ARTHUR S., ESQ., OTTAWA.

Framed photograph of Lt. Col. Hon. John Bourinot from a painting in the possession of Arthur S. Bourinot.

Framed photograph of Sir John Bourinot, K. C. M. G., LL.D., D. C. L. (1837-1902).

CHASE, MISS MILLICENT, HALIFAX

Four photographs of Kentville, Nova Scotia.

COBB, ANDREW R., ESQ., HALIFAX.

Model of the Public Archives of Nova Scotia by Andrew R. Cobb.

CRAWFORD, T. C., ESQ., TORONTO, CANADA.

Autographed photographs of the Earl and Countess of Dufferin; also of the Marquess of Lorne.

CROSS, A. G., ESQ., HALIFAX.

Commutation ticket, number 1, Dartmouth Ferry Commission, January 1, 1895; also numbers 163, April 1st, and 158, July 1st, 1895.

DE CARTERET, CAPT. W. G. SQUARES, HALIFAX.

Framed autograph of Lord Kelvin with explanatory letter from the late Dr. Fraser-Harris to Capt. de Carteret.

Two hand carved oak panellings rescued by Capt. de Carteret from the wreck of the "Titanic" in 1912.

HALIBURTON, MISS MARION, HALIFAX.

Photograph of Thomas Chandler Haliburton by W. D. O'Donnell.

HAMER, DR. RICHARD, HALIFAX.

Photograph of members of the United Maritime Fishermen in their first convention, October 1931.

HARRIS, MRS. FRED W., ANNAPOLIS ROYAL, N. S.

A large frame containing individual photographs of the Hayden Club, Halifax; also one of the club as a group.

A framed group photograph of the Hayden Quintette Club, Halifax, 1874.

Baton of Professor Porter, one-time Director of the Halifax Conservatory of Music.

LAWSON, WENDELL P., ESQ., M. ARCH., LEASIDE, ONT.

Framed lithograph of Louisbourg.

MCPHEE, RONALD, ESQ., LILLOOET, B. C.

Penny commemorating Broke's victory over the "Chesapeake."

MAXNER, INSPECTOR M. O., LUNENBURG, N. S.

Church's maps of Lunenburg, Shelburne, Yarmouth and Queen's counties.

MURRAY, MRS. WM. V.

Medal presented to Stephen Oxley on April 5, 1819, by the English Benevolent Society as a token of respect to his benevolence and the zeal he displayed in forming and establishing the society.

PATTERSON, JUDGE GEORGE, NEW GLASGOW, N. S.

Carte de visite size photographs of J. W. Johnstone, D'Arcy McGee, R. J. Uniacke, Sir William Young and W. A. Henry.

RAPER, J. W., ESQ., CLEVELAND, OHIO.

Photograph of monument to Annie Swan Bates, the Nova Scotian giantess. This monument is in a cemetery in Seville, Ohio.

ROBERTS, MRS. A. F., SAN FRANCISCO, CALIF.

Original copper plate of the Nova Scotia Philanthropic Society.

VICKERY, E. J., ESQ., HALIFAX.

136 metal communion tokens of the Presbyterian churches in Nova Scotia, New Brunswick, Prince Edward Island, Quebec and Ontario.

VICKERY, MRS. E. J., HALIFAX.

Photograph of portrait of the Honourable Herbert Huntington.

WEBSTER, DR. J. C., SHEDIAC, N. B.

Two enlarged photo-drawings of maps of Nova Scotia and the Port Royal region, usually credited to De Meulles.

WILLIAMS, HARRY F., ESQ., HALIFAX.

Map of the world by Ebenezer Sproul, Annapolis, 1834.

WRIGHT, COLONEL S. S., HALIFAX.

Five photographs in one frame showing the 25th Battalion in Germany in 1918.

APPENDIX B

I

Tour from Windsor to Cape Negro, in the County of Shelburne,—a distance of 150 miles—set out, Monday 27th May, 1822.

(1)

Spring had already thrown her green mantle over the mountains; the trees were shooting their buds and blossoms; and the barren heaths were purple with wild laurel, which at a distance gave them an appearance of the moors of Caledonia in the end of September. Phoebus had just unbarred the gates of the east and chased away the spectres of night; but the volumes of deep mist which still lingered on the vallies and low grounds of Windsor and Newport, gave the houses and little eminences the appearance of floating islands seen through a hazy atmosphere: every tree and rock seemed fringed with gold; sheep and oxen were grazing upon the verdant pastures; and the husbandmen were commencing the labours of the day after the repose of the night. The bustle and activity of the farmer in cultivating the ground formed a striking contrast with the awful silence, and stillness, which reign in the deep and interminable forests that shelter Windsor from the keen cutting winds of the West; where nothing is to interrupt this stillness, but the murmuring of the rustling leaves, and the hum of the torrent on the distant hills.

For the first nine miles the road is pleasant; but at the log hut of the blackman it gets more rugged, and you must not expect to meet the haunts of human beings for ten or twelve miles. You indeed pass the ruins of several huts which had formerly been occupied, but are now forsaken and seem like beacons left to warn other settlers of the difficulty of procuring a subsistence in a soil so barren—buried in deep woods far from the abodes of man, and deprived of the comforts and assistance of civilized society. These huts, instead of relieving the eye of the traveller, increase the gloom of the desert, by giving the appearance of desolation to the dreary prospect around. The very animals and birds have fled from these abodes; and no living sound is heard except the doleful and melancholy screech of the Loon. The road ascends, with a gentle activity for several miles, till it approaches a chain of four or five lakes; which arrest the attention with peculiar delight. It would appear that nature, stung with remorse for the neglect of the neighbouring country, to make amends had decorated in the most tasteful and ornamental manner this delicious spot; and when I contemplated the prospect it might afford in after ages; when these beautiful sheets of water should be bordered by cultivated fields, and studded with neat gentlemen's seats, thriving villages and stately spires; my imagination transported me into the fairy land. But I was soon aroused from

this delightful reverie by the stumbling of my horse over the fragment of a rock that caused me to examine my present situation, which formed a complete contrast to my late fancies. I had again reverted into the miserable, the sullen wilderness with prospects more dreary than ever; the bridges were decayed; the path covered with huge stones; and the traveller should have a tomahawk attached to the saddle to clear away the windfalls, and to extricate the feet of his horses when they become entangled in roots. The trees often meet over the head of the traveller, forming a canopy which excludes the light of Heaven. About half way across this awful solitude you reach the house of Mr. Hutchison, who occupies a good farm comparatively in a cultivated state. Here the road becomes more tolerable, and occasionally houses are visible; and a beautiful lake appears on the extremity of Sherbrooke settlement, on the margin of which stands the house of Captain Evans. This gentleman has retired from the army on half pay; and the high minded Hibernian having fought the battles of his country in different parts of the world, in imitation of the Romans, cultivates a farm with his own hands. This house is at the distance of a mile from the Chester road; but from the kindness and urbanity of its inhabitants, travellers soon discover the hospitable retreat, and not infrequently spend the evening in the pleasing company of his lady and daughters. As you advance a few miles, you pass by the house of Mr. Church, member in the house of assembly for Lunenburg. It is rather singular to discover a senator conquering the woods and denying himself the pleasures of society; but it is gratifying to see the ascendant classes of the community subduing the forests, and multiplying the resources of human sustenance. He is stimulated to his exertions by having a large family of sons, and his desire to make them farmers; his houses are in a forward state; the land is good and a considerable portion of it cleared; and he was then engaged with a party of labourers in planting. The road now becomes much better and passable for a team, until you arrive at Chester, which is a beautiful little village and possesses some finely cultivated spots: though in general the land is rocky, and but poorly rewards the labours of the husbandman. Indeed the cultivation of the soil is a secondary object, their main dependance being lumbering and fishing. Though this was a season which requires all the energies and activity of the husbandman, strange to relate, many of the farmers were engaged in the fishing—depending upon that casual source for present subsistence! Their principal stores, &c on which their hopes seemed to centre, were a few bundles of shingles for the Halifax market, which I observed at almost every house. Many of the inhabitants are in misery at a log hut, where I stopped for a few minutes. I distributed a few biscuit among a family of naked children, which they greedily devoured not having tasted bread for many weeks; and they seemed as deficient in intellectual improvement as in bodily comforts. Not one of them could read, and few of them were acquainted with the first principles of religion. This is perhaps an extreme case; but there evidently are much poverty and wretchedness, the sure accompaniments of idleness, in this district. In my whole journey from Windsor to Mahoun Bay, I did not discover an inn of any description and

seldom could procure oats for my horse. The scene became more cheering along the banks of Mahoun Bay; for in spite of the barrenness of the soil, the shores are thickly settled; and by the greatest diligence and industry, considerable tracts are reclaimed from the desert. The farms are in general exceedingly small, and the soil such, as in more favoured districts of this colony would be considered totally unfit for cultivation: yet by great industry and undaunted perseverance, they are enabled to cut from 10 to 20 tons of hay, keep 4 or 5 cows, a yoke of oxen, and a few sheep. By these resources and occasionally fishing, they support numerous families. They were then planting potatoes, and both male and female were sweeping every shore and creek to procure sea weed for manure; the plough appeared to be a clumsy implement, constructed of the most rugged materials, having a long beam mounted upon wheels, in one instance I observed 6 people attending one humble yoke of oxen; and this unwieldy machine, which required two persons to assist in turning, they moved very slowly; but the party were very busy, and seemed as much interested as if the existence of the whole depended upon the produce of that little field.

At Lehave on the farm of the Rev. Roger Aitken I saw a Scotsman making excellent ploughing, without even a driver to his oxen, they were moving in a good stile. The people here were mostly clad in homespuns and are industrious, cleanly and hospitable. Had the inhabitants of any other country settled on these rocky shores, they would have been involved in poverty and covered with rags; but the Dutch are free from debt, and in general have the means of a comfortable subsistence. The town of Lunenburg is justly celebrated for its natural beauties; it stands on an eminence which commands a fine view of the sea, beautified by several hundreds of little islands, with which it is interspersed; and those again are enriched by the natural foliage of the trees that cover them to the very water edge. The view is enlivened by the many farms surrounding the town, and on the back ground hills covered with deep and impenetrable forests, serve to shelter the place and add grandeur to the scene. The town has many good buildings and four places of public worship numerous attended; an Episcopalian Church, a Lutheran, a Presbyterian, and a Methodist Meeting House; besides a Baptist Church at the North West Settlement. Lehave is two miles wide at the ferry; but the boat is good and the charges moderate. There is no inn. I was however respectably entertained at the house of Mr. Miller. Leaving this place and travelling 13 miles through close woods, I reached Mill Village. Its houses are finely painted; and it wore the appearance of neatness and industry. Four saw mills were employed in preparing lumber for the West Indies; and the people had taken 800 barrels of alewives. The tavern is a large building and to appearance might serve for an inn within ten miles of the Scottish capital; but with respect to attendance and comforts, it is far deficient. The mistress retails oats and spirits; but as the husband follows the lumber trade, the traveller must be his own menial, and serve himself in the most degrading and unpleasant offices.

The town of Liverpool bursts at once upon the view; it is seen at some distance surrounded by hills, which form a kind of amphitheatre; defend its harbour from every wind; and by skreening it from the storms, the penetrating intensity of the winter's cold is assuaged; but in summer being fanned by almost no breeze, the burning heat is unsupportable. It is the second town in the province, and is principally inhabited by merchants and mariners who are eminent for speculation and mercantile enterprize. There are fifty two trading vessels belonging to it, many of which go annually to the Labradore and the West Indies. The principal articles of exportation are fish and lumber; but the fishing trade is its great source of wealth, and its fishermen set an example of exertion and activity worthy of imitation. The first settlers have mostly faded from our view. They had great merit in acquiring for themselves and their children a comfortable subsistence, and in bequeathing to their posterity the most valuable of all earthly legacies—industry, economy and steady habits. In some other towns you will see groups of human beings loitering idly and lounging away the time, complaining of the depression of trade, and deepening the gloom of life by unseasonable murmurs: but in Liverpool all is life and activity, and the very same argument is used as creating a necessity for more arduous and spirited exertions. They in a manner set times at defiance, and have thereby wealth and independence. The amount of the population is about 2500. They are mostly dissenters; they have two places of public worship well attended; and an Episcopalian church has been lately erected; but she is far in the rear of other denominations, and has little prospect of alluring any considerable numbers within her pale. The people being chiefly of American extraction can never be brought to revere established churches with the same veneration which is felt by Europeans.

Port Matton is a fishing station, 14 miles from Liverpool, but farming is making some progress. One man of the name of Stewart being able to keep two yoke of oxen. At Sable river the land is bleak and barren; scarcely a tree is to be seen; the prospect is bleak and dreary; no smiling vegetation, no pleasing foliage attracts the eye; you behold on every side half burned stumps of trees and charred underwood, with stunted bramble bushes, and a solitary half decayed pole nodding to the wind: all bear the mark of devastation, and the wreck of nature; the country is literally a cinder, having been consumed by a devouring fire. In travelling through this lone and melancholy wild, my spirits were kept from sinking by the hopes of being comfortably accommodated, after my journey at the tavern I purposed remaining. I considered that friends and acquaintances may tire of our visits; but that to inn keepers, (if they studied their own interests) guests are always welcome, and may expect to receive from them a cordial reception; but alas! here I was woefully disappointed; for at the tavern I could not obtain oats for my horse, nor without delay and much difficulty even hay; I had to unsaddle him myself and regulate the stable, which was occupied by poultry and lumber. I then entered the house and found my own way into a room; and fatigued and dissatisfied sunk into a chair. There

I mused upon the stupid apathy and indifference of many of our inn keepers: the traveller generally finds the house disordered, prepared with few of the comforts, and too frequently wanting some of the necessaries of life. Ever appearing as if taken at a short, instead of receiving him with a smiling countenance and kind salutations, they display the utmost inanity, standing with a lifeless and sullen gaze, seldom rendering their assistance in taking charge of his baggage, and never showing an officiousness in the performing of his orders, they have no idea of anticipating his wishes.—At Jordan river the land becomes better, and some good farms are to be seen. Mr. Gilbert Mackay has several yoke of oxen; but the people are generally poor, and seem to want the industry of those in Liverpool. I next proceeded to Shelburne which supplies matter for much useful reflection; but as I find my journal extending to so great a length, I shall stop here, and with your permission, Messrs. Editors, shall conclude it in your next number.

A TRAVELLER.

Acadian Recorder, March 1, 1823.

(2)

On the 30th May I reached Shelburne, once a place of trade and affluence; but now exhibiting every mark of decay, and proverbial for its poverty. This town was named for Lord Shelburne, and is pleasantly situated on the eastern bank of the river Roseway; its harbour is one of the best in North America, and is capable of containing the British Navy. The town extended to a mile in length, and three fourths of a mile in breadth; it contained eight streets running parallel nearly from north to south, intersected at right angles by twelve others. Its buildings were large, elegant and highly finished; all seems to have been laid down on a grand scale; and strong hopes were entertained that it would be made the seat of government. At one period between 13 and 14,000 people drew the King's provisions, and money flowed in great abundance. Its barracks contained 500 soldiers; it had 42 trading vessels; there were 8 gentlemen of the medical profession, and 8 lawyers also; two clergymen of the church of England, and one of the church of Scotland. It had several printing offices and two weekly newspapers. James Humphy made the last effort to stem the torrent of declining public spirit; but his paper dwindled into half a sheet, and finally disappeared. The number of spirit shops was immense, and will scarcely be credited; but some of the oldest inhabitants assured me that there were at one period 300. They had barbers, bakers, confectioners, and all the other train that follows luxuriant living and opulence. They were a polite and intelligent people; but can scarcely be allowed to have been endowed with the deep sagacity of their Scottish ancestors. Like them, however, they were cheerful and social, extremely partial to music; and spent their evenings with such conviviality that they were stiled by the people

of Halifax—the dancing beggars of Shelburne. Music and dancing, however, sufficed but little in the provision for a family; and without industry and economy, no community can prosper or have stability. The land was naturally barren, and held forth no tempting encouragement for settlers; and the merchants having no back country to consume their goods; when the king's provisions were withdrawn, it made a rapid retrograde motion; its inhabitants by degrees removed to more propitious stations; and its houses were gradually deserted, till it has become a heap of ruins. It has neither been consumed by fire, blown down by a hurricane, nor swallowed by an earthquake; yet its doom is sealed and its ruin nearly complete. Its present inhabitants are only 300 in number, and many of them struggling for an existence. Originally they were chiefly loyalists, and many of them merchants who came to Nova Scotia in 1783, but were very unsuitable subjects for subduing the forests and encountering the hardships necessary in procuring a subsistence among the naked rocks of Shelburne. They have now only a few small vessels, but still retain a disposition for trade. It is completely a village of shopkeepers, all dealers but no consumers. Few young men of enterprise or spirit now settle at Shelburne, but move away as adventurers to other countries. The old men frequently meet, and take delight in talking over the tales of its former glory, and lamenting its present ruinous condition. I walked over the common, and endeavoured to trace the dimensions of the former seat of the town; but I found much difficulty, and in many places it was scarcely perceptible. Hogs and cattle are running at liberty through the parlours and wine cellars of what were once elegant houses. The weight of the Jewish curse upon his enemies "that grass may grow in their streets," is fallen with full force upon Shelburne: for quadrupeds and other animals graze at full liberty upon them. I conceived myself transported to the regions of the ancients, and imagined I saw before me the ruins of centuries: my eyes wandered involuntarily in search of hieroglyphics, statues, or other precious fragments of antiquity; and it was not without some difficulty I could persuade myself, that these ruins existed within 100 years of their first erection.

There is still a small fishing trade carried on at Shelburne; but owing to the indolence of the fishermen it is far from being productive. The Shelburne fishermen occupy a whole week in performing that which the Liverpool fishermen accomplish in twenty four hours; the latter will depart at midnight and return next evening with a boat load of fish, and each man can take 60 quintals of fish during the season, whilst the others can with difficulty make up 20 quintals. Their boats also are small, badly found, and totally unfit for venturing to a distance, or into deep water; but they are obliged to paddle round the shores where the fish are so small that it will require 140 of them to be a quintal, whereas 20 of those caught in deep water will make that quantity. In the prosperous days of Shelburne, Birch Town made some figure, and was settled by 1300 coloured people. I was shown the dwelling house of Colonel Black, where Bishop Inglis and Admiral Hughes had dined, having the colonel to wait upon them at table. The ruins of two meeting

houses were pointed out to me, and they spoke favourably of the labours of several black preachers. One in particular, named David McGeorge, who afterwards went to Africa, was very popular. Its present pastor is Joseph Raven whose skin is jet black, and whose "hoary locks proclaim his lengthened years." His manners are mild, and his intentions good; but his congregation are not more than 40 in number, and the village is in ruins. Since my last visit to this district the Rev. James Mann has closed his ministry—On the day he died he married a pair of young people, and performed the usual duties of the sanctuary, it pleasing Providence to snatch him as in an instant from the discharge of that work in which he delighted. His death was like an immense translation from his duty at the sanctuary on earth to the employment of the sanctuary above; being in a manner permitted to escape from the direful approach of the last foe. Had he died in Africa or Asia he would have been chronicled in the pages of Europe—let not this devoted friend of Nova Scotia be forgotten. I took a walk into the grave yard, and visited the burial place of my highly valued friend Mr. Gilbert McKenna from Wigtonshire: here his body rests, far indeed from the land of his fathers, but surrounded by many of his countrymen—men whose names and toils are now forgotten.

A just and accurate view of the morality and religion of a society is not to be obtained by a transient visit; but from all I could learn and observe, the inhabitants are in piety, sobriety and morals not inferior to those of more fertile counties. I have several times been at Liverpool, Chester and Shelburne, and frequently mingled with them in their religious meetings; and must acknowledge that their appearance and deportment was respectable and decent.

The road to Clyde river is passable for a horse, but for no carriage of any description. In many places the path is scarcely perceptible; but the traveller is guided by the stumps of decayed trees, being marked with red paint to direct his footsteps. The soil is extremely barren, and the wood has nearly entirely disappeared. Scarce a living creature and not a house is to be seen between Birch Town and Clyde river. The name of Clyde river warmed my heart and operated on my feelings like a charm; my imagination conducted me to that noble stream of the same name in my native country, the home of my fathers, the partners of my early days, and all those scenes of happy youth which are indelibly imprinted on the mind of every man. I stood on the banks of this river, and thought on the commerce, wealth and shipping of the Clyde—the spires and churches, villages, towns and cities; the green hills ornamented with woods—the fertile vallies gilded with the richest gifts of Ceres—the elegant houses and tasteful parterres which surround it—but I in vain looked for a resemblance to those scenes at the Clyde of Nova Scotia. It is an insignificant river thinly settled by a few Scottish farmers, who are making some progress in cultivating the land. One individual has a good farm and six yoke of oxen; and several others have considerable stocks. There are a few saw mills on the river, and a number of people employed in ship-building. The inhabitants are generally free of debt; and this settlement with

several others dependant on Shelburne is improving, though the principal itself be declining. In the infancy of this colony the settlements between Halifax and Cape Sable were chiefly supported by lumbering and fishing; but the settlers have exchanged that wandering and precarious mode of subsistence for the peaceful and profitable pursuits of the plough. Wherever that change has been effected, it has exerted a favourable influence on the comforts and morals of the community. When a man takes a fish, the water closes after it and he has no certainty of finding another in the same place; he cannot calculate on the result of a season or of a day; he may be fortunate and enabled to indulge in dissipation; he may be unsuccessful and starve; but if he cuts down a tree and plants a few potatoes, he is not only remunerated for his labour the first year by the certainty of a crop; but it is a real source of wealth in all time coming.—In a fisherman's hut you may be treated with hospitality; but you will find sloth, poverty and rags; whereas, on a well cultivated farm, you will generally meet activity, economy and comfort. If the wealth of a country consists in the number of its inhabitants and the plenty they enjoy, no country can be truly wealthy where agriculture is neglected; for the number of inhabitants increases in proportion to the means of subsistence—and what subsistence can be so certain or so bountiful as that derived from the plough? The earth is always grateful to those who pay attention to her, and repays with interest every extra pains that may be undertaken for her improvement. And let me ask in what occupations there are fewer incentives to evil? It was first taught to man by his Maker himself in the garden of Innocence, as being the state in which man's mind is most congenial to his will, and most conducive to his own happiness. And the omniscient wisdom is in this instance conspicuous; for the husbandman has in all ages been celebrated for innocence and content. The most politic nations have ever respected and encouraged the farmer. In China the Emperor once a year holds the plough with his own hand as an example to his subjects, that none of them may think it an occupation beneath them. Agriculture has however been too much neglected in this province; but an impression more grateful than the breath of spring has lately been diffused throughout the land. A happy change has taken place in the minds of men with regard to the cultivation of the soil; and the first of all occupations is about to be restored to its true dignity. The great spirit of agriculture has awakened; and we trust will never slumber till it subdue the forests and fill our barns with abundance, and our houses with plenty. The voice that called it into action will ever be venerated and admired: for the exertions of one individual have chiefly accomplished this mighty change. He has made powerful impressions upon our farmers, by opening their eyes to their true interests, and stimulating them to a more systematic mode of farming; and in spite of petty jealousies and prejudices, and interested oppositionists who have occasionally thwarted his views and retarded his measures, his talents and the goodness of his cause have enabled him to outweigh

them with a striking preponderancy: so that like endeavours to check the progress of a conqueror, his fame has been increased by the number of his victories. Posterity will acknowledge his services; and when he sleeps with his fathers, the children of the next generation will point to the green hillock that covers his ashes, and say—there lies the father of Agriculture in Nova Scotia.

A TRAVELLER.

The Acadian Recorder,

March 8, 1823.

II

NOTES

of a Journey from Windsor to Londonderry, in July, 1823.

Windsor is a place of pre-eminent beauty and justly admired by every traveller. The village lies on a gentle declivity intersected by streets and adorned by the foliage of the gardens; the waters of the Avon glide along the lower end of the town. Close to it are many rich meadows, while its lovely hills clothed with pasture and wood rise to undulating lines on the horizon. The view from Prospect Hill would be reckoned rich and magnificent in any country. The sea was full and a few vessels were lagging on the waters; the sun was trembling at the gates of the west and shedding the last ray of light on the spire of the church and on the polished armour of the centinel walking his rounds on Fort Edward. The river St. Croix appeared like a stream of burnished gold. The people were making hay and the orchards blushed and bloomed with abundance of fruit. On the north I had a distant view of Cape Blomidon with his bold front mocking the fury of the waves. Chester hills and Falmouth mountains form the back ground to the south and west and support forests which seem to be as old as the creation of the world. Windsor is the Athens of Nova Scotia, the abode of elegant hospitality and polished society. The gardens of literature are cultivated with care and ability. The academy conducted by the Rev. Francis Salt has acquired unrivalled reputation. It has a college respectable for its liberal endowments and the acquirements of its professors. Its students are good scholars and they are regarded as the rising hopes of our country. The institution is episcopal and designed to uphold the English church. Its restrictions have retarded its prosperity and given birth to a respectable seminary at Pictou, where the light of science like the light of heaven is free to all denominations of christians, the influence of literature is confined within narrow limits. It is readily admitted that the rays of science adorn the summit of Windsor society; but dark intellectual gloom surrounds its base. Its learned men have little intercourse with society and they appear like remote luminaries in a distant sky. The main body of the people are as far behind them as the ancient Scythians were behind the Greeks. It is a gay fashionable place where distinctions of rank are kept up with great exactness, and it would be no easy matter to tell how many degrees or grades in society are to be found in this little village. It has four dissenting places of worship and the church of England exerting a motherly protection over the rest; but neither the zeal and activity of dissenters, nor the dignity of an established church can allure the people in great numbers to attend public worship. It is more famed for its politeness than its piety. Its congregations no doubt contain worthy members yet they contain others of loose and light minds who may be easily blown asunder by the breath of novelty. The

dyke land is the finest in the province and it requires nothing but the hand of industry to give it a splendour equal to the regions of the sun.

On crossing Lockhart bridge, Newport, I observed an amphibious group which might have been taken for fishermen or laborers. This place is the very centre of gossip and intelligence, where tavern politicians meet in the evening to smook (sic) a social cigar and hear the news; sometimes they assemble for business, but seldom venture on weighty matters without a cooling draught to clear their understandings, and quicken their apprehensions. In the winter evenings they often collect round an immense stove and might be mistaken for worshippers collected round an altar; many hours are spent in talking over sleepy stories about nothing. The Scottish village is delightfully situate on the river Kennetcook, but the land is poor and ill cultivated. Some of the fine buildings erected in the hey day of the war already exhibit symptoms of decay. The best farm in Newport is Mantua, owned by Mr. Allison, and Mr. Chalmers keeps near ninety head of black cattle. On the North side of Kennetcook there is an extensive barren, and on the margin of this barren stands the mansion of Colonel Smith, like a Phoenix amid the ruins giving a charm to the desert and affording a retreat to the traveller. Sixty years have rolled into eternity since the Harvies, Smiths, Moshers, &c. came from Rhode Island to Newport; they have nearly all disappeared, but their descendants still retain a strong tinge of the manners of that primitive and pious people. There is among them a cold uniformity and sobriety of character, a down right plain matter-of-fact people. Nothing romantic about them—no wit no imagination—under a cold reserve—yet kind hearts. Not highly polished, but very hospitable and ready to assist each other in the day of distress; they are not deficient in native talents; the young people have good parts and are capable of the highest improvement. If they have no learned men among them it is not because they want talents and industry. The inhabitants of Newport form a perfect democracy, the difference in point of wealth which exists among them is trifling to create any distinction of rank or give one man influence over another—they live in a perfect equality; the Squires and militia officers have scarcely any ascendancy. Yet still there is an ample field for the exercise of a wise and virtuous ambition; the equality of property, the harmony of manners and habits are favorable to the highest state of moral and religious improvement. If we do not hear the bell of the academy we meet with the frequent school house. It has seven schools; and the schools of Messrs. Maxwell, Kilpatrick, and Harvie, are taught with ability and success; several schoolmasters from this township have been under the care of Mr. John Stevenson, of Windsor academy, one of the ablest mathematicians in Nova Scotia. It has a Bible Society, and a small library; it has four places of worship and the people are chiefly dissenters; it is the first township in the county with a population of more than two thousand inhabitants.

I had a good view of the township of Rawdon from the English Church. It consists entirely of upland, the people were sweeping the ponds and swamps to procure mud for the barnyard. The first Peace Society in Nova Scotia was formed at Rawdon by the Rev. Mr. Wiggins: when Mr. Meek became a member of the Peace Society, he converted his old sword into a kitchen utensil. In early days he often trode with a firm pace the field of wars, but he spends his maturer years in the cultivation of pacific sentiments. May the iron age of crimes and tears pass away and may the olive branch of peace be offered to all nations.

On my way through Douglass I visited the new farm of Mr. Scott and was surprised with its extent and improvements. It is not many years since this worthy family moved into the woods and they have reclaimed three hundred acres of excellent land and raise wheat in abundance. The first thing that attracts the eye of the travellers in the Nine Mile River settlements is the new church, a building highly creditable to the religious feelings of the people and an ornament to the settlement. There are a few patches of good intervale; but immense quantities of thistles seem to claim a fearful tribute from their fields. The upland is poor, and they are annoyed with freshets in spring and early frosts in the fall. Highland soldiers do not make good farmers. They are firm in their politics, and conceive themselves to have great influence in returning a county member to the House. They are generally quiet and inoffensive; but in the case of a contested election, the spirit of the mountain has been known to rise and threaten serious consequences.

Shubenacadie is one of the largest rivers in Nova Scotia: it takes its name from a chain of lakes of the same name near Bedford Basin and after receiving several rivers empties itself into the Basin of Minas: it is rapid and circuitous: the scenery is often picturesque and sometimes beautiful. The upper district of this river is a fine situation for a farmer. The river has some beautiful bends which form rich fields of marsh lands. Mr. Thomas Parker has a fine farm in a high state of cultivation. At the mouth of the river the land is not so good and the people are not wealthy. The plaster trade has relaxed the springs of industry and exerted an unfavorable influence on the community. It has attracted strangers to the place and given the population a restless character. Many needy emigrants were out of employment and were doubling their miseries by unavailing complaints about the badness of the times. Lawsuits have been so common here that when the people of Windsor see the sheriff getting his horse, they say he is bound to Shubenacadie. This place was blessed with the ministry of the Rev. Alexander Dick, here he preached and prayed and watched and wept for the conversion of sinners; he was cut off in the prime of life and in the midst of his usefulness: he was no orator, but was esteemed a sound divine and an agreeable preacher; he possessed superior piety and this is the mainspring of successful exertion in every part of ministerial conduct: his study was his paradise, and he composed his discourses with care and was at a great distance from the conduct of those,

who think if they can speak with animation may pour into the pulpit what they had never thought of before.

Truro is a pretty little village, admired for its mild scenery and pleasant walks. It is said to abound with Chronicles and great men, and many surprising adventures are related of its early settlers. They were the hardy sons of New England and were distinguished for industry and resolution. The first years were devoted to reducing the forest and the procuring a dear earned subsistence. They have nearly all faded from our view and can only be seen through the lustres of their virtue. The frame of society at Truro, is entirely changed within the last thirty years. The old people have observed this change with other feelings than those of satisfaction. It is become a gay and fashionable place and abounds with mechanics and shopkeepers and is a kind of metropolis to the surrounding country. It has some good schools and a library. It has a Presbyterian meeting house and an English church. The church when finished will be an ornament to the village. Some of the sturdy sons of John Knox, at first looked rather shy at the new society; but better acquaintance increased mutual regard, and the increasing cordiality between the two societies is a subject of real pleasure. The bitterness among christian sects often resemble the bitterness of certain springs, which become soft and salubrious when exposed to the sun and allowed to circulate freely.

Londonderry is delightfully situated on the north shore of the Bay of Cobequid and consists of an unelevated plain, which lies between the water edge and the high land which divides it from Remsheg. The township was originally laid down 12 miles long and 6 miles deep, but it is now settled 23 miles and 11 miles deep. The upland is light and dry, but capable of producing any kind of crop. The marsh land lies chiefly on the shore about the mouth of little rivers and is concealed from the eye of the traveller. The people are clustered in five or six villages near the margin of its meadows, after the manner of the French. The early settlers were extremely anxious to obtain a water front and could scarcely be persuaded to make a lodgement at any great distance from the water edge. Their present minister was among the first to convince them by example that they could be successfully cultivated on upland. Green cropping has made no progress. Yellow weeds are in great force on some farms and give them at a distance, a splendor which resemble the golden fields of fairy land; but a nearer approach mark the hopes of the husbandman. On seeing such fields of foul ground I concluded that the people were indolent; but their pastor assured me that they were sober and industrious and to all the useful arts of life consider themselves much superior to their more showy neighbors in Truro, and he mentioned that there was scarcely a mortgage on the township. It was settled about the year 1761, from Londonderry, Ireland. The people still retain a portion of the vivacity and generosity of the Irish character. The Rev. Mr. Smith from Scotland was their first minister. He had not a ready enunciation; but was a deep theologian. He closed his career about 30 years ago and his ashes rest in peace at

the meeting house, in hopes of blissful eternity. The population is about 1500 all under the care of the Rev. John Brown. The spirit of division which has spread confusion over many other townships, has not yet polluted the still waters of the sanctuary at Londonderry. They are not given to change. You might as well persuade a Muscovite to part with his beard, as make a Londonderry man part with an inch of the creed of his forefathers. The place has 6 or 7 good schools and some of them are in a high state of improvement.

On my return I stopped a day at the thriving settlement of Gays River. It was the sabbath day, the day on which nature rests from every earthly care. It was the day appointed for the communion, which among Presbyterians is a day of protracted devotion and unusual solemnity. I entered the church at an early hour and was surprised and pleased at the magnitude and decorum of the congregation. When the Pastor entered the service commenced and was conducted by himself and another clergyman in a very impressive manner, till late in the afternoon. When he preached what is called the action sermon, every ear was bent and every eye was fixed. When he offered up the consecration prayer such a stillness prevailed, that you might have heard the buzzing of a fly. Nearly 100 persons of some standing sat down at the communion and received the sacramental pledges of the Redeemer's love. They all eat of one bread and drank of one cup. The whole scene was calm as the fields of heaven and left a fragrance on my mind which will not easily be effaced. No man could witness such a scene without becoming a better man. Difficult as the progress of religion is anywhere, and attended as it is with new difficulties at Gays River, this active and warm hearted pastor has succeeded in arresting the attention of a restless population, in collecting a little flock from the wilderness and in training it up tenderly for a future state. There are few things of equal importance to a new settlement as a good clergyman. The labors of a minister are the means of gathering them together. That love to their Maker and to one another is increased. The stillness of a sabbath calls them from their toil. The lofty shades are a canopy to the worshippers and re-echo the praises of Israel. The hearts of some ascend to heaven and say evermore, "Give us the bread of life."

Acadian Recorder,
April 16, 1825.

III.

A Direct Road between Annapolis Royal and Halifax

A new road through the interior of Nova Scotia, from Annapolis Royal to Halifax, was projected in 1784; but apparently only a geographical line was drawn, although from the Annapolis Royal end of the road and into Lunenburg county land was allotted on both sides of this line to two large groups of prominent Loyalists, John Perrot and others and William Brinley and others, between 1786 and 1791. As nothing further was done to open the road at that time, nothing was done by these grantees to clear the land and develop settlement.

However, the project was revived in 1814 by a petition which was presented to the Assembly by John Harris, on behalf of Michael Spur and eighty-two others, "praying that a road might be explored and laid out through the interior of this Province in as near a direction as may be from Halifax to Annapolis Royal and that lands might be granted to the said memorialists on the said road, provided that the Province would afford the necessary aid towards exploring, surveying and opening said Road." Though this petition was withdrawn and no action taken by the Assembly, Lieutenant Governor Sherbrooke authorized the Surveyor General to make a preliminary survey. This he did by his deputy, John Harris, between June 1, 1814, and January 21, 1815.

In December, 1814, Mr. Harris sent a report to Surveyor General Morris, detailing his difficulties and achievements (document 1). In February, 1815, Mr. Morris reported to the Lieutenant Governor and suggested that the lands which had been granted in 1786 and 1791 should be escheated to make room for prospective settlers (document 2). This was done in 1819, while the project of settling soldiers, discharged after the War of 1812, was afoot. In 1816, Mr. Harris presented a second report describing the actual condition of the road at that time, and suggesting certain changes for its improvement (document 3). Though settlements were made at this time from Annapolis Royal to Sherbrooke and at Wellington west of Hammonds Plains, little effort was made to complete the road, especially between Sherbrooke and Wellington; and, when these settlements proved disappointing, as all military settlements in Nova Scotia seemed to do, the original project was completely abandoned. Communications with Sherbrooke (New Ross) have been maintained by cross-roads from various points in Annapolis and adjoining counties, but the area between it and Hammonds Plains still awaits the hand of the settler, the forester and the road-builder.

(Document 1)

Annapolis 20th Decr. 1814

Dear Sir

It did seem as tho' some evil genius had determined against the design of making a road thro' the wilderness from Annapolis to Halifax—One misfortune followed another & disappointment succeeded to disappointment—But resolution & perseverance will often overcome difficulties—Before I came to Halifax I had engaged men at 8s per day (for none would work cheaper) but on my return to Chester they disappointed me, & would not attend me under 10s per day—Messrs. Webber & Floyd agreed to attend me so far as to find whether a road could pass the Lake St. Croix toward Hammonds' Plains—Accordingly I laid my course to strike out at the plains (near Smiths) and all the wise hunters assured me that I should pass near the North end of the lake where they said was a narrow place which might be bridged—Instead of that I passed the South end of the lake, so as not to touch even the rivulet which runs into it, and altho' the lake is about 12 miles in length from N. to S.—I wished to go quite thro' to the plains, but could not get assistants and therefor, with my son only, with me I set out for Annapolis thro' the woods, but had not gone more than two miles when he had the misfortune to cut his knee so bad as to oblige us to turn back—While his wound should get in a state which would enable him to travel, I returned to Chester, and Webber and Floyd, being desirous to know how the road would pass to the plains, agreed to go with me or send men for that purpose, on my engaging to give them 8s per day, but said they ought to have 10s—I told them we could not think of exploring a distance of 28 miles under 8 days, allowing for disappointments, lakes, bad weather &c.—but could not prevail on them to take more than 5 days provision—in which time we proceeded 15 miles only notwithstanding our greatest exertions—The first 5 miles was capable of making 5, or 6 good farms on the road, which is not difficult to be made—the next 5 miles are great part bad, barren land, and the last 5 miles chiefly good hardwood land—The 6th day we went in to the sea-shore (about 5 miles) and on our way, about $\frac{1}{2}$ mile S. of our line, ascended a high rock which overlooked the woods, from which the whole country Eastward as far as we could see towards the plains, appeared to be one continued forrest of hard-wood and level ground, and I expect will be good for a settlement—The men however talked much of some lakes which have been great Bug-Bears to frighten Surveyors &c, from attempting a road this way—they are called the Pokwaak Lakes, and I am assured that it is impossible to pass to the southward of them—Meanwhile I had wrote for another of my sons to meet me at Chester, which he did on the next morning after my arrival at that place—We then took our provisions on our own shoulders, and proceeded on a course to pass near the N. end of the easternmost Le Have Lake (12 or 13 miles in length) to the Southward of the westernmost Le Have lake, and to strike the Rapids on the Straight which joins the two great lakes on the Nictaux Rvr.

On the 7th day after we entered the woods we passed the N. end of the Great eastern Le Have Lake, on the 13th day we passed the S. end of the western Lake so as not to touch it, and on the 16th day at 3 P. M. reach the Liverpool Road having fallen about 20 chains southward of the Straight on the Nicktaux, which is about 20, or 30 rods in length from lake to lake and not more than 2 rds wide—When we first went into the woods at Card Lake the snow was about 4 inches deep and the trees and bushes very much loaded therewith so that every bush we touched shook the snow upon us in great plenty—On Sunday night, and Monday the 5th decr. the snow-storm hindered us from proceeding that day and fell about 15 inches deep loading every bush and twig as much as they could possibly bear, which continued till we came out of the woods—The snow was however light and the ground not frozen, so that we had a good chance of examining the goodness of the soil whenever we pleased—On the West side of the West branch of Le Have river the land has been chiefly burnt over, & great part of the timber fallen, which much impeded our progress—We however all arrived safely out of the woods in perfect health, which we enjoyed all the while in so great a degree that our appetites craved twice as much food as we dared to afford them—With respect to the quality of the land, my sons are of opinion that, tho' we passed sometimes 4 or 5 miles thro' very indifferent land in general, yet there is not in any one mile's distance so much bad land as not to afford room for one good farm, at least, whereon a man may get a comfortable livlyhood—and as for **good land**, I have travelled in the direction of my new road more than 20 miles in one continued tract, over good land for settlement, and the greater part as good, or better than ever I survey'd in the province, (and seems to extend N. & S. still farther)—I reckon the land east of the Liverpool Road, $\frac{3}{4}$ good for Settlement, and west of that road it may be said to be at least $\frac{2}{3}$ parts good to one of bad—

There is no difficulty in making a road, the lakes now are all avoided (**at least** we know how to avoid them all) so that with all the winding found necessary in shunning lakes, rocks and bad places, the road will be at least 30 miles nearer than the old road—The hills are not worthy of much notice, especially if an experienced & judicious overseer should be employ'd to superintend the first opening the road, in which case before any expense is incurred, he will so turn the road from the present marked line, as to favour the road in ascending & descending the said hills—Thus Sir, I have found where a road **can pass**. I have found that it can pass thro' much good land, and without lengthening the distance, by shunning bad places, more than 4 miles farther than if it ran in one direct line from Annapolis Cape to Rockingham—But I will not say that the **best place** is yet found that may be found.—For I expect, and know that the present line, run out in haste, may be altered to pass more straight in some places, thro' better land, and by varying sometimes 3, sometimes 4, 5, 10, or 40 rods, or a quarter or even half a mile in some places, it may avoid rocks, stony grounds, hills &c &c to the great benefit of the road, as well as to the great saving

of expense in making it—But it must, however, go in general, **near** where it is now marked—I have employed as few assistants as I could do with,—as it often happens, when the line passes in bad land (in some places where a **road cannot** pass) I am necessitated to explore to right and left to find a better place,—to find if there is better land,—if there is a place for a bridge, or in case of cutting into a Lake, to find which end is the most eligible place for the road to pass &c. whereas if I had a swarm of assistants round me while satisfying myself as to the above particulars, they must rest idle, and be no help to me except in consuming provisions, which cannot be replaced in the wilderness—I could find no men at Chester who would go with me under 8s or 10s per day, and for these wages perhaps would think it an insupportable task to carry only as much provisions as they themselves would eat in 16 or 17 days—and consequently would be of no use—Generally, wherever I have trusted to information I have been deceived—My disappointments have universally turned for the benefit of the road and led to good discoveries—and though I have suffered much fatigue & hardship, for **at most** two third parts as great wages as I could have otherwise have earned, yet I am happy in accomplishing the object of my pursuit far beyond my expectation—I shall delineate on a plan, a sketch of all which is worthy of notice, and bring it with me (if it please God to give me health to come to town this winter)—for your information, and for the information of his Excellency the Governor—mean while I rest, dear Sir your Obdt

humbl. servt.

John Harris

Honbl Charles Morris

(Document 2)

Halifax 27 February 1815

Sir

I have the satisfaction to report to your Excellency that I have been enabled (thro the assistance of my Deputy Mr. Harris whom with your Excellencys approbation I had engaged in the important Service) to **trace**—and **mark**—the best Rout or track for the proposed main high way or Public Road leading from Halifax to Annapolis—which will intersect the Road leading from Chester to Windsor 14 miles from the latter place or midway between Chester and the Forks of Windsor River and lead thro a valuable Tract of Forest Land of a good Soil well covered with hard Wood and Timber of all kinds natural to the Province and affording many eligible Situations for Saw and Grist Mills, and almost the whole of the Lands ungranted on which one Thousand Families might be conveniently accomodated and the distance to Annapolis from Halifax Shortened at least 36 Miles—the Country favorable for making a good permanent Road, which being Central between the Rear of the County of Annapolis and of the Townships of Lunenburg and Chester—the many persons who now are, and others who may be desirous of becoming Settlers can be supplied with all necessary Stock & Vegetables from those productive Settlements, and there can be no doubt if this Road meets with due encouragement that Cross Roads will be opened from the different Settlements to the Northward and Southward—to communicate with it and soon Settled by Farmers from Lunenburg & Annapolis and Should any of His Majestys German or highland or Fensible Corps be disbanded in America and encouraged to Settle in this Province—I am not aware of any Range of Country (in every View of it) more favorable for their Reception—than this extensive and valuable portion of the Province—should the Legislature thro' your Excellencys favorable recommendation be disposed (as I trust they will) from a conviction of its great public utility to Grant their aid towards the opening and improvement of it—I would beg leave to recommend—that the whole of the improvable Lands be laid out into Compact and regular alotments not exceeding two hundred acres each, and in the proportion of front prescribed by his Majestys Instructions—that is one fifth of the length—or one quarter of mile front to each Lot—and no Land to be Granted but to those who can give satisfactory proof of their becoming actual Settlers, or who will contribute to its immediate improvement—

The opening of this Valuable Country has long engaged the attention of the most intelligent members of the Community, and during the administration of the late Governor Parr, an association was formed to take up a great portion of Land in the Rear of the present Road who having imprudently monopolised the whole extent from Annapolis to the Chester Road and excluded all the

Real Farmers and neglecting to form any Settlement or Cultivate their Lands—they have become liable and ought most certainly to Revert to the Crown by due Process of Escheat—I beg leave to assure your Excellency that in pursuing an Object under your sanction of so much importance to this highly favor'd and fast Rising Colony—I have been actuated by no motive whatever but the Public good—and have endeavoured to effect it with the least possible expence, and when the nature of the Service is well considered (the high price of labor and every Article of Life—the great extent of Wilderness Country that has been traversed and measured, and with no small degree of Risque in an inclement Season) the Expence will not be deem'd unreasonable—and if it shall be found that the Public have been well and faithfully served—that thro' your Excellencys favorable recommendation I may be remunerated for the sums I have **actually paid and made myself liable for** in Effecting an object which I am confident will prove of essential benefit to the Province as it will provide for the accomodation of many Valuable Setlers, and ensure the Settlement of all the Crown Lands in the Rear of Annapolis, Aylesford, Horton, Chester and Lunenburg and as part of this Road is already formed to wit fifteen miles from Halifax to Hammond Plains, and five miles from Annapolis towards Halifax—there will remain only (80) miles to be made to complete the whole distance.

I have the honor to Subscribe
 your Excellencys most respectful
 and Obedient Servant
 Charles Morris
 Servr. Genl.

P. S.—Perhaps there never was a time so important and favorable as the present for the appropriation of a large Sum of money for Roads as from the disbanding of Corps & influx of Setlers many labourers may be hired at a moderate expence, and the Settlement of the Crown Lands promoted during the recess of the Legislature—

His Excellency

Lieut General Sir John C. Sherbrooke K G C B

Lieut Governor & Commander in Chief

&c &c

P. A. N. S. vol. 305, doc. 10.

(Document 3)

The following is the present state of the New road from Halifax to Annapolis

First—A line has been run from Annapolis to Halifax in the most direct manner possible, touching the head of St. Margaret's Bay, and falling into the old road near to Birch Cove, on Bedford Bason

2d.—A line was next run so as to clear the North end of the great lake on Lehave River, which interposed about midway, and being about 13 miles in length

3d.—In running the 2d. line other lakes interposing have been noted in such a manner as to ascertain the place where a Road may be made which will avoid all lakes, and this also has been marked the greater part of the way

4th.—It remains to run and mark the line where the road **must** pass in all places where it is not already marked

5—As this Road, if established in the best place practicable, may be considered the great principal leading Road thro' the western part of the province from Halifax to Yarmouth, it ought, perhaps, to be laid out 100 feet wide—

6th.—This road is passable for Carriages three miles from Annapolis town, and from thence it was opened last summer to where it intersects the Road from Nictaux to Liverpool (25 miles) in doing which the line first marked has been carefully varied; according to the nature of the land, so as to avoid (as much as conveniently might be,) High steep hills, rocky ground &c. &c. before any money was expended in cutting it open, and in doing this the road is opened in some places more than a mile distant from the line first marked, in consequence whereof it goes on better soil in general, in a nearer direction, and in many places avoids a long tract of rocky ground where the expence of making a road would be tenfold greater—

Were I commissioned to lay out the 250 pounds between the Liverpool road and Chester road, I should esteem it my duty to make such alterations as were requisite to get upon the best ground, & also such minute variations as were necessary to avoid Ledges, to take advantage of steep hills, to shun such Boggs as were difficult to pass, and to pass rivulets in such places as are most eligible for bridges, before one tree or one stone was removed with respect to opening the road—For if the road is not made in the right place at first two very great inconveniencies will inevitably ensue, first, lands being laid out and allotted on each side of the road to settlers opposite to each other, when after the said road is altered a piece of land is cut off from the front of the lots on one side of the road (so small perhaps as not to be worth fencing) while the settlers on the opposite side are excluded from any communication therewith—But the greatest inconveniency is that of misspending the public money by making a road where it must be afterwards altered to a

better place, and perhaps made good with much less expence in a new place than would have completed it in its first situation; whereby all the former expence is totally lost—And I am of the opinion that the distance alluded to may be opened with the sum above mentioned, and bridged in such a manner that a man may pass on horseback in summer and in a Sleigh in winter, with the expence of all the necessary alterations and variations above mentioned included—And the distance from Chester Road to Hammond Plains may by prudent management be rendered likewise passable for the other hundred pounds allotted to this end of the road: and thus the whole distance from Halifax to Annapolis may be laid open in the most eligible place, in the course of the ensuing summer; by prudent management—

Halifax 30th March 1816

John Harris

To whom it may concern.