

REPORT

OF THE

Board of Trustees of the Public Archives of Nova Scotia

For the Year 1963

To His Honour

The Honourable H. P. MacKinnon, C.M., Q.C.,

For the Year 1963

Lieutenant-Governor of Nova Scotia

May it please Your Honour:

I have the honour to submit the report of the Provincial Archivist to the Board of Trustees of the Public Archives of Nova Scotia for the year 1963, together with a statement of receipts and disbursements for the period April 1st, 1963, to March 31st, 1964.



R. L. STANFIELD

President

QUEEN'S PRINTER
HALIFAX, N. S.

1964

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Respectfully submitted,

R. L. STANFIELD,

Premier

Board of Trustees

PUBLIC ARCHIVES OF NOVA SCOTIA

✓ His Honour, The Honourable H. P. MacKeen, C.D., Q.C.,
Lieutenant-Governor of Nova Scotia

Rt. Hon. J. L. Ilsley, P.C., Q.C.,
Chief Justice of the Supreme Court of Nova Scotia

The Honourable Robert L. Stanfield, Q.C., B.A., LL.B.,
Premier of Nova Scotia

✓ Mr. Peter M. Nicholson, B.Com., LL.B.,
Leader of the Opposition in the House of Assembly

Henry D. Hicks, B.Sc., B.C.L., M.A., D.Ed., LL.D.,
President of Dalhousie University

Dr. H. L. Scammell,
President, Nova Scotia Historical Society

Dr. C. Bruce Fergusson,
Provincial Archivist.

Miss Winifred McFatridge,
Secretary.

Report of the Public Archives of Nova Scotia

For the Year 1963

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

Gentlemen:

I have the honour to present the annual report of the Public Archives of Nova Scotia for the year 1963.

This has been, in several respects, the busiest year yet for the institution. The members of the staff have been zealous in looking after visitors and in answering numerous inquiries received by mail. In addition, marked progress has been made in the collection, preservation and organization of archival material of various kinds.

Accessions of archival material created a need for additional equipment. Consequently steel racks and shelves have been procured for the accommodation of newspapers and books in the basement, as well as for the accommodation of documents on the ground floor. The manuscript room on the third floor now being crammed to capacity, it has become necessary to use the remaining available space on the ground floor for manuscript documents and other records.

During the year two positions became vacant upon the resignation and departure from Nova Scotia of Mrs. Harold Pheeny and Miss Anne Hyne. The former had been a Research Assistant for over three years; the latter had been employed in a similar capacity for about a year and a half. Since their departure temporary appointments have been made to these positions, pending more permanent arrangements.

A considerable variety of manuscripts has been collected this year. The acquisitions include forty-five documents relating to Sir Samuel Cunard and to S. Cunard and Co., which were received from Mr. J. N. Foster of Halifax; records of the Davison Lumber Co. of Bridgewater and the diary of Edward Doran Davison, (who represented Queens County in the House of As-

sembly, 1855-1859), for the years 1886-87 and 1891-94, which were donated by Mr. H. D. Davison of Bridgewater; miscellaneous papers relating to Victoria County, formerly in the possession of the late Dr. George Patterson, received from Mr. Justice F. H. Patterson; and records of the Committee on the Bicentennial of Representative Government which were transferred from the office of the Provincial Secretary. Several volumes of the diary of the late Dr. James Harold Bingay, of Tusket, who had been Supervisor of Schools at Glace Bay and Pictou and Inspector of Attendance for the Province, were presented by his sister, Mrs. Moody, of Yarmouth. Moreover, a number of the ledgers of the Nova Scotia Savings Loan and Building Society were also received.

There has been another significant expansion of the collection of microfilms. 305 reels, approximately 30,500 feet of films both negative and positive, have been acquired. 95 of these reels contain copies of Nova Scotian records of the C.O. 217, 218 and 219 series, for the years 1710-1867; these were acquired from the Public Archives of Canada. Other reels are reproductions of shipping registers of Pictou for the years 1840-1904 and of Sydney for the years 1787-1932. Still others are reproductions of the Sir Fenwick Williams Papers and of the Simonds-Hazen-White Papers which were borrowed from the New Brunswick Museum and photographed. Twenty reels are copies of the Joseph Howe Papers in the Public Archives of Canada. I motored to Annapolis Royal and borrowed a considerable collection of historic documents which have been reproduced. I also went to Maitland, Hants County, and borrowed some records pertaining to Mr. W. D. Lawrence, who was not only a well known shipbuilder but also a member of the Legislative Assembly of Nova Scotia from 1863 to 1871. These records have also been photographed. In addition, reproductions of the Paul Mascarene Papers in the Massachusetts Historical Society and of the Lady Wentworth Papers in the Northampton Record Office, Northampton, England, have also been acquired. More than eighty reels of newspapers have been obtained during the year. The registers of Father Charles Francois Bailly for 1768-1796 have been photographed. Furthermore, the records of Wesley United Church, Barrington, 1823-1963, Holy Trinity Anglican Church, Bridgewater, 1854-1936, Poplar Grove Presbyterian Church, Halifax, 1843-1891, Holy Trinity Anglican Church,

Lower Stewiacke, 1850-1963, the Baptist Church, Sackville, N. S. 1832-1900, the Presbyterian Church, St. Croix-Ellershouse, 1873-1961, St. James Anglican Church, Seaforth, 1865-1945, and Christ Church (Anglican), Shelburne, 1814-1963, have been reproduced.

There has also been a substantial expansion of the collection of newspapers. Current issues of the Antigonish **Casket**, the Berwick **Register**, the **Cape Breton Post**, the Dartmouth **Free Press**, the **Digby Courier**, **Forward**, the Halifax **Chronicle-Herald** and **Mail-Star**, the **Hants Journal**, the Lunenburg **Progress-Enterprise**, the **Maritime Co-operator**, the **Maritime Merchant**, the **Truro Weekly News** and the Yarmouth **Light** are being received.

Two hundred and sixty-six maps and plans were acquired during the year. One is a reproduction of Cyprian Southack's new chart of the British Empire in North America, as engraved and printed by Francis Dewing, of Boston, in 1717. Another is a reproduction of a map in Colonial Williamsburg of the French and British Dominions in North America, by John Mitchell, and engraved by Thomas Kitchin in 1755. Some are reproductions of plans, elevations and sections of fortifications in this area found in the Public Record Office, London, England. These include eight plans and sections of Fort George, Citadel Hill, Halifax, of 1825; one plan of Fort George, Citadel Hill, Halifax, of 1831; ten plans, elevations and sections of the same fort in 1832; a plan of the several batteries situated on Point Pleasant in 1803; plans, elevations and section, and plans of barracks and ground floor and section showing the proposed reform of the Prince of Wales's Tower at Point Pleasant, prepared in 1809 and 1810; section of the works on George's Island in 1800 and a plan of the tower proposed for George's Island at that time; plans and sections of the torpedo establishment at George's Island, dated June 14, 1877; and a plan of the fort at Annapolis Royal. Three others are maps or charts, prepared by George T. Bates, to show the Micmac names of various places in Nova Scotia, ships wrecked on Sable Island, and some early recorded shipwrecks around the coast of Nova Scotia. Others are 140 regional maps showing grants of land throughout the Province; these were received from the Department of Lands and Forests.

The collection of pictures also continues to grow. Four hundred and six were procured during the year. Thirteen pictures of Baddeck and vicinity were donated by Mr. Albert M. MacLeod of Sydney. Photographs of several Nova Scotian houses were received. Two portraits of considerable interest were also obtained. One is a painting of Miss Louise Burchell by Edith Smith; the other is a painting of Premier A. S. MacMillan by Sir Wyly Grier.

Other muniments worthy of mention are the Ussher cream jug which was given by the Duke of Saxe-Meiningen as godfather to the son of Captain Thomas Ussher, who took Napoleon to Elba, and the Governor-General's medal awarded to Edwin Crowell at Dalhousie University in 1880. Moreover, Mrs. C. E. Hamond, of Portchester, Hants, England, presented a C.B.E. medal and a Royal Red Cross Decoration.

The library received 244 books, 595 pamphlets and 160 separate issues of periodicals during the year. This printed matter included a collection of Journals of the Legislative Assembly of Nova Scotia and Statutes of Nova Scotia that were presented by Mr. Allan MacMillan of Halifax. The library now contains 20,482 books and 5,251 pamphlets—a total of 25,733 books and pamphlets.

Several special exhibits were arranged for display during the year. One was to mark the three hundred and fiftieth anniversary of the destruction of the Habitation at Port Royal. Another had to do with the theatre. A third was for the ninetyeth anniversary of the incorporation of Dartmouth as a town. Others had to do with the Micmacs, ferries, industries, shipwrecks, and the Halifax fortifications. An exhibit was also again provided for the Nova Scotia Festival of the Arts.

During the year conducted tours of the building were provided for school children and other visitors. Arrangements were also made for special meetings in it, with the Halifax Library Association having one on February 4th and the Nova Scotia Museum of Fine Arts holding others in January, March, May, October and November.

1963 has been an active year in every aspect of the operations of the institution. In all, 4,176 (over 700 more than in the prev-

ious year) persons were assisted in the use of 7,480 books, 4,433 manuscripts, 2,402 newspapers, 1,929 microfilms, 608 maps, 1,397 photographs; and 6,043 (the largest number in any year and over 1200 more than in the previous year) registered as visitors to the historical museum and art gallery. Guided tours were provided for 1,258 persons. Visitors continue to take advantage of the Wednesday evenings from October to May inclusive, and there is an increase in the number of inquiries from visitors and in correspondence. One of my students who obtained his M.A. degree at Dalhousie University completed a thesis on "Nova Scotia from Reciprocity to Confederation: A Social Study of the Period."

As Chairman of the Historic Sites and Monuments Board of Canada, I presided at a meeting held at Citadel Hill on February 2nd for the purpose of initiating a survey of old buildings in Halifax and Dartmouth. On May 18th I represented the Minister of Northern Affairs and National Resources at a ceremony in Saint John in connection with the unveiling of a plaque on a Loyalist house there, and on that occasion I delivered the Minister's address. On July 8th I attended a meeting of a committee of the Board in Quebec City and inspected the remains of forts built between 1865 and 1872 opposite Quebec City at Lauzon and Levis. On July 21st I motored to Maitland, Hants County, to select a site for the commemoration of the ship **W. D. Lawrence**. On October 28th and 29th, I attended a meeting of the Board in Quebec City, and on November 4th I conferred in Ottawa with the Minister of Northern Affairs and National Resources on the subject of the work of the Board.

As in previous years, I took part in the deliberations of the Nova Scotia Historic Sites Advisory Council and carried on correspondence in the furtherance of its work. On August 31st I gave an address on the history of Mira on the occasion of the unveiling of a plaque at Mira Gut commemorating the pioneers of that district.

As Secretary of the Confederation Centenary Celebration Committee of Nova Scotia, I attended meetings and carried on correspondence. I also delivered addresses on planning for the centennial of Confederation over C.J.C.H. television on May 28th, at a meeting in Halifax of representatives of museums in the

Atlantic Provinces on June 14th, over C.B.H.T. television on September 18th, at a meeting of the Nova Scotia Branch of the Canadian Authors' Association on November 26th, and at meetings of the Nova Scotia Water Authority and the Nova Scotia Historical Society on December 13th. I also discussed this subject with the Miners' Museum Committee on January 15th in Sydney, with the Finance and Executive Committee of the Municipality of the County of Halifax on August 27th and with the Amherst Confederation Centenary Celebration Committee and representatives of the Town Council of Springhill in Amherst on November 5th.

Moreover, I attended the meetings of the Canadian Centenary Council in Montreal on April 18th, 19th and 20th. I was also present at the meetings of the National Committee and the National Conference on the Centennial of Confederation in Ottawa from October 14th to 16th, inclusive, and on December 16th and 17th.

During the year I also gave other addresses in Great Village, Halifax, Saint John and West Armdale. At Great Village on July 21st I spoke on "Iron Men and Wooden Ships." In Halifax, I gave a talk on art in Nova Scotia at a meeting of the Nova Scotia Museum of Fine Arts on June 11th, a sketch of the history of the Commercial Club of Halifax at the golden anniversary dinner of that club on June 25th, and an account of Confederation at a meeting of the Institute of Public Administration on November 14th. At a meeting of the West Armdale Home and School Association on May 9th, I spoke on the subject of notable Nova Scotians. In Saint John at a meeting of the Dominion-Provincial Conference on the Development of Historical Resources on May 2nd, I delivered an address on the Historic Sites and Monuments Board of Canada and the Development of Historical Resources.

Two bulletins of the Public Archives of Nova Scotia were prepared by me and published in 1963. Bulletin number 18 is entitled "Nova Scotian Institute of Science." Bulletin number 19 bears the title "The Public Archives of Nova Scotia." I also wrote an article, "The Martello Tower at Halifax," which appeared in **The Dalhousie Review**, Volume 43, no. 2.

Appendix A is a list of donors for the year 1963.

Appendix B is an article, "The Way to the Causeway," that was written for the **Cape Breton Post** in 1955, just prior to the opening of the Canso Causeway. It deals with the modes by which the Strait of Canso had been crossed up to that time.

A statement of the receipts and disbursements for the financial year ending March 31st, 1964, will be found below.

Respectfully submitted,
C. BRUCE FERGUSON,
Provincial Archivist.

STATEMENT OF RECEIPTS AND DISBURSEMENTS**For the Year ended March 31, 1964****RECEIPTS**

Balance on hand, April 1, 1963.....	2,890.92
Government of Nova Scotia.....	58,000.00
Sales of publications, etc.....	327.30

DISBURSEMENTS

Maintenance and expenses of building.....	2,181.41	
Furnishings and equipment.....	5,033.97	
Salaries.....	41,901.99	
Temporary Salaries.....	5,574.13	
Maritime Hospital Association.....	91.80	
Office supplies and expenses.....	1,085.78	
Transfer and express.....	153.75	
Library and manuscript room.....	1,679.08	
Bindery material.....	393.63	
Purchases, Archival Material.....	952.28	
Microfilm equipment and supplies	1,003.76	
Printing publications.....	561.55	
Sundry expenses.....	333.73	
	<hr/>	
	60,946.86	
Balance on hand, March 31, 1964.....	271.36	
	<hr/>	
	61,218.22	61,218.22
	<hr/>	<hr/>

For and on behalf of

**BOARD OF TRUSTEES OF THE PUBLIC ARCHIVES
OF NOVA SCOTIA**

C. BRUCE FERGUSON, Provincial Archivist

Winifred McFatridge, Secretary

Auditor's Report

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 March 31, 1964. I have obtained all the information and explanations that I required. I hereby certify that, the within statement is a true and correct summary of the receipts and disbursements for the said year, and that the balance shown as on hand and in the bank has been verified.

HAZEN H. VENO, Chartered Accountant.

Halifax, N. S.

April 7, 1964.

APPENDIX A**LIST OF DONORS**

Acadia University Institute, Wolfville, N. S.
Ambrose, Mrs. G. M., Halifax, N. S.
American Antiquarian Society, Worcester, Mass.
Antigonish Casket, Antigonish, N. S.
Armit, Capt. W. B., Halifax, N. S.
Atkins, Mrs. A. W., Amherst, N. S.
Atlantic Provinces Economic Council, Halifax, N. S.
Atlas Steels Limited, Welland, Ont.
Aylward, Mr. Thomas, Falmouth, N. S.
Banks, Mr. H. R., Halifax, N. S.
Bates, Mr. George T., Halifax, N. S.
Beck, Dr. J. Murray, Halifax, N. S.
Beebe, Mrs. R. W., Pontiac, Michigan.
Berry, Miss E. M. E., "Getternear", Kemnay, Scotland.
Bird, Dr. Will R., Halifax, N. S.
Blakeley, Miss Shirley, Halifax, N. S.
Blue, Maj. Malcolm C., Halifax, N. S.
Board of School Commissioners, Halifax, N. S.
Borrett, Mrs. W. C., Halifax, N. S.
Brady, Dr. Arthur J., Halifax, N. S.
British Columbia Historical Association, Victoria, B. C.
British Council Liaison Officer, Ottawa, Ont.
Bromage, Mr. Thomas, Herring Cove, N. S.
Buckley, Mr. Clair, Gen. Secy., Y.M.C.A., Halifax, N. S.
Burchell, Miss Edith, Windsor, N. S.
Bureau of Social and Economic Research, Montreal, P. Q.
Bureau of Statistics of Quebec, Quebec, P. Q.
Burrows, Mrs. M. P., Old Barns, N. S.
Cameron, Mr. James M., New Glasgow, N. S.
Cameron, Miss Mary, Halifax, N. S.
Campbell, Mr. A. J., Q.C., Montreal, P. Q.
Canadian Church Historical Society, Toronto, Ont.
Canadian National Railways, Montreal, P. Q.
Canadian Red Cross Society, Halifax, N. S.
Cape Breton Post, Sydney, N. S.
Carrier, Mrs. Carl W., Longmeadow, Mass.
Casket Printing and Publishing Co., Ltd., Antigonish, N. S.
Chase, Miss Margaret H., San Luis, Obispo, Calif.

Clayton, Mrs. Hazel M., Smith's Cove, Digby Co., N. S.
Coates, Mr. Ernest E., Nappan, N. S.
Coldwell, Mrs. K. R., Halifax, N. S.
Collins, Mrs. C. A., Halifax, N. S.
Commercial News, Halifax, N. S.
Commonwealth of Kentucky, Archives & Records Service,
Frankfort, Kentucky.
Cowan, Mr. Ralph, Halifax, N. S.
Creighton, Dr. G. W. I., Halifax, N. S.
Crowell, Dr. Harvey E., Halifax, N. S.
Crowther, Mr. Roger, Halifax, N. S.
Curran, Mr. W. J., Halifax, N. S.
Dalrymple, Mr. Joseph C., Bridgetown, N. S.
Davison, Mr. H. D., Bridgewater, N. S.
Department of Education, Halifax, N. S.
Department of Labour, Halifax, N. S.
Department of Municipal Affairs, Halifax, N. S.
Digby Courier, Digby, N. S.
Douglas, Mr. R. Alan, Windsor, Ont.
Douglas Library, Queens University, Kingston, Ont.
Dwyer, Capt. J. P., Halifax, N. S.
Eaton, Mr. E. L., Upper Canard, N. S.
Edwards, Mr. A. W., Halifax, N. S.
Edwards, Miss Muriel, Halifax, N. S.
Elliot, Miss Edith, Halifax, N. S.
Ells, Mr. Sidney C., Ottawa, Ont.
Falconer, Miss Mary, Halifax, N. S.
Fergusson, Dr. C. Bruce, Halifax, N. S.
Fergusson, Hon. N. Layton, Q.C., Halifax, N. S.
Fleming, Miss Mona W., Halifax, N. S.
Foster, Mr. J. H., Halifax, N. S.
Freeman, Mr. Rupert A., Inverness, N. S.
Fullerton, Miss Janet, Truro, N. S.
Government of Nova Scotia, Halifax, N. S.
Governor, Bank of Canada, Ottawa.
Grant, Mrs. W. E., Halifax, N. S.
Graves, Mr. Wesley G., Aylesford, N. S.
Halifax, City of, Halifax, N. S.
Halifax Herald, Ltd., Halifax, N. S.
Hamond, Mrs. C. E., Portchester, Hants, England.
Hancock, Mrs. Adelaide R., Amityville, L. I., New York.
Hants Journal, Windsor, N. S.

Harding Mr. James M., M.L.A., Shelburne, N. S.
Harris, Dr. R. V., Halifax, N. S.
Harris, Miss Zaidee, Halifax, N. S.
Hart, Mr. John F., Margaree Centre, N. S.
Harvey, Major C. H., Halifax, N. S.
Harvey, Dr. D. C., Halifax, N. S.
Haverstock, Miss Laura G., Halifax, N. S.
Hirtle, Mrs. H. A., Halifax, N. S.
House of Seagram, Montreal, P. Q.
Imperial Oil, Limited, Halifax, N. S.
Ingram, Mrs. W. A., Brockton, Mass.
Institute of Historical Research, London, England.
Institute of Public Affairs, Halifax, N. S.
Johnson, Dr. C. H., N. Kamloops, B. C.
Jones, Mr. Reginald Francis, Boston, Mass.
Jones, Hon. W. S. K., Halifax, N. S.
Johns Hopkins University, Baltimore, Maryland.
Kennedy, Mrs. J. F., Hilden, Col. Co., N. S.
King, Mrs. Martin, Halifax, N. S.
Kline, Mr. J. Russell, Halifax, N. S.
Knaut, Family of the late Wilfrid Laurier, Camrose, Alberta.
Lee, Mrs. James, Port Morien, N. S.
Lee, Lt.-Col. R. H. Melville, Stoke, Old Headington, Oxford,
England.
Legislative Library, Fredericton, N. B.
Leonard, Miss Verna, Halifax, N. S.
Lloyd, Mayor John E., Halifax, N. S.
Long Island Historical Society, Brooklyn, New York.
Lovett, Mr. Miller C., Rockport, Mass.
MacBeath, Dr. George, Saint John, N. B.
MacDonald, Mr. C. A., Halifax, N. S.
MacDonald, Miss Frances, Halifax, N. S.
MacDonald, Mr. G. F., North Sydney, N. S.
MacDonald, Miss Hilda H., Glendyer, Inverness Co., N. S.
MacDonough, Mr. James, Halifax, N. S.
MacKenzie, Mr. John E., Mira Gut, N. S.
MacLaren, Mrs. R. E., Halifax, N. S.
McLarren, Mrs. G. F., Edmonton, Alberta.
McLaughlin, Mrs. Charles E., Halifax, N. S.
McLean, Mrs. J. R., Glace Bay, N. S.
McLearn, Miss Edna, Elmsdale, N. S.
McLennan, Miss Katharine, Sydney, N. S.

McLeod, Mr. Albert M., Sydney, N. S.
MacMillan, Mr. Allan E., Halifax, N. S.
Macnab, Mrs. Charles Irving, Halifax, N. S.
Manson, Hon. E. A., Halifax, N. S.
Margerison, Mr. B. D., Richmond, Virginia.
Maritime Merchant, Sackville, N. B.
Maritime Museum of Canada, Halifax, N. S.
Maritime Telegraph and Telephone Co., Ltd., Halifax, N. S.
Massachusetts Historical Society, Boston, Mass.
Medical Society of Nova Scotia, Halifax, N. S.
Monaghan, Col. J. D., Halifax, N. S.
Moody, Mrs. Alice Bingay, Yarmouth, N. S.
Morriscey, Mr. Roy, Halifax, N. S.
Mosher, Miss Beryl, Windsor, N. S.
Muir, Mrs. W. L., Halifax, N. S.
Municipality of the County of Halifax, Armdale, N. S.
Municipality of the District of Lunenburg, Lunenburg, N. S.
Munn, Mr. R. Russell, Akron, Ohio.
Murray, Mr. P. Ian, Toronto, Ont.
National Gallery of Canada, Ottawa.
National Historical Publications Commission, Washington, D. C.
New Brunswick Museum, Saint John, N. B.
Newfoundland Archives, St. John's, Newfoundland.
New-York Historical Society, New York, N. Y.
Norman, Miss Helen, Halifax, N. S.
Nova Scotia Museum of Science, Halifax, N. S.
Nova Scotian Institute of Science, Halifax, N. S.
Nova Scotia Light & Power Co., Ltd., Halifax, N. S.
Nova Scotia Travel Bureau, Halifax, N. S.
O'Brien, Miss Alice, Halifax, N. S.
Ontario Archives, Toronto, Ont.
Ontario Historical Society, Toronto, Ont.
Partington, Col. K. J. B., Halifax, N. S.
Patterson, Hon. Mr. Justice Frank H., Halifax, N. S.
Phinney, Mr. H. W., Lawrencetown, Annapolis Co., N. S.
Power, Mrs. Frank, Halifax, N. S.
Provincial Secretary's Department, Halifax, N. S.
Public Archives of Canada, Ottawa.
Quebec Bureau of Statistics, Quebec, P. Q.
Queen's Printer, Halifax, N. S.
Queen's Printer, Ottawa.
Rafuse, Mr. Maxwell, Halifax, N. S.

Robertson, Mrs. Donald, Shelburne, N. S.
Royal Bank of Canada, Montreal, P. Q.
Russell, Mrs. J. G., Sackville, N. S.
Rutt, Mr. Charles, Dartmouth, N. S.
Saskatchewan Archives Board, Saskatoon, Sask.
Saxton, Mr. R. G., Halifax, N. S.
Sayward, Mrs. H. L., Pittsford, N. Y.
Shand, Miss Gwendolyn V., Windsor, N. S.
Silver, Mr. B. C., Wolfville, N. S.
Smiley, Mrs. B. G., Beavertown, N. S.
Smith, Mr. Fletcher, Halifax, N. S.
Smith, Mr. R. P., Amherst, N. S.
Stairs, Mr. Arthur D., Halifax, N. S.
Stairs, Mr. H. M., Halifax, N. S.
State Department of Archives and History, Raleigh, N. Carolina.
State Historical Society of Wisconsin, Madison, Wis.
Strachan, Mrs. W. H., Halifax, N. S.
Strum, Mrs. Paul, Windsor, N. S.
Tait, Mr. Wm. M., Dartmouth, N. S.
Thomas, Mr. C. E., Halifax, N. S.
Tobin, Mr. W. J., Sydney, N. S.
Toward, Mrs. Lillias M., Baddeck, N. S.
Traboulosee, Mr. Anthony, Glace Bay, N. S.
Turner, Mr. Donald, Halifax, N. S.
University of Washington, Seattle, Washington.
University of Western Ontario, London, Ont.
Vair, Mrs. J. D., Halifax, N. S.
Vickery, Major E. J., Halifax, N. S.
Wainwright, Major E. P., Halifax, N. S.
Wainwright, Rev. Kennedy, Stewiacke, N. S.
Webber, Mr. David A., St. John's, Newfoundland.
Webster, Mrs. C. A., Yarmouth, N. S.
Weis, Rev. Robert Lewis, Providence, R. I.
Wetmore, Mr. Donald, Halifax, N. S.
Whiston, Mr. Howard, Halifax, N. S.
Yarmouth County Historical Society, Yarmouth, N. S.
Yarmouth Light, Yarmouth, N. S.
Yeoman, Miss Jean, Halifax, N. S.
Zacks, Mr. S. J., Toronto, Ont.

APPENDIX B

THE WAY TO THE CAUSEWAY

by

C. Bruce Fergusson

(1955)

"What! is Cape Breton an island?"

"Certainly."

"Huh! Are you sure of that?"

When I pointed it out on the map, he examined it earnestly with his spectacles; then taking me in his arms, "My dear C-----!" cried he, "you always bring us good news. Egad! I'll go directly, and tell the King that Cape Breton is an island."

The words and the reaction attributed by Tobias Smollett to the Duke of Newcastle in **The Expedition of Humphrey Clinker** (1771) suggest that even a political leader was ignorant of the true status of Cape Breton in the eighteenth century. What will be the case in 1955? The causeway now nearing completion will be not only a consummation long devoutly wished, but will also afford ground for humorous speculation as to the new status of the most beautiful gem in Scotia's crown.

Indian Couriers

When the motorist may speed over the causeway, and mails, passengers and freight hasten across the Strait of Canso by the same means, how many people will hark back to the difficulties, the delays and the inconveniences of earlier days? How many will recall that mails between Halifax and Sydney in 1816 and 1817 were carried by Micmac couriers, with Morris Bask being paid £6 for going from Sydney to Halifax with Public Letters, or £15 "for carrying and bringing a mail to & from Halifax"?¹ In those far-off days, when there was not even a regular ferry service across the Strait of Canso, crossing that mile of water must have been a matter of private arrangement or personal ingenuity. How many motorists of 1955 will know and remember the various developments and important milestones which have led eventually to the construction of the causeway?

Early Ferry Service

The first regular system of crossing the Strait was a far cry from that of the causeway as it will be on its completion. One hundred and thirty six years ago, something in the way of a regular ferry service was established between Cape Breton Island and the mainland of Nova Scotia. At the outset a small boat was sufficient for the purpose, but soon Hugh McMillan,² the ferryman, found it necessary to provide boats suited to the conveyance of horses and cattle as well as passengers. In those days, the ferryman was at considerable expense not only to provide boats, but also to keep them in repair, and the latter was a matter of some consequence on account of the buffeting by ice in the winter seasons.

Financial Aid from the Quarter Sessions

At first the ferryman's only public assistance in the maintenance of this service was an annual grant of £6 from the Court of General Sessions for Cape Breton, for carrying the mail across the Strait.

Other Public Assistance

Finding that amount inadequate for the purpose of providing boats and keeping them in repair, the ferryman sought aid from the Legislature of the Province, and by 1829 received it in the amount of £20 per annum. Subsequently, there were several ferries in simultaneous operation, running back and forth across the Strait, with a ferryman at each end of the service between each pair of termini. Some of the early ferrymen were: Hugh McMillan, Richard Carter, Alexander Auld, John Carter, Andrew Sharp, Alexander McGuire, James B. Hadley, John Forrestal, John McNair, Archibald McLean, Thomas Martin, and Charles Embree. Ferrymen conducted one or more of the following services: Ship Harbour (now Port Hawkesbury) to Cape Porcupine; McMillan's Point (west of Port Hastings) to Auld's Cove; Richard Carter's landing (near Steep Creek) to David McPherson's landing; McNair's Cove (now Port Mulgrave) to Ship Harbour; McGuire's landing to McPherson's landing; Middle Melford to McPherson's landing; Forrestal's to McMillan's Point; and Steep Creek to McPherson's landing.³

Soon the Quarter Sessions of Guysborough gave financial aid to the ferry service, as the Sessions of Cape Breton had already done, and as both Inverness and Richmond were to do after the division of the island into counties in 1834-35. When the Legislature of the Province granted financial aid for the service from 1829, it usually coupled with the vote the direction that the boat or scow used was to be placed under the regulation of the General Sessions for the North-Western District of Cape Breton, for Guysborough, for Richmond or for Inverness.

Inconveniences and Improvements

In those years, during part of the winter season, there was much difficulty in crossing the Strait on account of drift ice floating back and forth with the strong variable currents which prevailed at that season. As a result, travellers as well as mails were frequently detained for hours, and sometimes delayed for days by storms and ice, causing both inconvenience and loss to the public. Improvements were required to obviate these delays and disadvantages; and such meliorations entailed the use of a greater variety of boats by the ferrymen — scows, light flats or ice boats and whale boats. Steps were taken to provide the needed changes. By the early 1850's a bi-weekly mail service to Cape Breton was in operation;⁴ in June 1855 a tri-weekly Halifax-Sydney mail service was inaugurated; and in 1865 a daily service was begun.⁶

Meantime, several important factors made it very expedient to establish a ferry service between McNair's Cove (Port Mulgrave) and Ship Harbour (Port Hawkesbury). The situation of the land and the course of the tide both gave certain advantages over conditions at the places where ferry service had already been established and where delays were sometimes occasioned by obstructions of ice, wind, currents and absence of boats. In addition, a new road from Big Tracadie shortened the shore road by 9 miles and opened up a large tract of habitable and fertile country, making it desirable that a new ferry be speedily established to cope with the increasing travelling and to shorten the route to Cape Breton by several miles. All these factors favoured the setting up of a new service, and this was put in operation in 1855.

The Coming of Steam

The next major development was the attempt to establish a steam ferry service. By 1860 the Legislature of the Province was interested in such a project, and Alexander McBean offered to place a steamer upon the route between Port Mulgrave, Ship Harbour, Auld's Cove and Plaster Cove (Port Hastings), to run twice a day each way, with the privilege of taking her off for towing or repairs, in which case he would replace the steamer with a first class row or sail boat. On March 16, 1861, a petition was presented in the Legislature from the inhabitants of Hawkesbury, in which they asked that that village might be made one of the termini of the proposed steam ferry at the Strait of Canso. No action was taken on this petition at that time. Two years later, however, a vote of \$2,000 was authorized in aid of a steam ferry boat at the Strait of Canso, "when it is certified to the satisfaction of the Government that the necessary measures have been adopted to efficiently perform that service."⁷ In 1863, over a thousand dollars was paid to Alexander McBean in aid of the Steamer **Experiment**. Subsequently, in 1870 and 1872, the Strait of Canso Steam Ferry Company and the Nova Scotia and Cape Breton Ferry Company were incorporated, and in 1871 the House of Assembly of Nova Scotia approved the following resolution:

Whereas, The Strait of Canso steam ferry company, having asked the local government for a grant of three hundred dollars per month, the government taking into consideration the interests of all parties have only been able to vote one hundred dollars per month;

Resolved, That the trips of the steamboat between Port Mulgrave and Port Hawkesbury be reduced to three trips per day, which is as much of the boat service as the company can render for so small a grant.⁸

In the year 1872, the **A. Knight**, a steamer, plied between Port Hawkesbury and Port Mulgrave.⁹ Nine years later, the steamer **Effort** ran between Wylde's Cove and the Cape Breton side,¹⁰ and Geo. C. Lawrence provided a steam ferry service between Port Mulgrave and Port Hastings. Until the coming of railways to the area, however, it seems that traffic was insufficient or steamers could find more lucrative employment elsewhere, for except for the years 1872 and 1880-81 the older type of ferry service continued to function.

Railways

The coming of railways to the region created new needs in transport at the Strait. The Eastern Extension Railway was opened for traffic from New Glasgow to Antigonish in September 1879, and from Antigonish to the station at Crittenden's Creek in December 1880. Shortly afterwards traffic was running to Wylde's Cove.¹¹

SS **Norwegian**

Meantime, the SS **Norwegian**, which had been built in Quebec in 1876, was brought to the Strait of Canso in August 1880 by the Halifax and Cape Breton Railway for ferry service there.¹² Although she was sheathed with iron a quarter inch thick for seventy feet of her length, both the Federal Government Steamboat Inspector, who examined her, and the Provincial Engineer, considered her as totally unsuited for the purpose of keeping up free and uninterrupted traffic during the winter months across the Strait of Canso. Be that as it may, the SS **Norwegian** began running irregularly between Wylde's wharf and Grant's wharf, Port Hawkesbury, on November 4, 1880; and on December 8 of the same year, H. Abbott, Managing Director of the Halifax and Cape Breton Railway, issued a notice to the effect that the steamer **Norwegian** would run from Grant's wharf, Port Hawkesbury, at 6.45 a.m. and 1 p.m., and from Wylde's Cove at 11 a.m. and 7.10 p.m.

Notwithstanding this notice, however, the 7.10 trip from Wylde's Cove was not made. Nor was it made up to the end of January 1881. As a result, mails from the westward arriving by train at Wylde's Cove after 7 p.m. were put on board the steamer, where they remained until the following morning.

Winter service was irregular and broken but the **Norwegian** continued her ferry service until the summer of 1883. Interruptions were caused in winter by damage to her equipment by ice, by striking wharves or by running ashore. While repairs were made, in such cases, the mails were carried across the Strait by small boats. Sometimes, too, it was necessary for both passengers and mail to be deposited on ice on one side of the Strait or the other, when the wharf was inaccessible on account of "board" ice.

In August 1883 the **Norwegian** was taken off this service for examination and repairs.¹³ She was placed in dry dock and examined by two Federal Government Inspectors, who recommended that she should receive a thorough repair. The work was done at Halifax, where she was completely overhauled from stem to stern, and from pipe top to keel. With this overhaul and many additions and improvements, by March 1884 the **Norwegian** had become practically a new vessel. She had previously been a wooden screw steamer of 131 tons gross and 75 horse power, 106 feet long, 21 feet in beam and 10 feet in depth of hold. By the spring of 1884, she was much the same in length and breadth but a new top had increased her tonnage to 202 and new engines had doubled her horse power. Her new propeller had two spare blades, which could be readily bolted on in case of accident by ice. Her hull was built of oak, elm and pitch pine, and she had been sheathed with rock-elm fore and aft and over that with iron. Iron guards were placed over all the ports outside, and she had been strengthened to the greatest possible degree for encountering ice. Her new rudder and stern-post were also ironbound. As a result of this overhaul and repair, the **Norwegian** was considered to be satisfactory for the Strait of Canso service. In the meantime, while the **Norwegian** was in dry dock, the ferry steamer **Rimouski** conveyed mails and passengers across the Strait.

By this time the Government of Canada had purchased the Eastern Extension Railway from the Government of Nova Scotia, and after January 9, 1884, the railway was operated under the direction of the officials of the Intercolonial Railway.¹⁴ The Canadian Government at this time also acquired the Strait of Canso ferry steamer. She underwent considerable repairs in 1888. During the winter of 1889-90 the career of the **Norwegian** came to an end when she was destroyed by fire.¹⁵ Arrangements were thereupon made to procure a new boat. In the meantime the steamer **Goliath** performed the Strait of Canso ferry service under charter.

SS **Mayflower**

The steamer **Mayflower** was engaged by the Intercolonial Railway to run between Port Mulgrave and Point Tupper for the winter of 1891-92¹⁶ and she continued that service until the year 1893. At the time she was first engaged on this duty she was described as the best boat yet used on the Strait of Canso.

SS **Mulgrave**

Meantime arrangements had been made for a new ferry steamer and for improved railway service at the Canso crossing. It was proposed to provide not only a new ferry steamer but also two large barges which would carry freight and passenger cars and be towed across the Strait when conditions would permit. Messrs. McDonald and Moffat contracted to build the train barges, and tenders were invited for the construction of a ferry steamer upon plans and specifications prepared by Messrs. Carrier, Laine & Co. of Levis, Quebec.¹⁷ New needs at the Strait had made an improved service a necessity. In 1891 through railway communication was established between Sydney and Halifax; in 1896 the Sydney and Louisburg Railway was completed; and five years later Inverness was to be connected by rail with Port Hastings and Point Tupper. This converging of railways on one point at the Strait of Canso made necessary a ferry service able to cope with the increased traffic. The result was the construction of barges by McDonald and Moffat and the building of the steel ferry steamer **Mulgrave**.

I. Matheson & Co. of New Glasgow, which had built an iron vessel, the tugboat **Elsie** in 1892, constructed the steel ferry steamer **Mulgrave** and launched her from the yard of J. W. Carmichael & Co. on the East River, Pictou County, in July 1893.¹⁸ She was about 122 feet in length over all, 34 feet in width and 16 feet in depth. Her hull was built entirely of steel and was of exceptional strength. In addition to her heavy frames and plates and intercostal keelsons, she had a double plate along the water line for 60 feet from the stern on each side. The plates and frames as well as the anchor and chains and some of the fittings were imported from Great Britain. But the stern-post and rudder, which were of forged iron, and most of the engine forgings, were made by the Nova Scotia Steel and Forge Co. of New Glasgow. Her machinery was also constructed by I. Matheson & Co. The **Mulgrave** was one of Nova Scotia's pioneer efforts in steel shipbuilding.

When the **Mulgrave** and her docking facilities were ready in 1893, the **Mayflower** was assigned new duties on the run between Pugwash and Summerside. The new service at the Strait of Canso provided the new ferry steamer of steel and 484 tons,

and two barges, the larger of which could carry four of the larger passenger cars or eight freight cars.

Notwithstanding the improvements the Canso crossing was still rather a slow business, with only a few cars being carried over at one time and on occasion passengers had to be taken from one side to the other by the ordinary ferry steamer.

Bridge Proposal

Soon there were projects not only for a more improved ferry service, but also for a bridge over, or a tunnel under, the Strait of Canso. In the year 1899 such projects came before the Legislature of the Province, and Statute 126 of that year — An Act to Incorporate the Cape Breton Railway Extension Company, Limited — dealt specifically with these proposals. That company was incorporated not only for the purpose of constructing and operating such railway, but also for building, maintaining, controlling and working a bridge, tunnel or ferry, over, at or under the Strait of Canso in connection with that railway.

Improved Ferry Service

The next important development was made in 1900 when the Federal Government voted \$250,000 to improve the ferry service at the Strait of Canso.¹⁹ At that time the Minister of Railways and Canals declared that a ferry was really the key to the situation of Cape Breton development, and that they were absolutely compelled to have a ferry upon which trains could be carried bodily, going straight out from one slip and running straight into another one. A contract was thereupon made with Armstrong, Whitworth & Co., of Newcastle, England, for the construction of a ferry steamer for the carriage of railway trains across the strait of Canso.²⁰

By the summer of 1901 the new Intercolonial Railway ferry steamer **Scotia** was completed.²¹ This steamer, which was also an ice-breaker, could carry nine Pullman cars, 84 feet 6 inches long each, or a corresponding number of box cars. She was also specially strengthened to take an express locomotive and tender, weighing not less than 118 tons. On 23 August 1901, she sailed from the Tyne, and on 28 September, after a rough Atlantic

crossing, reached Port Hawkesbury. Because of the buffeting she received on the Atlantic crossing, it was thought advisable to send her to Halifax for examination. After this examination and the completion of docking facilities at the Strait of Canso, the **Scotia** went into commission on the ferry service on 25 April 1902.

Action on the Bridge Project

Meantime the possibility of a bridge was being discussed and a company was organized for its construction. Engineers considered bridge and tunnel projects. They concluded that a tunnel was quite out of the question but that no very serious engineering difficulties stood in the way of the construction of a bridge. At an interview at the Windsor Hotel, Montreal, in September 1901, Mr. J. A. Gillies, ex-M.P. for Richmond, and a practising lawyer of Sydney, gave a glowing account of three different railway systems then converging on one point at the Strait of Canso and declared that the great bridge of the near future would be the one across that Strait.²² By March of 1902, a number of promoters of a bridge had petitioned Parliament for incorporation, and plans had been prepared for the construction of a bridge.

On 4 March 1902, a petition was presented to Parliament, from Alexander C. Ross, of Sydney; Robert G. Reid (who had been engaged in such Canadian railways as the C.P.R. and lines in Newfoundland) of Montreal; Graham Fraser (manager of the Nova Scotia Steel and Coal Co. and later general manager of the Dominion Iron and Steel Co.) of New Glasgow; and Hiram Donkin (consulting engineer of the Nova Scotia Steel and Coal Co.) of Antigonish, asking for incorporation as the Canso Bridge Company, to build and operate a railway and general traffic bridge over the Strait of Canso. Subsequently, the Bill to incorporate this Company was read a first and a second time in the House of Commons, was considered in committee and assented to on 15 May 1902.

This statute - 2 Edward VII - chap. 104 - An Act to incorporate the Strait of Canso Bridge Company - provided for the incorporation of Donkin, Fraser, Reid, and Ross, together with such persons as should become shareholders in the company. By the provisions of this statute, the Company's work was to be

commenced within two years and completed within six years from the passing of this Act, otherwise the powers granted for the construction of that work should cease and be null and void.

Donkin, one of the promoters, had already prepared several sets of plans for the bridge. These indicated that the bridge was expected to be built from Cape Porcupine to near MacMillan's Point, at Port Hastings. Careful soundings had been made, and the engineers reported that the Strait had a bottom of solid rock and that there were no insuperable engineering difficulties. At that time it was thought that the plan most likely to be adopted was one providing for a cantilever bridge of 1800 feet, with an approach of steel trestle work of 1,070 feet on the Cape Breton end, and a short approach of 300 feet at Cape Porcupine. This plan also included 2 piers in water of 80 feet in depth, with bottom girders of the bridge about 150 feet above high water mark, so as to allow vessels to pass safely beneath. It provided for two lines of railway tracks besides carriage roads on each side. It was thought that this proposed bridge would probably be erected by the Dominion Bridge Co., at an estimated cost of \$4,500,000. An alternative plan provided for a suspension bridge with a span of 2100 feet, and with the piers in 60 feet of water.²³

Support from North Sydney Board of Trade

Meantime, at a meeting on 13 March 1902, of the North Sydney Board of Trade, at which Hiram Donkin was present and gave a brief description of the proposed bridge across the Strait of Canso, the following resolution was moved by A. C. Bertram (proprietor and editor of the **North Sydney Herald**) and seconded by D. J. W. McLean, and passed unanimously.

Whereas the feasibility of bridging the Strait of Canso has been shown beyond a doubt by recent surveys; and,
Whereas, The large and growing trade and travel and the greater volume of the traffic that will cross the Strait of Canso in the near future from the development of our coal and steel industries and from the use of Eastern Cape Breton ports by ocean passenger liners; and,

Whereas, The existence of three large lines of railway on the island and the probable completion and operations

of other lines in the near future makes it imperative that the best and most expeditious means of transferring traffic be adopted, therefore, Resolved, That this Board heartily commends the project of bridging the Strait of Canso and would urge upon parliaments its favourable consideration.²⁴

Other Support

Other support for the bridge project was given by the **Sydney Daily Post** and the Municipal Council of Victoria County.²⁵ In its editorial of 15 March 1902, the Sydney newspaper expressed regret that the ferry steamer **Scotia** had not come up to the expectations of the public, and declared that a bridge across the Strait was what was wanted. It noted with approval and endorsed the recent action of the North Sydney Board of Trade with respect to the proposed bridge. Nearly two months later — on 7 May 1902 — the Municipal Council of Victoria County took up the matter and, in a resolution almost identical with that of the North Sydney body, urged the Federal and Provincial Parliaments to give favourable consideration to the bridge project. This resolution was moved by Dan A. McDonald and seconded by A. W. Ross.

Plans Drafted

Eventually, in June 1902, J. A. L. Waddell, of the firm of Waddell & Hedrick, of Kansas City, which was engaged in large construction projects in the United States, Mexico and Canada, visited Cape Breton and inspected the proposed site of the projected bridge.²⁶ He declared that he and the incorporators of the Canso Bridge Company had already entered into a verbal agreement for the drafting of plans and the fulfilment of engineering work for this project, that the bridge would be a cantilever one, with a span of fully 1800 feet and with termini at Port Hastings and Cape Porcupine, and that the structure would cost about \$5,000,000. He said that he had thought the whole matter out, that he had no doubts about the feasibility of the project, and that he regarded the construction of this bridge in the light of a necessity for Cape Breton Island.

Unfortunately, however, Sydney's hopes of being a terminus of the fast Atlantic steamship project were not realized, and the