

Phyllis Q. Beskeley
assistant Archivist office

REPORT

of the

Board of Trustees of the Public Archives of Nova Scotia

For the Year 1972



HALIFAX, N. S.

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

For the Year 1972

To His Honour

**The Honourable Clarence Lloyd Gosse, M.D., C.M., F.R.C.S.,
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 1972, together with a statement of receipts and disbursements for the period April 1st, 1972 to March 31, 1973.

Respectfully submitted

GERALD A. REGAN

Premier

BOARD OF TRUSTEES
PUBLIC ARCHIVES OF NOVA SCOTIA

Honourable Victor deB. Oland, E.D.,
Lieutenant-Governor of Nova Scotia

Honourable Gerald A. Regan,
Premier of Nova Scotia

Honourable A.H. MacKinnon
Chief Justice of Nova Scotia

Mr. John M. Buchanan,
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

— Archdeacon Hastings B. Wainwright,
President, Nova Scotia Historical Society

Professor Anthony MacKenzie

Dr. Peter Waite

C. Bruce Fergusson
Provincial Archivist

Miss Winifred McFatridge
Secretary

REPORT OF THE PUBLIC ARCHIVES OF NOVA SCOTIA

For the Year 1972

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 1972.

Two concepts, which are receiving increasing recognition in Canada and elsewhere, are regarded as desirable goals for archival institutions. One is "total archives"; the other is "total utilization of archives."

The concept of "total archives" means not only that the official archival repositories, namely, the Public Archives of Canada and the provincial archival institutions, ensure the preservation of all kinds of archival material. It also proposes that the archival system should integrate control over the management of current records, record centres for dormant records, and central microfilm services, as well as the conventional archival functions of acquiring, preserving, and making accessible materials of permanent value as a historical resource and a cultural heritage. Developments at the Public Archives of Canada in Ottawa, in the Department of Public Records and Archives of Ontario and in other provinces are examples of this concept in practice. The Public Archives of Nova Scotia is the official repository for public records and private papers in the province but it has not proceeded as far as certain other Canadian archival institutions in records management for current records.

By "total utilization of archives" is meant the use of archival materials by or for the benefit of the greatest possible number of persons. At the Public Archives of Nova Scotia in recent years there has been an accelerating trend in the popularization of archives.

During the year a considerable portion of the interior of the Archives Building was repainted and a variety of furnishing and equipment was acquired or installed. Among the articles purchased were five microfilm cabinets, four filing cabinets, one typewriter, one microfilm reader, two metal tables, one step-ladder, one fire-extinguisher, and steel shelving. Equipment designed for the control of humidity was installed in the Archives Building.

Among the governmental records acquired during the year were those of the House of Assembly for 1959-60 and 1963-64. Others included a copy

of the Report of the Royal Commission on Coal, 1959, papers relating to Centennial Medals, the Confederation Train, and the Confederation Caravans, applications for prospecting licenses, 1956-1966, registers of leases 1868-1951, and lease rental books, 1946-1972.

In the course of the year additions were also made to our collections of municipal records. Two hundred and eight items of proceedings and reports were received from two cities, ten towns, and six rural municipalities. Other acquisitions include the Grand Jury Book for the District of Yarmouth and Argyle for 1814-1851 and a considerable quantity of Ward Books, Assessment Rolls, and correspondence of the City of Halifax.

Accessions were also made to the records of clubs and societies. These include publications of the Blind Rights Action Movement; the annual report of the Canadian Red Cross Society, 1971; the minute book and correspondence of the Halifax Women Teachers' Club, 1963-1972; clippings, correspondence and illustrations for *Seasoned Timbers* from the Heritage Trust of Nova Scotia; reports of joint conferences of the Nova Scotia Association of Children's Aid Societies and the Association of Child Caring Institutions, 1957-1959, and of the Nova Scotia Child Welfare Association, 1960-1967; miscellaneous accounts and correspondence of the Nova Scotia Barristers' Society, 1888-1898; minutes, reports, and correspondence of the Nova Scotia Museum of Fine Arts; programmes, constitution and by-laws of the Nova Scotia Rifle Association, 1931-1969; records of the Sons of Temperance of Liverpool, 1831-1902; and minutes of the Queens County Friendly Society, 1883-1908.

Our collections of business records continue to expand. One substantial acquisition is that of the day books, journals, ledgers, and correspondence of W.C. Smith Co., Lunenburg Sea Products Ltd., Smith Fisheries Ltd., and National Sea Products Ltd. for 1899 to 1953. Other accessions include a ledger of Fader Bros., 10 Bedford Row, Halifax, 1885-1887; a ledger of John H. Fader, Head of St. Margaret's Bay, 1915-1922; ledgers, journals, marine policies, and miscellaneous records of Pickels and Mills, and A.D. Mills and Son, of Annapolis Royal 1883-1912; ledgers and account books of George A. Purdy, of Clements, 1848-1875; ledgers of Barnabas Freeman and Dennis Freeman, of Liverpool, 1783-1828; ledgers of Joseph Freeman, of Liverpool, 1821-1837; ledgers of Thomas R. Pattillo, of Liverpool, 1845-1873; day books of Caleb Seely and Co., of Liverpool, 1837-1844; and a ledger of William McGill Scott, of Liverpool, 1867-1874.

Additional accessions of manuscript documents worthy of note are a volume of transactions in land in the Parrsborough area for 1776-1863, a register of births, baptisms, and marriages at Barney's River, 1812-1883, and a register of marriages, births, and deaths, and marks and brands, kept by the proprietors' clerk in Liverpool from about 1762. Moreover, a considerable

collection of Queens County Court Records for the period 1808 to 1913 was obtained from the Queens County Historical Society and records of the Halifax Poor Asylum, 1829-1860 and 1887 were also received.

Private papers of interest have also been acquired. These include letters and documents of the Ross family of New Ross, the diary of Miss S. Clinch, 1853-1854, the diary of William M. Munro for 1882, the diary of Rev. Edward Elisha Budd Nichols for 1846-1868, and miscellaneous essays, lectures, poems, and other compositions of W.H. Wiswell. In addition, eight letters written by John MacPherson, teacher and poet, to John Morton Ford, in 1835-36 were received.

Genealogical material also continues to be collected. In 1972 we acquired accounts of or notes pertaining to families named Aitken, Blois, Brabiner, Campbell, Coaldwell, Copeland, Crowe, Dechman, Delesdernier, Deveau, Fulton, Handley, Harrison, Hilchie (Hilchey), Hiltz, Lovelace, Macnab, Mitchell, Morris, Olmstead, Page, Porter, Potter, Pye, Rettie, Reynolds, Sargent, Seaman, Smith, Sutherland, Vaughan, Walker, Waugh, Whidden, and Woodworth.

In 1972 a substantial quantity of other material was borrowed and photographed. It included such municipal records as the minutes of the Municipality of the County of Cumberland for 1871-1896, the minutes of the Town Council of Glace Bay for 1902-1914 and 1922-1940, the Liverpool Township Book, 1761-1870, and the Westchester Township Book, 1782-1970. It also comprised such records of societies as the minutes of the Amherst Cemetery Company, 1875-1898, of the Dalhousie Faculty Association, 1932-1959, of the Nova Scotia Pharmaceutical Society, 1875-1917, of the Liverpool and Queens County Branch of the Bible Society, 1818-1908, and of the Queens County Total Abstinence Society, 1838-1864. Other items which were reproduced on microfilm were the papers of Bishop Edmund Burke, Bishop William Fraser, and Archbishop Thomas L. Connolly, as well as the diary of William Ford, of Liverpool, 1867-1870, the diary of John Belcher Moore, of Upper North Sydney, 1877-1899, and the diary of John Sidney Morton, of Milton, 1874.

Still other items which were reproduced in the same manner were a military headquarters book, Halifax, 1798-1800, and a log of the privateer *Lawrence* of 1757. A substantial collection of the correspondence of the Commissioners of Crown Lands for the period 1858-1911 was also photographed.

In addition, miscellaneous documents pertaining to Queens County, for the years 1761 to 1925, were reproduced on microfilm. These include notes on families, an account of shipbuilding, the reminiscences of Henry G. Farish,

M.D., and a paper entitled "Liverpool Baptist History" by Elizabeth E. Day. Among the items which were photographed were records relating to Negroes, others relating to Indians, and others pertaining to Vale Colliery.

To our collection of church records additions were made. An account book of Chalmers Presbyterian Church, Halifax, 1863-1867, was acquired. Among the church records borrowed and photographed were those of Trinity Anglican Church, Liverpool 1819-1924, those of the Presbyterian Church of the Lower Provinces, 1866-1875, those of the Presbyterian Church in Nova Scotia, 1852-1858, those of the Church of Scotland, 1823-1877, those of St. James Presbyterian Church, New Glasgow, 1786-1925, those of New St. Andrew's Church, New Glasgow, 1888-1907, and those of First Presbyterian Church, New Glasgow, 1908-1926. Also reproduced in the same way were the records of St. George's Anglican Church, Parrsborough, 1787-1971, Trinity United Church, Parrsborough, 1854-1972, Holy Trinity Anglican Church, Port Greville, 1897-1949, Christ Church, Parrsborough Roads (Black Rock), 1921-1971, St. Mark's Anglican Church, Moose River, 1921-1971, St. John's Anglican Church, Diligent River, 1921-1971, and Shubenacadie Methodist Circuit, 1870-1912.

Registers of schools continue to be acquired. Those collected in 1972 include Central Argyle School, 1937-1959; Ellershouse, 1946-1964; Enfield, 1904-1962; Hadleyville, 1953; Mulgrave, 1894-1971; Pirate Harbour, 1894-1930; Port Malcolm, 1943-1960; and Point Tupper, 1936-1965.

Among our acquisitions are several scrapbooks. One contains musical programmes in Halifax from 1871 to 1897; another is composed of clippings relating to education, 1961-1971; a third comprises material relating to World War I. The others were kept by Rev. Dr. H.W. Cunningham, J.W. Gorham, A.E. MacDonald, and the Nova Scotia Registered Music Teachers' Association.

In 1972 our collection of microfilm increased markedly, with the assimilation of about 1900 rolls of positive microfilm. Over 1500 rolls contain deeds and wills; 193 contain newspapers; 64 contain correspondence relating to Crown Lands; 30 contain church records; and the remainder contains miscellaneous material. The rolls of microfilm of newspapers acquired in 1972 are *The Acadian* of 1827-1828; *Alliance Journal and Temperance Advocate*, 1875-1885; *British Colonist*, 1874; *Cape Breton Post*, 1971; *Chronicle-Herald*, November 1971-September 1972; *Church Guardian*, July-December, 1879; *The Cross*, January-November, 1847; *Diocesan Times*, January 1946-May 1972; *Evening Mail*, January 1, 1917-September 29, 1917; January 1918-December 1919; *Guysborough Advocate*, 1951-1959; *Halifax Weekly Times*, 1842-1843; *Mail-Star*, November 1971-September 1972; *Morning Herald*, January-June, 1879; *Pictou Ob-*

server, June 1838–December 1840; *Truro News*, July 5, 1845–December, 1845; 1849-1857; and *Victoria-Inverness Bulletin*, 1951-1959.

Our collection of newspapers also continues to grow. Current issues of 31 Nova Scotia newspapers were received in 1972. These were *The Advance*, *The Advertiser*, *Amherst Daily News*, *Atlantic Review*, *The Bridgewater Bulletin*, *The Cape Breton Post*, *The Casket*, *Cornwallis Ensign*, *The Dartmouth Free Press*, *The Digby Courier*, *The Evening News*, *Forward*, *The 4th Estate*, *The Greenwood Argus*, *Halifax Suburban Mirror*, *The Hants Journal*, *The Highlander*, *The Light-Herald*, *The Maritime Co-operator*, *The Micmac News*, *The Monitor*, *The Parrsboro Record*, *Le Petit Courrier*, *Progress Enterprise*, *The Register*, *The Scotia Sun*, *The Spectator*, *The Springhill Record*, *Trident*, *The Truro Weekly News*, and *The Vanguard*.

During the year the library received over 1600 books and pamphlets and 355 periodicals. It also acquired 45 annual reports and 208 municipal reports.

Five hundred and seventy maps were procured in 1972. Among those items were a photocopy of a Plan of the Harbour and the Town of Halifax by Jean Rocque, 1750; Church's Maps of Annapolis, Antigonish, Cape Breton, Guysborough, Lunenburg, and Shelburne Counties; and Goad's Atlas of Dartmouth, 1906.

More than one thousand photographs and other pictures were obtained in 1972. These include an oil painting of Mrs. George Thompson, nee Susannah Stayner, probably by William Valentine, a painting of the Royal Victoria Yacht Club, 1852, by John O'Brien, and a water colour of Green Bank by Susan G. Wainwright, as well as copies of Lismer's War Lithographs.

In 1972 two Research Assistants took the short course in archival training provided by the Public Archives of Canada in Ottawa. These employees and others also received training on the job here. *after 2 weeks*
Harry Smith

A noteworthy acquisition was the bequest of the late Mr. George Walker MacKay of New Glasgow. It comprises a table and eight chairs which are said to have been owned by Prince Edward, Duke of Kent, who was in this area between 1794 and 1800, and Mr. MacKay's library of Nova Scotiana. A sizeable collection of books was also received from the estate of Mrs. C.W. Stairs.

Considerable progress is being made in the assimilation of materials and the preparation of inventories. At the same time significant and sizeable acquisitions have been received or collected. At present the Archives Building is, in general, excepting statutory holidays, open Monday to Friday, inclusive,

from 8.30 a.m. to 10 p.m., Saturday, 9 a.m. to 6 p.m., and Sunday, 1 p.m. to 10 p.m.

Several meetings were held in the Archives Building during the year. Persons interested in genealogy assembled in it on January 19th, May 27th, and November 9th; the Executive of the Canadian Club of Halifax met in it on February 9th and May 31st; the Nova Scotia Historical Society held a meeting in it on November 3rd; and the members of the Business and Professional Council of the Catholic Women's League convened in it on December 12th. In addition, there were 51 guided tours of the building.

Numbers of visitors and researchers increased. Registered visitors numbered 8,875, up nearly 800 from the previous year, and 8,149 researchers (compared with 7,360 in 1971) were assisted in the use of 12,835 books, 8,108 manuscripts, 2,328 newspapers, 9,002 microfilms, 1,648 maps, and 1,612 pictures. Correspondence for the year included 3,800 outgoing letters.

During the year I attended meetings of the Board of Governors of the Nova Scotia Museum and I continued to act as Regional Vice-President (Maritimes) of the Association of Canadian Clubs, and as a member of the Editorial Committee of the Canadian Geographical Journal. I was also chosen as the first president of a new regional association of archivists — The Association of Eastern Canadian Archivists.

On June 1st to 5th, 1972 I attended in Ottawa the annual conference of Canadian archivists. On the centennial of the establishment of the Public Archives of Canada, I was pleased to be a recipient of the medal which was designed for the occasion.

In the course of the year I attended other meetings and delivered a number of addresses. On January 26th I was present at a ceremony in connection with the Sherbrooke Village project; on February 1st I discussed with students of St. Mary's University the topic of projects in local history for summer employment; on March 8th I spoke about local history and local museums at the opening of an exhibition, sponsored by the North Cumberland Historical Society, in Pugwash; on March 7th I delivered a short address at the opening of an exhibition of Halifax portraits at the Centennial Gallery; on March 10th I spoke about the Dalhousie Faculty Association at the opening of the new Dalhousie Faculty Club; on March 22nd I dealt with Canada's first newspaper on CBC television; on May 6th I was one of the judges at an exhibition of coins, sponsored by the Halifax Coin Club, in Halifax; on August 8th I provided a guided tour of Province House and Government House for the wives of Justices of the Supreme Courts visiting Halifax; on August 18th I discussed archives and history at a meeting of the Historical Association of Annapolis Royal; on October 12th–14th I attended

a meeting in Fredericton of the Canadian Committee of the Programme for Loyalist Studies and Publications; on October 28th I was in Antigonish to attend a conference of the Atlantic Association of Historians and to discuss the topic of archives; on October 31st I talked about the history of Nova Scotia at a meeting held in Province House by the National Defence College; and on November 2nd I was present at the Canadian Conference of the Arts in Halifax.

My article entitled "Notable Nova Scotians" was published in *The Canadian Antiques Collector*, January/February 1972. Bulletin No. 23 of the Public Archives of Nova Scotia, containing "The Old King Is Back": Amos "King" Seaman and His Diary" by me, also appeared in 1972. In addition, my article entitled "The Public Archives of Nova Scotia" was published in *Acadiensis*, Autumn 1972.

Special displays during the year dealt with early printing, Canada's first newspaper, the *Titanic*, Oak Island, and historic buildings.

To the staff I extend my sincere thanks for its interest and co-operation in furthering the aims of the institution.

Appendix A is a list of donors for the year 1972.

Appendix B is Captain William T. Townsend's report on Sable Island in 1848 (P.A.N.S. Ms. Docs., Vol. 425, doc.45).

A statement of the receipts and disbursements for the financial year ending March 31, 1973.

THE PUBLIC ARCHIVES OF NOVA SCOTIA
STATEMENT OF RECEIPTS AND DISBURSEMENTS

For the Year ended March 31, 1973

RECEIPTS

Balance on hand April 1, 1972	\$5,017.14	
Government of Nova Scotia	\$160,290.00	
Sales of publications, etc.	<u>2,359.10</u>	162,649.10

DISBURSEMENTS

Salaries	131,488.28	
Printing	431.00	
Furnishing and Equipment	11,517.57	
Microfilming	4,810.34	
Maintenance and Expenses of Building	1,507.53	
Office Supplies	4,393.14	
Library and Manuscript Room	2,616.22	
Bindery	223.15	
Purchases, Archival Material	1,408.23	
Transfer and Express	1,179.25	
Sundry Expenses	<u>3,099.79</u>	
	162,674.50	
Balance on hand, March 31, 1973	<u>4,991.74</u>	
	<u>167,666.24</u>	<u>167,666.24</u>

For and on behalf of

BOARD OF TRUSTEES OF THE PUBLIC ARCHIVES OF NOVA SCOTIA

C. Bruce Fergusson, Provincial Archivist
Winifred McFatridge, Secretary

AUDITORS' REPORT

We 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, 1973, and have obtained all the information and explanations that we required.

We hereby certify that the above 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
H.H. Veno & Company
Chartered Accountants

Halifax, N.S.
April 9th, 1973.

APPENDIX A

DONORS

Achilles, Dr. Edith, New York, U.S.A.
American Antiquarian Society, Worcester, Mass., U.S.A.
Architecture, School of, N.S. Technical College, Halifax, N.S.
Atlantic Provinces Transportation Commission, Halifax, N.S.

B. & D. Creative Productions Ltd., Halifax, N.S.
Banks, Mr. H.R., Barrington Passage, N.S.
Bates, Mrs. H.C., Amherst, N.S.
Betts, Dr. E.A., Halifax, N.S.
Black United Front of Nova Scotia, Halifax, N.S.
Blair, Mrs. A.C., Windsor Junction, N.S.
Blair, Miss H., New Glasgow, N.S.
Blake, Mrs. D.B., Toronto, Ontario
Blakeney, Mr. C.F., Halifax, N.S.
Blois, Mr. E.C., Massachusetts, U.S.A.
Board of School Commissioners, Halifax, N.S.
Board of Trade, Parrsboro, N.S.
Brabner, Mrs. Edwin, Truro, N.S.
Bradlee, Mr. S., Massachusetts, U.S.A.
Brayley, Mr. J., Prince's Lodge, N.S.
Brenton, Miss D., Halifax, N.S.
Brown, Mrs. D., Digby, N.S.
Brown, Mr. H.R., Pugwash, N.S.
Buchanan, Mr. R., Halifax, N.S.
Burchell, Mr. D.G., Halifax, N.S.
Burns, Miss E., Halifax, N.S.

Cadbury, Mr. Paul S., Birmingham, England
Cameron, Mr. J.M., Ottawa
Campbell, Miss Ann Marie, Sydney, N.S.
Canada Council, Ottawa
Canadian Red Cross Society, Halifax, N.S.
Canadian Red Cross Society, Toronto, Ontario
Canning, Mr. Kerr, Parrsboro, N.S.
Chambers, Mrs. Hugh, Halifax, N.S.
Christie, Mrs. G., Bedford, N.S.
Christie, Mrs. P.S., Halifax, N.S.
Chute, Mrs. W.J., Halifax, N.S.
City of Halifax, Halifax, N.S.
Cleveland, Miss M.S., New York, U.S.A.
Coffey, Miss M., Halifax, N.S.

Colley, Mrs. J., Antigonish, N.S.
Collins, Mrs. L., Halifax, N.S.
Collins, Mr. L., Halifax, N.S.
Colwell, Lt. Col. G.J., Halifax, N.S.
Conrod, Mrs. H., Halifax, N.S.
Copeland, Miss C., New Glasgow, N.S.
Cowan, Mrs. G.S., Halifax, N.S.
Cox, Mr. W.E., Halifax, N.S.
Cranston, Mr. R., Halifax, N.S.
Creighton, Mrs. H.T., Halifax, N.S.
Creighton, Mr. N., Hantsport, N.S.
Crockett, Miss H., Hopewell, N.S.
Crosby, Mr. G.A., Yarmouth, N.S.
Croucher, Mr. E., Halifax, N.S.

Dartmouth Chamber of Commerce, Dartmouth, N.S.
d'Assisi, Sister Francis, Halifax, N.S.
Dauphinee, Miss E.B., Hackett's Cove, Halifax Co., N.S.
Davison, Mrs. J.I., Halifax, N.S.
Dean, Mrs. Bernard, Halifax, N.S.
Dechman, Mr. D.A., West Virginia, U.S.A.
Dennis, Mr. G., Halifax, N.S.
Dennis, Estate of the late Miss Agnes, Halifax, N.S.
Department of Attorney General, Halifax, N.S.
Department of Development, Halifax, N.S.
Department of Education (Health, Physical Ed. & Recreation) Halifax, N.S.
Department of Education, Measurement & Evaluation, Halifax, N.S.
Department of Fisheries, Halifax, N.S.
Department of Highways, Halifax, N.S.
Department of Labour, Halifax, N.S.
Department of Lands and Forests, Halifax, N.S.
Department of Mines, Halifax, N.S.
Department of Municipal Affairs, Halifax, N.S.
Department of Public Health, Halifax, N.S.
Department of Public Welfare, Halifax, N.S.
Department of the Secretary of State, Ottawa
Derengoski, Mrs. W.A., Halifax, N.S.
Dickie, Mr. E.J., Halifax, N.S.
Donovan, Mrs. Glen, Halifax, N.S.

Easton, Mr. R., Washington, D.C., U.S.A.
Eaton, Mr. E.L., Upper Canard.
Edwards, Miss M., Halifax, N.S.
Elderkin, Miss R., Wolfville, N.S.
Elliott, The Venerable C.R., Liverpool, N.S.

Fader, Miss M.J., Halifax, N.S.
Farquhar, Mrs. J.G., Halifax, N.S.
Fellows, R.F., Fredericton, N.B.
Ferguson, Mr. H., Bridgeport, Cape Breton, N.S.
Fergusson, Dr. C.B., Halifax, N.S.
Fielding, Mrs. R.M., Halifax, N.S.
Fletcher, Miss I.M., Belmont, N.S.
Flett, Mr. J., Lunenburg, N.S.
Forrest, Miss Nancy, Halifax, N.S.
Foster, Mrs. J.N., Halifax, N.S.
Fullerton, Mrs. H., Southampton, N.S.

Ganong, Mr. H., Wolfville, N.S.
Gardner, Mr. M.M., Liverpool, N.S.
Gesner, Mr. W.H., Sydney, N.S.
Gildea, Dr. Margaret C.L., Missouri, U.S.A.
Gill, Mr. F. Burnham, St. John's, Newfoundland
Goudey, Mrs. J.E., Yarmouth, N.S.
Government of Nova Scotia, Halifax, N.S.
Grant, Mr. F., Wallace, N.S.
Grant, Mr. J., Dartmouth, N.S.
Grantmyre, Mrs. Barbara, Elmsdale, N.S.
Gregory, Mr. J.P., Birmingham, England

Halifax-Dartmouth Young Socialists, Halifax, N.S.
Halifax Photo Service, Ltd., Halifax, N.S.
Hansen, Capt., J.H., Wolfville, N.S.
Harrington, Mr. A.R., Halifax, N.S.
Harshman, Dr. J. Page, Toronto, Ontario
Harvey, Mr. R.P., Halifax, N.S.
Haythorne, Mr. G.V., Ottawa
Henderson, Mr. G. McC., Halifax, N.S.
Henson, Mr. G., Halifax, N.S.
Heon, Mr. G., Quebec, P.Q.
Heritage Trust of Nova Scotia, Halifax, N.S.
Hill, Mr. R.J., Halifax, N.S.
Hobrecker, Mr. A.G., Halifax, N.S.
Holy Trinity Church, Yarmouth, N.S.
Hubley, Mr. Otto H., Halifax, N.S.

Inglis, Judge R.E., Halifax, N.S.
Institute of Historical Research, London, England
Institute of Public Affairs, Dalhousie University, Halifax, N.S.
Ireland, Mr. W., Victoria, B.C.
Irving, Mr. F., Halifax, N.S.

Irwin, Mr. F.P., Toronto, Ontario

Jamieson, Mrs. R.E., Quebec, P.Q.

Jones, Mr. T., Yarmouth, N.S.

Jones, Mr. W.S.K., Halifax, N.S.

Kamuda, Mr. E.S., Indian Orchard, U.S.A.

Kanigsberg, R.A., Q.C., Halifax, N.S.

Keith, Mrs. G.M., Halifax, N.S.

Kennedy, Mrs. S.R., Halifax, N.S.

Kentville Town Council, Kentville, N.S.

Killen, Mr. S., Sydney, N.S.

Kimber, Mrs. J.R., Halifax, N.S.

King, Mrs. W.M., Halifax, N.S.

Kinsmen, Miss G., Halifax, N.S.

Kirkpatrick, Mrs. R., Milton, Queens Co., N.S.

Kirkpatrick, Lt. Col. R.F., Port Medway, Queens Co., N.S.

Knoll, Mr. W.J., Trenton, N.S.

Lane, Mr. F.A., Halifax, N.S.

Laneville, Miss H., St. Lambert, Quebec

Lanigan, Father J.J., Halifax, N.S.

Layne, Mr. T.E., Ottawa

Layton, Mr. F., Vancouver, B.C.

Leger, Mr. F.A., Halifax, N.S.

Letson, Miss M., Port Medway, N.S.

Livingstone, Miss R., Halifax, N.S.

Longley, Mr. A., Annapolis County, N.S.

Lotz, Professor J., Antigonish, N.S.

Lovelace, Mr. J., Sydney, N.S.

Lowden, Mr. R.D., Pennsylvania, U.S.A.

Luke, Mrs. G.E., Halifax, N.S.

Mabey, Mr. E., Truro, N.S.

MacBeath, Dr. G., Fredericton, N.B.

McColl, Mr. R.M., New Glasgow, N.S.

MacDonald, Mrs. A.E., Halifax, N.S.

McDonald, Mr. C.D., Seattle, Washington, U.S.A.

MacDonald, Mrs. H., Reading, Mass., U.S.A.

McInnes, Mr. D., Halifax, N.S.

McInnes, Mr. H.M., Halifax, N.S.

MacIntosh, Miss Kay, New Glasgow, N.S.

MacKay, Mr. R., Trenton, N.S.

MacLellan, Miss J., Halifax, N.S.

MacMillan, Mr. B.E., Kentville, N.S.

MacMillan, Rev. Somerled, Renfrewshire, Scotland

- MacPhee, Mr. D., Sydney, N.S.
MacPhee, Mrs. E.D., Vancouver, B.C.
MacQuarrie, Mr. J.R., Pugwash, N.S.
Maine Historical Society, Portland, Maine, U.S.A.
Manning, Mr. P., Halifax, N.S.
Marshall, Mrs. H.H., Halifax, N.S.
Martin, Mr. J.L., Halifax, N.S.
Martin, Miss Margaret E.B., Halifax, N.S.
Matthews, Mr. H.W.V., Halifax, N.S.
Meagher, Mr. P.L., Halifax, N.S.
Medical Society of Nova Scotia, Halifax, N.S.
Medjuck, Mr. R., Halifax, N.S.
Messervey, Mr. J.P., Halifax, N.S.
Meuse, Mr. R.E., Windsor, N.S.
Millard, Mr. R.E., Liverpool, N.S.
Milligan, Dr. G.C., Halifax, N.S.
Millington, Mrs. J., Bedford, N.S.
Mills, Miss K.V., Annapolis Royal, N.S.
Mitchell, Rev. D.N., Bracebridge, Ontario
Moffatt, Dr. G., Fredericton, N.B.
Montgomery, Mrs. H.T., Banff, Alberta
Moore, Miss Kathleen M., Halifax, N.S.
Morash, Miss N.E., Toronto, Ontario
Morash, Estate of the late Miss Sarah M.
Municipal Clerk, Annapolis Royal, N.S.
Municipality of the County of Annapolis, N.S.
Municipality of the County of Halifax, N.S.
Municipality of the County of Kings, Kentville, N.S.
Municipality of the District of Yarmouth, N.S.
Municipality of the District of Lunenburg, N.S.
Munro, Mrs. W. Fraser, Sackville, N.B. .
Mowat, Professor A., Halifax, N.S.
- National Atlas of Canada, Ottawa
New York Historical Society, New York, U.S.A.
Newfoundland Archives, St. John's, Newfoundland
Nova Scotia Department of Agriculture and Marketing, Kentville, N.S.
Nova Scotia Department of Fisheries, Pictou, N.S.
Nova Scotia Liberal Association, Halifax, N.S.
Nova Scotia Museum, Halifax, N.S.
- Olmstead, Mr. W.J., Halifax, N.S.
Ontario Historical Society, Toronto, Ontario
Orr, Mr. Oscar, Vancouver, B.C.

- Pauley, Rev. F., Pictou, N.S.
Pegasus, Dartmouth, N.S.
Pentz, Miss G., Liverpool, N.S.
Piercey, Mr. R., Halifax, N.S.
Pitcairn, Mr. B., Dartmouth, N.S.
Pohl, Mr. F.J., Brooklyn, N.Y., U.S.A.
Porter, Mr. O. Rex, Wolfville, N.S.
Province of Nova Scotia, Halifax, N.S.
Provincial Archives of Alberta, Edmonton, Alberta
Provincial Archives of Manitoba, Winnipeg, Manitoba
Public Archives of Canada, Ottawa
Public Service Commission, Halifax, N.S.
Pye, Mr. S., Halifax, N.S.
- Quaker Oats Company of Canada Ltd., Peterborough, Ontario
Queens County Historical Society, Liverpool, N.S.
Queen's Printer, Halifax, N.S.
- Rankin, Mr. W.E., Halifax, N.S.
Reid, Mrs. D., Halifax, N.S.
Reynolds, Miss H., Halifax, N.S.
Riley, Mrs. R.L., Halifax, N.S.
Robertson, Mrs. Marion, Shelburne, N.S.
Rodger, Mr. George, Halifax, N.S.
Rodier, Mr. C., Calgary, Alberta
Rogers, Mr. A.W., Caledon East, Peel Co., Ontario
Royle, Rev. Canon E.C., Hudson Heights, Quebec
- Saint Thomas University, Fredericton, N.B.
Sargent, Miss V.M., Amherst, N.S.
Sarty, Mr. R., Toronto, Ontario
Saskatchewan Archives Board, Saskatoon, Saskatchewan
Scammell, Dr. H.L., Halifax, N.S.
Schofield, Mr. M., Halifax, N.S.
Scotia Pen Guild, Dartmouth, N.S.
Scottish National Dictionary Association, Edinburgh, Scotland
Searle, Mrs. Stewart A., Chester, N.S.
Secretary of State of Canada, Ottawa
Shand, Miss G.V., Windsor, N.S.
Shaw, Mrs. B., Halifax, N.S.
Shaw, Mr. L.R., Halifax, N.S.
Silver, Mrs. L.E., Halifax, N.S.
Simpson, Mr. R.A., Halifax, N.S.
Sinclair, Dr. D.M., Halifax, N.S.
Skinner, Miss K.W., Halifax, N.S.

Slayter, Mr. R.S., Dartmouth, N.S.
Smiley, Mrs. B.G., Beaverbank, Halifax Co., N.S.
Smith, Mr. E., Caledonia, Queens Co., N.S.
Smith, Miss F., Londonderry, N.S.
Smith, Ralph, Association of Descendants of, Rochester, U.S.A.
Smith, Mr. W.W., Lunenburg, N.S.
Soulsby, Mrs., Victoria, B.C.,
Stairs, Mr. A.D., Halifax, N.S.
Stairs, Estate of the late C.W., Halifax, N.S.
Stark, Mr. C., Halifax, N.S.
State Historical Society of Wisconsin, U.S.A.
Stephens, Mr. F.J., Halifax, N.S.
Steeves Family Incorporated, Hillsborough, N.B.
Steeves, Mrs. J.A., Mahone Bay, N.S.
Strange, Mrs. Mary A., Appleton, Wisconsin, U.S.A.

Tanton, Mr. R.F., Halifax, N.S.
Taylor, Mr. D.R., North Carolina, U.S.A.
Thompson, Dr. J.G., Rothesay, N.B.
Thomson, Mr. M.M., Ottawa
Thornhill, Mrs. E.L., Dublin Shore, Lunenburg Co., N.S.
Thurlow, Mrs. M., Rose Bay, Lunenburg Co., N.S.
Tizzard, Rev. Aubrey M., Oxford, N.S.
Town Clerk & Treasurer, Bridgetown, N.S.
Town Council, Kentville, N.S.
Town of Bridgewater, Bridgewater, N.S.
Town of Middleton, Middleton, N.S.
Town of Pictou, Pictou, N.S.
Town of Shelburne, Shelburne, N.S.
Tracy, Professor C., Wolfville, N.S.
Trask, Mr. F., Halifax, N.S.
Trenholm, Mr. B., Grand Pre, N.S.
Tulloch, Mrs. R.D., Dartmouth, N.S.

University of N.B., Fredericton, N.B.
University Grants Committee, Halifax, N.S.
University of Saskatchewan, Saskatoon, Saskatchewan
United Church of Canada, Toronto, Ontario
Union of Nova Scotia Indians, Sydney, N.S.

Van Allen, Mr. K.C., Kingston, Ontario
Vaughan, Mr. E.W., Connecticut, U.S.A.
Vaughan, Mr. James H., Halifax, N.S.
Ventham, Estate of the late R.J.P., Halifax, N.S.
Vincent, Mrs. Harold, Halifax, N.S.
Vroom, Mr. P.N., Newcastle, N.B.

- Wainwright, Mrs. Hastings, Herring Cove, Halifax, N.S.
- Wainwright, Rev. Kennedy B., Porter's Lake, Halifax Co., N.S.
- Walker, Mr. F.A., Manchester, New Hampshire, U.S.A.
- Walker, Mr. G., Halifax, N.S.
- Walker, Mr. H.C., Halifax, N.S.
- Wallace, Mrs. Annie, Milford Station, Hants Co., N.S.
- Watson, Mr. A., Pottstown, Pa., U.S.A.
- Webster, Miss E.P., Halifax, N.S.
- Wheaton, Mrs. W.E., Parrsboro, N.S.
- Wheelock, Mrs. Emerson, Nictaux Falls, Annapolis Co., N.S.
- Whidden, Miss H., Corona, California
- Wiswell, Mrs. Gordon, Halifax, N.S.
- Woodworth, Mr. J., Kelowna, B.C.

- Young, Mrs. W.M., Kentville, N.S.

- Zwicker, Mrs. L.J., Halifax, N.S.

APPENDIX B

Halifax 26 April 1848

Sir

Having received the Commission entrusted to my care dated April 7th on the 8th I proceeded to Sable Island on the same day by the opportunity pointed out in your letter.

I arrived there in the morning of the 11th and left on the morning of the 15th arriving here again on the afternoon of the 18th.

On reaching the Island I presented my Commission to the Superintendent and it is due to him to state that I received from him all the assistance I required with the greatest courtesy.

I immediately commenced the duties assigned me by the said Commission and beg leave to hand you the annexed Report thereof

I have the honor to be

Sir

Your Most Obed. Servant

To

The Honorable Joseph Howe
Provincial Secretary
William T. Townsend

Report

As the Commission directs me to Report generally on the state of Sable Island, it may not be out of place before taking up the Specified objects to note a few facts touching the founding and intention of the Establishment — Also the productions and resources of the Island.

To do so it will be proper to state that the Island is at present about twenty five miles long and about two miles broad, composed entirely of Sand, very uneven, and varying in height from ten to one hundred feet, the highest part being towards the East end. From ten to twelve miles of the West end have been washed away within the last thirty years.

There is a Salt water lake on the Island about fourteen miles long and on an average about one mile wide, with an outlet to the Ocean at present on the North Side.

On the North Side of the lake the Island is high, on the South Side it is but little more than a beach that divides it from the ocean.

The first fixed establishment on the Island by this province was founded in the year One thousand eight hundred and three at the recommendation of the late Sir John Wentworth, then Governor, and for the humane purpose of affording assistance and relief to all persons whom Accident might cast upon its Shores.

It is now supplied with all the means for effecting the objects intended, having accommodation to Shelter, if necessity required, about Five hundred persons, or even more. An excellent life and other suitable boats, and a Stock of provisions is kept on hand, Sufficient with the live stock, to meet almost any emergency as regards food, with the exception of Bread Stuffs.

The only natural productions of the Island are a Species of rank grass, mixed with a Kind of Wild pea, and which covers a large portion of the Island, — Cranberries grow in abundance and some Blueberries, also Strawberries of good flavor and large size. There is not a tree nor a bush of any size on the Island, and the only source for fuel is drift wood, Stranded timber cargoes and the hulls of wreck'd vessels.

The Grass mentioned above is excellent food for the cattle *as grass*, but makes poor feed *as hay*, and were it not for the light mixture of the Wildpea the domestic horses would scarcely touch it. The cattle cannot be worked on it alone, and during the winter months there is much for them to do, especially should there be any Wrecks.

There are roving at large — as near as can be established — about two hundred and fifty horses, and the number is increasing. Since the present Superintendant has been residing on the Island — now about eighteen years — there has been about three hundred Shipped off the Island, and I think he informed me that there was not more than Seventy when he went there. In Severe Winters numbers die, but few died the last winter.

There are a large number of Rabbits on the Island which are excellent fresh food, and were it not for the destruction of the young ones by the Rats — which are very numerous — they would increase fast and form a good reserve in case of Scarcity. In addition to their allowance of Salt Meat transient persons are allowed to use them twice a week, but in general they use them oftener.

The lake and the Shores of the Island abound with Seals, and Sufficient Oil is made for the use of the Island and to Spare; more I am of opinion might be taken in the Winter or early Spring and made into Oil for the benefit of the Establishment

The Cod and Mackerel fisheries in the vicinity of the Island are excellent especially the Mackerel fishery in the fall, and which might be pursued to advantage: — Enough were taken and cured last Season for the use of the Establishment and some to spare. They are generally of the finest quality.

A quantity of Blackfish were thrown on the Shores of the Island last Winter, which have been made into Oil and it is now ready to come off as will be seen by the Memorandum of Articles ready for Shipment. I am of opinion that the above description of fish being thrown upon its Shores is not a singular case.

As Game, there is abundance of Ducks, and also Pigeons and Plover in their Seasons.

There are on the Island, of domestic animals, Twenty horses, Forty three head of Horned Cattle, Three Sheep, about Twenty pigs, and a good Stock of Poultry: the whole divided as will be seen in the Schedule of Moveable property, all of which, except the Sheep, belong to the Establishment.

The Superintendant informed me that [there] was a great difficulty in bringing calves over their first year in consequence of disease which is principally an effusion of the gall; if Stock of this Kind could be largely increased it would form a profitable item for the Establishment, as the horned cattle that are not worked do much better on the Island hay than the domestic horses.

The raising of Sheep, up to this time, has been almost a total failure; this is much to be regretted as a good Stock of Sheep would be a valuable resource to the Island, which with an increasing Stock of horned cattle might supply itself with meat.

Sufficient Butter is made on the Island for the use of the Establishment, and last season there was cured at the principal Station, about Twenty hundred weight of Pork and the same quantity of Beef, and a small quantity at the other Stations.

With the assistance of Stable Manure and Bog mud, a Sufficient Supply of Potatoes and garden vegetables is generally raised for the ordinary Supply

of the Establishment. The Superintendant informs me that last year they dug Four hundred bushels of Potatoes partially touched with disease but better than the previous year, but the garden crop last year was almost totally destroyed by the rats.

There are two Subjects at least that for the benefit of the Island Should have much care bestowed on them; and they are the raising of Sheep, and destroying of Rats.

Oats are sown in limited quantity but do not come to perfection and are generally cut for fodder.

To Keep the Cattle up from Mid winter to the time of the grass growing in Spring, it is necessary to send oats from Halifax, as the working cattle – horses especially – could not be worked to any extent without extra feed.

Presuming that the dangers to Navigation that extend from the Island and the position of the Island itself are too well known to need mention in this report, I have passed over any description of them.

What at present may be called the Establishment of Sable Island, consists of four stations – three inhabited and one uninhabited – as will be hereafter explained – with a Superintendant and nine other persons in charge of the whole, who with their families and William Etter make twenty seven persons in all resident of the Island at this time, and divided as hereafter will be seen in the Schedule of Fixed property.

The Sum allowed for the Services of the Superintendant is a fixed Salary of One hundred and twenty five pounds per Annum and one and a half percent on the proceeds of wreck'd property. The arrangement with the other nine as appears by the Articles gives Three pounds per Month and twenty Shillings for each Wreck; they Sign Articles of Agreement for one year, and if all parties are agreeable they can continue in the Service as long as they remain so. Three Month's notice being given when they wish to leave. One of the persons at present in the Service has been there over ten years.

I shall now proceed with the specified objects of the Commission, reserving any further comments or Suggestions that may not seem required to be attached to the different Subjects as they are touched upon, to form the conclusion of this Report, and shall commence with the wreck of the Schr. Fulton.

Special Report of the Schooner Fulton.

The Fulton lies about five miles from the principal Station and about one mile from the West end of the Island.

On reaching her I found her lying on a bank at the side of the Channel that forms an outlet from the lake to the Ocean, quite upright and at a sufficient distance from the beach Surf, so as to be generally beyond its influence; and nearly in the same place as when the Crew and passengers left the Island, or when the Superintendant wrote respecting her.

I am of opinion she might lie where she now is for months without further injury unless by some very extraordinary gale.

In proof of the safety of her position it may be said, that although she lies at nearly right angles to the beach, with her stern out, and which would of course receive the weight of any Sea that would reach her, the Rudder, which is still on her, is nearly as perfect as the day it was Shipped when new neither brace or pintle being in the least started.

I found the Fulton to be a new vessel, and since my return to the city have learned that she was launched at Baltimore in the United States in October last and is one hundred and ninety four tons burthen; She is of beautiful model, copper fastened and Coppered.

On examining her outside I found there was something less than three feet of water alongside of her at low tide, She being settled in the sand about a foot by the weight of the Cargo. From nearly the waters edge at low tide up to her rails on both sides there is not an injury to be detected, excepting about the Main Chains on the larboard side where the plank is somewhat started, but not sufficient to alter her sheer; I lined her from the bank on the beach and her sheer is as perfect as the day She was planked.

On the larboard side from about the waters edge downward as far as I could See, and nearly on the same line of futtock as She is injured above and for a space of about six feet forward the planks are somewhat started and the oakum worked out of the seams; but if no worse further down than is to be seen, could be easily repaired. On the Starboard Side as far as can be seen down at the lowest tide there is no sign of injury, excepting the Copper under the water being rubbed off for about eight or ten feet by her forging over the sand.

On examining her on deck I found her to be about ninety six feet in length from the forepart of the stem to the afterpart of the sternpost, and about One hundred feet over all, about twenty four feet beam from outside

to outside. The Depth of hold I could not measure on account of the cargo being in her but should think about ten or eleven feet.

She had been fore and aft schooner rigged; the foremast which is over Eighty feet is still standing, the Bowsprit is still in her with the bobstays complete, and the Jib boom run out, the fore gaff is on board and one topmast, and I believe the main boom and gaff are on the Island. She has a Patent Windlas now on board complete, the caboose house is on board and uninjured, there are two Water Casks on board of about two hundred and fifty gallons each, quite new, and said to have cost forty dollars; She has a very large trunk and a fine Cabin.

The only injury about her deck is between the Mainmast and the Main hatch, where it is hogg'd about six inches, and some appearance of straining in the larboard waterways. There can be no doubt the injury on deck arises from an injury in the bottom which forces up the Stanchions and with them three of the deck beams, one so much as to crack it. She may be lying on a Knoll of sand or some other hard substance which causes this, if so, she will resume her shape when she floats. The extent of the injury to her bottom could not be seen from the outside on Account of the Sand, nor on the inside until the Cargo is discharged. The injury in her bottom is sufficient for the tide to partially flow into her, yet I do not think it sufficiently serious to prevent her being repaired and made as good a vessel or nearly so as She was before Stranding. At high water She is about half full and at low tide there is not much water in her.

With the exception of some twenty barrels Herrings and about twenty quintals of Codfish taken out of her before she was sold and partly used by the passengers, the cargo was in her that she left Newfoundland with and consisted of 560 barrels Herrings, 500 quintals Codfish, about two tons of old Junk for paper, and two Casks Copper, weighing when they were put on board (as the Mate informed me) Nine hundred weight each. * Note There is not the least difficulty in Saving the Cargo, as boats can go alongside at all times of tide and receive the cargo and ship it much more conveniently than could be done off the beach. The Herrings will all be saved, Some not in good order, Nearly all the Codfish will be damaged, the Junk cannot injure; — The two Casks Copper and two hundred barrels herrings, some Junk, and a small lot of Codfish, have already been brought to the city and disposed of for about One hundred and Seventy pounds.

I am of opinion there will be no great difficulty in getting her off as soon as the cargo is out, and She would not have to be moved over one hundred yards to a place where they could put Sufficient repairs on her to bring her to Halifax.

As respects the value of the Fulton I am not prepared to State positively, She being a foreign bottom, I am not aware what difficulty there may be in getting a Register. The Hull when new, I should think must have cost at least Five thousand dollars, and if She is not more injured than I think She is, Should Say She is worth — at least — as She lays, about Four hundred pounds, if a Register can be obtained for her without much cost.

* NOTE There were also a large quantity of Cigars on board which were all damaged.

William Williams

As respects William Williams I have to Report, that after due enquiry from himself and the Superintendant, I learned that he is about fourteen years of age, without parents, left Liverpool clandestinely in the American Ship Milo Stranded on the Island on or about the 17th December 1846. That when the Crew were about leaving the Island he asked the Superintendant to allow him to remain and live with him; that he has not been detained against his will, and that he did not wish to leave the Island before I asked him if he wanted to do so. I also learned that he received no wages, and he informed me that he had not been ill treated.

I brought him off with me agreeable to instructions as he wished to leave.

William Etter

With respect to William Etter I was informed by the Superintendant that he was Sent to the Island in the Spring of 1834 at the desire of his friends and with the consent of the then Commissioner. That he has never been hired as a labourer, has never been consider'd as one of the Establishment and that the Hon^e. William A. Black pays Capt. Darby Fifteen pounds a year for taking care of him.

From other Sources I have learned that the Commissioners received a Note from the late Hon. T.N. Jeffery, then Administrator of the Government requesting them to permit Mr. Etter to proceed to the Island for the purpose of remaining with the Superintendant in the Capacity of Schoolmaster or in any other Situation that might be agreed upon.

I have also been informed, that it was agreed with the parties who sent him there, that Fifteen pounds a year was to be allowed the Establishment, besides the Fifteen pounds to be paid to Mr. Darby.

I am also informed by the Superintendent, that for the first ten years Etter was extremely violent and troublesome and that very harsh measures had to be adopted towards him: — that for the last four years he has been quiet, inoffensive and useful, and is now employed carrying wood and water, and otherwise doing the drudgery of the Kitchen.

I am further informed by the Superintendent that he has no Authority to detain him, that he takes care of him at the desire of the said Mr. Etter's friends, and is quite willing he should leave the Island at any time.

I questioned Etter as to his leaving the Island and he express'd a Wish to do so, but in so idiotical a manner that I question'd him no further. I state it as my opinion that his mind is so much disorder'd that no rational answer can be had from him.

That he has been detain'd on the Island against his will I have no doubt; he is I should think kindly treated now, but the harsh treatment he formerly received has broken him down to the pitiable creature he now is.

If his intellect was disturbed when he was sent there it was the wrong place to have sent him: — Kind treatment might have restored his reason, but a long period of hardships has made him — I am afraid — a confirmed imbecile. I am of opinion that his case requires a full investigation. Much that I have heard of the treatment he has received I cannot bring myself to believe and trust it will prove unfounded. That he Ought to be taken off the Island without delay does not admit of a question.

William Whiston

As respects other persons placed on the Island I am informed by the Superintendent that the only other person placed there under similar circumstances was a William Whiston, sent to the Island by his friends, with the consent of the then Commissioner the late Hon. Michael Wallace, and taken off the next Summer, being there about nine months.

Charles Lawson resided there about three months, and the Superintendent informs me that he came and went off at his own pleasure.

Schedule of Fix'd Property at Sable Island Principal Station or Head Quarters

The Principal Station or Head Quarters is situated about Six Miles from the West and on the North Side of the Island, the large Supply of Fresh Water in the immediate vicinity was the principal reason for fixing upon this Spot.

There are here three large dwelling houses in good order, one occupied by the Superintendent, Mr. Joseph Darby, and family — consisting of Seven persons in all — and all the persons employed on the Island except the two outpost men, and being generally about Seven, inclusive of the Superintendent, and eight including Mr. Etter.

The other two houses are unoccupied and are kept ready for casualties, the two are capable of Accommodating from One hundred to One hundred & fifty persons, and more if necessity required it.

There is a large Barn and Stables combined with two large Sheds in good order attached to them, the Stable requires some repairs. The whole are capable of accommodating about Sixty head of Cattle and containing about Thirty tons of hay.

A Warehouse fifty four feet long by eighteen feet wide, in good order.

A small Warehouse Twenty feet by fourteen in good Order.

A Workshop with Blacksmiths forge in one end, in all about forty two feet long by eighteen feet wide, in good order.

A provision Store Twenty eight feet by twenty with a loft above, in good order.

Also fourteen Outhouses of various sizes and for various uses, vizt. Oil house, Smoke house, Wash house for transient persons, and houses for Stock, Vegetables, Boats &c.

An old building not worth repairing, and at present used for making Shingles.

Close to the Superintendent's dwelling is the Flag Staff, with Steps leading to the top which is sixty five feet high, and on the top of which is the look out, being about from one hundred & twenty to one hundred and thirty feet above the level of the sea. The look out commands an excellent view of the Island, and of the Ocean in nearly all directions. This Structure is a good mark for vessels at a distance on visiting the Island and must have cost considerable labor in erecting it.

This completes the fixed property at this station. The buildings at this Station in case of emergency could be made to Accommodate four hundred persons.

East end of the Lake Station

This Station is about nine miles to the Eastward of the principal Station.

There is here one dwelling house, very old and in bad order, it is occupied by John Stevens, his wife and child and another female,

A Barn and Stable in good order, will Accommodate about twenty five head of cattle, and contain about fifteen tons of hay.

A Warehouse about fifty by thirty four feet in good Order.

A Workshop & three Small outhouses.

A new dwelling house of large Size is much wanted here. Should a large number of persons be wrecked in this vicinity in the Winter Season, I am of opinion that there would be much suffering from want of room before they could be sent to Head quarters. The present dwelling is very Small and I should say quite unfit to reside in during the winter.

A Flag Staff and look out complete the fixed property here.

East End Station

This Station is about five miles to the Eastward of the East end of the lake Station and about four miles from the East point of the Island at the end of which is a dry beach about three miles in length.

At this Station there is a good dwelling house which, with the exception of the roof requiring Shingling, is in good order. It is occupied by John Nisbett his wife and Six children.

A Warehouse forty feet by twenty four in excellent order and the best on the Island.

A Barn and Stable in good order, and capable of Accommodating about fifteen head of cattle and containing about five tons of Hay.

A Shed for Workshop in good order. — also Outhouses sufficient and in good order.

A Flag Staff and look out house in good Order, complete the fix'd property at this Station.

West End Station

This Station is about five Miles to the Westward of the principal Station, and about one mile from the West end of the Island.

At this Station there is a house unoccupied about twenty feet by Sixteen, with a loft above.

A Stable with loft for hay twenty feet by Sixteen and a boat Shed adjoining the house.

These buildings are all in bad condition, but as there is no fix'd resident required there, the Station being so near the Head quarters, and as there is strong indication of that part of the Island so washing away as would place these buildings in an unsafe position, it would not be advisable to be at any expence with them at present.

The dwelling is merely a temporary residence for persons who may be thrown on Shore in the vicinity, as they would be removed, as soon as discover'd to Head quarters.

The house is furnished with Matches, Fuel &c and directions to the Superintendant are hung up facing the door.

The Stable is for the Accommodation of Cattle for the time they may be employed in that part of the Island.

A good Boat complete in tackle is always kept in the Shed.

Schedule of Moveable Property on Sable Island.

Principal Station or Head Quarters

- 35 head of horned Cattle of which 11 are Milch Cows.
- 8 Working horses with harness in bad order.
- 6 Setts New Harness on hand to replace old.
- 6 Riding horses with 5 Saddles — for the use of the men going to wrecks, going rounds of the Island in thick weather &c.
- 13 Pigs 10 large & 3 small.
- 6 Geese, about 40 Fowls.
- 1 Life Boat with Gear complete & in excellent Order.
- 5 Boats with Gear complete and in good order.
- 1 Punt, in good order.
- 1 large Scow, wanting some repairs.
- 1 Hay Waggon, do.

5 Carts, all in good order.
1 Truck, do.
3 Sleds, do.
2 Harrows, do.
6 Hay Forks, 6 Hay Rakes, 3 Dung Forks.
1 Boat Waggon, when separated makes two carts for various purposes.
1 Cart body, complete.
1 Wheel barrow.
1 Bait Mill.
3 Boat Sails.
1½-M-Shingles of good quality, made on the Island.
About 3000 feet pine Lumber & Scantling, do.

Contained in Store house

10 barrels Pork. Sent to the Establishment
1½ " do. Island cure.
3 " Beef do.
2 " do. from Halifax (bad) to be returned.
5 " Herrings
2 " Mackerel.
9 " Salt and about 10 Hhds Salt in bulk.
Codfish, Sufficient for Summer use.
2 barrels Sugar
1 " Molasses
19 " Bread
21 " Flour
2 " Oatmeal
4 " Corn Meal
½ " Coffee
1 " Rice
½ " Peas
½ " Barley
½ " Powder — saved from frigate Barbados wreck'd in 1812.
1½ Kegs do.
1 bag Shot ¼ Cart.
3 puncheons Soldiers Coats.
4 Scythes, new
3 Draw Knives, do.
8 Axes, do.
½ box Glass
2 Kegs White Lead.
½ Keg Salt Petre
1 Steel yard
1 Long Composition plate
1 Composition Rudder Gudgeon

In Oil House

2 Large Iron pots & Gear for trying out Oil.

In Small house adjoining

9 barrs Steel

A lot of Old Copper.

A lot Panel Doors from Barque Patriot.

2 Setts Copper Hinges.

1 Franklin Stove — old.

In Workshop

2 Jack Screws

1 Grindstone

2 Whip Saws

1 Cross-cut Saw.

2 Handsaws.

15 fathoms half inch Chain.

5 bars Heavy Iron.

1 bundle small do.

12 bundles Hoop do.

6 Rods, Steel

1 Vice, 1 Anvil, 1 pair Bellows.

1 Forge Hammer.

2 Broad Axes.

1 Maul

1 lot of Augers — poor

7 Chopping Axes.

9 Shovels

4 Draw Knives

1 hand hammer

1 Chest containing Sundry Tools.

1 Ship's Winch

1 Grapnel

1 Large Gin.

In Smoke House

1 Franklin Stove.

1 Square do. (broken)

1 barrel Lime

1 Small lot Bricks.

In Warehouse

60 Sheets New Copper

In little Warehouse

4 Empty Water Casks.
12 barrels Bait.

At Dwelling house

1 Stomach pump and injection pipe, complete.
1 Tooth Drawer do.
1 Medicine Chest — incomplete.
1 Doz. Skeins Twine.
½ " Splitting Knives.
1 " Handsaw Files.
¼ Chest Tea.
1 Square Stove, nearly new
1 Ensign do.
5 Old Muskets.
1 Spy Glass — has been on the Island since 1803.
23 Volumes Books — presented by Bishop Ingles.
1 piece Sole Leather.
14 Life Preservers.
10 Rugs.
6 pair Sheets, 3 pair Blankets)
7 pillows — small) old and much worn.
A lot of Cotton Canvas.
2 Bake Ovens, 4 Good pots, 2 Tea Kettles.
1 Doz. Milk Pans. 10 tin Pints.
2 Tables.

At the Flag Staff

1, 12 pounder Carronade.

East End of Lake Station

3 Horses and Harness
3 Cows
3 Yearlings
3 Sheep — property of John Stevens
6 Geese 12 Fowls

1 Good Boat with Gear complete
 1 Life Belt
 1 Cart — in good Order
 1 Carronade
 1 Axe, 1 Shovel
 2 Hoes, 1 Scythe
 3 Hay Forks, 1 Dung Fork, 4 Hay Rakes.
 1 Bake Oven, 1 Tea Kettle, 1 large Pot.
 3 Milk Pans, 6 tin Pints
 1 Square Stove — nearly new
 ½ barrel Fish
 ½ do. Flour
 ½ do. Meal

East End Station

1 Good Boat with Gear complete.
 3 Horses and Harness do.
 2 Cows, 2 Pigs
 1 Good Cart
 1 Large Bake pan, 1 Tea Kettle
 3 Earthen pans, 6 tin Pints
 3 Tables
 1 Axe, 1 Scythe
 2 Hay Forks, 1 Dung Fork
 1 Shovel, 3 Hay Rakes.

Sundries ready to be Shipped belonging to the Establishment.

27 barrels Oil
 12 " Mackerel
 6 " Hides
 76 bars Steel
 A lot of Bolt and Sheet Copper
 10 Composition Rudder Braces & Pintles
 2 Iron do.
 A quantity of Old Iron.
 do. do. do. Lead
 do. do. do. Junk

12 barrels Herrings) Part of Cargo of Schr. Fulton.
A Quantity of Dry Fish	

NOTE. The Life, and all the other Boats, with the exception of one, and all the Carts and Waggon, except one cart, have been built on the Island under the present Superintendant.

**Description of Wrecks & Wreck'd Property
on and about Sable Island, with their Ownership
commencing at the Principal Station and thence Eastward
on the North Side.**

“ELIZA”: — Eastward from the Flag Staff about Four and a half Miles lie the remains of the Barque Eliza of Pictou, Stranded in 1840, fit only for fuel, has but little Copper in her at present being broken up.

“MILO”: — One and a half miles Eastward from the Eliza are the remains of the American Ship Milo of Portsmouth, N.H. Coppered and Copper fastened, was stranded in December 1846, lies about One hundred & fifty fathoms from the beach, tops of timbers just awash. Is supposed to have about 600 tons of Iron in her and belongs to Mr. G. Paw and others.

“LOUISA”: — About a pistol Shot distant Westwardly of the Milo, is about the Spot where the Schooner Louisa of Sydney, C.B. was Stranded in November 1842. A box containing Money was lost from her. Her hull has been broken up.

“DETROIT”: — Four Miles Eastward from Ship Milo lies the Hull of the American Barque Detroit of Bath, Stranded September 1846. She is very little injured and lies nearly dry at low water, is Coppered and Copper fastened, Masts Standing, Bowsprit & Jib boom out, an anchor on the bow, chain plates still on her and complete & Hausepipes in: — belongs to the Establishment. Although this vessel had been lying there over a year and a half, no attempt had been made to strip her of those articles. The Copper was still on her bottom, with the exception of what had been washed off, and the Composition Gudgeons and Pintles still on her. I am of opinion that if the Caps, Tops, Chain plates, Bob Stays, Hausepipes, Copper, Rudder pintles and the Anchor had been taken off and sent to Halifax they would have realized from Seventy five to One hundred pounds. On bringing it to the notice of the Superintendant, they stripped off all the Copper that could be got at and had taken off the Composition pintles and gudgeons while I remained on the Island and were at work at the Chain plates. Her hull would be valuable to break up for fuel on Account of the Copper and Iron in her.

“BARBADOS”: — Four and a half Miles to the Eastward of the Detroit and directly opposite the East End Station lie the remains of the British Frigate Barbados, Stranded in 1812. She is entirely under water and has not been seen for years; her whole armament is buried with her; there is a keg of Powder still on the Island saved from her.

“LEVANT”: — About half a Mile from the East End of the Island on the South Side of the bar lie the remains of the Ship *Levant* of St. John, N.B. of 800 tons; Stranded in August 1847. Copper fastened, is nearly all under water, has all her Chain plates on, one Anchor on the bows and one under bows, each weighing about 29 Cwt. belongs to Mr. Henry Boggs.

“EAGLE”: — About three Miles westwardly from the east end and on the South Side lie the remains of the American Ship *Eagle* of New York, Stranded in August 1835. Is at present cover'd with Sand, is about twenty yards from the Shore. Had valuable cargo left in her, one article of which was twenty five tons of Sheet Copper: by the working and Shifting of the Sand this may appear.

“COURSER”: — About four Miles to the Westward of the *Eagle* lie the remains of the American Ship *Courser* of Portsmouth, Stranded in 1830, has not been seen for years, had a valuable cargo in her, much of which is likely there yet and may wash up: belongs to Mr. Edward Wallace.

“ORPHEUS”: — About two miles westward of the remains of the *Courser* and abreast of the East end of the lake Station on the South Side, lie the remains of the Brigantine *Orpheus* of Bermuda, Stranded in 1831. Cedar built and copper fastened. Her remains are buried in the sand high on the Beach. She is owned by Mr. Edward Wallace.

“TRIUMPH”: — Close to the remains of the *Orpheus* lie the remains of the Brig *Triumph* of Windsor, Stranded in the fall of 1841, partly visible. Iron fastened, of but little value. Owned by the Establishment.

“BLOOMING YOUTH”: — About one mile from the remains of the *Triumph* lies the hull of the American fishing Schooner *Blooming Youth* of Gloucester, Stranded in April 1840, hull entire, lies high on the beach, is Copper Spiked: belongs to the Establishment.

“MARMORA”: — About one Mile Westward of the *Blooming Youth* lie the remains of the American Ship *Marmora* of Richmond, Virginia — Stranded in 1841. Copper fastened. She is about twenty yards from the beach, Sternpost visible at low water. Is the Property of the Island.

“ADELPHI”: — About Six Miles Westward of the remains of the *Marmora* are the remains of the British Brig *Adelphi*, Stranded in 1828. About two thirds of her are on the beach and the remainder in the water, visible at low tide. Was loaded with Pine Timber, out of which a very large quantity of Shingles were made for the present owners of her. She was thoroughly copper fastened. Property of Mr. Edward Wallace and Mr. Joseph Darby.

“L’AFRICANE”: — About two Miles Westward of the remains of the Adelphi is the spot where the French Frigate L’Africane was Stranded in 1822, her remains lie about three quarters of a Mile from the Shore in about two and a half fathoms water, her whole Armament lies there with her remains.

“MARIA”: — About one mile to the Westward of the remains of L’Africane and in the Mouth of the old opening on the South Side is the Spot where the French Barque Maria of Havre was Stranded in 1839. No part of her hull is remaining. I note the place where She was lost as there was a large Amount of Specie lost with her.

“FULTON”: — On the North Side of the Island about one Mile from the West end lies the hull of the American Schooner Fulton of Baltimore, of nearly 200 tons, Stranded on the 14th February 1848. A Special Account of her condition is attached to this Report.

These include all the wrecks on or about the Island that are visible or likely to be valuable; those that are stated as buried, are mentioned, so as to note the Spot where they were lost or are lying in the event of any part of them heaving up by the Shifting of the Sand in heavy gales as is quite probable might be the case.

The place where those that had Specie in them were lost, is noted, as it may be washed up at some future time if it has not done so already.

The positions of the Copper Fastened vessels are noted so as if they should heave up on the beach they would be the most valuable to break up in the event of a scarcity of firewood.

The places where the remains of the frigates Barbados and L’Africane are supposed to lie, are noted. More on account of their being Ships of War than for any other reason.

I would here ask leave to call the attention of the Government to the propriety of the different persons owning property on or about the Island for all time. It has already been the cause of some dispute and bad feeling and if it should so happen that any thing of Value Should be thrown on Shore from any of the wrecks at any time, and which was even Supposed to belong to certain individuals much trouble and confusion might arise.

I have been informed that the Superintendant has, on being accused of disposing of Copper belonging to the Establishment for his own benefit, come forward and declared that it was copper obtained from the wreck belonging to himself, meaning, I believe, the Adelphi the greater part of which wreck is

on the beach and which vessels he informed me was Singularly well copper fastened.

Admitting as we must do, without any proof against him that the Copper So disposed of was "bona fide" his, the Superintendent's own property, it might nevertheless leave doubts in the public mind. That this ought not to be the case I think will generally be admitted. This Source of Suspicion ought to be removed.

I would therefore recommend (if it will not Seem to be doing injustice) that all persons that may own wrecks or wreck'd property on the Island or its Shores Shall have notice that the same must be removed within two years, (longer time can be given if that should not Seem sufficient,) and that all not removed within that time Should become the property of the Establishment. If this plan Should not meet approval Some plan to make all the wreck'd property on the Island or about its Shores belong to the Establishment Should be adopted.

I would also recommend in the Sales of all future wrecks or wreck'd property, that it shall be imperative to have it duly advertised, and that no sale Shall be legal without being So advertised, and that the Commissioners be in possession of all the facts relating to such wreck or wrecks as may be for Sale, and be prepared to make them known at the time of such sale, or previously by public advertisement, and not to offer or cause to be offered any wreck or wrecks that may be on the Island until they are in possession of all the facts relating to them. And I would further recommend that two years be allowed to all future purchasers to remove any wrecks or wreck'd property from off the Island or its Shores, and if not removed within the Specified time, that all Such shall become the property of the Establishment.

Charges against Commissioners & Superintendent

In reference to the Investigation I am required to make into the nature of the charges made by the Commissioners against the Superintendent, and of the Complaints made by the Superintendent against the Commissioners, I have to State, That in all the documents handed to me there are but two Specific Charges made against the Superintendent by the Commissioners, their complaint being against his general conduct of late.

In their letter of 29th March of this year addressed to the Provincial Secretary, they refer to a Report previously laid before his Excellency in which they assert there are charges which they are prepared to substantiate. A Copy of that Report I had not, and therefore could not question the Superintendent in reference to those Charges. In that letter they complain of his treatment of the passengers of the Fulton but do not State what that

treatment was. I pointed out that charge to the Superintendent and asked his reply to it; he assured me he knew of no ill treatment any of them had received and that passengers never left the Island better Satisfied.

In the Commissioners letter to the Superintendent dated 1st April 1848 they charge him with a total Silence respecting the State of the Schr Fulton and the prospect of Saving her Cargo; his answer to this was that he was so situated that he had not time to write fully respecting her. This answer was not satisfactory for I am of opinion that on reference to his letter of that date in which he Speaks of the Fulton, it will be found that he had time to write about other matters, of not so much consequence as a full description of the Fulton would have been, as respects the Interests of the Establishment and all others concerned in her. The letter will speak for itself.

As respects the Complaints of the Superintendent against the Commissioners in his letter to the Lieut. Governor dated 18th February 1848 I have to State that the Complaints therein contained are so numerous and varied that it would occupy too much Space to enter on them in this report, and beg leave to recommend that for the Sake of Justice to all parties, the request of the Commissioners be acceded to, and that the Superintendent be ordered to Halifax, So that a full and fair investigation may be entered into touching all matters and disputes between them, and would further recommend, that while the Superintendent is in the City, there should be an enquiry into the Management of the affairs of the Island generally. I am of opinion that this is absolutely necessary; for the many reports in circulation and the assertions of Some of the men now on the Island and others that have been there are injurious to the Character of the Establishment and of the Superintendent, and ought to be investigated, and refuted if untrue.

Employment of Persons belonging to the Establishment

As respects the enquiry into the Employment of the Men belonging to the Establishment I would beg leave to refer to the Journal, Kept daily, and returned to the Commissioners quarterly. It is there noted what they are daily employed at, but as it may not be convenient for the Journal to follow this Report I will note the leading Sources of Employment.

When there are any Wrecks on the Island all hands are of course employed about them, at other times they are employed collecting and hauling Wood, which occupies much time; two men are generally employed about the Stock and house. At this season they are principally employed in farming, in the fall harvesting, and in general in keeping the premises and boats in order. In foggy weather two men are Sent daily round the Shores of the Island to look out for wrecks. There is no doubt time to spare which

would be turned to account were the present System of remuneration altered. Most of the men at present employed are quite dissatisfied and they generally leave as soon as their time is up.

In a place like the Island where it is a kind of expatriation to live, Sufficient encouragement ought to be given to induce the best men to go there. If there is much wrecking — in winter especially — it is laborious work and requires strong, active, hardy men; any other would be broke up in a few days. The present System of Monthly wages only is not attended with the best results; the men employed are certain of the Amount agreed upon whether they do little or much; there is no stimulus to exertion beyond what may be considered the routine business of the Establishment. They are allowed, it is true, Twenty Shillings for every Wreck; that they expect to get whether the Wreck realises One pound or One hundred, and, in the winter especially, it is hard to get men to exert themselves as much as they might without that powerful lever "Self Interest."

I therefore strongly recommend that out of the proceeds of all property disposed of, that is acquired by the labor of the persons employed on the Island - a certain percentage should be set apart to be divided among the persons so employed in addition to their stated Wages, which I think under this System might be reduced. The Sum to be received by each person as percentage not to exceed a certain Amount in each year.

With this System in operation the best men would be obtained, and would be anxious to remain there, and I am of opinion it would be a means of Materially increasing the funds of the Establishment.

Allowance to Transient Persons

I would also beg leave to call attention to the provisions at present allowed to persons who may be thrown upon the Island. The only allowance — the Superintendant informed me — that the regulations of the Island Sanction to transient persons is one pound of Salt Beef or Pork and one pound of Bread or Flour per day, for men, and a reduced allowance of the same for women and children: This allowance I should think quite insufficient for hearty, healthy men and not at all suitable for the generality of women and children; it has been the cause of much discontent and trouble and I am of opinion ought to be remedied.

Instead of the Salt Meats for the women and children I would recommend that Oatmeal, Corn Meal or Rice, and Tea & Sugar be substituted, and to be given to those who preferred them, in certain quantities at the discretion of the Superintendant. Although not within his province so to do, I believe the Superintendant has on his own responsibility at certain times allowed Tea & Sugar &c to transient persons.

Visits to the Island

I would also recommend that the Island should be visited at stated times, say once a month, if the cost of doing so is not found to be too great. The benefit to the Island of fixed and stated visits will be obvious. About a year and a half since there were three crews and some passengers on the Island at one time, some of Whom were there nearly eighty days: had the Island been visited monthly, a large saving of provisions would have been one of the results.

As there is no stated time for visiting the Island, the Superintendant as well as the persons whom Accident may place there, are kept in complete Suspense as to the arrival of any vessel. If there were stated visits — no matter how many — it would be a great comfort to persons whom Accident places there to Know when they could get off the Island.

Should the visits be monthly So large a Stock of perishable Stores need not be kept. At present there is a Six Months Stock on hand — with the exception of some groceries — The flour therefore will likely turn Sour before it is used. With Monthly visits or once every two months, not more than half the present stock need be kept on hand. At any rate whatever the number of visits may be, let them be at Stated times and known to all interested.

The last recommendation that I have to offer in this Report is that one or more of the Commissioners visit the Island twice at least in every year, and learn for themselves the requirements and working of the Establishment.

In conclusion I have to add that in the foregoing Report I have endeavoured to give all the facts and information that the short notice I had of proceeding to the Island and my limited stay there have enabled me to give and trust I shall be excused any errors or omissions.

All of which is respectfully Submitted
William T. Townsend

Halifax, Nova Scotia
26 April 1848

Since making the foregoing Report my attention having been called by Mr. Wallace to the fact, That the "Courser" & "Orpheus" were purchased by him previous to him being appointed a Commissioner; and the Brig "Adelphi" was also purchased by himself and Mr. Joseph Darby previous to their being officially connected with the Establishment.

12 January 1849
William T. Townsend