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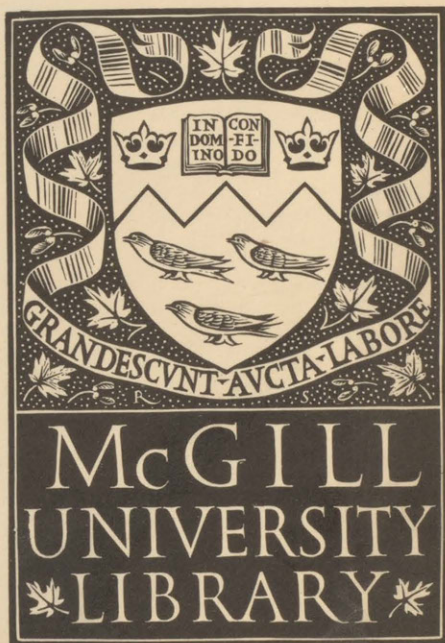
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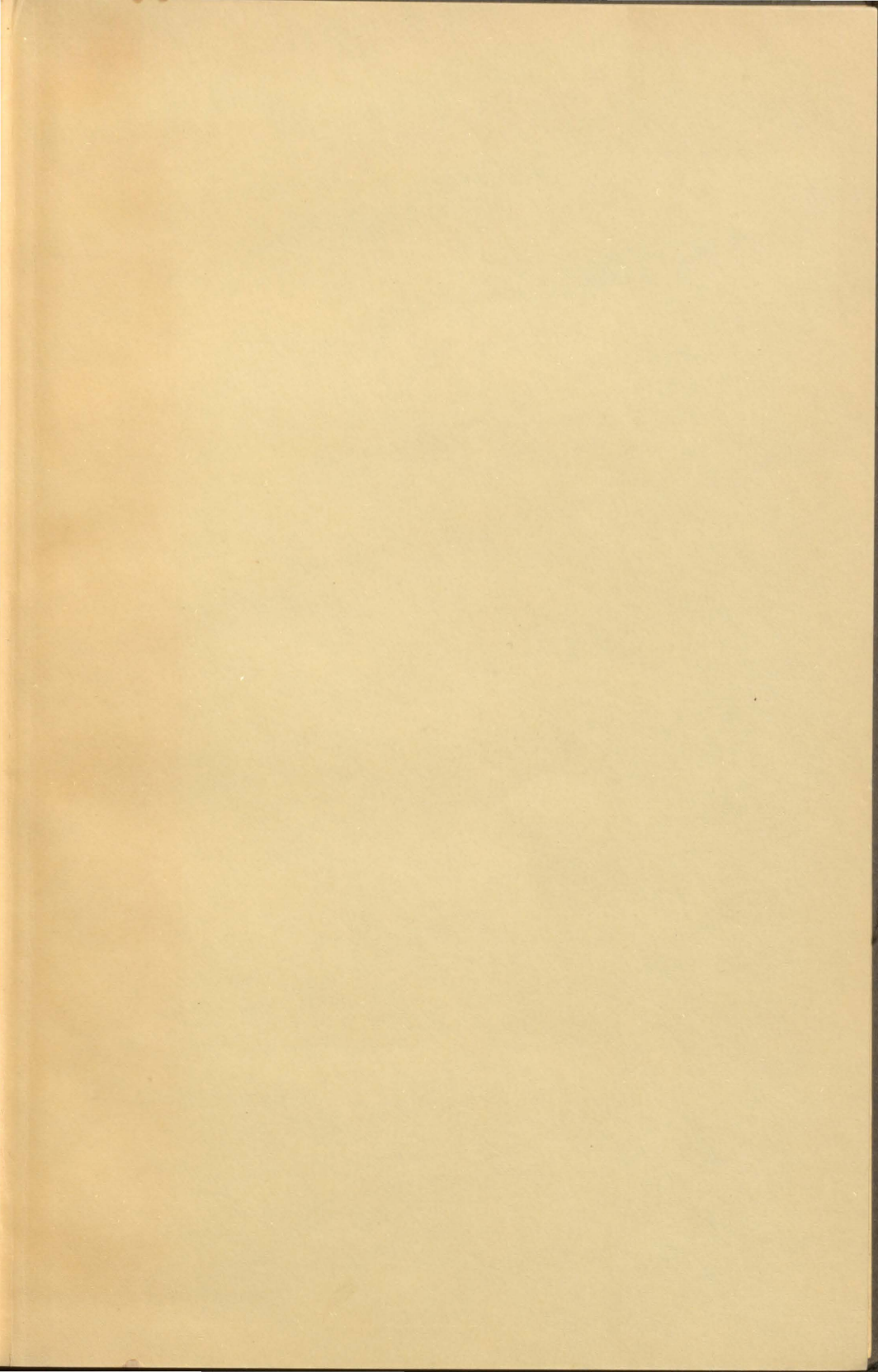
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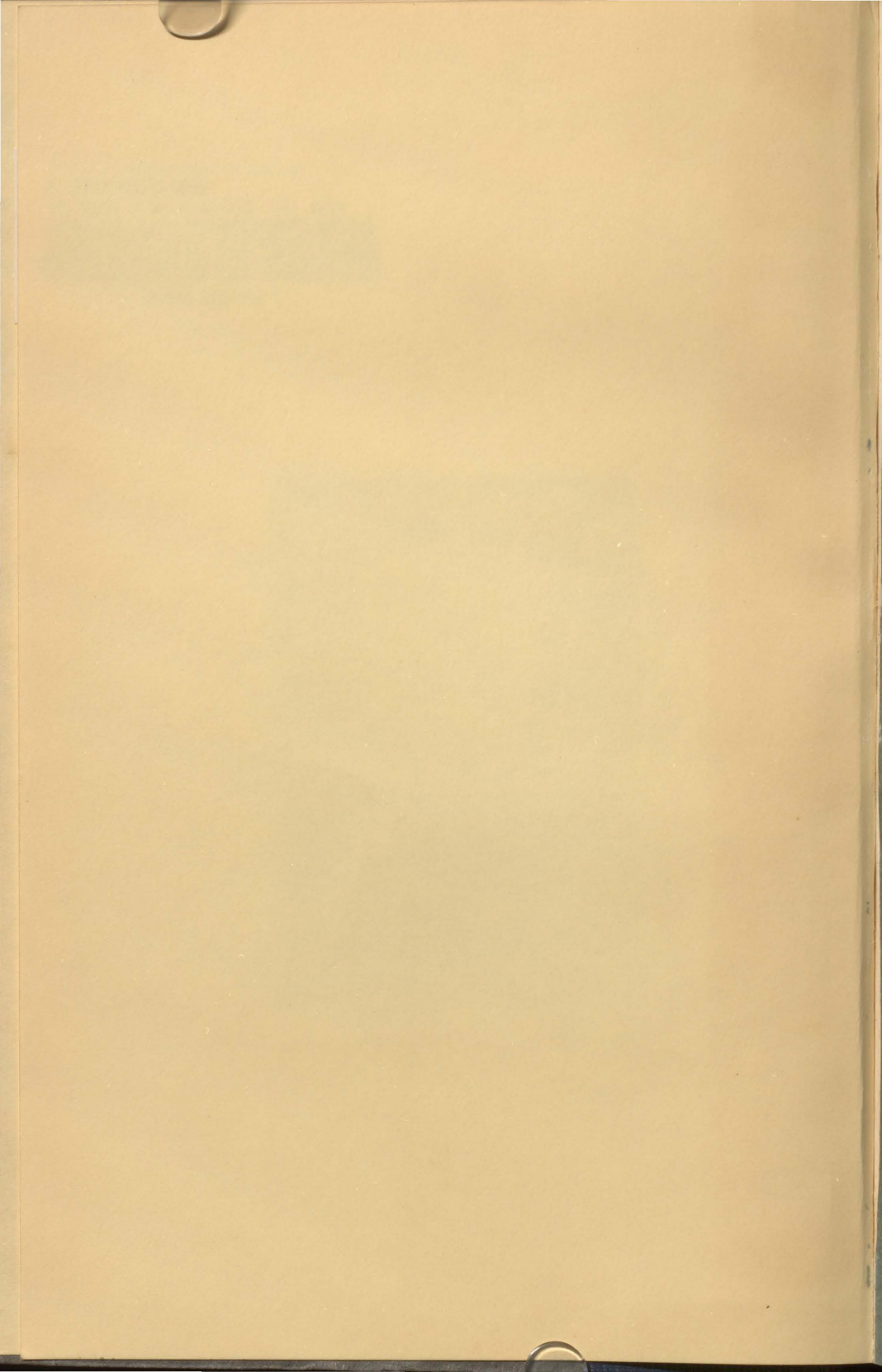
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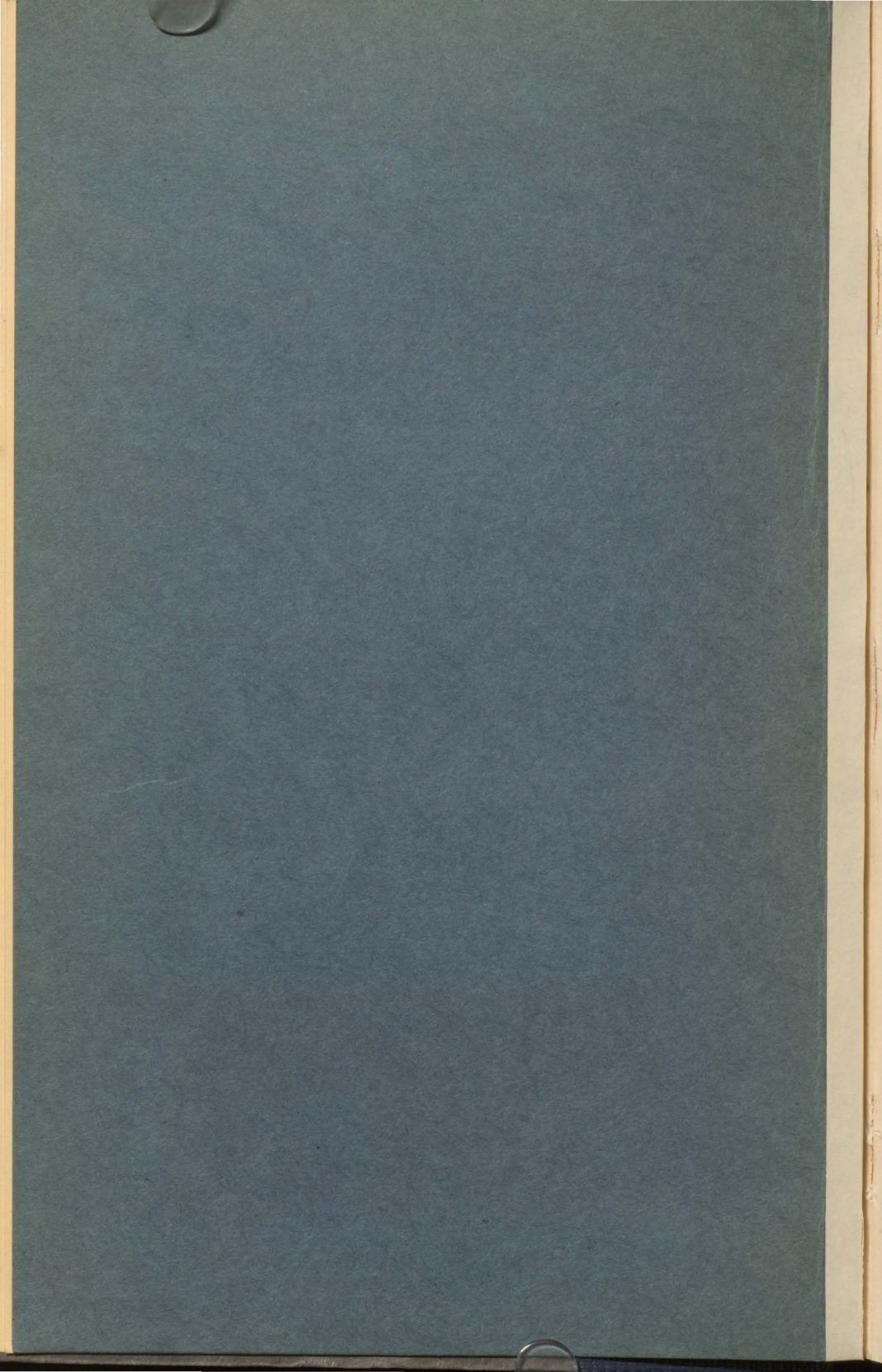


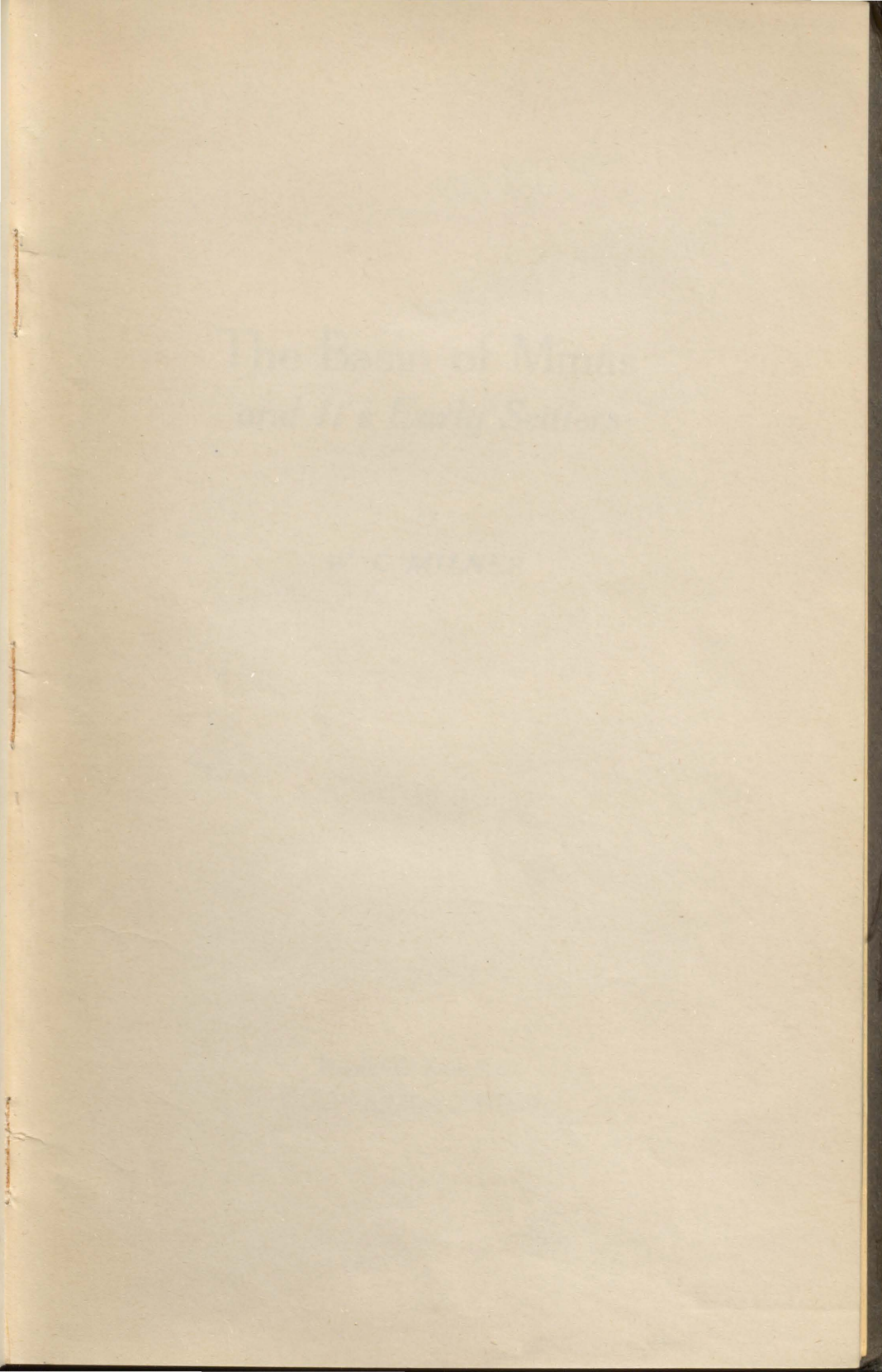


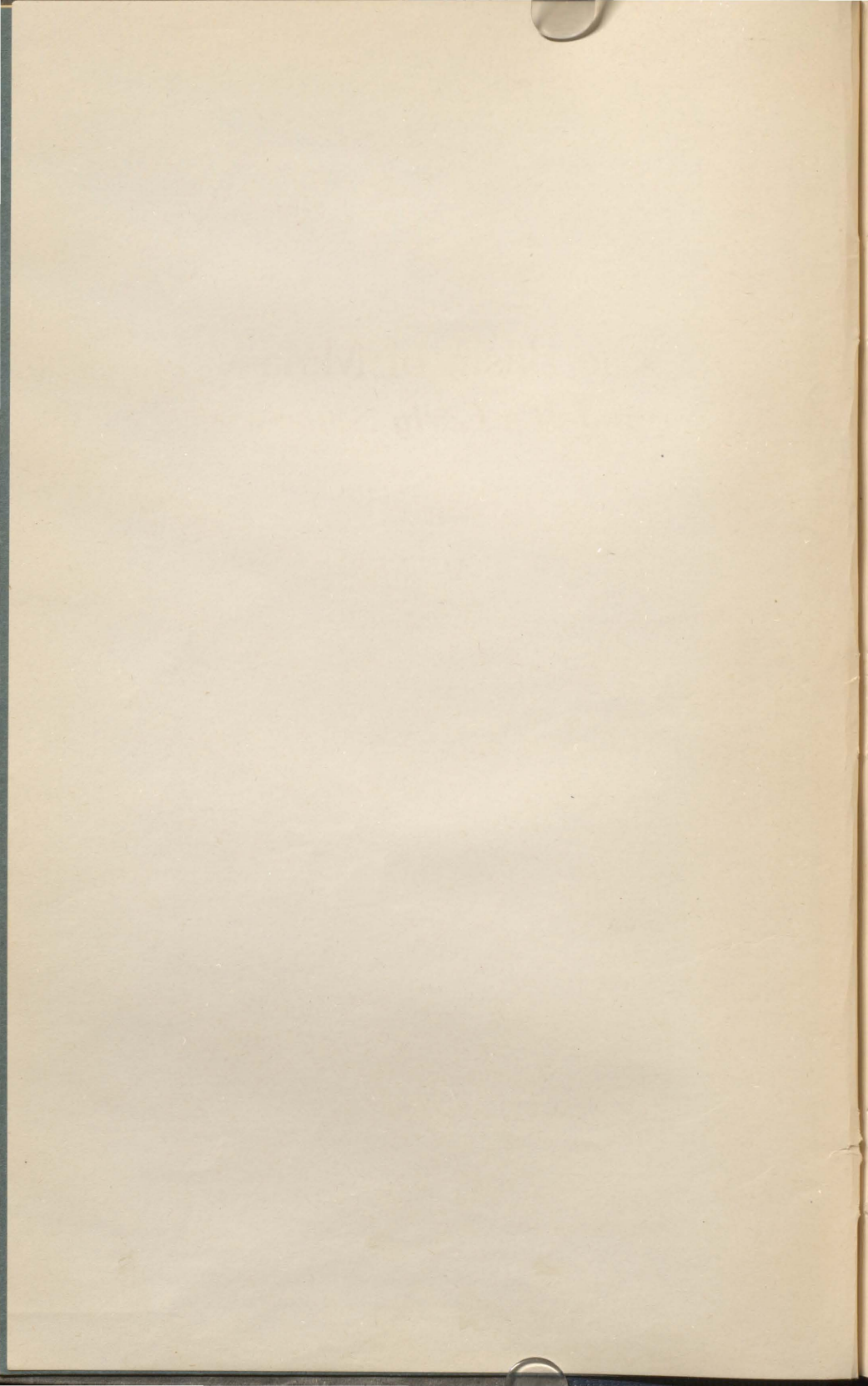


The Basin of Minas
and Its Early Settlers

W. C. MILNER







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and It's Early Settlers

by

W. C. MILNER

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To
MRS. GRACE DEAN McLEOD ROGERS
*whose historical stories of Acadia
form an important part of
the classics of Canada.*

To
J. P. ROBERTS
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a prominent family in St. John, N. B., by the name of Walker, who are his descendants.

Charles II, while under secret agreement with Louis, openly with great duplicity professed great zeal for the principle of the Triple Alliance as necessary to hold in check the soaring ambition of Louis. He thereby induced Parliament to vote 800,000 pounds to augment the navy and thereupon he declared war in the United Provinces. By sea the latter carried on a successful fight, but on land they were overwhelmed by the armies of Louise. Three of the seven Provinces were over-run by the French, whose camp fires were in sight of Amsterdam. Then William of Orange opened the dikes and let the sea in. This arrested the progress of the invaders.

Spain and Austria alarmed at the attempted dominancy of Louis came to their aid and poured their troops into Holland. The Commons of England compelled the King to reverse his policy, restore peace with Holland and make common cause against the common enemy.

Under the leadership of William III Europe became practically united against Louis' efforts to make himself master, and by the martial skill of Marlborough, a series of great victories were won in the "Cockpit" of Europe that wrecked forever Louis' ambition.

THE BASIN OF MINAS

The records left by an ancient French traveller, M. Gargas, appear to have escaped the notice of Canadian historians until Dr. W. Inglis Morse personally undertook investigations amongst national records in France, when he discovered a small mine of information that had been passed over by previous investigators. These are printed in works lately published by Dr. Morse. The statistics relating to the Basin of Minas and Chignecto are reproduced.

Gargas states: (1787)

The Mines is a settlement about four or five years old, where all the young people from Port Royal settled. There are several rivers at the settlement and such a quantity of good marsh lands that 200 families and their cattle could be supported easily, if these marshes were well cared for and cultivated. The high ground is good and the rivers contain shad, trout, alewives, bass and shell fish. The people here likewise use only "misaghaus" (weirs). About thirty families live in this locality, but the settlement is too remote for commerce, only small vessels can risk going there. It lies at the end of French Bay and near the entrance to it. On the side towards the sea there is a red cape called the Cape of Mines, where there is a very good copper mine. This mine is very close to a small harbor called Advocate Harbor. I visited the entire region.

CHICNITOU OR BEAU BASSIN

Chicnitou is another settlement belonging to the Sieur de la Valliere, who is the lord of it. It is a place extremely fertile in pasture lands for cattle but suitable for that only, since grass can hardly ripen because of the many fogs that are frequent there. It is only recently they have cultivated some of the higher ground and there the grain grows very well. It is most conveniently situated for communication with Canada, because it lies between the Green Bay and French Bay: there is only a spit of land about $2\frac{3}{4}$ miles wide (?) separating the two bays. Your Highness has apparently been informed of the convenience which the joining of the two bays would add to the country if it were inhabited. All sorts of fish and game are abundant at Chicnitou.

GARGAS CENSUS 1687-88

	Priests	Nuns	Men	Boys over 15 years	Boys under 15 years	Women	Girls over 12	Girls under 12	Enlisted men	Indian men	Women	Children	Total
Mines	1		25	7	32	24	4	18	3	15	15	20	163
Chignecto	1		13	12	28	14	13	21		4	5	12	122

	Churches	Houses	Mills	Wigwams
Mines	1	26	1	15
Chignecgo	1	15	1	5

	Horses	Colts	Horned cattle	Sheep	Geese	Swine	Acres of marsh under cultivation	Upland
Mines			130	70	40		45 $\frac{1}{2}$	
Chignecto	4	2	220	125	25	2	40	10

M. de Meulles, Intendant of New France, visited Acadia 1685-86. He left Quebec on 11th October, arrived at Miramichi Nov. 12th and at Beaubassin on 23rd November. He was entertained by La Valliere. He left there on 20th April to explore the river St. John.

He stated in his report many interesting things, amongst them that Acadia surpassed all other countries, without exception, in the number of fish of every sort to be found along its coasts.

Dr. W. I. Morse purchased from the Maggs firm French mss. dating from 1691 to 1698, embracing the relations of De Meulles, Gargas, Saccards, and Delabat, which had probably been collected by Michel Begot, father of the Intendant of New France. These have been splendidly translated by Dr. Morse who has performed an admirable service in the department of Canadian history.

These records show number of inhabitants:

Shubenacadie River near the junction with the Stewiacke River.....	14 families
East side of Shubenacadie River and south of Bay of Fundy.....	30 families
Five Islands.....	5 families
Economy Point.....	5 families
To Debert.....	12 families
Masstown.....	17 families
Ishgomish (Fort Belcher).....	15 families
North and Salmon Rivers.....	6 families
Tatamagouche.....	12 families
Ramshag.....	6 families

(Mr. Patterson, K.C., in a paper read in 1934, before the N. S. Historical Society, estimated their were 142 families.)

Capt. Willard was despatched with a party of soldiers (August 1755) to gather up the Acadians along the North Shore (Tatamagouche) burn their dwellings and report at Fort Cumberland. He collected them and marched with them to Cobequid (Truro) and from there to along the north side of the Basin to Portipique, Economy, Five Islands to Parrsboro, where they took the trail through the Cobequids to Maccan and from there to Fort Cumberland.

The Acadians left their wives and children behind them when they commenced their march. This is one of the most sorrowful and regrettable pages of the history of Acadia. There is no record extant giving information as to the fate of these women, wives, sisters and mothers, with their children. There is no record that they ever rejoined their fathers and husbands.

Feudal tenures reached the Minas Basin in the person of one, Mathieu Martin—the first white child born in the colony. He was born (probably) in 1639. A grant was made out to him and confirmed to him by Louis XIV. His territory commenced on the west side of Shubenacadie river, circled around to embrace Truro, Clifton and then ran again to the river. In 1703 a census was taken of the people of the district. They numbered 90, 22 of whom were capable of bearing arms. Their chief wealth was in 180 horned cattle and 120 sheep. The quan-

tity of land they had cleared and cultivated was insignificant. The game of the fisheries and forest seemed to have furnished the important part of their living.

Seven years before the expulsion there were the following families:

- Near Tenny Cape, 4.
- Near Noel Cape, 7.
- Near Maitland Cape, 4.

ACADIAN CUSTOMS

The pioneer Acadian settler at Grand Pre was Pierre Melonson, a resident of Port Royal. He was both a farmer and a tailor. He was not noted for his courtly manners. When Father Laurent Molin at Port Royal was taking up the census of 1671, he gruffly refused to answer questions. He was then 47 years of age. He had seven children; the oldest being 16 years of age. He was the owner of a herd of horned cattle. He was also a land owner at Port Royal, according to the statement made by Notary Courant at Port Royal. Melonson was well connected. He had a brother Charles, a well-to-do man; Mires d'Entremont, seigneur of Pobimcoup, was a brother-in-law; Jacques de Latour had married his daughter. These connections did not attract settlers with him to Grand Pre; he seemed to favor an isolated life. He was, however, a very successful farmer and he started a colony, one of the richest in French Canada.

He was undoubtedly a descendant of Mr. Melonson, who was amongst the settlers introduced at the Scottish fort at Annapolis by Sir William Alexander, half a century previously, and who remained in the country when that settlement was withdrawn.

The farm implements of the Acadians were mostly of domestic manufacture. The hay fork with wooden tines, the flail, and sickle, the short scythe and cradle, a spade, sometimes a two horned anvil and plough. The Acadian farmer who turned his marsh furrows is gone nearly two hundred years; he heeds not the sunrise, nor sees the shadows lengthen. Much flax was raised and a flax mill was its accessory and a winnowing basket. There was also the cart, wain and sled. A young man was not allowed to marry until he could turn a cart wheel and a maiden until she could weave herself a dress. Linen was a product of the Acadian wives. The flax for it was plucked, laid in loose bundles in the furrow, bound into sheaves, beaten by the flail and left to weather in the sun. A fire was kindled in a pit, and above it a stage erected on which the flax was spread to dry. The sheath was separated from the fibre. The latter is then peckled, combed and plaited.

The blaze from the fire place was not the only light in the evenings when the world was dark. Melted fat in a saucer with a lighted wick was the predecessor of the dipped candles. The wick would be cut and twisted and each one weighted with a nail to keep it plumb. A lot of them are attached to a stick and sunk in a pot of boiling fat. When coated, the lot are withdrawn and dipped into a tub of cold water. The fat is hardened. This is repeated until the candle is large enough. Candle moulds were a later invention. The dipped candle was in common use until after 1850.

Acadian houses were made of logs, hewn on the inside, with ends notched to fit closely, and roofed with split shingles or bark. The chimney was made of stones gathered on the surface and cemented with clay. Heaped high beside the fireplace was a pile of logs. To keep this intact during the storms of winter was the chief job of the habitant. The house was generally divided into two apartments by a rough partition. The furniture, such as tables, chairs, bedsteads, were of domestic manufacture—rough and strong. Beside them were the loom, wheel, reel, and such like implements for converting wool and flax into cloth. The musket and powder horn adorned the wall in company with the skins of foxes and other games, while slung overhead were dried hams, beef; shelves near the fireplace contained pewter and wooden dishes. Sometimes a violin rested against the wall, for the habitant was of a social nature, delighted in company, loved music, dancing and cards. Possessing no books or other means of mental recreation, they gathered in winter before the flames of the fireplaces for mutual companionship. They had no schools, could not read or

write and in such declarations as they made, they signed with a cross, the documents being prepared by the Cure or the Notary. They raised beeves which they sold, and hogs which formed an important part of their daily bill of fare, which was supplemented by abundance of shad and other fish, porcupine and sometimes by caribou or moose. The country was adapted for apple culture and orchards abounded with trees brought from Normandy. Some of them have survived the storms of a hundred and eighty years.

The hay cart is a miracle of wood. The axle-tree was made of maple or cherry birch; the shafts of tamarack run through to the tail of the cart. Nails made by hand were scarce and wooden plugs served in their place.

After Mass on Sunday mornings from the steps of the Chapel notices were given on all subjects of interest to the parishioners, from a barn raising to the loss of a "critter". They would linger in the church yard and fall into groups, the men lighting their pipes and the women folks gossiping on domestic matters.

On All Souls Day, an auction sale took place of products brought in by the parishioners, the proceeds for the benefit of deserving souls in Purgatory.

The Acadian did not attempt to aboideau large streams. They built dykes up their sides. The cross a quarter of a mile from the Chapel at Grand Pre marks an aboideau across a stream navigable to that point for small vessels. A wharf was built there. It existed in active service, until an aboideau was constructed across about 1820. It was known as the French Wharf. It was from that place that the hapless Acadians took boats in the spring days of 1755 for the vessels in the Gaspereaux River that were to take them from their homes and the land of their fathers.

A little later than Melanson, Pierre Terriau left Port Royal to settle in Baie des Aimes, accompanied by his wife, Olive Landry, who came from an old Acadian family. He was accompanied by two brothers-in-law, Claude and Antoine Landry, and also by Claude Boudrat and Martin Aucoin, Phillip Pinet and Francois Lepierre. The leader of this party of immigrants was not only an intelligent man but possessed a large amount of human nature that made him an attractive leader.

In 1686 there was gathered in Terriau settlement seven families counting 39 persons.

The population was increased by a miller named Francois Rimbant, a blacksmith, Alec Ambre, three or four soilors with their families; a surgeon, Amand Burgeant. The latter married a daughter of Melanson and located himself near him. The whole district of Mannes was in the seigniorship of d'Aulnay. Melanson was agent for d'Aulnay, collected rents, was Captain of the militia, of which he was custodian of the Arms—he had the care of a dozen muskets.

ACADIAN SETTLERS AT GRAND PRE IN 1755

In 1755, there were three Acadian farmers on the hill above Grand Pre. It is probably they were there six years before, at the time of the attack on Noble. They were Jacque Terriot, Jean LeSour, Pierre Landry. The village along the present highway from Grand Pre to Gaspereaux River was called the LeBlanc village, the houses of which were occupied by Noble's command. It was one of the oldest of the Acadian settlements. The names of the residents with the number of children as in 1755, follow, and it is unlikely they were much changed in Noble's day:

Joseph LeBlanc, 5; Oliver LeBlanc, c; Jean Charles Leblanc, 1; Michael LeBlanc, 5; Commo Brasseux, 7; Aman Meloncen, 2; Oliver Terriot, 1; Jean Terriot, 4; Bless Sellam, 4; Pierre Allin, 3; Simon LeBlanc, 4; Bonaventure LeBlanc, 2; Suprian Dupuis, 3; Charles Dupuis, 4; Antoine Celestine, 6; Pierre LeBlanc, 1; Ignuff Hebert, 3; Benois LeBlanc, 3; Pierre Celestine; Joseph Richard, 3; Battiste Babin, 5; Francois LeBlanc; Battiste LeBlanc, 4; Joseph Robin; Daniel LeBlanc, 6; Jean Le Pierre; Pierre Doulet; Alin LeBlanc; Jean Babin, 2; Joseph Babin, 4.

These farmers possessed 331 head of horned cattle, 559 sheep and 46 horses, besides a large collection of pigs—far more live stock than their successors today possess.

EVANGELINE

To make a great romance, Longfellow stepped aside from the facts, as is now known to historians. Accepting it as an historical account of their forefathers, it has served to color the vision of Acadians and embitter them against the British, very unnecessarily. Acadian school teachers have been at pains to teach their pupils lessons of enmity, as is shown at their gatherings, where French national songs are sung and patriotic English songs are never heard, it being forgotten or ignored that scores of Acadians have won position and occupy distinguished positions under a flag that knows neither race nor color nor previous condition.

The late Judge Felix Voorkies, grandson of the foster mother of Emmeline (Evangeline), possessed the facts and communicated them to George Williams Moritz, who years ago published them in "Forest and Stream".

Gabriel's real name was Louis Arceneaux and Evangeline's, Emmeline Labiche. The real story is much more sad than Longfellow tells it. Emmeline did not spend her life seeking Gabriel—and then find him dying—a picture of constancy. On the contrary, it was not long before she found him—he had then forsaken her and found an attachment with another girl. This discovery was a blow from which she did not recover—it affected her mind from which she died.

SOURCES OF FRENCH STRENGTH

France possessed in Acadia two great sources of strength. The first was the Missionaries. Their spiritual zeal was colored by intense partizanship. The fleur de lis was an accompaniment of the Cross. Father Thury of Penobscot (1670-80), who went with the Indians on their raiding expeditions and La Loutre at Beausejour (1740-55), were outstanding priests; the others were but modifications of them. The writer has examined hundreds of memorials and letters of this period and he has not seen one that inculcates "Peace and Good Will", though these men were almost without exception, laborious and self sacrificing, who endured untold hardships and privations in their sacred calling. When, however, the issues were national, the Christian virtues were as absent from them as from the New England divines who bestowed their blessings and invoked divine aid on the expeditions departing in raids on French and Indians.

The second was the Malecite and Micmac Indians. The devotion of them to the French arose from two causes—first the teaching of the Missionaries and next their intermarriage. Such unions bound them to the French with links of steel, which were never broken. Time and again treaties of peace were made with the English, but they were made to be broken. Probably there was no general infusion of Indian blood in the Acadian race, but whether such has been beneficial or not is questionable. It is a matter of observation amongst travellers that a union of two races does not tend towards improvement. It is certain that original French discoverers, voyageurs and colonizers, were men of remarkable virility and daring, rejoicing in adventure. Along the Gaspé shores, where the Indian blood is predominant, there comes none of the old time French fighting qualities.

Up to 1710, the French held control of Acadia, undisputed except for the occasional interruption of some expedition from New England. The capture of Port Royal by a Massachusetts force under Nicholson that year, scarcely changed the pre-eminency of the French; for Port Royal was an isolated post, always threatened by parties of Acadians or Indians who traversed the country unopposed and even within gunshot of the fort, rendered the lives of the garrison precarious.

The French government at this time had large schemes in hand: they were none the less than controlling the waters of the St. Lawrence and North Atlantic, by which the security of their North American colonies would be guaranteed, control of the fisheries maintained and the trade of a vast region abounding in natural resources, be monopolized. Whereupon, rose the great fortress of Louisbourg—created at an almost incredible cost. It was a walled city, two miles in circuit, surrounded by a stone rampart, thirty feet high, protected by a ditch

eighty feet wide and armed with six bastions and three batteries, mounting more than 150 guns.

MASCARENE ON THE ACADIANS

Paul Mascarene for many years Governor of Acadia, gave the Acadian people of the Annapolis Valley an excellent name. They were a domestic people, attached to the soil and to their homes. They married young and had large families. They knew little of the great world beyond and had little ambition to penetrate it. They led happy lives, content with simple pleasures. The parish cure was their leader in worldly as well as spiritual matters; they implicitly relied upon him for guidance. They had reason to be satisfied with their lot. They were not harassed by the tax-gatherer or by the demands of over-lordship. They had a good market in the English fort at Port Royal for their surplus products. Their only grievance was the voracious demands of bands of Micmacs who were constantly traversing the Valley to Port Royal to keep the garrison there in a state of alarm. When entering a settlement they never showed any disposition to leave until the larders were bare. They were usually accompanied by Acadians from Chignecto or French militia from Quebec.

The romantic period of Acadia may be said to have ended in 1710, when Francis Nicholson entered the Basin with a fleet of thirty-six vessels from Boston, transporting four regiments, two from Massachusetts, one from Connecticut and one from New Hampshire and Rhode Island, which were speedily landed and proceeded to invest the fort. After two weeks seige, M. Subercase surrendered, forced more by the condition of the garrison than by the force under Nicholson. The men were in rags and tatters and possessed no provisions. They were shipped back to France. Nicholson returned to Boston leaving Col. Vetch in command with a garrison of 250 New England volunteers.

More than a century had elapsed since de Monts had established the town of Port Royal. It had witnessed Champlain's order of "de bon temps", before he commenced the settlement of Quebec. It had known Poutrincourt, and that political lawyers L'Escarbot. Madame de Goucherville's mission of Jesuits had appeared and commenced to convert the Indians to Christianity. Sir William Alexander's fort at Goat Island was built, to be later abandoned, and the formation of the order of the Baronets of Nova Scotia established.

It was destroyed by Argal. It was rebuilt by Biencourt, son of Poutrincourt, and later on captured by Kirk, a Scotch Calvinist, who had a small fleet of his own, with which he later captured Quebec. Claude de la Tour and Charles Amador, his son, Razilli, D'Aulnay and the heroic Madame La Tour continued to give a stirring chapter to the history of Acadia not exceeded in the annals of any country.

New England's frontier settlements had long been subject to attack from Indians, and subject to the mercies of the tomahawk and scalping knife. A sentiment had grown up that the only safety was in the reduction by the British of Acadia and Canada. This inspired Nicholson's capture of Port Royal. The year after Pepperell's army captured Louisburg, D'Anville's mighty expedition (1746) which has been compared to the Spanish Armada, with 65 ships and a swarm of transports, set out from France to recapture Louisburg and to conquer New England. This created great alarm in all the English outposts and settlements in New England. To co-operate with the fleet, the Governor of Quebec despatched a force of 700 men under de Ramesay to Acadia. Paul Mascarene appealed to the Governors of New England for reinforcements to enable him to retain Annapolis Royal.

THE EMPIRE OF THE MICMACS

The Basin of Minas is a home of romance, myths and fables. Three nations have played their part about its shores. Previously to the advent of the mighty Glooscap, the Beaver had made a dam at Cape Split, converting the Basin into a fresh water lake. Glooscap took his spade and opened up a channel, through which the tides have ever since raced. Glooscap threw five spade fulls at the beaver that was watching him. These made Five Islands as they stand today.

Perhaps his kettle leaked—anyway he threw it away and it is known today as Spencer's Island. In thunder they heard his voice and lightning shot from his eyes when angry.

Rev. Silas Rand, Indian missionary, who translated parts of the Bible in the Indian tongue, produced an Indian dictionary and other books dealing with Micmac history and traditions, was an authority—with Charles T. Leland—on Micmac mythology. Glooscap, dwelt on the summit of Blomidon. From an ash tree he created man. The turtle was his uncle, but was an old bachelor. For him he found a wife. He rode on the backs of whales. Loons became his messengers. Certain Indians who were saucy to him he turned into rattle snakes. The first highway in Cumberland was made by him. Noogumee kept his wigwam and the boy, Abistanooch the Martin, ran errands for him. For their accommodation he threw up On-wokum or the Boar's Back from Parrsboro to River Hebert. Glooscap emigrated towards the setting sun. His return was expected, but he has not yet returned.

Then there was the tradition of Deno. He was a pirate. He sighted a ship off the coast of Ireland, bound in from the East loaded with silks and wines. He sank her with her crew. No one was saved except the Captain's daughter—a lovely maiden, whom he appropriated. Being pursued, he sailed westward and reached the Basin of Minas. Whether through jealousy or other cause, he determined to get rid of his captive. He put her in a cave near Black Rock and blocked up the entrance with rocks. A band of Micmacs passing by heard the shrieks of a woman. They removed the rocks and found the body of the girl long dead. At night time, often those passing near the cave hear the heart-rending cries.

Six years after the expulsion of the Acadians (1761), the Micmacs gave up the struggle against the English and their chief appeared at Halifax and tendered his submission. To maintain his dignity, he appropriated a long name. It was Barelemay Nunqualett.

FISHERIES

The fisheries of the Basin of Minas gave such abundant harvests in Acadian days that the settlers were largely engaged in the fisheries and in building boats to fish in off shore. The probabilities are they were engaged in the dry fish trade—their boats meeting the French fleet off the Atlantic coast. By the Treaty of Utrecht (1712-15) the Acadians were given a year to decide whether they would remain in their old homes or vacate the country. They complained that the collector of customs at Annapolis Royal would not pass entries for rigging for their vessels to take them away. Apparently they were already supplied from France, because when D'Anville's expedition (1746) approached Nova Scotia, it is recorded that no less than forty Acadian pilots were offered. The basin itself, and its rivers, teemed with fish. At a later date regulations were passed to prevent wiers from destroying them.

The early exports from the Basin were timber (hewn), fish, and furs. The re-stocking of our bays and rivers with shad is represented as a simple matter, only requiring government action, as it is stated that shad belong to that class of fish that return to their spawning grounds. The re-stocking of our lakes and rivers with trout would add greatly to our national wealth and make our country more attractive to tourists and sportsmen.

MARSHES

There were thousands of acres of tidal marshes about the Basin of Minas, the largest being at Grand Pre and Wolfville. The Acadians commenced dyking in 1675; they found the dyke lands very fertile and productive in grass and grain, enabling them to gather and feed flocks and herds of cattle and sheep. The farmers lived well on their own products; their women folk wove flax and wool and produced clothing and household linen. It was the fashion for every house to have a spinning wheel, loom, cheese press and cider press. As an in-

stance it may be cited that Charles Granger had thirty-four head of fine cattle, seventy-four head of sheep and twenty swine.

CAPE SPLIT POWER

Owing to the narrow entrance to the Basin of Minas from the Bay of Fundy, a swift flow of tidal water results. Due to the high, abrupt partially submerged cliffs at Cape Split and a part of a cliff showing 400 feet distant, there is a natural tiderace, which would develop a 2,000,000 h.p., tidal power, as estimated by engineers.

There is no hydro-electric proposition on the Atlantic coast of Canada of the same magnitude. Owing to the diminutive character of the manufacturing industries of the Maritime Provinces, there is but little demand for hydro power on so large a scale. Therefore attempts made to develop it have failed for lack of capital.

THE FIRST NEW ENGLAND SETTLERS

The proclamation of Governor Lawrence was favorably received in New England, and led to active steps toward emigration. In April, 1759, agents from a number of persons in Connecticut and Rhode Island who designed to become settlers on the Bay of Fundy came to Halifax. They were Major Robert Dennison and Messrs. Jonathan Harris, Joseph Otis and James Fuller from Connecticut, and Mr. John Hicks from Rhode Island. A Council was held at the house of Governor Lawrence at which these gentlemen were in attendance.

As they were the first applicants they were promised some aid from government for the poorer families. The vessels belonging to the Province were to be at the service of the settlers to bring them with their stock and furniture to Nova Scotia. Arms were to be supplied for a small number and protection by block houses and garrisons. Furthermore the government expressly engaged that the settlers should not be subjected to impressment.

The agents desired to be shown the lands upon which settlement was proposed. They were sent to the Basin of Minas on the armed scow Halifax, attended by Charles Morris, a member of the Council and Chief Land Surveyor of the Province. An officer of artillery with eight soldiers served as guard for the party.

In May the agents returned to Halifax, after having viewed the vacant lands from which the French farmers had so rudely been torn. So well satisfied were they with their inspection that immediate arrangements were made to secure the grants of land. The four gentlemen from Connecticut who represented 330 signers to an agreement for settlement, proposed to take up a township adjoining the river Gaspereau including the great marshes, the Grand Pre of Longfellow's story, and constituting the present township of Horton. This township of 100,000 acres was to be given in fee simple, subject to the proposed quit-rent, to 200 families. Block-houses were to be built and garrisoned for their defence. Fifty families of the number were to have from government an allowance of one bushel of corn to each person per month or an equivalent in other grain. This was to continue for one year. These families were also furnished arms and ammunition for defence. All the people with their movables, stock, etc., were to be transported at the expense of the government.

There was also made an agreement for 150 families to settle 100,000 acres on the river Canard to the westward upon the same terms. This township was named Cornwallis. Formal grants of Horton and Cornwallis passed the seal of the Province on May 21, 1759.

At the same time Mr. John Hicks from Rhode Island, and a Mr. Amos Fuller desired the Governor to reserve land for them and their constituents at Pisiquid on the north side of the river. They engaged to settle fifty families in 1759 and fifty more in 1760 on the same terms as were accorded to Horton and Cornwallis. This was agreed to, and July 21, 1759, a formal grant was made of 50,000 acres between the river Pisiquid and the town of Horton. To this township the name Falmouth was given, and here was the home of a part of the first settlers from Rhode Island.

That summer of 1759 was not a season of entire peace in Nova Scotia. During this very month of July a party of French and Indians, about a hundred in number, appeared before Fort Edward at Pisiquid and continued there some days, but departed without an engagement. The same month a party of committee men inspecting lands near Cape Sable was fired upon by the same or a similar band of foes. Three fishing vessels were captured off Canso by the Acadian French. Even across the harbor from Halifax and within sight of the citadel, two persons had been murdered, while numbers of the enemy had been seen lurking about Lunenburg and Fort Sackville. In view of these facts the Government postponed the new settlements along the Basin of Minas to the following spring. But additional settlements, chiefly by men from Massachusetts, were projected at Chignecto and Cobequid in the north, and at Granville and Annapolis in the south of the province.

The succeeding autumn brought to Governor Lawrence and to New England the joyful tidings of the fall of Quebec. Within eighteen months thereafter, there was concluded at Halifax a solemn treaty of peace with the leading chiefs of the Micmacs, by which they transferred their allegiance from France to England, and ceased to be an annoyance to the province.

The first settlers from Rhode Island arrived in the spring of 1760.

"List of Settlers brought from Newport, Rhode Island, to Falmouth, November, in the Sloop Sally, Jona. Lovatt, Master, in May, 1760.

Benjamin Sanford and family,	7 persons
Nathaniel Reynolds,	4 "
Samuel Bentley,	2 "
James Hervie,	5 "
James Smith,	6 "
John Chambers,	1 "
James Weeden,	6 "
Joshua Sanford,	3 "
John Hervie,	1 "

In the whole 35 persons

35 persons at 1 pound 5 shillings each is 43 pounds 15 shillings.

List of settlers brought from Newport in Rhode Island to Falmouth in the Sloop Lydia, Samuel Toby Master, in May, 1760:

Benjamin Burdin and family,	3 persons
Caleb Lake,	7 "
Henry Tucker,	3 "
James Mosher,	8 "

23 persons at 1 pound, 5 shillings each is 28 pounds, 15 shillings.

On arrival the Rhode Island men separated into two settlements, one on the north side of the Pisiquid and St. Croix, and the other on the west side of the former river, or East Falmouth, and the other West Falmouth.

The first proprietors' meeting was held June 10, 1760. The location is styled "Falmouth on the west side of the Pisiquid river". The chairman was Shubael Dimock, a Baptist from Mansfield, Connecticut. The clerk was Abner Hall. Three committee-men were chosen to manage affairs: Wignal Cole, Abner Hall, and David Randall. At the outset 200 acres were laid out for a common, 60 acres for a town (i.e., a village), and a certain tract for a public cemetery. Each man had a half-acre town lot, a six-acre lot, a ten-acre marsh lot, a farm lot, and two wood lots. One of these was from 100 to 200 acres in size quite accessible, the other contained about 400 acres back on Horton Mountain.

"The Inhabitants of East Falmouth have petitioned to be set off as a distinct town and it has been mentioned in Council, but nothing conclusive done. I have proposed to have it named Newport, from my Lord Newport."

A description of the 58,000 acres to which the name Newport was affixed:

"This township, granted to seventy proprietors, began its settlement in 1761. The present number of families is sixty, containing about 240 persons. The soil in general is rich and in great part free from stone; it is heavy timbered, not having suffered by fire, as the others neighboring. The river Conetcook runs through the middle of this township, navigable for sloops at high water

for ten miles, and on the southern end the river St. Croix, navigable for four miles."

The records of Newport, still extant, show the same procedure in general as on the other side of the river. The proprietors held their first meeting on June 9, 1760, one day earlier than at Falmouth proper. James Weeden was chosen moderator and Zerobabel Waistcoat, clerk. Captain Edward York, Joseph Baley and Benjamin Sanford were chosen a committee to regulate affairs. A month later they ran out "town lots", providing for a compact village at what is now Avondale. The neighboring town of Windsor, clustering about Fort Edward, became the business centre for Newport and Falmouth, as well as for its own township.

FIRST SETTLERS

The first grant in the Annapolis Valley after the removal of the Acadians was 100,000 acres at Cornwallis to Samuel Atwell and associates in 1759. The next grant was to Robert Avery in 1761, of 100,000 acres at Horton. This was cancelled and a grant made to William Welch, Libbeus Harris and Samuel Reed, committee for themselves and associates on 29th May, 1761. These lands were granted conditional of the payment of one shilling sterling for every fifty acres and actual settlement. There was also a grant of two shares to Rev. John Breyn-ton, for the first minister one share, glebe 600 acres, school lot 400 acres. The names of the grantees were the committee and the following:

Gilbert Forsythe, Col. Robert Dennison, Samuel Copp, Major Charles Dixon, Noah Fuller, Elisha Lathrop, Esq., Samuel Strickland, Silas Crane, Andrew Davison, Brotherton Martin, George Stocking, Jr., Jonathan Hamilton, Caleb Bennett, Joshua Welch, Robert Avery, Elnathan Palmetter, Cornelius Rich, Abram Harding, John Davis, Asa Harris, Ephriam Harris, William Coldwell, Obediah Hart, Nathan Fuller, Amos Fuller, Silvanus Miner, Joseph Mather—One share and a half to each.

Jacob Banker, Jonathan Graves, Thomas Lagget, John Whitney, Amaredth Lyon, Theophilus Sutherland, John Bishop, Patience Natz, Zebediah Wickwan, Thomas Spencer, Jacob Bacon, Darius Miner, William Dixon, John Atwell, Thomas Dixon, Jonathan Chappell, Darius Brown, Obediah Penjamin, James Webb, Stephen Emerson, Benjamin Woodworth, James Wickman, Samuel Griffin, Samuel Clark, Lemuel Harding, Jedediah Joshban, William Coolev, David Dodge, Jedediah Williams, Labbeus Tubbs, Stephan Ranson, Amos Rathbon, John Bishop, Jr., Gilbert Harris, Charles Randall, David Pennett, Peter Bishop, Thomas Johnston, Ela Browning, Christopher Strickland, Jonathan Bluchin, Charles Morris, Jr., David Godfrey, John Tagget, Moses Clark, Israel Harding, Silvanus Higgins, John Turner, Anna Rand, Jeremiah Comstock, Samuel Tubbs, Rufus Comstock, Nathan Kenney, Samuel Winter, James Lockhart, Jabez Huntley, Joseph Hacket, Rowland Rogers, Thomas —One share each.

William Bishop, James Welch, James Reed, Arthur Scovil, Samuel Denise, Jonathan Welch, Jr., Richard Sears, Nathan Fuller, Jr., Samuel Reed, Jr., Patrick Marner, Jr., Michael Mitchell, Olive Prentice, John Colwell, Parker Peabody, Ben Peck, Jr., Wilbur Carr, Thos. Harding, Timothy Bishop, John Hamilton, John Lockhart, Joseph Hacket, Jr., Ep. Graves, William Reed, Elisha Brown, Thaddeus Lathrop, Daniel Whipple, Elijah Lathrop, Benjamin Beckwith, Jr., Peter Mackley, Joshua Stuart, David Harris, Balah Coates, Isaac Lathrop, Martha Miner, William Southwith, Christopher Miner, James Markham, Elisha Nichols, Silas Crane, Jr., Labbeus Harris, Jr., Eph. Harris, Jr., John Whitney, Jr., John Randall—One-half share each.

1764—James Anderson, 500 acres; Jacob Brown, 500 acres; James Billings and Jonathan Barber, 1,000 acres; James Brown, 500 acres; Patrick Murray, 250 acres; Andrew Martin, 500 acres; Benjamin Peck, Sr., 750 acres; Nathan DeWolfe, 500 acres; Daniel DeWolfe, 250 acres; Nathaniel DeWolfe, 500 acres; Samuel DeWolfe, 500 acres; Jehial DeWolfe, Daniel Harvey, 750 acres. 1765—John Allen and associates, 6,250 acres; Jacob Burnham, 650 acres. 1866—Darius Muir, 450 acres; Jonathan Darrow, 500 acres; John Eagles and Stephen Emer-

son, 450 acres. 1767—M. L. Lapport, 700 acres; 1768—Benjamin Beckwith, 500 acres; 1771—Jonathan Belcher, 500 acres. 1777—Heirs of Timoth Buel, 2,250 acres (Elijah, Elisabeth and Vashti). 1779—Benjamin Beckwith, 700 acres.

WAR AND TRADE ON MINAS BASIN

The new settlements along the shores in Chignecto and the Basin of Minas offered good opportunities for plunder by New England Privateers during the American wars. They were generally manned by Puritans, who rested and prayed on the Sabbath but preyed on Monday on the luckless settler, who was fortunate if he lost only his cattle, sheep and pigs and household stuff, and if his buildings were not fired and destroyed. The stories and traditions of these attacks are now fading out, but some of them are still current.

Colonel Crane with a sailor was proceeding in a sail boat from Parrsboro to Windsor, when he was overhauled by a Yankee Privateer and captured. The Colonel and his man were given the liberty of the privateer which was strongly manned. When most of the crew were below, probably at dinner, the Colonel and his man fastened the cabin door, knocked the sailors on deck down and put the vessel about for Windsor. Arriving there he is said to have released them on account of his being allowed the freedom of the ship.

From their knowledge of our ports and settlements, the American privateers in both wars greatly distressed the early settlers. One of them in 1776 sailed into Charlottetown and captured the Lieutenant Governor and Provincial Secretary and bagged the government records. These two officials were released at Boston by order of Washington but the Records could not be recovered. The Nova Scotia government also issued letters of marque. Privateers were most successful in capturing vessles. Eighteen privateers were owned in Liverpool, N. S. One of these was lost at sea and by it sixty three married women were made widows. At Barrington, they made a raid on the sheep of a fighting woman named Mrs. Hezekiah Smith. She had her musket loaded and dared them to take one. She put on such a resolute air, that they gave up the attempt and left. They raided the premises of Charles Dixon, at Dixon's Landing, Sackville, N. B. He dropped his silver ware into a barrel of swill and saved it.

Hall's Harbor perpetuates the name of one Samuel Hall, a regenade Nova Scotian from Kings county, who in 1779, skedaddled to the revolted colonies. From his knowledge of his home town, he was able to pilot seventeen men in the schooner "Mary Jane" to a little tidal inlet, later called Hall's Harbor. The third trip they made was in May 1813. The people who had been previously robbed were on the alert for them, and Abraham Newcomb in command of some forty militiamen went to the Harbor. They found the gang had gone leaving three men to guard the vessel. They fired on and wounded two of them; the third escaped in the woods. The main body they learned had gone to Cornwallis Town Plot to rob Mr. Sherman's house and store. They hastened to Town Plot and found that Sherman had been despoiled by them. Returning to the Harbor, the crew eluded them and escaped. Hall himself made his way to Annapolis and escaped.

Tradition has added a touch of romance to the story. It is that in these trips a young sailor man had been making love to a Micmac maiden. When Hall's vessel appeared, an Indian gave the alarm. To save her lover she stole to the vessel and in the scrimmage, both of them lost their lives.

Scotts' Bay is said to have been first settled by a number of Scotch people who intended to locate across the bay at Cape D'Or, but their vessel was driven ashore at Scotts' Bay, and became a wreck. The people landed and were given immediate help by a hunter. Their names and what became of them has not been recorded.

Ship building commenced by the British in Nova Scotia soon after Cornwallis settled in Halifax (1749). Two years later Colonel John Gerhart built a brig at Halifax with slave labour. Yarmouth started shipbuilding in 1763. Shelburne followed suit in 1786. Pictou, in 1758, built the "Harriet", a vessel of 600 tons, an armed vessel sold in England.

In 1761 there was built at Yarmouth a vessel of 25 tons called "The James". In 1765 Queens county had 17 fishing, home-made vessels afloat. Halifax

merchants commenced to look abroad for trade early in 1800. The War was a great impediment. In 1826 a cargo of 6,000 chests of tea arrived there from Canton, China.

The records of ships registered beyond 1820 are not available but after that date there was considerable activity in shipbuilding in Halifax, almost entirely to meet the demands of local trade. For instance, the brig "Rival" 170, 1825, went to Demerara and brought back a cargo of rum. In 1823 A. Cunard and Son launched the "Susan"; in 1823 the "Sir James Kempt" owned by Collins and Allison; in 1825 the "Mount Uniacke" was launched by William Seppert. In 1820 the brig "Ann" by Joseph Allison & Co. A passenger ship, 320 tons, called the "Atlantic", 1826, sailed for Liverpool with a good passenger list. In 1826 the ship "Pacific" was built for South Sea whaling business and sailed, but it did not develop, as was hoped, into a business. "Sandie" in 1831, 363 tons, 200 horse power. She made the trip to Cowes in 25 days and was sold there for ten thousand pounds.

Those who go to sea and battle with the elements are naturally on the look out for harbingers of evil.

In the early days small vessels of 40, 50 and 60 tons, were in order, as they were adapted for coastwise trade. In Advocate some 80 vessels were built up to 1890, for coastwise trade, but in the sixties and seventies large craft for navigating the Seven Seas were built, some for sale in the English market and others were owned and navigated by home boys. The tales of storm and adventure, of shipwreck and of crews that sailed out and never returned to their home port and their families, are part of the history of every port on the Basin.

Trading in old times was often very profitable after the War of 1812. Plaster on the wharf at Windsor, worth \$3.00 per ton, was worth \$22.00 in New York. A vessel of say 40 tons, with a crew of 3 men, would make good money. The coastwise trade continued to be profitable and was a leading employment of the people until 1866, when Congress clapped on duties that suddenly killed it.

A sea tragedy that took place in 1883 is still fresh in the minds of the older generation. A record of it is in a small white monument, two miles west of Point Prim Lighthouse, at the entrance to Digby Gut. The "Princess Louise" a vessel of 600 tons was launched from the O'Brien shipyard, MacCann, on 1st of December, 1883, was taken in tow by the steamer "Newfield"—Gilford, Master—to be taken to Halifax to be fitted for sea. On 2nd a violent storm broke out. The vessel being light with only a few tons ballast, pitched and tossed and strained on the hawser, holding her. The master of the "Newfield" decided to take his tow to St. John, instead of through the Gut. He reached about three miles when the hawser snapped, the vessel commenced to drift and in the morning about 4 o'clock, she was piled up on the rocks on her beam ends. The crew took to the rigging but were swept away by the sea that broke over them. One of them, Richard Soy, was swept into the hold, where he later found another sailor, Jim Daine. In the forenoon the storm abated, the sea fell, they managed to reach the shore and through ice and snow they reached a farm house. Except these two, the crew were all lost.

A statement of local ship disasters would not be complete without a mention of the "Fairy Queen", a steamer that left Charlottetown at noon on the 7th October, 1853, for Pictou. At 5.30 the tiller ropes broke; they were repaired but broke again. The ship commenced rolling in the trough of the sea and she soon began to leak. At 2 o'clock in the morning she turned over. The next morning she was observed to be riding at anchor, bottom up. Eight passengers got on the wreckage and drifted ashore at Merigomish; the others on board were drowned except members of the crew who escaped in the boat. Those drowned were two Misses DeWolfe, of Wolfville, nieces of Hon. Charles Young, Charlottetown, Dr. MacKenzie and a Mr. MacKay and five others. The captain, officers and crew, who took the only boat, landed near Wallace, N. S. They were arrested and taken to Pictou jail; while their conduct was considered infamous, the difficulty of getting survivors together to have a criminal exam-

ination was such that finally the crew were released from jail. A fuller account of this tragedy will likely appear in another form, later.

The gold rush of 1849 to California, preceding the rush to Australia in 1851, created the demand for tonnage and ship building was booming. The vessels employed in these services were small, considering the length of the voyages, and the dangers surrounding The Horn. A Yarmouth vessel, "The Eagle" made the passage in 159 days; she registered only 70 tons. These vessels were cargo carriers, rather than quick sailors. St. John produced a lightening sailor; her fame has come down the years, "The Marco Polo". In the Liverpool docks she carried a banner, "The fastest ship in the world". Her master, Captain Forbes, addressing his passengers on his second trip to Australia, is credited with the somewhat impious boast, "Ladies and gentlemen, with my last trip I astonished the world with the sailing of this ship. With this trip I intend to astonish God Almighty." "The Marco Polo", after 52 years of hard sailing, was caught in a gale in the Gulf of St. Lawrence and piled up at Cape Cavendish, P. E. I., where her bones rest.

The MacKays of Shelburne, who transferred their genius to Boston, and produced fleets of wonderful sailors, gave a prestige to American vessels that owed their qualities to Bluenose brains.

During the years of wooden ships the people of the Maritime Provinces thought and talked of little else than the building and sailing of their ships. This sentiment was not unnatural, as ships gave them an avenue of employment, adventure and prosperity.

In 1881 the building of wooden vessels reached its peak; the business had been growing since 1850. In 1854 the tonnage launched in Nova Scotia and New Brunswick was 453 tons.

"The Royal William" launched in Quebec in April, 1831, created an immense amount of enthusiasm. She was the first vessel to cross the Atlantic under steam power alone. Later she was converted into a war vessel and was the first naval steamer that fired a shot. It is generally believed that the Cunard Line was the magnus opus of Sir Samuel Cunard, not being aware that in 1855 he built the "Persia" the side-wheeler, the first iron vessel used in the mail service and in 1862 the "China", the first large vessel propelled by screw to cross the Atlantic.

The whale industry, two hundred years ago, was an important business. New Bedford was the leading port on the Atlantic. Nantucket commenced it about 1712, and before the Revolution it employed 360 vessels and it increased so rapidly that before 1776 it employed 735 vessels, all of small tonnage, averaging 30 tons. The business fell off so that in 1890 the aggregate tonnage was less than 36,000. Nova Scotia participated in it; in the thirties it had 9 vessels employed in the trade.

One of the abnormal constructions for navigation was built by the Salter firm, in Moncton, as a coal scow for English bodies. It was 60 feet long, 20 feet wide and 8 feet deep. To get this tub across the Atlantic was a great problem. Captain James Walker, a retired shipmaster of Albert county, undertook the job. The tub was fitted with masts and sails and loaded with lumber. The friends and relatives of the crew gathered at the time of sailing to say "Farewell" with many tears and much lamentation, as they believed they would never see their relatives again. The voyage was successfully made; the ship and lumber delivered, and the crew returned home alive and well.

The loss of the "Royal Tar" in 1836, was the greatest disaster that ever happened in the Bay of Fundy waters. She was the first steamer built in St. John; she was on a voyage from Eastport to St. John in October. There was a menagerie of wild animals on board, elephants, lions and so forth. There were 72 passengers and a crew numbering 21. A fire broke out, owing to lack of water. The confusion was frightful. Thirty-two lives were lost. This affair produced at the time an immense sensation; the passengers had the alternative of being burned to death or drowned. One passenger carrying a lot of gold put it in his coat pocket, jumped overboard and went down, never to come up.

Britain instituted convict ships in 1790, to be inhabited by the overflow

of her jails. Five vessels were employed in this service. The most conspicuous of them was the "Success", known as the "Ocean's Hell". The Colonial surgeon, Mr. White, of Australia, who boarded her and two other vessels, reported to the British Museum in 1812 that out of 939 males sent out, 251 died on board; 50 died since landing; the number of sick being 450. He found dead bodies still in irons below, amongst the living. Some of the dead had been thrown in the harbour. The "Success" was built in 1790 in Eastern India, for the India Company, of teak wood, and was intended as an armed merchantman. She was twice in Halifax on her voyage across the Atlantic. She is still intact, preserved as a museum in Melbourne and contains airless dungeons, condemned cells, whipping posts, manacles, branding irons, punishment balls, cat-o-nine-tails, coffin baths and other fiendish inventions.

PRIVATEERS

The Basin of Minas produced no deep sea vessels adapted for privateering during the Revolutionary war or the war of 1812. Their vessels during these wars consisted principally of "hookers" adapted to coasting trade. During the wars Halifax and Liverpool were centres of privateering activity. Many vessels were both lost and captured. The most notable of the masters renowned in fighting the enemies were Captain Joseph Barss and Captain Alex. Godfrey. It is well to recall the heroic struggles of our early mariners.

Privateering during the American wars occasioned great losses and great gains. One of the most famous of Nova Scotia privateers was the "Black Jock". She had been a tender to a slaver, was captured by an English brigate, brought to Halifax and purchased by Hon. Enos Collins. She made four cruises before she was captured by an American privateer, which in turn was captured by an English vessel. At first trip she sent in two American ships. The second trip, a Spanish vessel, very valuable. She then sent in fifteen prizes. She was commanded by Capt. Joseph Barss.

The Court of Vice-Admiralty at Halifax, on March 18th, 1813, advertised for sale the following vessels that were condemned: 12 full rigged ships, 8 brigs, 7 schooners and 12 small vessels with their cargoes.

The brig "Rover" mounting 14 4-pounders, was built and fitted out in Liverpool, N. S., and commanded by Alexander Godfrey. Her crew consisted of 55 men and boys. On 17th October, 1801, they fell in with six vessels, a ship, four brigs and a schooner. The schooner and one brig showed sixteen and the other six guns. They bore down in them and then they dispersed, each taking a different course. After a few hours chase they took possession of the ship and one of the brigs. The ship was from the South Seas, laden with oil, and the brig laden with wine from Madeira. They proved to be the booty of a French privateer. The night coming on they gave up chasing the others.

On the 10th September, cruising near Cape Blanc, in the Spanish Main, they were chased by a schooner and three gun boats. As the evening drew on the stern of the "Rover" was kept towards them by rowing, firing our muskets and pistols. Two gun boats started to board us, one either side. They came within fifteen yards, when the "Rover" was pulled around and a whole broadside of small and great shot was discharged, raking the deck of the schooner, which was full of men, ready to board, when the "Rover" was at once shifted around and raked the boats with a broad side. The "Rover" was then backed so that the schooner could be boarded from the "Rover's" stern. She proved to be the "Santa Rita" mounting 10 6-pounders and two 12-pounders, with 125 men enlisted the day before, for the express purpose of capturing the "Rover". Every officer of the ship was killed. There were 14 men dead on the deck when they boarded her and 17 wounded. The prisoners numbered 71. Not a man was hurt on board the "Rover". When the "Rover" arrived at Liverpool it had a small navy of captured vessels, French, Spanish and American,

THE BASIN OF MINAS

Since the days when the French voyageurs first entered the Basin of Minas and being misled in the metals shown in the entrance cape on the left named it Cape D'Or, Minas Basin has been a part of the world of activity. The advent of French settlers, their removal nearly a century later from Grand Pre, the arrival of vessels laden with colonial settlers, with their belongings, to make homes, the flags at the peak of privateers from the new American republic, carrying the destruction of two wars, the era of farming, lumbering, shipbuilding and freighting over the seven seas—the new ships that passed through the capes proudly waving the flags of the Empire, never to return, adding to the mystery and tragedy of the seas—the building, generation after generation of the villages and towns of Advocate, Parrsboro, Truro, Maitland, Walton, Windsor, Hantsport, Wolfville, Port Williams, Kingsport and lesser collections of homes of thrift and industry—all within the circle of Minas constitute its history.

A two hours trip from Wolfville to Parrsboro by water will introduce the stranger to old times before the age of man. He will see the azoic period, anterior to that animal life when plants or flowers grew. And later on the marks of giant trees, the product of tropical suns. The massive walls of Blomidon looking down on the puny passerby tell of flood and earthquake ages before the march of glaciers south. Geologists say that before Chignecto Bay was created, a river originating in the Straits of Northumberland emptied into Minas Basin making Nova Scotia an Island. The ocean marks on the upper reaches of Shepody Mountain indicate the time when no elemental forces had raised it and when a man in a buggy could have traversed it in half an hour.

THE FRENCH CROSS

Leaving Blomidon behind, while from the deck of the good ship Kipawo it is not possible to see French Cross (on the maps now Morden) its direction may be surmised beyond the range of headlands and cliffs down the Bay. In the days of the expulsion a large number of Acadians fled up the Annapolis River and encamped near Aylesford. They then crossed the mountain and spent the winter at French Cross where the graves of many of them exist. In the spring they crossed the Bay and joined their compatriots in New Brunswick. Before leaving they erected a cross to mark the place of the graves at the edge of a bluff. The cross stood from 1756 to 1820, but the bluff was washed away and the spot where it stood is some feet away from the shore. In 1887, a new cross was erected by the efforts of Messrs. Orpen, Fall and Jones, three spirited residents. Mr. Orpen was then 81 years of age and quite familiar with the locality as far back as 1815 and remembered the old cross.

A ceremony took place at the erection of the new cross, Mr. Fall delivering a short address.

Some people who are accused of not being correct historians locate the residence of Glooscap at Partridge Island, where they claim he lived with a very old woman and a beautiful youth, and from which he took his departure for the west, having anticipated Horace Greeley's advice: "Go West, young man". In the meantime the owls are in possession of Glooscap's residence where they hold their conventions and hoot their protests against the usurping of the lands by the white man.

On-Wokum, the long ridge in Cumberland county located beside the River Hebert, known to the white man as the Boar's Back, was thrown up by Glooscap, as a roadway for himself or his house or wigwam keeper, Noogumel, or the boy Abistariooth, or the Martin, his associate to travel to Parrsboro on their way to Blomidon. He created man from an ash tree. The turtle was his uncle. He changed to a man and secured a wife for him. He rode on the backs of whales. He sent messages by loons. The forests were peopled by spirits—much like elves and fairies—by him.

GLOOSCAP AND KIPAWO

The origin of the name "Kipawo", the C.P.R. boat on the Basin, was in answer to my enquiry furnished by a fellow traveller who professed to know and

declared he always told the truth. He said Kipawo was Glooscap's dog; that the latter taught him to talk and run errands for him. The first thing in the mornings he was taught to bring the cows in Glooscap's stable from the marsh to be milked. Kipawo would run to an elevation overlooking the pasture and bark to the cows—they would all start and run up the hill to be milked. As a truthful man, I would not, said he, state that from that the D.A.R. learned to milk the public, but I have a suspicion.

Glooscap had other purposes for Kipawo's bark. He used the bark to repair the leaking roof of his cabin. I heard this from my grandfather, who heard it from his father, who claimed to have been acquainted with Glooscap and swapped stories with him. He told my great-grandfather that "Kipawo" wanted Glooscap to change him into a man, but Glooscap refused.

He told Kipawo that if he became a man he would want to be a lawyer and get elected to the Assembly at Halifax. "You are honest now, keep that way: you don't steal." Glooscap offered to make a woman of him. This offer was refused by Kipawo. He said the boys on the corners would sing out after him "Old Cat", and he did not want to be mixed up with cats. Glooscap satisfied him by telling him he was going on a tour and would take him to Chicago to see the world.

All this may be a traveller's tale and is not recorded as actual history. If the Historic Sites Board should threaten Kipawo with one of their cairns, no doubt he would return to see about it.

THE PARRSBORO SHORE

The Parrsboro Shore received its full share of Loyalists in 1782, but before that it obtained in 1760 and later settlers from United States, induced to come by Lawrence's proclamation. Previously, the discovery of Indian relics show the presence of primeval residents. Late the Acadian French came here, though there were no large settlements of them. They were the first European discoverers of Cape D'Or and took away an amethyst which they presented to the Queen of France. A number were cast ashore at a place that has the name of Refugee's Cove. The first road between Parrsboro and Minudie, passing through Lakeland, was made by Acadians.

The first English settlers at Advocate Harbor was in 1817. They were Patrick Ward, John Spicer and Lamond Morris. They were pioneers. They built log cabins, cleared the land, grew wheat, flax, etc. They became in time ship builders. Messrs. Bigelow, Joshua Dewis and William Moore built many vessels. Advocate though remote from railway conveniences has been very enterprising in religious, educational, as well as in business.

Spencer's Island was the burial place of a sailor, who gave his name to the adjacent mainland as well as to the Island. It is four miles from Advocate. It is the home of the Spicers. Its first Settler was Robert Spicer, who landed at Halifax from England and is said to have had two negro slaves. One of these it is said carried him from Dartmouth to Windsor. Their memory is preserved in their burial place, called Negro Hill. Robert Spicer left a family and his youngest son Jacob left five sons and three daughters. They added shipbuilding to their other industries. Other families followed the Spicers—the Barteaux and Winters.

ADVOCATE HARBOR

The Cobiquid Hills, tall and dark, nearly crowd the plateau on which the town of Advocate Harbor is built into the Straits. There is room enough left on the water side for Cape Split across the Straits and the Isle of Hault to peek in and see the town. Two generations ago they would have discovered ship yards, shio yards and more ship yards; vessels being built from the keel up; vessels being overhauled and repaired, vessels being outfitted for sea, a town teeming with ship carpenters and sailor men, a town from which idleness was banished.

In those good old days of the horse and buggy, to get anywhere one would have to start before sunrise—in the morning—and whip up well to get anywhere

before sundown, because of the long hills to be navigated. In those days the weary wayfarer in reaching the summit of one hill and viewing at hand the gorge to the summit of the next hill, would see ahead only a wearisome pull; but nowadays the sporting motor car dashes up hill and down dale with a jocose rattle and bang, glad to arrive with a honk at the hotel door at Parrsboro.

One would suppose that such a succession of high hills and deep valleys would mean an unbroken wilderness, to the settler who would have to place his buildings so that some fine morning he would not find they had slid during the night to the creek. There are, however, a continuous succession of settlements, houses, outbuildings and grounds, well-groomed, showing the occupants are well to do.

Below these habitations the fierce tides of the Bay of Fundy race back and forth in the Straits, a continuous reminder of the terrors of the deep that has swallowed up so many ships and so many of their friends.

Note: There are only three ports of registry of shipping in the Basin of Minas, viz: Windsor, Maitland and Parrsboro. Ships named as built in other places have been, as far as possible, registered in those ports. The facts stated in the following pages have been obtained from many sources, particularly from the works of William Wallace. This pamphlet does not cover the ground; the personality of the ship-builders and ship-captains had been but inadequately dealt with, when the work had reached the limit designed.

Advocate	1425	40 tons	Isaac Filmore
Ivanhoe	1876	263	Wm. Turple
G. F. Day	1871	146	Timothy Kelly
Glendown	1877	657	Wm. Moore
Hopefield	1879	56	Wesley Sutherlandgreen
W. B. Morris	1880	699	Wm. Moore
Cumberland County	1916	418	Thos. K. Bentley
Adamac	1918	526	I. K. Bentley
Aramana Queen	1919	635	Percy Drew Pugsley
Nova Queen	1919	431	T. K. Beatty
E. H. Wharton	1917	463	I. K. Bentley
T. K. Bentley	1921	466	T. K. Bentley
Patriot	1890	107	G. W. Morris
Gladstone	1891	149	C. W. Collins

SPENCERS ISLAND AND SHIP BUILDING

In the early days when there were no roads only trails through the woods from place to place, settlements were made and farms created along the coasts and on the streams. Communication between them took place by boats and small vessels, which did the trading back and forth. No record exists of these small craft, as they did not record any official registry, but when they were large enough to carry plaster or grindstone or building stone or lumber or dry or pickled fish, the port collectors obliged them to be registered. The Archives at Ottawa has records of these registers back to 1819. Beyond that the records are in Imperial offices in London, bound up with similar registers from other colonies, so it is impossible to obtain them, but since the reign of wooden ships was superseded about fifty years ago by steel vessels, their history of today is of no commercial consequence, but it will always be a matter of pride sufficient to stir one's blood to recount the adventurous spirit of men who built the vessels and sailed them into the seven seas, showing an intrepid courage nowhere in record except amongst the exploits of the Vikings of old. Many a dandy vessel has sailed out never to return to its home port and many a family has lost a father or a brother in battles with ocean storms, but such occurrences constitute the most heroic part of the country's history.

When the Great War took place the Parrsboro shore sent its full quota of men to repel the German hordes and the Basin of Minas put its hand in its pocket in subscribing for the war bonds. The town of Parrsboro purchased over \$200,000, and Advocate, Port Greville and etc. another \$200,000.

Spencers Island is four miles east of Advocate Harbour. A sailor of an English vessel took sick and died and was buried on the island. His name christened the island. Jacob Spicer, the pioneer settler was a grandson of Robert Spicer, an Englishman who landed at Halifax and decided to settle at this place. He and his son were described as men of enormous strength. He brought with him two negro slaves. One of them must have possessed great strength for it is said he carried Mr. Spicer from Halifax to Windsor. His son left three daughters and five sons. He and his sons burial place is at Advocate. Jacob, the youngest son was the father of a

The Spicer family and others formed a company and built a number of vessels and, as long as the demand for wooden vessels lasted, were successful. The last, "Glooscap", 1734 tons, made some rapid voyages under the command of Captain Gus. D. Spicer, but from a proud mistress of the seas, she was dishonoured by being cut down to a barge, to carry plaster from Windsor to New York.

The company built the "Charles S. Whitney", 1621 tons. She commenced to lose money with the growing competition of iron ships and she was cut down to a barge to carry gypsum to New York. The "George T. Hay" built in 1887 was a quick sailor. On her last voyage, with baled straw from Rosario to German South Africa, she struck a submarine obstacle and sank.

The place witnessed the ups and downs of the ship building trade. The "E. D. Spicer", a fine ship built there was, in 1882, the scene of a tragedy. She was ready for sea, anchored in the Lower Bay, New York. The mate was Donald Spicer, a very active, powerful man, not quite 36 years of age. He went to the fore-castle and ordered one of the crew named Patrick Cready to take a tackle to the fore-castle; the sailor answered him saucily. The mate hurried him along the deck. Both men grasped a capstan bar. The mate wrenched it from the sailor, who whipped out a knife and drove it into Spicer's heart with such force that it broke two ribs. Spicer fell dead. What added to the poignancy of the affair was that Spicer had been recently married at Parrsboro and his bride had accompanied him as far as New York. The sailor was put under arrest and tried for murder. He was convicted of manslaughter.

Emily	1902	59 tons	Johnson Spicer
Coral Leaf	1902	374	Johnson Spicer
Silver Leaf	1903	283	Johnson Spicer
Myrtle Leaf	1903	353	Johnson Spicer
Wm. Melbourne	1917	434	Jas. E. Pettis
Sea Boy	1918	29	Johnson Spicer
Minas Prince	1919	456	J. E. Pettis
Minas Princess	1919	465	J. N. Pugsley
Packet	1892	45	A. A. Wilbur
Rupert K.	1920	378	A. O. Seaman
Packet	1922	49	Burpee Tupper
Exception	1892	380	Spencer's Island Co.
Perfection	1893	509	Spencer's Island Co.
May	1895	11	Robt. Spicer
Evolution	1889	193	Spencer's Island Co.
Glooscap	1891	1720	Spencer's Island Co.
Glenaro	1891	71	Jno. Fitzgerald
Emily	1902	51	Jno. Spicer
M. J. Taylor	1901	560	Johnson Spicer
Geo. T. Hay	1887	1647	Spencer's Island Co.
Marine	1838	35	J. W. Holt
Rolfe	1902	56	Stephen Rolfe
B. T. W.	1927	72	K. J. Cochrane
Vanesse	1928	13	K. J. Cochrane
Clayton	1932	6	Herbert Pattis
Valenda	1933	72	Geo. E. Wagstaff
Cassiopeia	1874	274	Geo. E. Pettis
Mineola	1902	269	H. W. Elderkin

Margaret G.	1902	299	H. Gillespie
Rolfe	1902	54	Stephen Rolfe
Hartney W.	1903	270	J. W. Cochrane
Lavonia	1903	266	H. W. Elderkin
E. W. Roberts	1903	322	J. W. Cochrane
Ronald	1903	268	Jas. E. Pattis
Virginian	1904	99	H. Elderkin
Ida Bentley	1905	429	Geo. E. Bentley
Earl Grey	1906	163	D. A. Huntley
Percy C.	1906	287	J. W. Cochrane
Kenneth C.	1907	425	T. M. Cochrane
Irma Bentley	1908	414	Geo. C. Bentley
Chignecto	1908	36	G. W. Cochrane
Conrad S.	1908	298	Fox River Lumber Co.
King Josiah	1908	147	Josiah Soley
Eulda	1908	349	T. M. Cochrane
Eva. Co.	1909	249	G. M. Cochrane
Evelyn	1907	286	A. D. Mills & Sons
Sakota	1905	395	Fox River Lumber Co.
G. M. Cochrane	1905	219	Fox River Lumber Co.
Lawson	1909	326	A. H. Comeau
Just	1910	299	W. Elderkin & Co.
A. G. Sterling	1910	148	L. G. Graham
Cresendo	1910	196	T. M. Cochrane
W. T. M. Bentley	1910	363	Geo. E. Bentley
W. M. Richard	1910	323	A. W. Mills & Son
Mary Blanche	1912	24	J. W. Cochrane
Dannebrog	1912	199	G. M. Cochrane
Doane	1913	291	G. M. Cochrane
Percy B.	1913	281	T. K. Bentley
L. C. Tower	1915	517	G. M. Cochrane
Lillian H.	1916	423	G. M. Cochrane
Ada Tower	1916	588	G. M. Cochrane
F. A. J. E.	1916	356	Wagstaff & Hatfield
Adam B. McKay	1917	394	H. Elderkin & Co.
Stella II	1917	373	L. E. Graham
Freada E.	1919	608	Geo. E. Wagstaff
Wallede	1892	249	H. Elderkin & Co.
Hurry	1892	396	J. E. Pettis
G. E. Bentley	1892	249	G. E. Bentley
Rewa	1892	122	H. Elderkin & Co.
Levika	1875	75	H. Elderkin & Co.
Suva	1893	69	H. Elderkin & Co.
Gaza	1894	70	H. Elderkin & Co.
Lewanika	1894	298	H. Elderkin & Co.
B. C. Borden	1894	384	H. Elderkin & Co.
Helen M.	1895	59	J. E. Pattis
Coronto	1895	97	Isaiah Morris
Olga	1896	79	Handley & Epps
Louvinia	1896	518	H. Elderkin & Co.
St. Maurice	1896	291	H. Elderkin & Co.
Lakota	1896	123	J. E. Pettis
Cheslie	1896	295	H. Elderkin & Co.
Romeo	1897	79	J. W. Cochrane
Klondyke	1897	77	H. W. & H. B. Elderkin
Oricas	1899	52	H. Elderkin & Co.
Keewaygin	1889	189	H. Elderkin & Co.
Tacoma	1890	208	Charles Smith
Laconia	1890	285	J. E. Pettis
Lizzie B.	1890	95	H. Elderkin & Co.
			W. A. Howard

Trojan	1896	556	J. E. Pettis
Brenton	1891	158	H. Elderkin & Co.
Coryl	1891	166	J. E. Pettis
Leonard B.	1891	120	E. Merriam
Bess	1891	24	J. E. Pettis
W. R. Huntley	1891	166	J. E. Pettis
Kimble	1914	5	J. W. Pettis
Barbara W.	1919	286	Geo. E. Wagstaff
Helen M.	1895	62	Isaiah Morris
Burpee L. Tucker	1920	464	Geo. Wagstaff
Frederick H.	1920	425	Kenneth J. Cochrane
Levuka	1893	79	H. Elderkin & Co.
Vilda A.	1922	97	H. K. Cochrane
Jennie K. Merriam	1919	454	G. E. Wagstaff
Regina	1898	73	H. Elderkin & Co.
Levulsa	1889	75	H. Elderkin & Co.
Wanola	1889	272	H. Elderkin & Co.
Charlevoix	1879	426	Jas. E. Pettis
Benefit	1900	228	H. Elderkin & Co.
Grequeland	1900	165	H. Elderkin & Co.
Dara C.	1901	401	Cochrane & Soley
Yukon	1899	78	H. Elderkin & Co.
Cornwall	1901	44	H. W. Elderkin
Lizzie B.	1890	95	W. A. Howard

EATONVILLE

Robert L. Besnard	1882	1209	D. R. & C. F. Eaton
Scammell Bros.	1883	1218	D. R. & C. F. Eaton
Fred E. Scammell	1880	1349	D. R. Eaton
J. L. Ralston	1919	461	I. W. Kirkpatrick
Iodine	1885	295	Jonathan Parsons
Sodium	1885	296	Jonathan Parsons
Salina	1886	296	Jno. E. Starr
Platina	1887	296	D. R. & C. F. Eaton
Argenta	1890	588	F. R. Eaton
Sierra	1891	140	D. R. & C. F. Eaton
Maple Leaf	1900	98	Johnson Spicer
Ophir	1901	248	Johnson Spicer

The Eaton Company built here in 1851 a barque called "Ella Moore", that had a record for quick sailing. In 1881, when commanded by Captain Harris, she sailed from Eatonville to Belfast, lumber laden, and was back in Eatonville in two months. Ten years later she was wrecked on the coast of Nova Scotia.

DILIGENT RIVER

Eugene Owens MacKay	1918	537 tons	Charles Robinson
B. R. Tower	1920	343	Pugsley & Robinson
Cumberland Queen	1919	634	Pugsley and Robinson
Margaret A. Dean	1909	294	John Dean

BLACK ROCK

I. H. C.	1914	3	C. Willinger
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CHEVERIE

Florence Parsons	1919	237	Ed. Willinger
Gertrude Parsons	1919	340	G. M. Parsons

CAPE D'OR

Fred. P. Elkin	1919	434	Stanley M. Field
Vanguard	1907	11	A. D. Seaman
Vanguard	1907	61	John Woods

FOX RIVER

Scotia Queen	1903	107	G. M. Cochrane
Alfred M. Hadley	1918	460	G. M. Cochrane
George Melville Cochrane	1918	820	G. M. Cochrane

THREE SISTERS

Nota Bene	1877	6	Mark Phinney
Theodore H. Rand	1878	1198	Charles Frederickson
Sower	1883	124	D. R. Eden

RATCHFORD'S RIVER

Caledonia	1871	112	F. Hatfield
Geo. M. Hall	1871	274	G. E. Pettis

SHUBENACADIE

Hunt	1838	71	Wm. Pettis
Hunt	1857	58	John O. Mullin
Hunt	1857	58	A. P. Bradley
Bessie A.	1898	95	Andrew Anthony
Grace Darling	1901	97	Andrew Anthony
A. Anthony	1884	78	A. Anthony

HALL'S HARBOUR

A Maine freebooter named Hall, sailing under letters of Marcque, owned an armed schooner with a number of whale boats. He located himself on North Mountain opposite Cape D'Or, from which place he issued to plunder the farms and store houses around the Basin. The Militia were called out and 32 men with 3 officers proceeded against them, through the winter's snow. Reaching his stronghold, they found Hall and his company had fled, "skeddadled". They boarded the schooner and destroyed the camp. The boats were gone, taking the provisions.

Mr. John Whidden owned a fine schooner which was laid up at Starr's Point, Mr. Starr surmised that Hall, having possession of the boats, would when spring tides permitted try and seize the schooner. His surmise proved correct. Hall came in in his boat with his men. Major Starr, armed with his old musket, fired at him. Hall, with his crew fled for his boat which they hastily pushed off and so disappeared.

Tradition has added a touch of romance to the story. It is that in these trips a young sailor man had been making love to a Micmac maiden. When Hall's vessel appeared an Indian gave the alarm. To save her lover, she stole to the vessel and in the scrimmage both of them lost their lives.

The Eaton Company built at Hall's Harbour in 1881 a barque, "Ella Moore" that had a record for quick sailing. In 1881, when commanded by Captain Harris, she sailed from Eatonville to Belfast, in two months. Ten years later she was wrecked on the coast of Nova Scotia.

Scott's Bay is said to have been first settled by a number of Scotch people who intended to locate across the Bay, at Cape D'Or, but their vessel was driven ashore at Scott's Bay, and became a wreck. The people landed and were given immediate help by a hunter. Their names, and what became of them, has not been recorded.

FIRST LAND GRANTS PARRSBORO

3 July, 1788	Joseph Woodcock	1000 acres
22 Dec., 1819	Sylvester Knowlton	
	David Knowlton	500
14 Feb., 1821	Joseph Kerr	
	Ebenezer Kerr	
	Robert Kerr	
	David Kerr	1000
16 Sept., 1789	James Kerr	2000

2 July, 1785	John Connolly	1000
28 Oct., 1830	Robert Aden	200
16 June, 1799	Wm. Allison, John and Joseph	1050
5 July, 1787	John Hemmington	400

CHIGNECTO RIVER

2 July, 1786	Silas Crane	1800
10 Aug., 1775	Jacob Bacon, Jr.	2000
3 Sept., 1784	Thomas Leman	1000
15 Oct., 1784	Samuel Leman	7000
5 July, 1787	John Longstreet	250
10 April, 1776	John Lockhart	2000

CHIGNECTO

15 Aug., 1765	Ed. Barron (River Hebert)	8000
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MACCAN

15 Feb., 1775	Thos. Coates	10,000
18 Feb., 1785	John Atkinson	10,000
	Geo. Allen	
	Wm. Allen	1800
15 June, 1811	Dennis Angus	2050

NAPPAN

12 Oct., 1765	Geo. A. Sinclair	20,000
29 March, 1820	Samuel Angus	100

PARTRIDGE ISLAND

(The following is condensed from a series of articles written thirty-three years ago by the late Mr. J. D. Taylor of Parrsboro for the "Leader", a paper published in Parrsboro.)

In 1788, Abijah Scott and Asa Scott, conveyed part of their share in Parrsboro land to James Ratchford & Co. This is about the commencement of the Ratchford family in Parrsborough. They commenced business at Partridge Island where they built quite a large town and was the central place of business for Hants, Kings, Colchester and Cumberland counties, of which more will be said shortly.

In 1788, Asa Scott, of Fort Sackville, and Abijah Scott conveyed certain lands ant Partridge Island to James Ratchford, of Parrsborough, merchant, and Jonathan Crane, of Horton, Esquire, for the sum of five hundred and five pounds. Shortly after the purchase a number of gentlemen came to Parrsborough, such men as Silas H. Crane, Edward Crane, James Noble Shannon and others who took up grants of land. Jonathan Crane took up grants in Halfway River and a number of other places, Mrs. James Ratchford being a sister to Jonathan and Silas H. Crane, etc. James Ratchford and Co. did a very good business soon afterwards and the town of Parrsborough was at Partridge Island.

In the year 1780, or a little previous, Messrs. James Shannon, Jonathan Crane and others came and commenced trading. They supplied the inhabitants then living along the shore to a certain extent wth the necessaries of life and became owners of quite a large territory along the Parrsboro Shore and as far up the country as Halfway River and some in Five Islands. Mr. Shannon died in Parrsboro and was buried at Partridge Island. Some few years ago, Judge Morse, of Amherst, had the grave neatly fitted up and it now looks tidy and respectable.

Somewhere about 1786 to '89 James Ratchford, Esq., came to Parrsboro, married a Miss Crane and began trading at the Island and did a very large business here. His family was numerous. There were six sons and two daughters. Nancy married the Hon. Thomas Andrew Strange DeWolfe, who afterwards be-

came a member of the Executive Council of the province of Nova Scotia. The sons were John W., Thomas, James (once a member of the Legislative Council in Halifax).

Elisha DeWolfe, Charles Edward and Andrew Frederick all passed away and all but one, I believe, buried in the cemetery here. None of the name of Ratchford now reside in Parrsboro. The Ratchford family did a very large business at the Island, importing their goods from at least 163 ports. They supplied the old Loyalists from Spencer's Island to Economy with all the rum, gin, tobacco and other numerous unecessaries of life and collected the officer's pensions and secured a claim on almost all the real estate they received by grant from the Crown. They also supplied the inhabitants somewhat with the necessaries of life such as wheat, rye and corn, and flour, and imported some not ground. In a future sketch I will try and show how the grain was ground and by whom. They with others built what we called the Church in the Cemetery in this town and it was a very respectable building. They also built a house at the Island where other denominations could worship God if they wished.

They built quite a nice town at the Island. It was called Parrsboro town at Partridge Island and had quite a number of fine buildings.

They kept the road from the Island to Mill Village in an excellent condition and drove splendid teams. They had one or two slaves, regular Africans. The name of one was Sharper, he had his hut on the side of West Bay road near a spring called Sharper's Spring.

While the Messrs. Ratchford & Co. were doing business in Parrsboro they kept a small schooner running between Parrsboro across the bay to Windsor, Horton and Wolfville, called the Packet. They built a wharf up the river above the lighthouse about halfway between the bar and mainland called the Packet Wharf. The road leading from the main road to the lighthouse is called the Packet Road. At the end of this road near the flats they had a shipyard and built a number of vessels. The Packet crossed the Bay generally twice a week each way and was entirely controlled by Mr. Ratchford. At the Packet Wharf they took on board passengers, horses, carriages, cattle, sheep, etc. There were in those days men called Drovers who would travel the county from Amherst to Parrsboro passing through River Hebert, over Boar's Back, so called, with great droves of cattle and sheep, cross over the Bay to Windsor and drive them to Halifax. They generally commenced driving the first of June and continued by intervals till December. On returning if any one had horses or cattle on board and the tide not in the river and the owners of the horses or cattle did not wish to wait, the Packet would stop, drop anchor at the Island quite a distance from the pier, and back the animals off the deck into the water and they would swim ashore. If any carriages were on board they would have to stay till the tide came in to the wharf. Passengers would come in ashore by the Packet boat. The Ratchfords built a large three story hotel at the Island, which was kept by Mrs. Durant. No hotel at that time in the county of Cumberland was called superior to it. She kept a strictly temperance house and raised a very large family.

The election of the local members for the House of Assembly for the northern half of King's county was held at the Island, open voting and generally lasted two days or more. The Messrs. Ratchford were Conservatives of the solid kind. In later years Dow D. Roop from Digby or Annapolis kept a blacksmith shop and afterwards a hotel, also a Mr. Bailey. The Post Office was kept at Partridge Island until a change of Government and it then removed to Mill Village. Patrick Blake, a Joe Howe man (a Liberal) became postmaster. James Ratchford and Company also did a large business in St. John, N. B., while doing business in Parrsboro, and what is often the case when there are too many irons in the fire some will be burned. E. D. W. Ratchford after moving back to Parrsboro from St. John claimed about one-quarter of the timber land from Spencer's Island to Economy and at the closing up of his estate after his death, it was sold at public auction by his executors and sold for what then seemed a good price. The parties buying commenced moving the timber off and then selling for more than they had given and each one buying and carrying off millions of feet of lumber sold again.

About 1796 to 1800 quite a number of persons arrived at Parrsborough, some going further, some stopping here, John William Christopher, James, Jonathan and Fones Vickery, Josiah Davison, Charles Stewart, Elijah Reed, Francis Wadman, Edward Gammon, Thomas Dickson, William Skidmore, Fones Yorke, John Halliday, John Brown, Peter Levong, John Bobbit, James Locharts, senior and junior, J. Noble Shannon, James Ratchford, Oliver Lyman, Wm. White, Zachariah Davis, William White, Jabesh Eagles, Elijah Henwood, William Teate, John Patton, George Stillman, et al. The Messrs. Vickery and Josiah Davison were from New England and came to Falmouth, Hants county, N. S., from Falmouth they came to Parrsboro. William and James Vickery stopped at Parrsboro and bought lots Nos. 7 and 8 Partridge Island Grant. Jones, Christopher and Jonathan removed to Diligent River, and owned lots Nos. 72 and 73 at Diligent River; Deacon David Harris Jenks resides on Christopher's part, and Fones Vickery, the second son of Jonathan's family or part of them on Fones' part now called York settlement. Fones 2nd, married a Miss Holmes from Halfway River. Silas, Samuel, C. Edward, Rufus and Jonathan and three daughters. One married a Mr. Chisholm and resides in Malden, Mass., and one married Rev. Charles Snell, a Baptist minister of California. William Vickery conveyed part of his lot to Josiah Davison, who with his sons, Cyprian, John, Vickery, Alline and Edward, built a grist mill not far from where the wharf stands that the steamer Evangeline comes to. It was a tide mill. When the tide came in it filled the creek, which gave it the name of Mill Creek. Farmers came from Advocate Harbor and all along Parrsboro Shore to this mill in boats with their grain and up the shore to Economy with boats: farmers from Cornwallis brought their wheat and corn and all kinds of grain here by boats. They had a kiln to dry oats, and manufactured into the best of oat meal. The flat roller oat that is imported here at the present time cannot be compared with it. The home ground was of the best quality, the imported is but mush compared with it. The Messrs. Davison built a number of vessels some of which were sold to the Messrs. Ratchford, part payment of which Messrs. Josiah and Vickery Davison received in real estate and owned all that part of this town lying north of what is called church lands to Newcomb street or the north line of the Partridge Island Grant, and from Main street, formerly called Cumberland Road, to Chignecto or Partridge Island River, comprising at least one-fourth of the buildings of the town. The Baptist meeting house and the Roman Catholic chapel stand thereon.

Previous to the Revolutionary War quite a number of people left the New England and came to Falmouth, N. S. Among the number was one by the name of Yorke. His ancestors were from England. This Mr. Yorke, it is stated, was at one time a member of the House of Assembly for the township of Falmouth. About 1812 he was pilot on board a British Man-o'-war, so called at that time and often since, coasting up and down Cobequid Bay to protect the coast and shipping against American privateers. A Block House was erected at Parrsboro as a Watch Tower, with a number of port holes, and guns and ammunition stowed here for use if needed, and a cannon also to protect the place.

This Mr. Yorke's second son was named Fones and was born at Falmouth and married a Miss Vickery and moved to Parrsboro, and tried to fulfil the command given to Adam, viz., multiply and replenish the earth. Four sons and six daughters, Edward, Stephen, Daniel, James, Mary, Jane, Sarah, Amelia, Eliza and Ann.

James Vickery's family consisted of three sons and one daughter, Edward, Jonathan and James William, and Olivia. Edward married a Miss Church from Fort Lawrence; he was a carpenter by trade as well as a school teacher. He was a poet, and a few years previous to his decease was a local member for the House of Assembly.

At the commencement of the American Revolution of 1776, Lieutenant Eleazer Taylor left New England colonies and came to Halifax and served His Majesty's forces during the Rebellion. He was offered a Captaincy as soon as he got his Company across a certain river. He was in the act of crossing the river when peace was declared. He had three brothers, Ebenezer, Paul and

Philip. The following letter refers to Lieut. Taylor: James Shannon Morse, of Amherst, in the County of Cumberland, Nova Scotia, now upwards of 90 years of age, was formerly a member of the House of Assembly for Amherst, county aforesaid, for many years. Was also appointed member of Council where I served some years and was offered by Sir James Kempt, the then Governor of Nova Scotia to go to Canada, but declined as I could not leave my place and business. I spent many years of my youthful days in Parrsboro with my uncle, James Shannon. While there I had an intimate acquaintance with Lieut. Eleazer Taylor, who was then living at Parrsboro. Mr. Taylor had been an officer in the British service during the Revolution, a true Loyalist. He afterward removed to Halfway River, Maccan, Cumberland county, N. S. (should be Westbrook), where some years afterwards he died. Mr. Taylor claimed relationship, cousin, I think, with General Taylor. He was a very fine man and often his resemblance to the General when compared was so remarkable that it left no doubt of the connection. Lieut. Taylor left a large family of whom many are now dead and many living descendants still remain.

Signed, J. S. Morse.

Witness, J. A. Chipman, Postmaster, Amherst.
12th January, 1878.

LOYALIST SETTLERS ALONG THE PARRSBORO SHORE

The first Loyalist settlers along the Parrsboro Shore were the Kerrs, Hatfields, Frasers, Pettises, Wilsons and others—who had arrived from the revolted colonies at Annapolis in 1782—Annapolis being an English town since 1710, when Nicholson captured it from the French. Capt. Walter Rachford induced them to examine Chignecto country, which was a good farming country and possessed plenty of timber suitable for building vessels, which at that time was the leading mechanical industry.

Previously (1775—6) an association was formed in Philadelphia to settle on the Parrsboro shore. They arrived and settled along the shore from Partridge Island to Harrington River. At the latter, they built a mill and started a trading depot at Swan's Creek. They cleared some land, but failed in raising crops and becoming disappointed they abandoned the place and sailed for Antigonish where they found a home. The latter folks called the country New Philadelphia, but the name was changed in the following manner:

After the Loyalists came, Governor Parr came in a schooner from Annapolis. He renewed his acquaintance with a former comrade, Major Moore, who not having completed his house, entertained the Governor in a shack which he hastily erected. The two of them went on a cruise, hunting, and at Diligent River found another old soldier, Lieut. Taylor. The latter had a wife and an infant. The Governor offered the Major a grant of 500 acres of land if he would name the boy after him. He was named John Parr and stood that name for ninety years when he died at Five Islands—being the first child born on the Parrsboro shore. The country west of Harrington River was changed from New Philadelphia to Parrsboro and east of it Five Islands and the district above it Economy—a corruption of a French name. Both of these districts are today well settled, picturesque and prosperous communities, depending upon agricultural pursuits—the fine farmsteads and well painted houses showing every evidence of comfort and good taste.

Lakelands (formerly Half Way River) is really a suburb of Parrsboro. Situate at foothills of the Cobiquids, it possesses a number of small lakes. The first settler was Joseph Jeffers, who espoused the English side in the Revolutionary War and enlisted. He was taken prisoner. He with six others escaped and made their way through the forests to New Brunswick and from there drifted to Partridge Island and finally located himself at Lakelands, where he built a log hut and cleared the land. His wife and two slaves arrived with other families later. His son John was the pioneer lumberman in this district. He built the first saw mill on what is now known as Jeffer's Lake.

Whitehall in Parrsboro harbor had become owner of another utility name. Major Moore's new house had a large hall, partitioned off with split boards.

He sent to Windsor for plaster for it. It formed an extremely white wall, which gave it the name.

Any settlers in this district were squatters until August 10, 1776, when a grant was issued by the government to sundry persons then settled there:

List of Original Grantees

Name	Acres
Lieut. Col. Thomas Pattinson.....	1,000
Lieutenant Francis Fraser.....	500
Captain John Vought.....	700
Captain Christopher Vought.....	700
Captain Thomas Yelverton.....	700
Ensign Francis Finney.....	500
Lieut. Thomas T. Pritchard.....	500
Captain Samuel Lindsay.....	700
Lieutenant John Wightman.....	500
Captain John Hetfield.....	700
Adjutant Alexander Clark.....	500
Captain Alexander McDonald.....	700
Captain James Raymond.....	700
Lieutenant Eliazer Taylor.....	500
Lieut. Thomas Shrive.....	500
Antill Gallop.....	1,000
Capt. James Kerr.....	700
Daniel Bowen.....	700
John McGill.....	700
Capt. Samuel Leonard.....	700
Thomas Parr, Esquire.....	700
John Parr, Junior.....	700
William Parr.....	700
Harriot Parr.....	700
Lieutenant Col. Elisha Lawrence.....	2,000
Major Isaac Kipp.....	1,000
Lieut. John Reid.....	500
Captain John Longstreet.....	700
Lieut. Andolphus French.....	500
Quarter Master John Nowlan.....	500
Sarah Bissionet.....	700
Captain Edmund Ward.....	700
Lieutenant Elijah Fowler.....	500
Lieutenant Asher Dunham.....	500
Letitia Barnston.....	500
Lieutenant Robert Spicer.....	500
William Taylor, Esquire.....	500
Lieutenant Patrick Henry.....	500
Richard Walker, Esquire.....	1,000
Lieutenant Moses Ward.....	500
Captain James Stewart.....	700
Rebecca Cloud.....	500
Captain Finley Burn.....	700
Lieutenant John Monroe.....	500
Lieutenant Luther Hathaway.....	500
Major John Vandyke.....	1,000
Captain Samuel Wilson.....	700
Lieutenant Thomas Loudon.....	500
John Bowsley.....	250
Charles Bowsley.....	250
Edmund Butler.....	700
Lieutenant William Reid.....	500
James Rachford.....	200
Thomas Moore.....	400

James Mitchell	280
Thomas Harriott	200
William Dumane	200
Colonel Edward Cole	1,000
John Smith	700
William Thompson	500
Lieut. Colonel John Connolly	1,000

The leading business man of Parrsboro for many years was Col. James Ratchford. He died in 1834, aged 71 years. He carried on a large shipping business at Partridge Island. His residence, largely added to by later date owners, has become a fashionable residence for summer tourists. He was a large land owner. His vessels were employed in West Indies as well as coastwise business.

The Western end of Partridge Island is notable for a magnificent display of Basalt, which rises perpendicularly hundreds of feet.

TUPPERISMS

The Eastern end contains the remains of what amounted to a red hot political controversy in the fifties—the Tupper snag. It was a pier built under the Tupper regime and from the standpoint of his opponents embraced all the crimes in the decalogue. The wood work has long disappeared, leaving only a stretch of ballast above the tide.

In 1873, the Ottawa House was kept by a lady from St. John—a Miss Mary Wheeler. After the defeat of the Tory Government in the Pacific scandal charges, Sir Charles Tupper could find no better health resort at which to build up his exhausted nerves. After some weeks there, he removed to Toronto, ostensibly to open a medical office there. From that point he operated to reconstruct the Tory party, then leaderless and demoralized. There was no constituency in Ontario opened for a bye-election at which Sir Charles did not put in an appearance to attack the administration of Premier MacKenzie. He was most successful. He won constituency after constituency and when in 1878 the general elections were brought on, Dr. Tupper pledged his political existence on a victory carrying a majority of over 50 votes. The results showed a majority of 53 votes. Parrsboro's loyalty to Sir Charles, which always supported him when the rest of the county polled a vote against him, was a matter of pride to him and of discomfiture to his political foes. Immediately after the election of 1878 he took his carriage standing at Parrsboro to drive to Amherst before the returns were all in. A little dramatic scene took place on the road. He met a four-horse team from Amherst, containing an array of Halifax opponents shouting and hurraing. Both teams stopped. The Halifax spokesman shouted out: "We beat you, Tupper. You are done." "What is the majority?" "350" was the answer. "Well", was the reply, "My majority in Parrsboro is over 700". And waving his hat in mock obeisance, he rapidly passed on.

There is a lonely grave in the forest back of the Island. It is that of James Noble Shannon, who died in 1822. He was a son of James Cutt Shannon, a prominent lawyer of New Hampshire, who died in 1764. James Noble was trained by an uncle in the mercantile business in Boston and commenced business in Machias, then a lumbering centre. When the revolutionary war commenced, James Noble removed to Grand Pre and married a sister of Col. Jonathan Crane and joined him in trade. After the war was over he removed to Partridge Island, erected buildings there and commenced trading. Mr. James Ratchford joined him and became his partner. After his death, Mr. Ratchford became sole proprietor and the leading merchant on the shores of the Basin.

The late Hon. Samuel Leonard Shannon, a prominent lawyer and banker of Halifax, was descended from the same stock.

THE BEGINNINGS OF PARRSBORO

The Basin of Minas has a history connecting it with the earliest records of the New World. On 7th March, 1704, Pierre du Gast, otherwise Sieur de Monts, set sail from Dieppe in France for a voyage of discovery in the New World. He had a commission from Henry IV, who donated to him vast and resplendent

possessions which the said King did not possess. He had two pioneers distinguished in Colonial history, to wit, Samuel Champlain, Pilot, and Sien de Bien-court, otherwise Sieur de Poutrincourt, noted in our early history. In a month, they made land at La Have. Coasting westward they made Liverpool, which they named Rossignol—the name of the master of a vessel which De Monts seized. They touched at Port Mouton, then rounded Cape Sable and entered the Bay of Fundy which they called Baie Francaise. They sailed up the East side. They discovered the entrance to Port Royal which they explored. Continuing their voyage of discovery, they proceeded up the bay. They landed at Isle Haut, which the Indians called Maskoositkix. They then sailed past the bold promontory called Chignecto, which the Micmacs called Sigunikt, but which Champlain called Cape of Two Bays. They then entered Advocate Harbour, which Champlain charted. They investigated Cape D'or. They found the tides in and out of the entrance of the Basin were seven miles per hour. On the one side was high bluff and on the other the precipitous flanks of the Cobiquids. At Partridge Island the Basin opened up, showing a wide expanse shut in by the hills. They prized their findings of amethysts, broken from a vein on the flanks of Blomidon. They then passed out, crossing the Bay; they entered first St. John Harbour and then St. Croix River, where they spent the winter.

About sixty-five years later a French settler at Port Royal emigrated to Beau Bassin and established there a flourishing settlement. The leaders in this movement were Jacob Bourgeois and Rene Arsenault. Fifteen years later La Valliere came down from Quebec armed with a commission as Governor from Frontenac and a grant of the Chignecto country. He settled at Tinge's Island, where he had a large establishment. It ended a few years after the abolition of seigneuries.

Bourgeois' settlement at Fort Laurence sent off shoots of settlements, all of them apparently prosperous. In 1750, Abbee LaLoutre issued an order that the inhabitants of these newly made settlements should abandon their homes and repair to the west of the Missiquash river, that being the boundary assigned by the French between them and the English territory. Very reluctantly they abandoned their homesteads and went to Fort Cumberland. Their numbers were as follows:

Minas, Cobequid, etc.,	152
Amherst,	59
Napan,	142
Maccan,	86
River Hebert,	112
Minudie,	186
They numbered 1111 in all.	

It does not appear that LaLoutre ordered the people of Grand Pre to proceed to Fort Cumberland. If he did, they paid no attention to it. The people there and at Pisiquid felt themselves strong enough to withstand any orders from either side, but in 1755, they refused to take the oath of allegiance to the English Crown.

In the town office, Parrsboro, there is preserved a book containing marks of sheep, swine, cattle, births, marriages and deaths, covering the years from 1786 to 1822. The owners of the marks are:—Antil Gallop, Silas Crane, John Nought, John Hatfield, Luther Hathaway, Samuel Lemard, Samuel Wilson, Eleanor Taylor, James Ratchford, John Fordice, Daniel Knowlton, Henry Marsh, Col. Edward Cole, Charles Bowlby, Nathanel Pettes, Jessy Lins, Lt. Francis Fraser, James Jinks.

In 2nd of September, 1798, the clergyman christened, John DeBarris McGier at Minudie and administered the sacrament to Col. Barron, Mr. Lewis and Mr. Conroy. On November 1800 the drowning of Edwin Lamb, — Lovelace, — Davis and Isaac Patten in the Partridge Island River.

The following transfers of lands are recorded in Registry office at Parrsboro: Hatfield to Longstreet, 23 March 1786, Lot 51, 700 acres, 73 pounds, Antill Gallop, J. P. and Dy. Reg'r.

Petty to Vooght, 8th May, 1786, 1000 acres in grant of 1784, 400 pounds. Witnessed, Sam. Leonard, Silas Crane.

John Parry to Benj. DeWolfe, of Windsor, 8th May, 1786, 2 lots, 250 acres each on road from Partridge Island to Cumberland, 80 pounds, Silas Crane, Jos. Scott, witnesses.

Benj. DeWolfe to Capt. John Longstreet, 8th May, 1786, 2 lots each 250 acres, 95 pounds. Witness, Thomas Tomline Prichard, Arch. McEacheren.

Amasa Lewis to James Ratchford, No. 8, 10 pounds. Witness Jno. Crane, Jessie Lewis.

Daniel Bowen to James Kerr, Lot 32, 21 pounds. Witness, Benj. Jarvis, Eph. Torry.

Daniel Knowlton, Jr. to James Lockhart, Jr., 500 acres lots 19 to 20, 20 pounds, Witness, Miner Allen, Henry Miner.

John Allen to Miner Allen, lot 23, lot 27, 200 pounds. Witness Robt. Smith, Chipman Giffin.

Daniel Knowlton to Henry Marsh, 20 Oct., 1786. Lot 21, 30 pounds.

Daniel Knowlton to Robt. Benjamin, 20 Oct., 1786. Lot 25, 20 pounds.

Moses Ward to Isaac Little, 21 Nov., 1786, 500 acres. Lot 45, 40 pounds. Witness, Richard Curry, Benj. Murray.

Isaac Little to Moses Ward, mortgage, 17 Dec., 1786.

Silas Crane to John Hatfield, 24 Feb., 1787, 49 acres from lot 19, Partridge Island grant. Letter B, 1 acre from lot 1, div. A., 20 pounds. James Ratchford, Mary Crane, witnesses.

Asa Olney to John Vooght, Esq., 24 Feb., 1787, 150 acre gift. Witness, E. Potts, Walter M. McFarland.

Thomas Wm. Moore to Established Church at Parrsboro, 2 Mar., 1789.

James Pettis to Joseph Jess, 2 May, 1797, 140 pounds, his right to lot 19, $\frac{3}{4}$ lot 18, $\frac{1}{2}$ of 13, on which saw mill and lands. Witness, J. Nathan Vickery, John Vickery.

Joseph Jess to Elizabeth and Jess Jeffen, 2 May, 1791, power of attorney. Witness, Constant Church, Daniel York.

Jesse Jeffers to James Amy (black man), 17 July, 1792, for and in consideration of the good will and esteem which I have and do have toward James Amy. 150 acres on each side of road leading from Partridge Island to Fort Cumberland, lot 18.

PARRSBORO IN 1812

Officers of the Township of Parrsboro appointed at the Court of Sessions held at Horton on 16th October, 1812:

Assessors—John Smith, Jesse Lewis, Andrew Thompson.

Overseers of Poor—John Smith, Jr., James Fullerton, Joseph Clarke.

Surveyors of Highways—John Spicer, William Grant, John Hatfield, William Teate, Peter McCullum, Thomas Beny, James Corbet, Alexander Fullerton.

Constables—Randal Morris, Benjamin Morris, Matthew Smith, John Holt, James Vickery, William Fullerton, James Reece, Samuel Dickenson.

Collectors of Rates—Thomas Blenkhorn, John Kerr and Elijah Crocker.

Pound Keepers—Patrick Ward, Francis F. Pritchard, Daniel Dickenson, Andrew Thompson, Fones York, Alexander Fullerton.

Surveyors of Lumber—John Hatfield, John Smith, Jr., James Vickery, Peter McCullum, Samuel McLennan.

Fence Viewers—Samuel McLellan, David Smith, James Lockhart, Jr., James S. Fullerton, Esq., Luther Morris.

Hog Reeves—Henry Morris, Peter Lering, Daniel Holmes, John Cameron, William Vickery, Jeremiah Mikins.

Cullers of Dry and Pickled Fish—William Corbet, Peter McCullum, John Crane.

Inspectors of Butter—John Smith, Peter McCullum, John Crane.

Inspectors of Thistle Cutters—Daniel Holmes, Daniel Dickenson, John Smith, Jr., Jonathan Morrison, Robert Spicer.

James Ratchford, Town Clerk and Clerk of the Markets.

The following persons raised wheat on new land:

	Bushels	Rye
William Teate	12	16
Fones York	12	
Thomas Blenkhorn	30	20
David Smith	6	7
John Broderick	10	10
Wm. Grant	7	
Wm. Hatfield	26	
Wm. DeWolf	15	20
John Patten	20	
James Kerr, Esq.	20	
	—	
	150	
Thomas Deny		57
Daniel Holmes		60
		— 190

In 1831, the assessment in Kings county was as follows:

200 pounds, 1 shilling, 1 pence, divided as follows:

Cornwallis	101.18.4
Horton	70.13.7
Aylesford	14. 7.1
Parrsboro	12.12.1

Distress in 1817. The Government appropriated 650 pounds to purchase flour and corn, as a loan.

1812. Parrsboro Town Offices

Overseers of Poor—John Smith, Jr., James Fullerton, Joseph Clarke. Assessors—John Smith, Jesse Lewis, Andrew Thompson. Collectors of Taxes—Thomas Blenkhorn, John Kerr, Elijah Crocker. Pound Keepers, Patrick Ward, Francis T. Prichard, Daniel Dickinson, Andrew Thompson, Jones York, Alex Fullerton. Surveyers of Lumber—John Hatfield, John Smith, Jr., James Vickers, Peter McCallum, Samuel LeBlanc, Fence Viewers—Samuel McKelam, David Smith, James Lockhart, Jr., James S. Fullerton, Luther Morris, Hog Reeves, Henry Morris, Peter Levong, Daniel Holmes, Peter McCallum, John Crane. Town Clerk—Jas. Ratchford.

PARRSBORO IN 1850

There were about fifteen families living at Partridge Island known at that time as Parrsboro town, later called Riverside, about 8 or 10 families at Mill Village, 25 families, making within the town of Parrsboro about fifty families, and quite a number of families had moved away previous to this. The names of the streets were called Cumberland, Swan Creek across the River, Old Road to the Packet Wharf and the Island.

There were shipwrights, blacksmiths, shoe makers, rum sellers, merchants, laboring men, two clergymen, Rev. W. B. King, A.M., Episcopalian, and Rev. Robert E. Crane, Methodist, two very fine men. Ship building had in former years been brisk and a good many vessels built, plenty of facilities, plenty of space, plenty of timber and a good harbour.

A schooner plied between Parrsboro and Windsor and Parrsboro and Lower Horton, each way once per week, which was established when the Parrsboro grant was given to Messrs. Avery, Lockhart and Bacon. About the only wharf on the river then was called the Packet wharf near where the breakwater for the lighthouse now lies. The Packet was owned by the Messrs. Ratchford, who were obliged by the government of Nova Scotia to keep a packet to cross the Basin for the benefit of the public and if they failed all the Partridge Island grant was to revert to the Crown. The inhabitants of Parrsboro were largely made up of seafaring men and their families. In the absence of steam saw mills, one of the exports of trade was ton timber, large hardwood timber of birch and beech hewed square, or nearly so, seldom any of it less than one foot and a half to two and a

half feet square, shipped to the Old Country. Jacob F. DeWolf was the main skipper. He also shipped spruce deals, etc., to St. John, N. B.

Vickery Davidson had a grist mill on the creek known as DeWolfe creek. When the tide came in it filled the pond. It was a tide mill, hence the name Mill Village. Farmers brought their grain from Advocate Harbour to get it ground, wheat, buckwheat, oats, rye and corn were ground. Cornwallis farmers had on occasion brought their grain over to be ground. They made excellent flour and meal at this mill.

Parrsboro was then considered one-fifth of the county of Cumberland receiving one-fifth of all government monies granted to the county for schools, roads and all other grants; Parrsboro having a separate Registry of Deeds, and the first instrument recorded was a mortgage from Capt. John Hatfield at Fox River to John Longstreet. The first Registrar of Deeds was Antil Gallop in 1734; first Postmaster, James Ratchford.

OLD TIME DIARY

Mr. Rufus F. Black, of Pugwash, kept a diary. In it, he recounts how in 1832, when he was fourteen years of age, he accompanied his mother to Cornwallis. The school-master was not abroad then and his knowledge of the spelling book was somewhat limited, but he is well enough educated to make his meaning clear. He says: "We went by way of Parrsboro. The town was down to the Island then. A Mr. Ratchford was boss of the place then. I took notice of him. He was on horseback given orders. We slept at Dr. Gunners. He was mother's cousin. We went across to Horton in a schooner. Took horse and gig. We went to Cornwallis, all over the lower towns. When we came back we pitched the mare overboard and she swam ashore. We had a good visit." Seven years later they made a visit to Halifax, of that he says: "Mother wanted to go to Halifax to see her sister, Mrs. Wootnan. I was of age. They were running a shop in Halifax that winter. I told her I would find the town if she would find the money. This was in March. We stopped 18 miles from Halifax to a Hotel named Shultz's, he had a pretty sister. She litted me to bed. She went to go out the bedroom. I says, 'Wait, I want to bid you good night.' I put my arm around her neck and kissed her right on her lips before she knew where she was. 'You are a fast boy. I will tell your mother.' 'Oh, do not! If you do I will not kiss you again.' She gave me one hard look, told mother, 'You have a pretty smart boy'. 'What has he been doing?' She blushed. 'I told him I would tell you.' 'Did you box his ears?' No, I told him I would tell you!' Oh! how she laughed. I travelled to Halifax often after that. She never forgot that kiss.

Until the Shubenacadie bridge was constructed and a highway opened from Truro to Londonderry, River Philip and Amherst, the main route of travel between Cumberland and Halifax, was by way of Parrsboro. When the "Great Eastern" arrived in Halifax in the fifties there was much travel by way of Parrsboro to see the big ship.

Parrsboro at a later date, say 1850, is thus described by an old timer:

Parrsboro 150 Years Ago

Who is who in the early settlements along the Parrsboro shore may be largely learned from the Registry office, James Ratchford being Deputy Registrar. The first deed was dated 1785, two lots 9 and 10 from John Lockhart to Jacob Baen. In 1786, Daniel Knolton to Henry Marsh, lot 21, for 30 pounds. Daniel Knolton to Robert Benjamin, lot 25; Moses Ward to Isaac Little, lot 45, for 40 pounds. James Lockhart to Fred Phillips, 2 lots, 19 and part of 20, for 30 pounds. In 1757, Silas Crane to John Hatfield, 49 acres at Partridge Island for 20 pounds. Asa Olney to John Vought, 150 acres, a gift. The records show that in 1777 Partridge Island was owned (by grant) by John Avery, who sold it to Asa Scott, of Fort Sackville, and Jacob Hurd. In 1789, James Ratchford and Jonathan Crane purchased an undivided 2 shares for 505 pounds. In 1787, Silas Crane sold 49 acres at Partridge Island to John Hatfield for 20 pounds. In 1786, Hatfield to Longstreet, 700 acres for 73 pounds; Petty's to Vought, 1000 acres for 400 pounds; John Perry to Benjamin DeWolf, of Windsor, 2 lots, each 250 acres for 80 pounds; which lots were sold by DeWolf to Capt. John Longstreet

for 95 pounds. In 1786, until Gallop signs himself as J.P. and Dy. Registrar. In 1789, Thomas Willam Moore donated to the established church 150 acres. The deed runs as follows: Know all men by these Presents that I, Thomas William Moore, of Parrsboro, Kings county, Nova Scotia, Esquire, from regard and respect I have for the Church of England as by law established and in consideration of a church being built and placed on the lands hereafter described, have given and granted and by these Presents do give and grant and alien unto the Reverend Thomas Shreve, the present Rector Edward Cole and Elisha Laurence, Esquire, Wardens, and unto John Longstreet, Edward Potts, Cabel Lewis, John Fordyce, Silas Crane, James Raymond, William Taylor, Doctor John Fraser (one of the commissioners), Archibald McEachren and Archibald Thompson, vestry men, to them and their successors in trust for the sole use and behalf of the Established Church forever, one hundred and fifty acres of land, situate, lying and being as follows, to wit: Beginning at high water mark up the river called Partridge Island or Chignecto River, as described by the original patent and grant, called the Partridge Island grant to John Avery.

REMINISCENCES OF PARRSBORO

Rev. C. Y. Snell writing from Los Angeles, Cal., in 1912, states there was no school house in Parrsboro in his day. Students were taught in private houses. His teachers were in order: Edward Beatty, E. McCabe, Mr. McLellan, Charles McCabe. Mr. Snell says:

I went to Parrsboro in 1854, when I was nine years old to live with my uncle, Vickery Davidson. I remember helping him to make a plough, an ox cart, ox yokes, scythe snathes, axe handles and other implements used on the farm. My aunt manufactured the wool of our sheep in her own loom into the cloth out of which she made our clothes.

In the winter of '58 I drew with an ox team from the stump, logs for the frame of the Baptist Church. Soon after the building was dedicated, the Rev. David McKeen, one of the strongest and most impressive preachers I have ever heard, conducted revival services.

When a boy of fourteen I drove all night with Dr. Tupper from Parrsboro to Amherst. He was then thirty-eight. When I first heard of Dr. Tupper, he was lecturing on temperance in Cumberland County. This evil of intemperance in the use of strong drink was about the only vice in this peaceable, crimeless community. I never knew of a case of larceny, arson, highway robbery, burglary, suicide or murder during the seventeen years I lived at Parrsboro.

Thomas DeWolfe was among the first to uphold the right and denounce the wrong. Edward Vickery, the poet and politician of Parrsboro, sang and spoke whenever the opportunity was given. Jonathan Vickery won the esteem of all who knew him for his excellent spirit, also Frederick Yorke.

When I read of Captain Newcombe and the Packet Eagle, I was reminded of the drowning of his son, Henry, and the wife of Rev. George and his sister, when attempting to land from the vessel in an open boat at Partridge Island. The minister and a young man by the name of Mosher, who were also in the boat were found unconscious on the shore, near the point of the Island. I also thought of the remarkable flight the "Eagle" made the night of the Saxby gale, Oct. 12, 1869. The next morning she was high and dry near the trees that fringed the marsh a short distance below the bridge.

PARRSBORO CHURCHES

Methodist

The lands on which the Methodist Church was built were conveyed by the heirs of James Vickery to Trustees on the 3rd day of November, 1856. The Trustees were John Lockhart, Alexander P. Bradly, Jesse Dickenson, Silas H. Newcomb, David A. Smith and Daniel Yorke. The consideration was five pounds. The trustees contracted with Jeremiah Embree to erect a building 48 feet long, 38 wide, 20 feet high with cupola and belfrey. A meeting of trustees took place in it on the 6th June, 1859. The Rev. A. Waddall was superintendent. The trustees were Edward Vickery, Jonathan Vickery, Jesse M. Dickenson and A.

P. Bradley. The latter was Trustee Steward. Forty-eight of the pews were sold for 503. The dedication services were held on the 5th June and the sermons were preached by Rev. Dr. Richard and the Rev. J. R. Narraway. The latter then delivered a lecture on the state of Europe at the present crisis of the war, with reference to the position of Great Britain. Mr. Narraway was at this time one of the most vigorous thinkers and most rhetorical platform speakers in the country. The first marriage on the records was that of Charles Dickenson, of Westbrook, to Hannah Lodge, of Maccan Mountain, on January 10th, 1854, and the first baptism that of John Nelson Cannon on the 5th December 1853.

Church of England

The title deed of the Anglican Church at Parrsboro goes back to the days of Governor John Parr. It is dated 25th September, 1790. It was generous enough, consisting of lots No. 9 and 10, each containing 623 acres. The first minute book of the Corporation is missing. The second record book of Parrsboro commences on 28th March, 1842. A church had been established at Ratchford's River and John Pettis and John Morris appointed wardens. The pew holders were Hon. James Ratchford, Charles Scales, E. A. Pyke, J. F. DeWolfe, T. D. Dickson, John Adams, George Newcomb, and Mrs. Durant. The rector was Rev. Nathaniel Allen Coster. The book of marriages goes back to 1823. The first marriage was Lockhart and Lockhart. The Rev. George Morris was then rector. The second one was on 6th February, 1823. The parties were Oman Lewis and Jane Fullerton. The third one took place on 1st November, 1823. The parties were John Leander Starr and Mary Sophia Ratchford. This was followed by that of George Wilson Hatfield and Mary Chandler.

FIRST RECTOR

The first Rector of Parrsboro was Rev. Thomas Shreve, who was both a soldier and a priest. He was an M.A. of Kings College, New York. In 1776, he obtained a commission as Ensign from General Howe. Six years later he was Lieutenant in the Prince of Wales Loyal Volunteers, his commission being signed by Sir Henry Clinton. He was then promoted as Captain. He resumed his theological studies and in 1787 was ordained priest of the Bishop of Litchfield and was then licensed by the Bishop of London as priest at Parrsboro. He was twenty years at Parrsboro. In 1807 he was transferred to Lunenburg of which he was the first rector. He died in 1816. He had eight children; Thomas was a captain in the Royal Navy; Rev. James, Rector of Chester; Rev. Charles, Rector of Guysboro. He was the father of Rev. Richmond Shreve, D.D., Canon of Quebec Cathedral.

ROMAN CATHOLIC CHURCH IN CUMBERLAND

A colony of Catholic Scotch settled at Cape D'or, late in the 18th century. Not being within reach of the ministrations of the church, and their locality not being advantageous they abandoned their homes and trekked to Pictou. The sites of their huts are still discernable. Another settlement, a small one, was made at Advocate Harbour where a small graveyard existed, but its position is today unknown.

The Acadians settled at Minudie were ministered to by Father Le Roux up to 1794, who visited them from Memramcook where he was settled. Father Le Roux likely ministered to all the Roman Catholics in Cumberland. After his death Father Power, who came to Nova Scotia in 1787, served these people from 1794 to 1803. Father Power died at Diligent River and was buried there. The exact site of his grave is unknown to the present generation, but there is evidence that a priest from Memramcook afterwards found it and blessed it.

It is difficult in these days of highways, railways, and motor cars to realize the labors, privations and dangers these earlier pioneers of the church were subjected to. Travelling around the shores, wading rivers, with only distant halting places except in the shelter of the woods, solitary and alone, their sole companionship was the blazing light of an unconquerable zeal in the Master's service.

Later on, a priest was located at Ragged Reef, where a small church was built, but it also disappeared many years ago.

It is worthy of note that the first Catholic priest ordained in the Maritime Provinces, Father McLean, was born at Cape D'or. He was ordained by Bishop McEachrean of Rustico, Prince Edward Island, in 1824.

Windsor was at one time headquarters for missionary work and Father Kennedy, followed by Canon O'Connor, itinerated through Cumberland.

Later Minudie, containing the largest Catholic population, became the centre of work for both Cumberland and Colchester. When the venerated Archbishop Connolly was bishop he came to Minudie on a boat to administer the rites of the church, and this was travelling in luxury in comparison with the methods obtained by the missionary priests who preceded him. Contemporary in the work of Father Powers was Father B , who died at Yarmouth.

An old graveyard exists at Brule on the back road from Pictou to Truro. A chapel was erected there many years ago, but it has disappeared.

At Earltown, Colchester, is a settlement of Irish. A priest was stationed there and a presbytery was erected for him. He officiated in both counties. Rev. Father Fitzpatrick, who was born there, officiated at Londonderry about 1860. He was later on transferred to the diocese of Boston, where he gained the reputation of being a very learned and eloquent man.

When the Londonderry iron works were first started some French families were induced to settle there and carry on the work of charcoal burning. One of these families, named Richard, still resides there.

At Amherst, the first church, St. Charles Borromen, was erected on Sand Hill, and was consecrated on 8th August, 1848. It was removed later to a lot purchased from the late Hon. J. S. Morse, where the fire station now stands. Later a lot was purchased off the Sheriff Chandler property across the street, where the present church buildings now stand.

At Parrsboro a priests' house was erected by Father Burt at the Cross Roads. It was sold in 1915 and the present priests' house obtained in the village. St. Bridget of the Transfiguration was erected in 1858.

St. Alphonse, of Pugwash, was blessed and dedicated on the 19th, July, 1854.

St. Simon and St. Jude, of Wallace, was dedicated on 16th July, 1854.

The Indians' reservation at Half Way River has a chapel, which Archbishop McCarthy dedicated on 16th August, 1916, when he administered the rite of confirmation to a number of Indian children.

FIRST STORE IN PARRSBORO

The following is the inscription to Mr. Shannon's grave:

Sacred
to the Memory of
James G. Shannon, Esq.
who departed this life
on the 7th day of November
1822
In the 72nd year
of his age

"The Memory of the Just is Blessed"

Mr. Shannon kept the first store in Parrsboro. Silas Crane and J. G. Shannon purchased a lot on the eastern side of Partridge Island Road from an original grantee, Mr. Lockhart. Mr. Shannon erected buildings and did a flourishing trade before the Revolutionary War. They were subject to attacks by Machias privateers and a blockhouse was built on the hill above. The curious wayfarer can see the spot. In 1789, a Machias free-booter came up the Bay, its mission being to loot the Shannon stores. Eight men from her landed and had nicely commenced work when six men from the blockhouse under command of Lieut. Wheaton suddenly appeared and shot three of them and took the others prisoners. The burial place of the men shot is near the grave of Mr. Shannon.

EPITAPHS

In the oldest graveyard of Parrsboro are the following old ones:

- William Edward Crane
Died 1832—aged 24
Silas Crane
Died 1792—aged 49
Frances Amelia
Daughter of John Starr
Died 1835—aged 27
Margaret Sophia
Consort of James Ratchford
Died 1827—aged 27
John Starr
(illegible)
James Ratchford
Died 1834, —aged 71
Mrs. Mary Ratchford
Consort of James Ratchford
Died 1829—aged 58
John William Ratchford
Died 1834—aged 23
James Moore
Died 1888—aged 80
William Fullerton
Died 1879—aged 90
John, son of Wm. and Mary Fullerton
Died 1807—aged 22
Caleb Lewis
Died 1827,—aged 91
Jesse Lewis, Esq.
Died 1830—aged 76
Phoebe, wife of Jesse Lewis
Died 1825—aged 68
Hannah, wife of Capt. Geo. Bill
Died 1880—aged 88
Edward Vickery
Died 1889—aged 82

THE FIRST ROADS

It was not until 1808 that an effort was made to transform trails through the forests into highways. That year, the Assembly voted 100 pounds for a road from Parrsboro to Londonderry, and 200 pounds for one from Londonderry over the mountain to Amherst. In 1806, 60 pounds was appropriated for a road from Parrsboro to Maccan and 30 pounds for a road from Barronfield to Parrsboro.

TRADE AND SHIPPING

Parrsboro ships lumber and pulpwood to United States. Shipments from Walton are chiefly pulpwood. Hantsport ships paper pulp. Port Williams ships apples to Great Britain by steamers and paper pulp to United States. Any lumber to Great Britain is shipped on Norwegian steamers. Shipbuilding, which a few years ago was the main industry in the Parrsboro shore, has ceased to be; the shipyards are silent and deserted. There are still 18 vessels on the register at Parrsboro, measuring 5,500 tons and four steamers aggregating 300 tons. Five vessels were broken up and four wrecked the past year. The vessels are employed in taking lumber to United States of which last year 370,000 feet were exported. A new contrivance to bring in lumber from outposts is the steam scow.

The first vessel built at Spencer's Island was the Amazon in 1860 by the Jacob Spicer family, 200 tons register. She was commanded by Capt. Parker, a local seaman and after some years of success she was caught in a gale and driven ashore at Cow Bay. She was bought by Boston parties, taken there, rebuilt

and her name changed to the *Marie Celeste*. Some years after, when bound from Europe to United States with a cargo of wine and spirits, she was picked up at the Western Isles, abandoned, and taken to Gibraltar. The only thing missing was the boats and crew. Why she was abandoned has puzzled seamen ever since.

The next vessel out of Spencer's Island was a brig, the *W. H. Bigelow*, which was lost on the Behama Banks near Cuba. The next vessel built (1865) was the "Cumberland".

One of the earliest shipbuilders in Parrsboro was Rufus Huntley, who had the reputation of building more vessels than any other builder. His first was the *Antelope*, 125 tons. With his son, Charles A. he built the "*Minas Queen*", 456 tons, sold to Newfoundland parties and sunk by a German submarine. This was soon followed by the *Annie B. Anderson*, 466 tons, and later by the four master, *Governor Parr*, 1,000 tons.

David A. Huntley has been an active shipbuilder during the ship construction period. Fred R. Eaton has built a number of bargues.

The number of vessels built on the Parrsboro shore is unknown. The first Registry of Shipping was burned. The second Book B started in 1855, and ended in 1867. During that period, 12 years, 137 vessels were registered. Previously to the first Registry vessels were built. Consequently, many scores of vessels were built and sailed the seas of which there is today no account. The first vessel registered is the schooner "*Alma*", dated August 28th, 1855. Mr. W. D. Laurence, of Maitland, built a vessel that in tonnage ranked well up with the *Great Eastern* and the *Great Republic*—one of the evidences of Nova Scotia skill and enterprise. If the days of wooden ships are gone and given place to huge warehouses of steel, propelled by steam, the blood and fibre of Nova Scotia are finding new avenues of work and wealth.

The Basin is not a fairy land of sunshine and summer skies; it has also had its days of wrath. In April, 1821, a boat load of people going from Parrsboro to Five Islands was upset and ten were drowned.

There are many fairy tales, traditions and myths entwined with the history of the Basin, largely resulting from the sailor's love of the marvellous, but there is one story of pluck which can be verified. Col. Jonathan Crane was passing from Parrsboro in a boat. He was overhauled by an armed schooner carrying the American flag and was obliged to surrender. His men were put in irons, but he was left free. He seized an opportunity to release his men, and captured the vessel, and put the men in irons. On arriving at Windsor, he released the men, shook hands with the Captain, advised him to return to his home port. Crane did not feel at liberty to retain the vessel, having been treated in a gentlemanly manner by its captain.

MARY CELESTE

On December 5th, 1872, a Nova Scotia brig, the "*Dei Gratia*" bound from New York to Gibraltar, under command of Captain Morehouse, when about three hundred miles from the coast of Portugal, overhauled a strange craft, sailing with all sails set to starboard but without any crew. She proved to be the "*Mary Celeste*". Apparently the vessel was fully equipped; the long boat of the vessel remained, possibly because it was in a damaged condition. The jolly boat, which hung in davits over the stern, was missing.

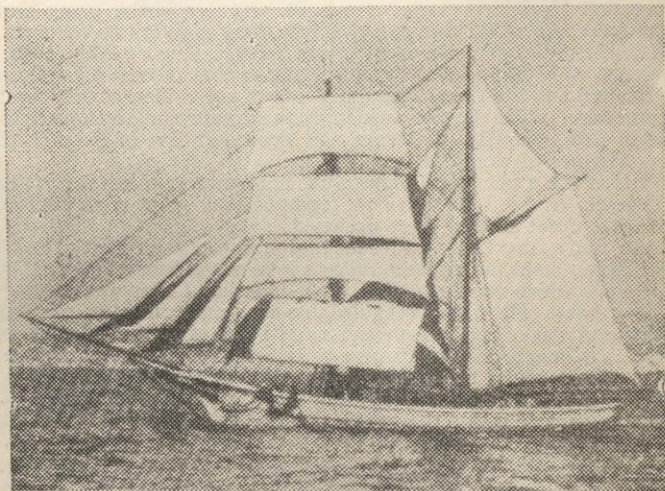
Morehouse and Captain Briggs of the "*Mary Celeste*" were old acquaintances. Their vessels were loading at the same time in New York; the captains dined together the night before the "*Mary Celeste*" sailed—a few days before the "*Dei Gratia*" cleared. The disappearance of the crew was a mystery, which has not been solved during sixty odd years and has been the basis of more fakir lubrications of the maritime order than any occurrence since.

The principal owners were Captain J. H. Winchester's firm, New York, and Captain Briggs. She was mortgaged to a Mr. Hart. Another fatality was suggested by the "*Mary Celeste*". Captain Briggs had a brother Oliver, master of the brig "*Julia A. Hallock*." The two brothers had arranged to meet at Barcelona, where they expected to load with fruit for New York. The "*Hallock*" reached the Bay of Biscay where she met with heavy weather. Her cargo of

fine coal choked the pumps. The vessel filled and turned over, only one man was saved, the second mate, named Perry. He floated on wreckage for four days before he was picked up. The "Celeste's" crew consisted of the master, two mates, cook and four seamen before the mast with the Captain's wife and two year old child. The entire company numbered ten persons. The "Celeste's" cargo was 1,700 barrels of alcohol. Her master was a man of character. It was his custom to read a chapter in the Bible daily. He was a strictly total abstainer and is represented as somewhat of a disciplinarian. He left behind him in New Bedford, his grandmother, Mrs. Nathan Briggs, his son Arthur, and his cousin, Oliver Cobb, then a boy of fourteen.

Mr. Winchester left New York and went to Gibraltar and investigated the affair. His conclusion was that the crew afraid of an explosion of gas, had hastily left the vessel and had found a grave in the deep.

Amongst the many theories, possible and impossible, to account for the disappearance of the crew, was that of Mr. Solly Flood, that got some credence in the Treasury Department, Washington. His theory was that the crew got at the alcohol in the hold, murdered and Captain, his wife and child and pro-



MARY CELESTE

bably the chief mate and escaped to another vessel. This theory was soon exploded by the absence of any possible motive, as well as of the condition of the vessel when found.

Captain Shufelt at Gibraltar made an elaborate report that the crew left the vessel in a moment of panic.

In 1884 the "Cornhill Magazine" had a theory written by Dr. Septimus Goring, published an article, which was pure fiction, the well-known facts about the vessel being ignored, which were unadulterated fakes, but were admitted as sensational reading in "Chamber's Journal" in October, 1924, "McClure's Magazine", May, 1905, and "Welland Monthly", November, 1906. Last September the "British Journal of Astrology" connected it with the Pyramid Gizeh and the lost continent of Atlantis.

Mr. Abel Fosdyk, claiming to be steward of the vessel, produced a highly dramatic story, which was published in the "Strand" magazine, but it was so full of errors of fact as to prove his ignorance of the subject. Fosdyk died before it was published.

Another inventor was one, Captain Lucy, who told of the confession of a

sailor, Triggs, whom he met at Melbourne, who concocted a wonderful fable, ignoring accepted facts. The next marine author was one, John Pemberton, claiming to be cook to Mr. Lee Kaye, who narrated how the piano broke loose, killed the Captain's wife, and how he got crazy and disappeared afterwards. Another inventor of facts was Mr. Lawrence Kealing, who found a publicist in "Chamber's Journal."

The various authors of the "Mary Celeste" have produced a small library of fiction.

A book of fakirs could well be compiled from the publication of stories by those seeking notoriety by the loss of the "Mary Celeste".

The Vice-Admiralty Court, after hearing the evidence of the master, mates and men gave a judgment on March 25th. The vessel was valued at \$5,700; cargo \$36,943. The salvage due master and crew of the "Die Gratia" was 1,700 pounds, or about the fifth of the total valuation.

PARRSBORO MILITIA IN 1825

The war-like spirit of the Parrsboro shore people may be explained by the fact that the original settlers came from disbanded regiments. In Parrsboro, itself, there were three companies; one in the Advocate district and one up Economy way. The officers and men took to their duties very seriously. For instance, there is a fine recorded against William E. Crane of 12 pounds, for absence from duty. The leader was Major James Ratchford, who in 1822 was promoted to be Lt. Colonel. He was in command of five companies in 1831 as follows:

- 1st—Capt. Jesse Sears, at Half Way River.
- 2nd—Capt. Omer Lewis, at Diligent River.
- 3rd—Capt. Alex Thompson at Five Islands.
- 4th—Capt. W. E. Crane at (?)
- 5th—Lieut. Ebenezer Kerr commanding Capt. A. Fullerton's (deceased) Company at Advocate Harbor.

There was also an Artillery Company under command of Capt. Jesse Lewis with William Sprat 1st Lietu. and Benj. Fullerton 2nd Lietu.

The uniform of the men possessed some military style. It was as follows: "A blue short stand-up collar, with red facings. Gold-laced tunic with gilt buttons, blue trousers, with broad red stripe, black stock and black gaiters or boots; white gloves, black military cap as exhibited by the Lt. Col. The decline of the war fever was marked by the fines imposed on the men for non attendance at meetings or drills, which received a death blow when the authorities in 1832 ordered all military stores to be shipped to Halifax.

PARRSBORO TODAY

The tall masts of vessels lying high and dry above the harbor mouth and stripped of their rigging indicate their day is done and they are witing for the destroyer Time to disappear.

The failure of wooden ships struck a hard blow at the prosperity of Parrsboro. In their heyday, the families of the town were largely those of sailor men; the every day talk was of vessels and cargoes, freights and voyages, storms and disasters at sea; a hundred windows looked out and kept watch past the Island for the sail of the incoming and overdue vessel. Many and many have ceased to come and their busy population will never walk the streets of this town again. All the ports of the land tell the same story—ships disappearing and men swallowed up in the great waters. Parrsboro still clings to the little that remains. Big cargo steam vessels loom up beside the wharves or at West Bay and carry away the piles of lumber to Europe, or pulp wood to American ports. As long as the forests last this will go on and when exhausted—what then?

Many residences can be seen amongst the groves to trees on the hills on both sides of the river and give a picturesque appearance to the town.

The town seems to be well administered. Relief cost only \$900. It has a gravity water system—the Cobequids furnish the water—the cost was \$65,000; school buildings \$15,000; electric light plant \$47,000. It possesses also a dam—

Riverside dam, impounding the water, that cost \$15,000. This converts the river into a lake and is an attractive feature of the town. The total valuation of property borders on half a million of dollars and the rate of taxation is 4.75 per cent, amounting to \$35,000.

The Parrsboro route from Amherst to Truro passes through a splendid country; good roads and an admirable exposure of mountain, river and bay scenery with good hotels awaiting the tourist.

PARRSBORO SHIPPING

Eyny	1842	100	Joseph Gabriel
Elizabeth Brown	1854	104	J. K. Howard
Glide	1854	195	J. E. Sutherland and J. Blenkhorn
Jacks Easy	1854	48	Jacob Willigar, J. Morrison
Boston	1855	121	Peter Roberts
Alicia	1852	59	J. K. Elderkin
Alma	1855	155	J. K. Morris
Dancing Star	1853	22	Robert Jackson
Sabine	1855		J. K. Morris
Eastern Light	1853	22	Chas. Stewart
Hope	1849	6	Elisha DeWolfe
Serena	1850	14	D. Willigar
Harp	1850	67	Thomas Merriam
Thomas Dickson	1849	79	Elisha Phinney
Three Brothers	1850	179	Wm. Knowlton
Sun Eliza	1848	77	James Pettis
Tyro	1850	82	Alex Graham
Alida	1833	66	Joseph Gabriel
Sardonyx	1845	35	Dan Merriam
Rebecca	1849	104	James Merriam
Harp	1850	67	John Merriam
Friendship	1842	40	Robt. Wiseman
William Young	1851	100	A. and D. McLaughlin
Lost off Cuba			
Viteuvius	1851	179	Joshua Dewis
Evena	1843	19	M. Pettigrew
Mary Jane	1851	78	John Morris
Zero	1851	181	John Broderick
Savant	1851	134	Wm. Morris
Mary Ann	1851	27	Thos. Roberts
Sago	1848	73	Wm. Best
Venus	1851	114	J. Elderkin
Phoenix	1845	13	M. P. Lynds
Ellen Nancy	1849	72	P. Blake
British Queen	1842	64	Jas. Bowden
Ervina	1852	13	W. C. Murray
Village Belle	1851	199	J. O. Merriam
Ellen Nancy	1849	72	J. E. Crane
Frederick	1852	210	J. E. Sutherland
Gladiator	1852	137	W. W. Salter
Volante	1848	82	Elisha Pettis
Mary Salter	1840	89	W. W. Salter
Rebecca	1847	104	James Merriam
Thomas Dickson	1849	79	Wm. Phinney
Alicia	1852	59	Jos. Gabriel
Sarah Ellen	1853	141	Frances Carvell
C. H. Dyer	1853	101	Wm. Brown, Francis Blake
Germ	1853	94	Arch Hatfield
Sidonia	1849	74	J. E. Sutherland
W. B. King	1853	41	Arch Lamb

Sword Fish	1853	85	Peter Roberts
Mary Parker	1854	86	F. F. Hatfield
Mary Salter	1840	89	Cy. Connor
Bellona	1854	186	Alex and Wm. Knowlton
Enterprise	1854	108	Alex Graham
Unexpected	1885	15	Robt. Manning
A. J.	1879	45	A. J. O'Brien
Sunrise	1885	8	Jas. George
Bessie E. Crane	1885	184	Nathan Morris
Stadacona	1885	1011	Nathan Morris
Charles S. Whitney	1885	1651	N. W. Eaton
Trader	1885	72	Geo. W. Morris
Jessie D.	1886	86	Charles Smith
Sarah F.	1886	89	Jno. Fitzgerald
Chautaugum	1886	97	J. W. Smith
Eolian	1874	65	Moses Hatfield
Graville	1887	57	Jas. Nichols
May Bent	1867	110	D. O'Neil
Roland	1888	93	Leander Hatfield
Waldrion	1883	310	Leander Hatfield
Sand Fish	1853	81	Robt. O'Brien
Rebecca	1847	89	Daniel Merriam
Gladiator	1852	127	G. F. Salter
Enterprise	1854	96	Robt. Wiseman
T. S. Harding	1857	103	Timothy Kelly
Three Brothers	1858	52	David Willigar
Jack Easy	1854	43	Jas. Morris
Leander	1854	57	John Graham
Cornet	1858	97	P. Blake
Volante	1848	78	David Parkes
Olive Mathilde	1859	98	Dan. Merriam
Mary Hatfield	1859	117	Francis Hatfield
Mary Jane	1851	56	Robert Boyd
Daniel Yorke	1859	116	Wm. Phinney
Iris	1859	58	Chas. Smith
Allandale	1850	147	David Page
Eclipse	1860	99	P. W. Blake
Charles Vanhorn	1860	158	Jas. Merriam
Robt. Boyd	1860	81	Joseph Bowden
Sovereign	1860	176	J. F. DeWolfe
Chas. D. Horton	1866	107	Timothy Kelly
Hope	1861	117	Francis Carroll
Stromness	1866	135	Geo. Morwich
Rebecca	1847	89	Jacob DeWolfe
Amazon	1866	198	Joshua Dewis
(Later registered as Marie Celeste)			
Anaconda	1861	57	Robert Ward
Rising Sun	1861	106	Jas. Gillespie
Ivy	1861	68	Moses Hatfield
Planet	1861	135	P. Blake
Venus	1861	115	P. Blake
Look Out	1861	15	Wm. Pettis
Express	1862	59	Chas. W. Dickenson
Magnolia	1862	113	I. W. Graham
Valiant	1863	122	D. Willigar
Plymouth	1862	81	W. W. Barto
J. Blenkhorn	1861	229	J. Blenkhorn
Mary Ellen	1859	111	W. W. Barto
White Hall	1865	422 tons	John W. Durant
James Ratchford	1866	147	Elisha Phinney

Abstainer	1866	196	I. N. B. Elderkin
Morning Star	1866	446	Charles O. Regan
Mary Olivia	1866	168	Daniel York
Mary Trace	1866	146	John Henning
Uranus	1866	123	Peter Roberts
Arctic	1866	266	John Blenkhorn
Rescue	1866	124	Arch MacClellan
Bessie Howard	1866	242	J. K. Howard
Pioneer	1864	127	Ed Vickery
Lizzie Newton	1867	88	Jas. A. Hatfield
Amherst	1867	99	R. B. Boggs
Mary Curlew	1867	127	Pat Blake
Union Star	1867	187	Jas. Merriam
Sarah Jane	1867	116	Jas. Gillespie
Melita	1867	70	Nathan Allen
Ottawa	1867	158	Tim Kelly
G. W. Morris	1867	133	Geo. Morris
Alma	1855	71	W. R. Elderkin
Sabine	1855	56	J. K. Morris
Euroclydora	1855	89	Elisha Phinney
Ellen Nancy	1849	72	John E. Crane
Charles Tupper	1855	143	Joseph Jenks
Sun	1856	14	Fred Barto
Brookville	1856	69	Chas. Hatfield
Orkney	1856	165	Gasper Drillio
Friendship	1842	37	Isaac Connor
River Belle	1856	180	Robt. Graham
Liberty	1856	64	Thos. Roberts
William James	1856	148	Pat Blake
Patrick Blake	1856	103	Pat Blake
Queen Esther	1856	142	Jas. Merriam
Arethusa	1856	77	Elk Phinney

PARRSBORO RIVER

It is worth while stating the opinion of geologists that before the process of elevating the country of the Cobiqid Range was completed and Cumberland basin had been scoured out, the waters of the Gulf of St. Lawrence flowed into the Bay of Fundy, by the Parrsboro River, through the gap in the Cobiquids known as Halfway River. The submarine forests of Fort Lawrence are evidence of a lower level of the formation of the Isthmus of Chignecto. The mouth of the Parrsboro River is sentinelled by a tall island shot up from below, which probably occurred when the Cobiqid Mountains were vomited up from the crust of the earth. This island was called Partridge Island, probably for William Partridge an extensive ship builder of New Hampshire. At this place the Ratchford family established a trading post about 1790. They did an extensive business with the newly arrived settlers, whose boats and small vessels brought provisions of the farm, fish and furs which they bartered for goods imported by the Ratchfords. They built up a small settlement consisting principally of their employees. The original Ratchford left three sons, the Hon. Elisha, Colonel James and Edward, the two former continuing the business and becoming very large owners of forest lands. Competition from places better adapted for the country trade undermined their business and it gradually shrank. About 1850 they relinquished it; in 1870 the mansion of the Hon. Elisha became a popular summer resort under the management of Miss Mary Wheeler, the shops, warehouses and dwellings having gradually disappeared. About 1860 Dr. Tupper, then Premier, had a pier constructed which for some years was of considerable accommodation to the public, but at a later date it disappeared, being washed away. It was the occasion of much political controversy, particularly on the part of people not accustomed to public expenditure for public works. It was called "Tupper's Snag".

After the defeat of the Conservative Government in 1872, on the Pacific scandal, Sir Charles Tupper made his home at the Ratchford house, preparing for the vigorous onslaught he later made on the Mackenzie Government, for which he removed to Toronto. During his residence there of three years he carried many bye elections against the Mackenzie regime, leading to the final defeat of that government in September, 1878.

GESNER

The most distinguished resident of Parrsboro was Dr. Abraham Gesner whose works on Natural History place him amongst the scientific leaders of Canada. He practised his profession in Parrsboro for a number of years, during which time the physical features of the Basin of Minas gave him opportunities for studying nature. His works on natural history were entirely original; his interpretations of nature's signs and signals were received in scientific quarters as quite marvellous. He was appointed Provincial Geologist for the province of New Brunswick, and made reports on the story of the rocks of these provinces. Sir William Dawson was enthusiastic in his praise of Gesner's investigations. His invention whereby shale oil was transmuted into a burning fluid, later known as kerosene, marked him as an able chemist. He did much to break the English monopoly of our coal measures. The Britannica Encyclopedia contains a statement of his discoveries and inventions.

He died and was buried in Halifax. His grave went unmarked for many years. To preserve a memorial of him the Nova Scotia historical society could not be better employed.

HIGHWAYS

The Legislature of 1807 voted \$1318 for roads and bridges. The total vote was 6,632 pounds, the surplus after that was paid was 7,260 pounds. It was not until 1808 that the first steps were taken to open a highway from Halifax to Cumberland. That year 200 pounds were appropriated for roads from Londonderry to Amherst, and 100 pounds from Londonderry to Parrsboro, also 25 pounds for a road from Gabriel Purdy's (The Mountains) to Ramshag, and 25 pounds for a road from Richard Thompson's from River Philip to Andrew Fushner's, Ramshag Harbour.

At the same session 200 pounds were voted for a lighthouse on Brier Island, the first lighthouse in Eastern Canada. A road from Maccan to River Philip was voted 30 pounds, and for a road from Parrsboro to Maccan, 60 pounds. A road from Barons Field to Parrsboro was voted 30 pounds. The opening of these roads rendered unnecessary trails through the woods or canoes around the shores. At this date Messrs. Roach, Purdy and Baker represented Cumberland in the Assembly. Christopher Harper and William Freeman, who had been elected in 1785, had removed from the province and their seats were declared vacant.

RATCHFORD FAMILY RECORD

Thomas Ratchford, born at Bridgewater, near Boston, U. S. A., 19th June, 1741, died at Horton, N. S., December 27th, 1813, aged 72 years.
 Desiah Ratchford (his wife), born at Grotten, Conn., U. S. A., Oct. 1st, 1740. Died April 12th, 1813, aged 72.
 James Ratchford, their son, born at Cornwallis, N. S., 1763, died at Parrsboro, 1806, aged 43.
 Silas Crane, born at Lebabob, U. S. A., September, 1743, died at Parrsboro, April 9th, 1792, aged 48.
 Mary Crane (his wife), born in the Parish of Magillegan, North of Ireland, 1744, died at Five Islands, 1833, aged 88.
 Nancy, born 1798, married 1816, to Thomas A. S. DeWolfe.
 Elisha DeWolfe, born March 3rd, 1802, married 1828 to Anne, daughter of Salmon Wheeler, Esq., of St. John, N. B., who was born 1807 (Salmon Wheeler born 1776). E. DeWolfe died at Parrsboro 1874, leaving no children.

Mary Sophia, born 1804, married John Leander Starr, of Poplar Grove, Halifax, 1823, died at Barbadoes, Dec. 17th, 1829, leaving no children.

John William, born 1818, died unmarried, January, 1831, at Parrsboro (a candidate for Holy Orders).

Charles Edward, born Dec. 22nd, 1810, married in St. Johns.

Mary Crane, their daughter, and wife of James Ratchford, born at Brier Island, N. S., 1772, died at Parrsboro 1829, aged 57.

James Ratchford and Mary Crane were married at Horton by the Rev. Thomas Shreve, 1790.

Thomas, their son, was born August 24th, 1793, married Caroline, daughter of Daniel DeWolfe of Horton, died at Parrsboro, Jan. 16th, 1828. They left three children who all died before they reached the age of 21 years.

James, born May 17th, 1796. Married Margaret Sophia, daughter of John Starr, of Poplar Grove, Halifax, June 1st, 1821, who died at Parrsboro June 13th, 1827, leaving three children, Caroline Sophia, who married Rev. N. A. Coster. His second wife, Mary Eliza, daughter of Richard Peniston, Esq., Bermuda, was born in Bermuda Nov. 1800, and died Sept. 4th, 1881, without children. James died at Parrsboro Apl. 11th, 1874.

FIVE ISLANDS AND ECONOMY SHIPPING

		Tons	
Edith	1579	10	S. H. Harrington
Margaret Eleanor	1849	50	Ed. Corbett
Cobequid	1852	62	James Barden
Thompson	1854	122	A. Thompson
Hector	1852	38	W. D. Broderick
Margaret Eleanor	1849	56	Ed. Corbett
Arcturus	1846	95	J. K. Howard
Clement	1836	62	Robt. Green
Daniel Hill	1854	98	Geo. W. MacLellan
Andrew Sprague	1846	72	William Washbarn
Hero	1856	152	W. S. Thompson
King David	1910	29	Dan Fillmore
Neil Day	1896	188	J. B. Slocomb
Will of the Wisp	1862	26	John Broderick
Reindeer	1847	72	Isaac Canning
Reindeer	1847	72	Joseph Doyle
Redmond Pratt	1865	261	Jas. Hicks Pratt
Justice	1865	41	Wm. S. Thompson
Theresa	1866	133	Joseph Doyle
Mary T. Redman	1866	178	Andrew Thompson
Martha Jane	1857	91	Ed. Corbett
R. P. S.	1899	74	R. P. Soley
Lady Smith	1902	698	R. P. Soley
Albert Crosby	1856	244	C. P. Soley
Restive	1884	70	G. B. Taylor
Patriot	1890	103	Geo. A. Morris
Nettie Shaw	1890	249	Alfred Knowlton
Myrtle M.	1891	121	J. E. Morris
Active	1891	70	A. C. & O. W. Elderkin
R. L.	1891	324	A. Knowlton
William Hall	1892	136	S. F. Knowlton
Robert Ewing	1892	393	A. W. Atkinson & Co.
Athelite	1893	197	A. C. & C. W. Eaton
Valetta	1857	301	John Denis
Dove	1865	259	James Gillespie
Ivanhoe	1876	263	Wm. Temple
Alta Vela	1867	158	Wm. M. Marsh
Treasurer	1884	1327	D. P. Soley

Trial	1877	46	Chas. Hill
Seattle	1888	56	Enoch Huntley
Flora E.	1882	79	T. F. MacKenzie
Perseverance	1846	36	E. D. Ratshford
Grand Turk	1857	114	Jephthah Elderkin
Pleiades	1853	112	T. Graham
Truro Queen	1918	385	McL. McKay
Acadian Queen	1919	439	McL. McKay

BASS RIVER

The village of Bass River is 14 miles from Londonderry station, on the I. C. Railway. A chair factory was established here many years ago, for the products of which there has ever been a good local demand. It employs about 40 men; it consumes about 1,000,000 feet of lumber every year. Bass River takes its rise at Castlereagh Lake, which is 1,000 feet above high water in Portapique hills. The lake had some importance as it contained a deposit of infusorial earth, or pure silica, useful in the manufacture of glass and china ware. A Boston company purchased the deposit and about 40 years ago constructed a wooden railway to the mouth of the river, to ship the deposit to Boston. The rails for it were trees which were connected together by sleepers; the merit of the railway was its cheapness. The company built a grinding mill, which, in the third year, was burned. The property was then taken over by the Oxford Foundry and Machine Company and transferred to the Oxford Tripoli Company. Afterwards they exhausted the deposit, when they moved their works to New Annan Mountain, where they are still working.

ONSLOW

New England settlers in this district commenced to come in as early as 1760. The following were born in New England: Hannah Gallop, John Carter and William Farrell and were brought in by their parents. The list of those born in the first year of the settlement is too extensive to be reproduced here, but the following are the earliest: The children (4) of William and Margaret Taylor; the children of Carpenter and Mary Bradford; those of Abijah and Dorothy Scott; as of Jonathan and Rachel Higgins, as, of John and Lucy Carter, of Norah and Mary Miller, and of Samuel and Mercy Nichols, and of Edward and Anne Brooks, those of Nathaniel and Hannah Gallop.

LONDONDERRY

Colchester was settled years before the Loyalists arrived at Shelbourne (1783). The settlers from the old country commenced to arrive about 1770. Many sales and transfers of land took place at the latter date. As people died and their children replaced them, leading to an increase of population. Mr. and Mrs. Adam Murray had five children at a single birth. They did not live.

The first will probated was that of Ebenezer Cock (1793). The inventory disclosed the following appraisement: Silver watch, 90 shillings; Silver knee bracelet, 7s 6d; Blue coat, 70s; Silk waistcoat, 17s 6d; 1 Nankeen and 1 Muslin, 20s; Cashmere waistcoat, 15s; 1 jean breeches, 7s 6d; 2 pair Nankeen, 10s; 2 pairs hose, 2s 6d; 1 linen shirt, 14s; 2 linen shirts 15s; 1 boy indentured, 10 pounds.

Another inventory, that of James Clarke, showed the religious side of the new settlers: Family Bible, 2 pounds; Psalm book, 4s; Watts' hymns, 3s; Book on the Shorter Catechism, 3s; Psalms paraphrased, 4s; Gulliver's Travels, 2s 6d; Marshall on Sanctification, 4s; Blackstone's Essays, 2s 6d; Blackstone's Memorials, 2s 6d; Jasper Hall's works, 1s 6d; Burton on the Covenant of Grace, 3s; Lawson's Lectures on Joseph, 3s; Boston Four Fold State, 2s yd; Virgil, 2 vols. 2s, 2s, 6d.

The activity of the people may be judged from the number of transfers of land, up to 1780, they were 339.

The first deed recorded, March 2, 1770, was from Robert Forbes to Peter Bartlett, of 500 acres at Debort, consideration 100 pounds.

Peter McLelan was the first settler in Londonderry. He camped in the

green woods alone the first winter.

The people from the North of Ireland and Scotland proved to be unusually thrifty and progressive.

A sailor's portend arose in the case of John A. Blackie, who in 1885 built a four-master ship, 1829 tons, the "John M. Blackie". A year or two after the captain's wife died at sea and was buried at Angu Point. At a later voyage the captain carried a tombstone aboard of her, to place on his wife's grave. The vessel was lost and the tombstone found a resting place in the deep.

LONDONDERRY SHIPPING

Algeria	1850	81 tons	John Vance
Ungona	1850	22	G. S. Vance
Maid of Erin	1850	83	Jas. McCulloch
Colchester	1850	80	Jos. McLellan
Village Belle	1851	199	V. R. Faulkner
Spitfire	1851	102	G. F. Crowe
Teaser	1852	115	Geo. McLellan
George	1852	96	Geo. McLellan
John Rip	1846	47	Robt. Fulton
Humming Bird	1852	104	Sam Crossman
Curlew	1852	75	Jas. McCulloch
Spitfire	1851	102	W. F. Crowe
Geo. Noble	1836	72	R. J. Ward
Dancing Star	1853	22	Robt. Jackson
Daniel Webster	1853	101	Wm. Brown, Pat Blake
Unicorn	1850	22	Sam Vance
Eagle	1857	110	Jos. Gildes
Eastern Light	1856	102	Chas. Stewart

TRURO

Triad	1851	42	W. F. Soley
Cobequid	1852	239	Jas. Crowe
Dove	1851	199	Albert Dill
Susan E.	1853	110	John Mahon
Planet	1856	61	Wm. Bentley

MAITLAND

Maitland, at the mouth of the Shubenacadie River, of which there are today but few relics of a famous past, was once a noted ship building place. The country about is a fine, rolling district raising good crops, but there is not a sail in the basin, in sight. The site of the Lawrence shipyard is still there while above it, across the highway, is the Lawrence mansion, a large, well-preserved edifice, now occupied by the daughter of Captain W. D. Lawrence, he being a son of the builder. In former years she was a resident of the Great West, but returned ten years ago to become mistress of the ancestral home. A splendid grove of oak trees on an elevation in the rear contains the remains of the renowned builder and his son, a huge granite monument marking the spot. Mr. Lawrence's father was a North of Ireland man; he was a genuine sport; was very fond of horses and of horse racing. He had been a gentleman jockey himself, in Ireland, and brought with him to Nova Scotia his racing saddle and bridle. He was present to witness the launching of the big ship, which was a great day for Maitland. There were many visitors who overran the Lawrence mansion. There was feasting galore and in accordance with the habits of the day, there was more than one black bottle on the sideboard.

The Lawrence home is the only one left of a number of capacious residences of other ship builders, all of which have been destroyed by fire. Mr. A. A. McDougall, Captain John Allen, Mr. Charles Cox, and Captain R. W. Davies were some of them. They tended to make Maitland a small town.

The site of the grove of oaks has a history. A century ago a grove of old and splendid oaks occupied it. They were cut down and utilized for shipbuild-

ing purposes and a new grove started. About the same time a road was made to the grove, when a lot of human bones were turned up. It was evident that a cemetery had been established there, probably by the Acadians. Amongst other relics of the past unearched was the body of a young girl, wrapped in linen cloth. A profusion of auburn hair seemed to suggest her beauty. Though perhaps a relic of a hundred years, there was a pathos about it; she had a father and mother and there were tears and heart aches when they lost her.

Maitland, in ship building days, was a very busy place. A small army of ship carpenters made it as active as a bees' nest. There were sheds for blacksmiths' shops, block makers, sail makers, spar makers, each with their work place, besides caulkers and riggers. Long lines of teams loaded with timber, store houses for goods and necessaries were to be seen. Mr. Lawrence organized and erected the whole system, though members of his family formed part of the system; a brother, Lockhart Lawrence, was his foreman. His son, W. D. Junior was master of the big ship, the "Lawrence". Captain James Ellis, son-in-law, and Captain Thomas Lawrence, were masters of his vessels. William D. Lawrence himself came from Ireland, as a child, with his parents. In 1859 he commenced building vessels, the first being the barque "Persia", 441 tons. Eight years later he launched the ship "Pegasus", 1120 tons, which he managed. She cleared him over \$80,000.

Mr. Lawrence was a member of the Nova Scotia legislature from 1867 to 1882. He was one of 36 anti-confederates in the Assembly; only 2 confederates obtained seats. H. G. Pineo, of Pugwash, and Hiram Blanchard, of Inverness.

In 1872-3-4 W. D. Lawrence built the largest square rigger attempted in Canada; the length of keel was 244 feet, beam 48 ft., hold 29 ft. She was the second largest ship afloat, the largest being the "The Great Republic", a masterpiece of Donald McKay, and which was lost off Bermuda in 1872. Her roster of officers and crew numbered 35 men. She never made any quick record as a sailor but was a big carrier. Mr. Lawrence sold her to the Norwegians for \$86,000. He had made a clear profit of over \$148,000. The Norwegians also made a fortune out of her. She was finally converted into a barge, which closed her history as a ship.

Activity in ship building was so active about Maitland in 1874 that it is recorded that forty vessels could be seen and counted in the stocks, in the Bay and River. Many of these ships were built for sale and were sold in England.

In 1872 the ship "Algeria", 1183 tons, was built by A. McCollum. Other builders in Maitland made it, during the ship building period, a very busy place. Yards were owned by the McDougalls, William and Adam, Archibald McCollum, John Trapee, Duncan Campbell, Charles Cox, operating a fleet to make money as more important than properly designing them, and it was in this feature that many brilliant coups were made. The Lawrence vessel "Pegasus" commanded by his son-in-law, James Ellis, made signal triumphs. In 1868 she went in a round from Cardiff to Yokahama, then to Chincas and to Antwerp. She cleared in these voyages about \$35,000. She kept making round voyages and in about five years she paid for herself \$47,000 and made a surplus of \$36,000.

A number of Halifax capitalists were part owners in Maitland vessels, such as Senator Jeremiah Northup, Robert Boak, Jr., Thomas E. Trefry, John Stain, Thomas Bayne, Geo. E. Troup. The barque "Persia" in the first five years netted her owners about 9,000 pounds.

Other ship building families lived and prospered in Maitland. The Douglas (Roy) MacDougall and Roy families were not very successful ship architects but successful navigators. Joseph Monteith can also be added to the names of men who made Maitland known all over the Seven Seas. All was not prosperity and success. There were disasters, loss of life and mourning in the homes on the hillside overlooking Coliquid Bay.

Captains Everett and Herbert McDougall had a sister who married Captain Graham, lost at sea in a voyage from Rio to Newcastle. "Yellow Jack" was a dreaded enemy. Two more brothers also shipmasters, died of yellow fever in the south. Alfred Putnam, at that time M.P., for Colchester, was a very

successful ship builder and owner. At one time he owned a fleet of five vessels on which he carried no insurance and saved money.

Captain Mark McElhanney, nautical adviser to the Ottawa authorities, was a near neighbour of Maitland folks, he died in 1909, aged 72.

In 1869 W. E. Falds built the "W. D. Whidden", 141 tons.

In 1873 John Dart built the "G. A. Good", 59 tons.

In 1876 Archibald McCallum built the ship "Joseph", 1565 tons and the same year John Trapes built the ship "John Trapes", 1287 tons.

Ship building in the Maritimes reached its summit in 1874, after which date iron ships commenced to tell. In that year 490 vessels were registered, with 183,000 tons. In the year 1873, 558 steam vessels measuring 68,760 tons were registered. In twenty years they increased to 1106 vessels having 903,539 tons. After 1870 petroleum from Pennsylvania wells employed many vessels in the Atlantic trade, while guano from the Chincas added to the fleets employed. Cotton from the Southern States, lumber from Canada and grain from Chicago, and later from Canadian ports, were sources of vessel employment. The death of wooden ship building was decreed in 1874, but it was more than 20 years before it was finally killed by the competition of iron ships.

MAITLAND SHIPPING

1856	Defiance	113 tons	R. Evdail
	Europe	190	A. McK. Cochrane
	Aleppo	202	A. Roye
1851	Nautilus	176	J. Freeze
	St. Lawrence	170	Wm. Lawrence
1854	Samuel	125	D. McDougall
	Northern Lights	130	W. H. Hamilton
1859	Persia	280	W. D. Lawrence
1861	Alice	187	W. H. Hamilton
	Cyprus	213	A. Roy
	Agile	143	E. Nelson
1860	Avalanche	153	J. McDougall
	Clyd	116	Jas. Campbell
1855	Architect	348	Wm. Lawrence
	Time	130	Wm. McDougall
	Golden Eagle	174	Wm. Moore
1854	Rainbow	163	A. McCollum
1874	Sarah Ellen	745	John Smith
	Maggie E. Seed	1367	Thomas Seed of G. B.
	Isabella	554	A. A. MacDougall
	W. D. Iawrence	2458	Wm. Lawrence
	(Sold in London in 1883 for 6,000 pounds)		
	Hannah D.	310	T. E. Kenny
	Francis Herbert	803	T. E. Kenny
	Silas Curtis	699	Alex. Oughton
	G. A. Good	64	J. E. Woodworth of Kingsport
1875	Cromarty	277	James Rose
	Charles Cox	677	Charles Cox
	Emeline	303	T. E. Kenny
	Dunselan	1279	Wm. Wood (G. B.)
	(Black Rock)		
	William Douglas	1263	W. T. Stairs
	Laura Emily	768	T. E. Kenny
	Margaret Mitche'l	650	A. A. MacDougall
	Noel	811	Ormond O'Brien (Neol)
	Maggie O'Brien	671	Charles Pu nam
	Hecla	866	A. MacDougall
	Annie Putnam	778	A. Putnam
	John Lorway	1111	Jno. Lorway

	Capri	895	J. Northup
	Annie	203	Lockhart Lawrence
	Numa	821	J. Northup
1876	Minnie Swift	1149	Chas. Cox
	Bessie	562	A. T. Dalrimple
	Charles Cox		E. P. Goudy (sold in England)
	John Trahey	1147	Jno. Tracey
	Trust	521	Geo. Freze
	Joseph	1540	J. Northup
	Laura	457	T. E. Kenny
	Veritas	999	T. E. Kenny
1877	Norman	869	A. MacDougall
	Osmond O'Brien	877	O. O'Brien
	Florence Abbott	120	Jas. Moore
1874	Vascello	137	John McCumber
1877	Thomas E. Kennie	1558	A. Putnam
	Esther Roy	1533	W. J. Stairs
	Tri na	1127	Allison Smith
1876	Cromarty		R. O'Brien
	J hn Trahey		Ed. Albro
1878	Senchi	1474	Jer. Northup
	Margaret Craig	868	A. A. MacDougall
	Sherwood	998	A. Putnam
	Mavis	869	O. O'Brien
1872	Algoma	1183	T. Brown
	Lara	948	Jer. Northup
1868	Ella	332	Jer. Northup
1869	Scotland	511	Wm. Roche Jr.
1879	Ada Brown	998	A. A. MacDougall
	Gloaming'	1498	Jas. Montieih
	Zulo	888	A. Putnam
	Sylvan	1045	A. MacDougall
	Milton	1182	S. D. Brown
	Maggie O'Brien		C. Putnam
1880	Delhana	972	Alice MacDougall
	Adele	664	Jos. Montieih
1873	G. M. Good	59	(built at Urbana) Wm. Fish
1881	Minnie Brown	1022	A. A. MacDougall
	Manna oa	1071	Chas. Putnam
	M. S. Cox	1135	Chas. Cox
	Paragon	819	S. D. Brown
	No. 83273 no name	1027	O. O'Brien
	No. 83274 no name	1056	A. MacDougall
	Alfred		O. O'Brien
1882	Christina		A. MacDougall
	Maggie Dart	584	Rob. Dart
	Melinda (Noel)	449	A. G. O'Brien
1883	Strathome	1098	A. Putnam
	Amanda	1073	O. O'Brien
1884	R. Morrow	1156	W. I. Stairs
	Osberga	1187	A. MacDougall
	A. Anthony	81	A. Anthony
	Linnett	928	W. P. Cameron
	Grandee	1499	Allison Smith
	Active	11	Cyrus Baird
1879	Sylvan		A. McDougall
1876	Veritas		
1885	Advance	234	Elijah Densmore (Noe

THE BASIN OF MINAS

	Craigie Burn	1121	A. A. McDougall
	Lizzie	351	James DeVeulle Le Conteur
	Strathmuir	1175	A. Putnam
	Mav Zu	244	C. Putnam
	New Pactolus	1034	O. O'Brien
	Salmon	1163	Wm. McDougall
	Anastasia	64	Wm. McDougall
1886	Selkirk	1757	W. P. Cameron
1887	Linwood	1195	A. Roy
	Hecla		
1880	Sea Gull	25	R. S. Wilson
1888	Maggie	34	C. N. Hines
	Linwood		
1875	Larmahed	81	O. O'Brien

KEMPT SHIPPING

1853	Eunice	76 tons	R. McKenzie
1856	Renown	67	Wm. Glen
1855	Eunice	76	Ed. Riley
1855	Columbine	77	T. Lake
	Thomas Dickson	77	J. Burgess
1852	Mariner	50	Silas Burgess
	Rachel, Ann, Elizabeth	46	E. Dexter
	Industry	61	Wm. Parker
	Catherine Brown	67	J. C. Lake
1859	Prince of Wales	111	John Burgess
	Olivia B.	28	W. H. Sanford
1855	James Bailey	87	Wm. Foley
1852	Vivia	96	B. Malcolm
1841	Fowler	64	N. Crossley
1870	Robert H. Dexter	96	J. Dexter
1861	Julia	125	Geo. Armstrong
1856	Favorite	73	R. Dexter
1853	British Queen	64	W. Coulon
	Orbit	173	A. MacCumber
	John Benson	84	J. C. Lake
1897	Mary Jane	77	Geo. Crowell
1852	R. B. Porter	236	B. Davison

NOEL

Noel is a little cape projecting out four miles from the coast line at Cheverie. It is now a purely agricultural district sloping down to the waters of the bay, giving no hint of the wild storms that sometimes rule the air and the sea. It was one of the ship building spots that marked this inland coast. A tragic affair occurred there in 1931; during a foggy night shouts and cries from the Bay for help were heard at the lighthouse. There was no boat at the lighthouse, or any means of reaching the spot of the trouble. In the morning nothing was seen of any wreckage; a few days later the body of a man was picked up in the tideway off the Economy shore. The German ship "Bremen", then off the coast, gave the explanation. A flying machine had been sent off from the vessel; it contained two men which, on the results, showed that the machine had met with trouble in crossing the basin, resulting in a tragedy. No wreckage was ever found, nor has the body of the second man. Ormand O'Brien in 1872 built a 600 ton barque here, the "Piskataqui". This vessel was notable as a rapid sailor and made a voyage from Monte Video to Boston loaded with dry hides and baled wood, in 45 days.

NOEL SHIPPING

1856	Faust	186 tons	S. O'Brien
1860	Wave	33	A. G. O'Brien

1852	Hants	21	J. McLellan
1854	Samuel A.	113	A. G. O'Brien
1855	Royal Tar	73	I. O'Brien
1856	Columbus	175	N. Dinsmore
1862	Noel	132	John Mill

NEWPORT

While all but a few of the original settlers of Newport were from Newport, Rhode Island, Mr. Morris, surveyor-general of Nova Scotia, named the then new township "Newport" after Lord Newport, a friend, he stated, of Mr. Belcher. Amongst the original settlers was William Hallyburton, grandfather of Sam Slick and Dr. John Haliburton, father of Sir Brenton Haliburton, later Chief Justice of Nova Scotia.

A name indissolubly connected with the religious history of the Maritime Provinces is Henry Alline, belonging to Newport, Rhode Island, who when he was twelve years of age, accompanied his parents to Nova Scotia. They landed at Falmouth. There are other names connected with Newport, conspicuous in colonial history, Thomas P. Aitkens, historian; Dr. Edward Young, of the Treasury Department, Washington; Nicholas Mosher, a pioneer shipbuilder; the Northups of Falmouth; Dr. Edward A. Bowser, of Rutgers' College; Valentine Eastabrooks and Eliphalet Reed, both of whom left numerous descendants at Sackville, N. B., and are familiar names there.

The soil of Newport, N. S., is advantageous for farming. In addition the deposits of plaster have been worked and shipped. In the days of shipbuilding many craftsmen in charge added to the business of the place.

In 1760 nine families enumerating thirty-five persons landed there from Newport, R. I. The heads of the families were Benjamin Sanford, Nathaniel Reynolds, Samuel Bentley, James Hervie, James Smith, John Chambers, James Weeden, Joshua Sanford and John Hervie.

Newport was well located for shipbuilding, in addition to being a fine agricultural district. The leading builders were the Mosher and Frederick Currie. J. A. Harvie built the "Ingomar", 1183 tons, sold first in Liverpool and afterwards to the Norwegians. The township of Newport was organized in 1789. On the 19th of January in that year a meeting was held at the house of John McHumber. The records are admirably kept in a book presented by Scurrah Day. The first overseers of the poor were John Mosher, Benjamin Weir, John Brown, Henry Knowells and John Macumber. The total expenditure for the previous year was 7,10.0 pounds, for 30 weeks board to Archibald Black, for a woman, Deborah B----

At the sessions of the Peace, held at Windsor in April, 1789, a new board was elected, consisting of Bazzillas Mosher, Joseph Walley, John Miller, John McHumber and Joseph Card.

The ship, the "J. E. Graham", Captain Cochrane, master, cleared at Horton Bluff, October 18, 1881, for New York, where she arrived in 3 days and 18 hours, a sample of quick sailing.

NEWPORT SHIPPING

1855	Ava	360 tons	N. Mosher
1856	Avon	669	Geo. Mounce
1861	B. DeWolfe	176	E. Sanford
1859	Gem	96	I. Burgess
1856	Alexander	72	Wm. Chambers
1852	Hunt	71	Wm. Chambers
1852	Serius	97	Geo. Cochrane
1852	Emerald	131	N. Mounce
1859	Fearless	15	C. W. Card
1859	Lone Star	266	N. Mosher
1851	Teaser	14	S. D. Card
1854	Eagle	615	N. Chambers
1860	Eujenid	533	N. Mosher

1860	Starlight	151	N. Mosher
1853	Africa	160	N. Mosher
1853	Serius	97	T. Cochrane
1856	Thamas	426	N. Mosher
1897	Wabash	185	F. Curry
1859	Magentic	195	L. Cochrane
1860	Nyasia	126	J. W. Campbell
1862	Thrasher	69	Jno. Chambers
1835	Active	71	Jas. O. Morrison
1856	Achille	17	James Rickson
1852	Emerald	131	N. Mosher

NEWPORT MARRIAGES

- Oct., 1805—Jacob Burnham and Frances Smith
 Nov., 1806—Levy Lockhart and Jane Johnston.
 Nov., 1807—John Allison, Jr., and Hannah Smith, by Rev. John Mann.
 Mar., 1809—Elias Dimock and Mary Wilson, by Rev. E. Willoughby.
 Dec., 1803—Stephen Dimock and Deliverance Macumber by Rev. Wm. Delaney
 Feb., 1803—Ichd. Dimock and Sarah Smith, by Rev. W. C. King.
 June, 1816—William Allison and Martha Jane Irish.
 June, 1817—Hiram Smith and Margaret Bunbury.
 Oct., 1808—John Kally and Lydia Burger, by Rev. Wm. Delany.
 Oct., 1817—William Shaw and Monah Poples Michener, by Rev. Wm. Bennett.
 Dec., 1782—Peleg Sanford and Anna Salter, by Rev. James Murdock.
 Dec., 1777—Stephen Wilcocks and Phoebe Card.
 Nov., 1799—Shubael Dimock and Sarah Burgess.
 Oct., 1791—Anthony Shaw and Sarah Smith.
 Feb., 1837—Shubael B. Dimock and Sarah Harvie.
 Feb., 1839—John Baker and Grace Ann Dimock, by Rev. Geo. Dimock.
 May, 1816—John Lockhart and Mary Hicks.
 Feb., 1821—John M. Macumber and Sarah Sanford, by Rev. Geo. Dimock.
 Nov., 1840—Thomas Dickson Lockhart and Maria Lockhart.
 Nov., 1842—Hugh Smith and Abigail Card, by Rev. John Strong.
 Nov., 1842—Jacob Harvie to Mary Ann Brightman, by Rev. John Strong.
 Oct., 1762—Daniel Greno, widower, and Elizabeth Little, widow, by Isaac Deschamp, Esq.
 May, 1762—William Church and Susan Tacker, by Joseph Baley, J.P.
 Oct., 1763—Jeremiah Baker and Rebeckah Straight, by Josen Baley.
 Nov., 1767—Daniel Dimock and Deborah Baley, by Rev. James Murdock.
 July, 1776—John Brown and Sarah Baley.
 Oct., 1763—John Harvie and Experience Power.
 Oct., 1787—John Harvie and the widow of Alex. Harvie.
 Oct., 1768—Shubael Dimock and the widow Masters.
 Dec., 1775—Job Card and Frances Wilcocks.
 Jan., 1781—Edward Burgess and Elizabeth Sanford.
 Mar., 1788—Joseph Sanford Baley and Sarah Holmes.
 July, 1768—John Card and Elizabeth Card.
 June, 1819—John Fitzpatrick and Abigail Bailey, by Rev. James Taylor.
 Jan. 2, 1812—Edward Webhart and Jane Shaw, by Rev. James Mann.
 Oct., 1821—James Whidden Allison and Margaret Elder, by Rev. Wm. Burt.
 Dec. 31, 1801—William Smith and Martha Patience Smith, by Rev. W. C. King.
 July, 1823—William Fish and Lucy Dimock, by Rev. Geo. Dimock.
 Feb., 1833—Stephen Dimock and Mahela Anthony, by Rev. Wm. Murdock.
 Oct., 1808—Stephen Smith and Eunice Dimock, by Rev. Temple.
 Nov., 1842—Thomas Sanford and Sarah Crane, by Rev. Geo. Dimock.
 Jan., 1843—James Mann and Annie Salter, by Rev. John Strong.
 Jan., 1843—Peter Burk and Dorcas Macumber, by Rev. Geo. Dimock.

Jan., 1843—Thomas Nelson and Sarah Ann Masters, by Rev. Geo. Dimock.
 Jan., 1843—William Smith and Lucy Smith, by Rev. John Strong.
 Jan., 1845—John Tailor and Margaret Smiley, by Rev. Wm. Murdock.
 Jan., 1845—Jacob Wier and Susan Johnston.
 Jan., 1845—Ramsay Hunter and Priscilla Mosher, by Rev. J. L. Murdock.
 Jan., 1845—Samuel Dunbar and Mary Ann Cochran, by Rev. J. L. Murdock.
 Jan., 1845—John Burgess and Elizabeth Liswell, by Rev. Wm. Croscombe.
 Mar., 1845—Robert Greeno and Eleanor Gilmore, by Rev. Geo. Dimock.
 Oct. 5., 1812—John Miller and Catherine Constantine, by Rev. John Mann.
 Dec., 1856—John Matheson and Rebecca Porter, by Rev. Arthur McNutt.

ST. PAUL'S CHURCH, RAWDON

October, 1794, Mr. Nicholas Moser offered to build a church at Rawdon for the sum of 102 pounds, 36 feet long by 26 wide with a chancel 12x16. The Rev. Geo. Pidgeon was rector and Jonathan Snellings and William Smith, wardens. This offer was accepted, but there is a "hiatus" in the records for 13 years—until 1807, September, when at a parish meeting the following were elected parish officers:

Wardens: Jacob Withrow, Benjamin Whitear and vestry; John Bond Esq., Richard Fenton, John Bond Jr., Samuel Meek, George Sorrell, John Withrow, Benjamin Casey, James Higgins, Michael Casey, Richard Carter, Thomas Fenton. Rev. Mr. King (vestry clerk).

In September, 1808, the following were elected officers: The following were re-elected vestry: John Bond Esq., Benjamin Casey, John Bond Jr., and Samuel Meek. The following were new members: John Sorrell, Thomas Fowler, John Fenton, Edward Rivers (vestry clerk), John Withrow, James Elliott.

The 8th of October, 1808, a tax of ten shillings per pew was imposed for church repairs. Mrs. Richard Fenton agreed to board Rev. Dr. Ferryman and keep his horse six months for the rent of the glebe.

In March, 1809, a letter was received from Mr. John Inglis informing the vestry that until a missionary could be obtained Rev. Wm. Cochrane would serve Newport, Rawdon and Falmouth at the expense of the L. P. G. society.

In 1910 the church was damaged by a fire set in the graveyard was blamed to shavings under the church when built.

No meeting this year to elect vestry and wardens.

A gallery at Rawdon church was built by G. G. Gould for seven pounds 10 shillings.

It was objected to Rev. Dr. Cochrane having the use of the glebe. It was then referred to the chief justice, and then to the Bishop.

Orders that pew holders should put up doors to their pews.

Advised that William Wier Sr., be paid 3 pounds for providing wood and making fires for two years. In 1915 Rev. William Twining was made rector. It was then proposed that the church yard be enclosed. Jacob Withrow went around and collected upwards of 30 pounds.

A tax of 5 pounds for each pew holder was imposed.

Jacob Withrow appointed parish clerk at the salary of forty dollars per annum.

Mr. Twining produced an account of \$50 granted by the government and expended in the glebe house.

In 1821 Rev. Mr. Wiggins is noted at present at St. Paul's church meeting at Rawdon.

In 1822 ordered that delinquent pew renters be notified unless they paid this year they would be sued.

Subscriptions for painting the church which netted 6 pounds, 9s., 8d.

Ordered that the Wardens commence collecting in the church "with the bag."

In 1824 a letter was written Dr. Inglis that the church was falling away on account of the lack of missionary or minister.

At the vestry meeting 1820, Rev. W. B. King was present. The wardens

were J. Withrow and Joseph Wilson. His vestry were George Weir, Samuel Weir, Thomas Fenton, Samuel Stevens, John Smith, Benjamin Smith, Robert Hill, Charles Bond, J. A. Withrow, W. G. Withrow, Isaac Whitear, John Withrow Sr.

Rev. Mr. Hayden proved an unsatisfactory missionary but he held the vestry by possession. The wardens protested and finally he was paid 50 pounds by the Bishop towards his expenses back to Ireland. In 1829 Rev. G. C. W. Morris became rector. Mr. Morris continued rector until 1843, when Rev. Thomas Hayden was appointed. Steps were taken by the vestry for the erection of a new church, but it was some years before this was accomplished.

RAWDON MARRIAGES

Commencing 1814 by Rev. Wm. Twining, rector.

1814, Patrick Sullivan and Mary Peters; John Main and Elizabeth Wallace; John Blois and Mary Mosher; John Withrow and Sarah Weir; William Scott and Hannah McDougall; Daniel Mosher and Jane Ryan; Benjamin W. Dodge and Experience Harvey.

1815, Christian Wolhaver and Anne Mahetty; James Smith and Fanny Mahetty; John Lynch and Catherine Gold; William Nix and Susanna Crowell; Samuel Miller and Sarah Sterling; John McLelen and Ruth Weir; John Jones and Phoebe Greno; John McCollough and Isabelle Ettinger; James Grant and Mary Scott.

1816, John Hanes and Christeplus Lake; James Higgins and Margaret McLalan; Jonathan Fish and Catherine Wolhaver; Edward Murphy and Rebecca Nelson; Hugh Smith and Patience Smith; John Campbell and Sarah Burgan; Henry Burbidge and Lorinana Shay; John Redmond and Mary Ann Reeves; James Mosher and Martha Ward; William Walker and Lydia Macumber; George Dunbar and M. Miller; John McPhee and Elizabeth McPhee; John Lake and Mary Skellin; Amos Ritchie and Mary Dyer; Isaiah Laws and Elizabeth Emery; John W. Lavers and Catherine McDonald.

1817, Donald Grant and Isabelle Scott; James McDonald and Ann Ross; Matthew White and Lydia Macumber; John Mosher and Anne Anthony; James Lan and Catherine Peters; Henry Morrice and Anne Miller; Increase Ward and Abigail Mosher; William Brison and Mary Wallace; William Wood and Olive Williams; George Nix and Bertha Turpel.

1818, John Withrow and Jane Pearson; Thomas Reid and Elizabeth Mason; John Clarke and Elizabeth McDonald; Joseph McClare and Isabelle Barron; John Dunsmore and Ruth Whitear.

1819, Joseph Blackburn and Sarah Haley; John Brison and Mary Peters; William Philpot and Sarah Campbell.

1820, James Clinton and Hannah Maria Bond; W. Robinson and Ann Meek; John Hannigar and Elizabeth Doffin; George Hennigar and Ruth Anthony; Thomas Griffiths and Ann McDonald.

1821, John Graham and Ruth Smith; Geo. Gill and Eliza Hennigar; John Casey and Catharine Hurley; Geo. Miller and Elizabeth Ryan.

PIZIQUID

In the days of French occupation the settlements along the Avon and St. Croix rivers were called Piziquid. When the vessels bringing the New England planters came, the country east of the Avon, now called Windsor, was named East Falmouth, Falmouth itself being west of the river. The government at Halifax christened East Falmouth on 24th December, 1764, giving it the royal name of Windsor.

The Piziquid settlement was included in old French documents with Grand Pre in the district called the "Mines". It was an off-shoot of Grand Pre. In 1714, it had forty-seven families; of these all but six had children. They had a chapel, with bell tower and bell that struck three times daily, reminding the people of other interests besides satisfying their daily wants. A people without schools or books possess aspirations beyond their daily toil, which they found within the precincts of their chapel and therefore they became a devout people.

The site of the church of the Assumption with the priest's house is still pointed out at Windsor. It would be a gracious act to have this spot marked by a suitable monument. The priest in charge in 1730 was Noel-Alexandre Noiville of the sacred faculty of the Sarbonne.

The people were not all farmers. There were traders, shipping men, fishermen and a surgeon. The establishment of a garrison at Fort Edward in 1750 did not add to the happiness of the people, for the garrison commenced to plunder the farmers of their products and when they had the boldness to complain, they were speedily locked up in the Fort. Their grievances reached the authorities at Halifax, when an end was reached to such depredations.

FORT PIZIQUID

This was not an earthwork, but a barracks heavily timbered and very strongly built. It was occupied in 1914, by recruits training for the Great War but like all wooden structures required some little attention. The Historic Sites Board at Ottawa were advised about the year 1920 that it required some little repairs—these, if not attended to, might lead to its being destroyed. The Board paid no attention to this information; boys got into it; they were smoking, set it on fire, and it was destroyed. It was one of the oldest wooden buildings in Canada and its destruction was an historic loss directly chargeable to the stupidity and ignorance of the Board.

The Government has allowed the Board to put up some 50 or 60 rubble erections, called by courtesy "monuments". If they possessed any quality that appealed to the taste or historic sense of the people, they would be regarded with some degree of pride which would protect them from vandalism, but the Government has been called upon to pay for their continued existence. Some 60 men have been engaged and paid to watch them. These payments in the course of time will amount to a large sum—one way in which public money is squandered!

Macaulay, in concluding his pages on the siege of Derry, refers to the humble tombs of the Protestant captains that have been carefully sought out, repaired and embellished. "It is impossible," he says, "not to respect the sentiment which indicates itself by these tokens. It is a sentiment that belongs to the higher and purer part of human nature and which adds not a little to the strength of states. A people which takes no pride in the noble achievements of remote ancestors will never achieve anything worthy to be remembered with pride by remote descendants."

The following is the table of the events connected with the Fort.

- 1749—Order to create a Blockhouse at Piziquid was given by Gov. Cornwallis to Capt. John Gorham on March 12th, 1749. (From Dr. Hind's "Old Parish Burying Ground.")
 1750—Major Lawrence built Fort Edward at Piziquid—165 regulars and 200 rangers under his command who assisted in its construction.

COMMANDANTS AT FORT EDWARD

- 1750—Captain Gorham.
 1751—Capt. St. Loe, (Regulars.) Capt. Sutherland, (Warburton's Regiment.)
 1753—Capt. Hale, relieved by Capt. Floyer, Nov. 1st.
 1754—Capt. Floyer; Capt. Cox, formerly commandant of Vieux Logis at Mines, recommended to be abandoned by Lawrence; Capt. Murray.
 1755—Capt. Murray (Alexander), Capt. Cox, and on 5th Dec. 1755, they were reinforced by Capt. Lampson's and Capt. Cobb's companies of the first battalion of Governor Shirley's Massachusetts regiment.
 1756—Capt. Cox, Capt. Lampson, Capt. Cobb.
 1757—Colonel Kennedy, part of Colonel Kennedy's regiment under Lord Loudon, (Aug. 1757.)
 1758—Capt. Fletcher (New England Rangers.)
 1759—Capt. Fletcher, of Col. Frye's Massachusetts Regiment.
 1759—Col. Nathan Thwing, May 14th, 1760, to Jan. 10th, 1761.
 1760—Capt. Gay, of Col. Nathan Thwing's Massachusetts regiment.

- 1762—Garrison of Fort Edward composed of the militia of King's county, all troops being concentrated at Halifax, with the exception of 100 men at St. John's river, Annapolis and Cumberland. The French took possession of St. John's, Newfoundland, this year, and caused great apprehension at Halifax.
- 1794—12th June, Duke of Kent left Halifax to reach Annapolis on 15th or 16th, and thence to embark for St. John. No details of his journey via Windsor to Annapolis. (Murdock)
- 1800—A Company of 200 soldiers was stationed at Windsor, under officers.

HANTS CO. MILITIA, FROM ALMANACS

- 1809—J. B. Francklin Esq., Commissary Store Keeper and Barrack Master.
John Boyd, Barrack-Master.
- 1811—Michael Gordon, Esq., Commissary & Barrack-Master. Mr. Gordon later removed to Fort Lawrence where he became Collector of Customs.
John Boyd, Hospital Mate.
- 1827 to 1835—County of Hants, 1st Batt. Lt. Col. Wm. Shey.
- 1836 to 1837—No Hants Co. Regiments recorded.
- 1838—1st. Batt. Lt. Col. Jenkins.
- 1840 to 1851—Lt. Col. R. A. McHeffey. Hants Co. Regt.

THE WONDERS OF WINDSOR

Windsor in its day was noted for many things. It was the rural end of Halifax—a fashionable village visited by the Beau Monde of the capital. Governor DesBarres was for a time a resident up the river. Monsieur Moses de les Dernier removed here from Sackville, N. B., Before the advent of railways some of the judges of the Supreme Court found this a more desirable residential home than Halifax. Sam Slick lived here and a clerk he had employed used to tell how he would explode with the jokes he used to manufacture. He was the first and last "jokesmith" Nova Scotia produced. His sons were born here. Robert, a famous writer, especially of History, and Baron Haliburton, who held an important post in the government of Britain. Then there was Michael Franklin, a human dynamo. He was a member of the old Council of Twelve, then he became Lt. Governor. He made a fortune in the rum trade, at a time when it was a household supply. His place of business was in the present site of the Royal Bank, Halifax. He was the means of introducing Yorkshire settlers at the head of the Bay of Funday.

In the Acadian days, the English established a military post which developed into Fort Edward. A garrison was maintained there until the thirties, when it, as well as the small force of occupation at Fort Cumberland, were withdrawn. The barracks at the Fort served admirably for volunteers training for the Great War, but later it suffered by neglect and some idle boys smoking in the building set fire to it and it was destroyed. Thus a most interesting relic of the French and Indian wars was destroyed.

Windsor early became a social centre—partly an overflow from Halifax and partly the inducements offered educationally by the location there of King's College and Academy. The names in the old graveyard are those prominent in the history of the Province and that made Windsor distinguished amongst the towns in the Maritimes.

King George III located here in a Charter King's College, the first one established in Canada. The graveoves of Athens were the homes of classic students. King's had a famous grove, where the youthful students wandered, wrote poetry and indulged in day dreams. But King's could not stand up against sectarian folly. Only students of the established church were originally admitted. At the last the same power cut down the grove—the first step in the destruction of the college itself. Later the Legislature was prevailed upon to give chartered rights to a location at Halifax and King's at Windsor was abandoned. This movement was aided by a fire that destroyed the college building. The loss of the college was a blow to the prestige of Windsor. On the site of the old college building, a fine large building has been erected—a home for the King's Collegiate School.

Several things have contributed to build up Windsor. The soil is exceedingly fertile and farm products found a good market in Halifax, even before the building of the railway. Windsor was on the highway from Halifax to Cumberland and Westmorland and droves of cattle arriving from those counties were driven on foot to Halifax. For some years after the railway was built farmers with their farm produce had their teams carried free to and from Halifax. This expense seems to have paid the railway. The plaster deposits in Windsor and its vicinity are a source of wealth. A constant market for it has been found for about a hundred years in United States.

This town early became one of the leading ship building ports of Canada. Shubal Dimock's ship yard was for years a busy place; the country people lashing in timber by the team load, when it was hewn and erected into ship frames. Bennett Smith was another very busy ship builder and a successful ship owner.

The three leading ship builders in the Basin of Minas were Senator Ezra Churchill, Bennett Smith and W. D. Lawrence, belonging respectively to Hantsport, Windsor and Maitland. There were other builders equally successful, but each of these was owner of a fleet of vessels doing business in the Seven Seas. A great majority of ship builders commenced without capital, beyond what the forests yielded. They built on credit and were largely at the mercy of capitalists, who took the head of the heap, when there was any profit, and when prices went down they left nothing to the ship builder but liabilities. Their regular charge for advances to get a ship afloat was 5%, and interest at 7%. In case of a sale the commission was 4%. The Liverpool commission merchant sometimes made money by stripping the builder. Some of the Liverpool dealers became immensely wealthy, while the builders remained in the category of "church mice".

Note—The builder's certificate filed to obtain certificated registry fixes officially the place of building a vessel. Therefore many places are not credited with the vessels built there.

SHIPPING REGISTRY

1852	Florence	208 tons	G. P. Payzant
	Claseno	217	B. and J. L. DeWolfe
	Arabian	274	E. Churchill
1853	British Queen	64	W. Conlon
	Parallel	68	B. Stoddard
	Armagh	70	P. Cralon (Walton)
	Liverpool	94	J. F. McLellan (Walton)
	Nonpareil	74	A. Eagles (Horton)
	Victory	43	W. H. Sanford (Walton)
	Jane	75	L. Martin
	Boundary	188	A. McN. Weir (Horton)
	Moro Castle	557	T. S. Harding
	Cordelia	190	T. S. Harding
	Ann	112	B. Smith
	Shepherd	116	A. W. DeWolfe (Horton)
	Orbit	73	A. MacCumber
	Alfrica	160	N. Mosher
	Plantaganet	215	I. F. McLellan
	Ben Cushing	134	J. W. Barss (Horton)
	Mexico	116	F. S. Harding
	Temperance Banner	146	W. D. Huntley
	Europa	145	B. DeWolfe & Son
	Acorn	21	D. Coleman
	Sirius	97	T. Cochrane
	Cygnat	129	Wm. Mounce
	Cordelia	143	I. L. Brown
	Shepherd	116	A. McNutt Wise
	Asia	226	DB. DeWolfe & Son

	John Benson	84	I. C. Lake
	En Avant	119	T. H. Harding
	Belle	255	T. Cochrane
1853	Mary Martin	181	D. K. Harris
1856	Defiance	113	R. Esdaile
	Emma	32	A. D. DeWolfe (Horton)
	Forest	186	S. O'Brien
	Melrose	181	Jas. Cochran
	Columbus	175	N. Densmore
	China	830	B. Smith
	Glenalvin	456	T. S. Harding
	Europe	190	A. McN. Cochran
	Aleppo	202	A. Raye
	Annie Archibald	263	E. Young
	Thames	146	N. Mosher
	Onward	122	Wm. Faulkner
	Melbourne	81	M. C. Norris (Truro)
1857	Wabash	185	F. Curry
	Village Belle	138	S. Mosher
	Carasow		
	British Queen	61	S. M. Clark (Walton)
	Oswego	161	R. Smtih
	Annie Geldert	112	J. Cochran
	Mary Jane	77	Geo. Cravell
	Salmah	121	J. R. Crow (Salmah)
	Perseverance	29	S. Sheffield (Salmah)
1858-9	Prince of Wales	111	Jno. Burgess
1859	Wentworth	100	S. Sweet
	Magenta	195	Loran Cochrane
	Fearless	15	C. W. Card
	Homer	136	J. E. Crane
	Olivia B.	28	W. H. Sanfred
	Lone Star	244	N. Mosher
1858	Commonwealth	132	H. L. Dickey
1855	James Bailey	87	Wm. Foley
1852	Vivia	96	B. Malcom
1841	Fowler	64	N. Crossley
1860	Zebulon	136	B. Sweet
	Robert H. Dexter	96	J. Dexter
1853	Billon	121	
1860	Nyasia	126	J. W. Campbell
	Macassas		Wm. Chambers
1866	Palestina	318	Wm. McCulloch
1862	Cornella	141	A. W. Metzler
1864	Sussex	249	Solomon Davis
1865	Kildare	216	A. L. A. Fish
1860	Havelock	168	H. Smith
1864	Reward	104	D. D. Masters
1859	Wentworth	100	J. A. Cahill
1868	H. J. Burtin	239	Ira Harvey
1870	Oro	25	F. Burts
1862	Plymouth	81	C. S. Stewart
1866	Acorn	81	Leander Smith
1860	Tyro	135	John West
1870	Plomender	93	J. Lockhart
	Laurel	42	A. J. O'Brien
1859	Fearless	15	J. Campbell
1870	Araminta	743	J. A. Harvie
	P. Grant	140	Rodman Pratt
1869	S. Vaughan	940	D. R. Eaton

1860	Tyro	135	J. A. Elderkin
1868	Scottish Bride		Jos. Fish
1870	Annie	123	Jno. Northup
	Beethoven	959	Shubal Dimock
	Bluebird	392	A. C. Ells
1866	Windsor	324	J. W. Shaw
1870	Belgium	669	G. W. Armstrong
1869	W. S. Vaughan	22	W. H. Card
1860	Mary Martin		E. Churchill
	Eugenio	533	N. Mosher
	Starlight	151	N. Mosher
	Cremona		C. R. Allison
	Wave	33	A. G. O'Brien
1836	Merchant	48	Jno. McIlroy
1860	Tigris	162	Bennett Smith
	Magna Charta	171	A. Tomlinson
1861	Lima		Matt Allison
1852	Ransom	83	Wm. Sanford
1856	Mary Ellen	111	James DeWolfe
1861	B. Smith	196	J. F. McLellan
	Zero		
	Eagle	32	W. Eagles
	Excelsior	151	J. W. McCard
	Julia	125	Geo. Armstrong
	B. DeWolf	174	E. Sanford
	Europa	196	A. MacDougall
	Belvedere	233	J. H. Morris
	Alice	187	W. H. Hamilton
	Cyprus	213	A. Roy
1845	Exemplar	105	R. K. Dawson
1861	Margaret A. Harlow	252	Jas. Cochran
	British Queen	1195	B. Smith
	Lady Milne	562	B. D. Fraser
	Agile	143	E. Nelson
	C. A. Jones	350	C. R. Burgess
	C. F. Eaton	296	D. R. DeWolfe
	J. Blenkhorn	229	J. Blenkhorn
1871	Pactolus	556	O. O'Brien
	Orono	542	J. W. Davison
1868	J. W. Barss	472	A. Barns
1871	J. Williams	338	Wm. Moore
	Gerent	162	E. Bigelow
	J. W. Holmes	918	G. L. Holmes
	Kestrel	460	C. R. Allison
1872	Florence May	213	Jas. Cochran
	Exploits	41	J. W. Woodworth
	Alice Cooper	854	J. A. Shaw
	Lyra	1089	J. A. Harvie
	Mary Wiggins	799	Jas. Mosher
	Northern Home	161	W. Eagles
	Misty Morn	42	P. Connors
	Caracura	368	G. B. Lockhart
	Piskataqua	399	Jos. Wier
	Pereau	146	M. L. Newcomb
	Amos Brown	132	F. W. Borden
	Vesper	107	A. Fraser
	Hattie H.	403	John A. Harvie
	Emma Frances	587	J. W. Woodworth
	Billy Simpson	432	C. H. Curry
	Forest	1422	C. Armstrong

1873	Nancy	267	C. H. Barteaux
1862	Plymouth	81	W. W. Barto
	Thrasher	69	Jno. Chambers
	Autumn	132	Jno. Niel
1858-9	Fanny Givan	86	A. H. Givan
1858	Jaffa	116	J. Douglas
	Brunette	97	A. D. DeWolf
	Advance	138	S. Sheffield
1859	Persia	133	A. Smith
	Gem	9	J. Burgess
	Ocean Bird	149	John King
	J. A. Harris	205	J. W. Harris
	Mary Ellen	111	W. W. Barto
	Persia	285	W. D. Lawrence
1854	Lamuel A.	113	
1859	Island Home	750	B. Smith
	Landscape	31	N. Sanfred
1851	Emma	52	Wm. Stewart
	Eunice	76	R. McKinsley
	Clarence	217	John Duncan
	Hadson	148	D. Mote
	Belmont	82	R. Card
	Paolo	51	E. Young
	Industry	61	J. Dayman
	Madeleine	27	E. Conley
1851	Richmond	93	J. M. Card
	Victory	43	W. Horne
	Rachel, Ann Elizabeth	46	E. Dexter
	Nautilus	176	J. Freere
	Bellon	132	E. Churchill
	Clermont	392	D. Moore
	Teazer	14	S. D. Card
	Vulcan	187	N. Mosher
	Enchantress	141	W. Faulkner
	Grand Turk	221	E. Young
	Joseph Howe	102	J. Mosher
	Sophia	19	Jno. Givan
	Argo	150	Wm. Douglas
1852	Mersey	610	B. Smith
	Horatio Wilson	60	A. Rathbon
	Industry	61	W. Parke
	Clifton	210	T. S. Hardey
	Ready Rhino	184	J. Fletcher
	Catherine Brown	67	J. C. Lake
	John Benson	84	J. C. Lake
	Return	53	W. D. Huntley
1855	Eagle	118	T. H. Harding
	Ava	360	N. Mosher
	Royal Tar	173	I. O'Brien
	Nuval	240	T. H. Harding
1850	Lucinda	83	Chas. Uniacke (Cornwallis)
1855	May Flower	58	Jos. Ells
	Lima	297	B. Smith
	Walton	557	F. H. Parker
	Architect	348	Wm. Lawrence
	Time	130	Wm. McDougall
	Golden Eagle	174	Wm. Moore
	Alpha	129	Jas. Trahey
	Laura	149	T. Cochrane

1856	Favourite	73	R. Dexter
	Stag	66	John Graham (Miller's Dock)
	Avon	649	Geo. Monna
1869	Somerset	330	C. W. Barteaux
1864	Wild Hunter	338	Geo. M. and Jenner McKay
1861	C. F. Eaton	296	C. H. Carey
1869	Portland	159	Mark Curry and A. P. Shand
	Stafford	341	John Duffus
1867	Prairie Bird	128	N. D. Dickie
1864	Aura	256	D. R. Eaton
1861	Volunteer	120	John Porter
1866	Mystic Tie	34	Wm. Smith
1865	Gazelle	305	Benj. Shaw
1869	Morford and Trubey	214	John Mosher
1852	Ransom	83	J. A. Cahill
1869	Marco Polo	178	J. Loran DeWolfe
	Richard Pearson	367	Amos Rathbone
1860	Wave	33	H. Gilbert
1866	Lily	230	Joseph Wier
1862	Continental	216	Bennett Smith
1863	Eureka	256	J. A. Deasmore
1858	Dolphin	13	B. Ogilvie
1862	Ruby	127	W. Foley
1869	Beauguereau	578	C. W. Barteaux
	Sea Bird	201	E. Bigelow
1867	Wolfville	244	Jabish Snow
1869	Impulse	168	J. B. North
	S. Vaughan	946	D. R. Eaton
	British America	1050	Ezra Churchill
1866	Palestine	318	Wm. McCulloch
1852	Exile	66	G. A. Allison
	Mary Ann	90	A. McN. Wier
	Return	75	J. Fuller
	Hunt	71	Wm. Chambers
	Neal Dow	107	C. H. Brown
	En Avant	119	E. McLatchey
	Chance	46	T. S. Harding
	Wm. Boothby	190	R. Cofill.
	America	80	Wm. Harrington
	Mariner	50	Silas Burgess
	Themis	108	H. Burgess
	Windsor	108	T. S. Harding
	David Campbell	66	Jas. Campbell
	Chronicle	63	C. Eaton
	Harvest Home	37	D. H. Borden
	Helena	188	G. B. Fish (N. Y.)
	Albatross	80	J. B. Curry
	Neander	149	E. Churchill
	Sirius	97	Geo. Cochran
	Boundary	188	W. Foley
	Belt	82	J. W. Harris
	Hants	21	J. McLellan
	R. B. Porter	236	J. S. Kaling
	Siam	721	B. Smith
1854	Mary Salter	89	I. Malcom
	Francis Paul	153	T. S. Harding
	Samuel	125	D. McDougall

	Northern Light	130	W. H. Hamilton
	Hants	21	J. Godfrey
	Arno	53	W. D. DeWolfe
	Will Boothby	109	Jas. Coffill
	Eagle	615	N. Chambers
	Effort	89	J. L. Brown
	Venus	114	J. Elderhill
	Sunderland	764	B. Smith
	Fany Stewart	53	J. W. Bouss
	Plantagentt	215	T. H. Harding
	Amelia	286	J. W. Barss
1855	Eunice	76	E. A. Riley
	Wasp	39	Jas. Curry
	Columbine	77	I. Lake
	Nautilus	75	B. Martin
	Helen Mar	108	J. M. Card
	Thomas Dickson	79	J. Burgess
	Curlew	141	R. Card
1853	Banner	130	Geo. Armstrong
	D. R. DeWolfe	247	G. P. Payzant
	Neal Dow	107	T. H. Harding
	Daniel Huntley	159	Abel Coalfleet
	Chilian	103	R. Chappell
	Burmah	851	E. Churchill
	Humber	841	B. Smith
	Belt	82	Marsters and Embree
	Eunice	75	R. McChristy
	Chesapeake	100	Jno. Davison
	Liverpool	94	T. S. Harding
	Bellon	133	J. W. Harris
	Noel	67	M. Tomlinson
	Mariner	33	W. H. Sanfred
	John Benson	84	T. W. Spearswater
	Howe	102	T. W. Spearswater
	May Flower	122	T. Cochran
1854	Eleanor	120	T. H. Harding
	Plantagenet	215	T. H. Harding
	Dunbarton	189	J. K. Brown
	Nebraska	186	J. E. Pellon
	Rainbow	163	A. McCollum
	Alexander	72	Wm. Chambers
1849	Connemara	150	Elisha Card
	Liverpool	94	Jno. McLellan
	Joseph Ham	107	J. W. Harris
	Samuel Hicks		John L. Brown
	Boundary	188	D. Sanford
	Windsor	108	T. S. Harding
	Avondale	430	N. Mosher
	Noel	67	R. O'Brein
	Volante	82	Wm. Chambers
	Eclipse	195	J. L. DeWolf
	Levant	414	B. Smith
	Industry	61	Geo. Crowl
	Good Intent	14	S. Kaling
	Eclipse	195	B. DeWolf
	Geo. Washington	163	Ezra Churchill
	Moro Castle	557	N. Mosher
	Annesdale	144	J. Dorman
	Lark	82	J. Read
1850	Manchester	58	G. Franklin

	Mary Ann	90	G. Patterson
	Eunice	76	J. McCulloch
	Rosalie	122	J. W. Harris
	Boundary	73	E. Masters
	Orbit	73	R. Davison
	Manchester	78	Geo. Cochran
	Sisters	22	H. Parker
	D. O. Connell	52	M. Spearing
	Malanta	67	T. Grimes
	Madaline	27	C. O'Connor
	Banner	130	G. Armstrong
	British Crown	53	J. & B. Master
	Acadian	119	N. A. Lockhart
	Orient	78	P. Barker
	Rosalie	122	R. Davison
	Rover	60	S. Jenks
	Lucinda	84	D. Parker
	Margaret Dewar	189	J. Toye
	Charles DeWolfe	137	B. Smith
	Eros	122	J. Douglas
	Sirius	97	G. Cochran
	Canning	69	J. Northup
	Alamode	170	N. Mosher
	Chalcodeny	87	J. King
	Tyro	10	C. Taylor
	Sarah Ann	48	B. Lake
	Chilian	103	A. Smith
	Emerald	131	N. Mosher
	En Avant	119	T. S. Harding
	Renown	67	W. Glenn
	Coleraine	64	W. Moore
	John Wiley	183	E. Churchill
	Chesapeake	100	B. DeWolfe
1851	Indus	98	B. DeWolfe
	Lark	82	E. Mosher
	Nonpareil	74	W. Eagles
	Rosalie	122	R. Davison
	Hantsport	143	G. Davison
	Orbit	73	A. Macomber
	Parallel	68	F. Lynch
	Iris	114	Jno. Marn
	Wanderer	128	E. Churchill
	Jane	75	E. Davison
1873	Republic	239	Len Carig
	Malta	1228	Matthew Allison
	Avon	182	Nicholas Beckwith
	Grecian Bend	157	Ezra Churchill
	Romance	592	John Toye
	Brimega	603	W. A. Pater
	Hants County	641	A. P. Shand
	W. Starratt	194	Wm. Starratt
	Bonetta	113	Rodman Pratt
	Lizzie Ross	1150	A. P. Welton
	Southern Home	200	G. F. Peniston
1870	May Flower	130	Ezra Churchill
	Le Baron	907	J. B. North
	Iris	954	Thos. Curry
1865	America	86	C. R. Northup
1866	Impulse	168	R. Peniston
1870	Nictany	547	C. W. Barteaux

	Virginia L. Stafford	482	E. Curry
	Stella	474	D. V. Harvie
	Antelope	63	D. Huntley
1864	Reward	104	D. D. Marsters
1862	Victoria	780	Wm. Hare
1870	Fair & Easy	298	W. H. Church
1846	Columbine	68	B. Lake
1871	Lily	368	E. Churchill
	Dreadnot	105	M. Brown
1861	Morning Star	85	Jno. Calhoun
1871	Arabell	178	R. Rose
	Newport	168	J. W. Harvie
1869	Cordelia	881	Jas. Ross
1864	Pembroke	336	J. H. Staling
1871	Venture	160	Wm. Folper
	Kings County	858	D. R. Dewall
	Harmony	624	D. P. Soley
	Pactolus	556	O. O'Brien

FALMOUTH

The original settlers planned a town at Falmouth, each to have 400 acres in extent. When the township was surveyed each settler was to have 500 acres—marsh, upland, woodlot, etc. The first meeting of the "citizens" took place on 9th June, 1760. James Wooden was moderator and Zerubabel Wastecoat, clerk. The first business was to appoint a governing committee to give a start to civic affairs. The committee ordered was to consist of three persons. Capt. Edward York, Joseph Bailey and Benjamin Sanford were elected. A town meeting was held next month to draw lots. There was a house standing on a lot and a barn on the highway. The house went with the lot drawn. The barn required considerable diplomacy. One proprietor made a speech in the interests of harmony and good-will and moved the barn should be the common property of all. As no one got any advantage above the others this was cordially agreed to.

Amongst the first settlers at Falmouth was Thomas Akins. He came from New England in 1759. He was the third son of Capt. John Akins, who was born in Portsmouth, Rhode Island, in 1663. Stephen Akins came with his father in 1759. He died in Falmouth in 1827. His wife, Elizabeth (Gray), died in 1826, aged 90 years.

Thomas Akins, born in Falmouth in 1832, married Margaret Beamish. Thomas Beamish Murdock, their son, was born in 1809. He was the pioneer historian of Nova Scotia. He was selected by Hon. Joseph Howe to arrange and classify the historical collections of Nova Scotia. His "Records" of Nova Scotia—now a rare volume—is a work showing industry, judgment and erudition in no ordinary degree. Practically nothing was done or attempted by the Nova Scotia government to complete or extend the bounds of Mr. Akins' work from 1860, until a very recent date.

Richard Church came from England with Governor Winthrop in 1630, ten years after the arrival of the first vessel, the Mayflower. He was the father of the Indian fighter, Col. Benjamin Church. The latter married Elizabeth Southworth of Duxbury, Mass., and moved to Portsmouth, R. I.

He had a son born in 1676 named Constant. His grandson Constant had a son named Charles, born at Bristol in 1788 and immigrated to Nova Scotia in 1760 and settled at Falmouth, N. S.

The Church coat of arms was granted to Batholemew, gentleman, servant to the 1st Earl of Oxford by Henry VIII in 1540.

Falmouth lays claim to Henry Alline, though he came there with his parents from Newport, Rhode Island, in 1760, when he was twelve years old. His people were Congregationalist, but his ardent spiritualism did not fit in with the tenets of that body any more than with the Methodists, Presbyterians, Baptists or Church of England. He was an idealist, a poet and a singer, and added to these qualities intense belief in his method of salvation, he gained followers and

established many churches. His career was meteoric; no human body could withstand the burning fires that consumed him and he died at Northampton, New Hampshire, in February, 1784, aged 36 years. His books of sermons and of hymns are still extant and cherished as models of Christian zeal and devotion.

The Shey name, like many other prominent family names in our historic records, has disappeared, yet in the female branches it is still alive and vigorous. Colonel Peter Shey, the first of the name in Nova Scotia, had an interesting and honorable record. He was an Irishman born in 1739, emigrated to Rhode Island and from there to Nova Scotia about 1760. His first act of importance was marrying Frances, daughter of John Dupont. They had children: 1st, Susannah (1768—1844), married to Edmund Phelan, a Halifax merchant; 2nd, William Henry (1771—1854). He married Miss Richardson of Halifax. 3rd, Jane (1780—1864), never married; 4th, John (1781—1802), married Mary, daughter of John Day, of Mantua farm, Newport, and for many years M.P.P. He was drowned by capsizing of a vessel on which he was bound for Boston. John Shea had issue, a son and a daughter. The latter married David Johnson, of Newport. The son, Peter, married Rachel Dennison and had two daughters and three sons.

Cottnam Tonge, familiar to the readers of Chignecto history, and who gave an English name to LaVallueres Island, below Fort Cumberland, now occupied by the Brown family—married Deborah, a daughter of Capt. Edward Howe, who was treacherously slain at the Missiquash river in 1750. Mr. Tonge was a brilliant member of the Assembly. He was elected a second time speaker of the Assembly. Governor Wentworth refused to recognize him, owing to Tonge's attacks on the Governor's prerogatives. Mr. Tonge was assistant commissary to the expedition to Martinique in 1808. He died there. The Assembly refused a pension to Howe's widow but gave her daughter, after her husband's death, a pension of 100 pounds. Tonge left a daughter who was locally famous for her literary capabilities; her poetry was much admired—but it has not survived.

Mr. Jeremiah Northrup was an educated and wealthy gentleman. He was an Oxford graduate. He posed as a plain farmer—from whom at a later date the celebrated "Blue Jean Williams" might have received inspiration. He attended the Assembly in homespun clothes, that he announced rather ostentatiously were the product of his own farm. The sheep's ware and the labor of carding, dyeing, spinning, weaving, fulling, cutting and making were all domestic. When invited, as has been custom for a hundred and fifty years to dine, at Government House he wore his homespun. There is a tradition that His Excellency, Sir John Wentworth, took umbrage at what he considered disrespect and undertook to teach Mr. Northrup a lesson in etiquette, so he asked: "And what constituency are you from, Sir?" "Falmouth, Your Excellency?" "Could not they send a smarter man than you?" "Yes, Your Excellency, but I was sent because they considered I was the best dressed man in the county."

FALMOUTH SHIPPING

In May 1760 the sloop "Lydia" brought 23 persons to Falmouth. The heads of the families were Benjamin Burdin, Caleb Lake, Henry Tucker and James Moser. The first town meeting was held on June 10th, 1760. The committee of management were Wigual Cole, Abner Hall and David Randall. The chairman was Shubal Dimock, Clerk Abner Hall.

Horton and Cornwallis were also being settled at the same time by pioneers from Connecticut and Rhode Island and the same may be said of the Parrsboro shore.

In 1759 agents from proposed settlers from Connecticut came to Halifax to negotiate for settlement laws. Their names were Major Robert Deanison, Jonathan Harris, Joseph Otis, James Fuller and John Hicks. The Government promised them government vessels to bring them and their stock and furniture and also the protection of block houses; also one bushel of corn per head for a year.

1856	Annie Archibald	263 tons	E. Young
1853	Parallel	68	B. Stoddard
1853	Jane	75	L. Martin

THE BASIN OF MINAS

1854	Venius	114	J. Elderkin
1855	Nautilus	75	B. Martin
1851	Grand Turk	221	E. Young
	Billon	132	E. Churchill
1860	Tyre	133	Whitman Holmes
1852	Benjamin Franklin	120	
1845	Exemplar	105	R. K. Davison
WALTON			
1855	Walton	557	F. W. Parker
1854	Landescape	31	N. Sanford
1851	Madeline	27	E. Conley
1852	Horatio Illsly	60	W. Rathburn
1859	Homes	136	J. E. Crane
1861	B. Smith	196	J. F. McLellan
1860	Magna Carta	171	A. Tomlinson
1861	Belvidere	233	J. H. Morris
1854	Hants	21	J. Godfrey
1852	Boundary	188	W. Foley
TRURO			
1858	Henry Y. Hind	151	S. Nettie
1855	Melbourne		S. S. Saunderson
KENTVILLE			
	Clermnet	392	D. Morse
BASS RIVER			
1918	Minas King	469	J. S. Creelman
ONSLow			
1850	Onslow	71	Robert Dill
CANNING			
1877	Pansy	76	Jas. A. Wasson
1918	General George C. Hogg	447	Harvey McAlonev
1919	Cape Blomidon	393	Chas. T. White & Son
1884	Prospect	78	John Bigelow
HORTON			
1861	C. F. Eaton	296	D. R. DeWolfe
	Eagle	32	Wm. Eagle
1851	Victory	43	W. Holmes
1858	Brunette	97	A. D. DeWolfe
1859	J. A. Harris	205	J. W. Harris
1852	Mary Ann	90	A. McN. Wier
	Neal Dow	109	C. H. Brown
	Harvest Home	37	D. H. Burden
	Albatross	90	J. B. Carry
	Belt	82	J. W. Harris
1855	Alpha	129	Jas. Trapey
1854	Arno	53	A. D. DeWolfe
	Will Boothby	109	Jas. Coffil
	Effort	89	H. L. Brown
	Fanny Stewart	53	J. W. Barss
	Amelia	286	J. W. Barss

HANTSPORT SHIPPING

Like all old ship-building towns, Hantsport has changed since the time when it built and sailed big ships and had a ship-building and ship-sailing population. Its industries today are the manufacture of paper pulp and the making of candy. A tradition is floating that Peck's Bad Boy was born here and was inoculated here with the mischief that worried all the elders of the town and

disturbed the serene spirit of the minister, when one morning every householder was amazed and puzzled to find his live stock gone and replaced by someone else's, on his farm, necessitating the town being kept busy in assorting and distributing horses, cows, hens, sheep and pigs. The school-house, when not occupied by the scholars, was reserved as a place of dignity and decorum for town meetings and religious services held there. A worthy elder, on a Sabbath morning, in unlocking the door for forenoon service, was greeted by the hissing of 100 geese, with which the building had been stocked over night. It was here that many capable ship masters got their training; it was here that Pasha Buckram was produced, a rare and gallant adventurer who became the head of the fleet of the Ottoman Empire.

Senator Ezra Churchill commenced building ships here, became a master builder himself, was a very successful ship operator and, when he died left a large fortune. He was a son of Ezra Churchill who, in command of the brigatine "Hibernia", was lost with all on board in the winter of 1866, off the coast of Nova Scotia. He commenced building in 1850, in a small way but added year by year to his fleet until he owned and operated a large fleet. The Churchills built in 1873 the "Forest" a ship of 1424 tons. She was considered a model in every respect, but in 1877, going up the English Channel, she struck the ship "Avalanche" bound for New Zealand, with a cargo and sixty passengers, all of whom were drowned, together with the first and second mates and twenty-five of the crew. The crew of the "Forest" escaped in their four boats.

The ship "Marlborough", built by the Churchills in 1868, was lost at sea with her master, Captain Charles Cochrane, and all her crew except one man, George Masters, of Hantsport.

In 1863 Robert Fuller, who had become the designer and master-builder for the Churchills, built the barque "Marlboro"—1383 tons. She was dispatched to St. John where she was loaded with deals and sailed for Britain. She encountered a series of violent storms: she lost her deck load, masts and sails. Her crew of 17 took to the only remaining boat. Fifteen of them were lost. George Masters, of Hantsport, and another man, were the only ones saved.

The Hon. Senator Churchill, who was father, as well as mother and rich aunt with a bad cough, to the town had not the advantage of early education. Lack of it was no disability to prevent him becoming a political force and one of the most successful business men in Canada. One day one of his boys, who had just returned from college, on his vacation, and was looking over a ledger, called his father's attention to an error in spelling in the ledger. "Why, father," said he, "you spelled anchor 'anker' instead of 'anchor'". "Well", said the Senator, "the great thing in business is to charge enough. Never mind the spelling!"

The "Quebec", built by him in 1861, had an adventurous career. For years she survived storm and shipwreck and in her old age she was re-rigged and chartered to take a load of deal to Dublin. She crossed the Atlantic safely, discharged her cargo and took in ballast for Halifax. Her captain was afraid to put on sail for fear she would go to pieces but she weathered gale after gale. After some weeks battling with them, the captain decided to take a souther route to Halifax. The copper had worn off her bottom and she was not long in Southern waters before the captain became aware that barnacles and other foreign substances had gummed on her bottom to such an extent that she made very little progress. The crew tried to wash away these substances with a chain passed along the bottom. The result was unsatisfactory, in fact, she would not answer her rudder. The crew became anxious as the grub was running short. Then the vessel was turned North and soon met winter gales. Her tanks became empty so the water they needed came from ice and snow. Food was limited to one meal a day. At this stage they were out 100 days from Dublin. Food became scarcer and the linseed meal in the medicine chest was eaten up. The straw in the bunks was requisitioned. After that the tongues in the men's boots were cut out. There was a dog aboard and they decided to kill that. The cook killed that and to be economical they ate half of it, reserving the other half for the next day, but the sailors surreptitiously seized the other half and there was nothing for the next day. When out twenty days longer, a Sutherland steamer

came in sight. The steamer recognized their signals of distress and signalled them to send a boat out but the crew were too weak to man a boat. The steamer sent a boat and took the crew off. In a couple of days the "Quebec" foundered and sank.

In 1881 the Churchills built the barque "Scotland", 1531 tons. She was remarkable for her rapid trips. Under the command of Captain Wm. Munroe, she made a round trip between New York and London in sixty days.

1855	Ocean Bird	109 tons	Lockhart
1861	Morning Star	85	William Miller
	Tangier	105	R. Denson
	Augustus C. Small	260	J. B. North
1859	Lilly Dale	176	E. Churchill
	Queen of Clippers	172	J. Lockhart
	Anne Elisa	717	E. Churchill
	Mary Martin	211	H. Mitchener
1854	Wild Horse	308	E. Churchill
1854	Stag Hound	198	H. Mitchener
1856	Persia	135	J. B. North
	Morning Star	697	E. Churchill
1851	Highland Mary	161	R. Dawson

WOLFFVILLE

Before the Main street was opened from Mud Creek west, Col. Bishop, Messrs. Barss and DeWolfe lived on the Ridge Road near the stile. On that road was located the first jail in the vicinity of the old R. C. Cemetery. There was also an R. C. Church in the cemetery lot. It was destroyed by fire about 1878. A young man named Benjamin who did not possess a very sound mind set fire to it. The story goes that he was greatly attached to a young woman, to whom the priest would not marry him. This preyed on his mind and in a moment of frenzy he committed the act. He was taken in charge by his friends and sent to the Asylum at Halifax.

The following is a list of families living in Wolfville in 1849:

- Trecothic property—Now owned by A. R. Sterling.
- Jeptha Elderkin—Now the Jodrey and Whidden properties.
- Geo. Johnston—At Ferry Lane.
- Elisha DeWolf—Now the Fitch property.
- Joseph Johnston—University Avenue.
- Daniel Whipple—University campus to burial ground.
- Elijah Fowler—Highland Avenue to Gaspereau Avenue.
- Stephen DeWolf—To Near Mud Creek.
- Charles Randall—To Pick Lane.
- Dr. Johnston—To English Church.
- Dwight DeWolf—English church to Herbin property.
- Owen Evans—To the Wickwire property.
- Dyer Wickwire.

The Baptist educational institutions have proved to be the main support of Wolfville as a town, as nearly all the old time industries have ceased to exist. The 900 acres of very profitable marsh land in front of the town have been for years under the tide and unproductive.

An old resident recalls the following facts: About the year 1840, the farmers had a home market for their hides, in a tannery near. They had also a boot and shoe factory that consumed the hides. It also possessed a furniture factory.

In those days it was the habit of some farmers to mow the grass on the salt marsh. They would mow it when the tide was out, rake it in a heap and tie it up with ropes, and when the tide came in floated it ashore. On one occasion this was attended by a tragedy. Enoch Bishop with his two boys, Len and Edgar, had gathered their grass and were towing it in, when one of the boys fell off into deep water. His brother jumped into the water after him and his father followed. All were drowned.

Early Schools at Wolfville

Before the days of the public schools, a school was held in the basement of T. A. S. DeWolf's house, Main street. Each scholar who attended this school had to pay his teacher. The public schools came into existence in the sixties; the first building standing on Highland Avenue.

In 1859, Rev. John Chase conducted a school near the present Evangeline Inn, and a school was conducted at Greenwich, where Mr. Andrew Pearson now lives, by the Misses Bishop, daughters of Ebenezer Bishop.

A girls' boarding school was kept in the Randall house south of Mud Creek by Mrs. Best in the forties. Afterwards Mrs. Alfred Chipman was mistress of the school established where the Evangeline Inn stands by Rev. Jno Chase.

Anglican Churches

The parish of Horton was set apart in 1760 by proclamation of the Governor when Kings County was laid off. The county was divided into the three parishes of Horton, Aylesford and Cornwallis, each comprising 100,000 acres. The last two mentioned parishes had resident clergymen in the 18th century but Horton was held by the rector of Cornwallis whose official title was "Rector of Cornwallis and Incumbent of Horton". Anglican services were held in Horton as early as 1785 but the present church was built at Wolfville in 1818. As Kentville grew up a clergyman was stationed there as assistant to the rector of Cornwallis, who also served the church at Wolfville. In the year 1893 Kentville was cut off from Horton and made a parish and a resident clergyman, with the title of "Rector of Horton", was stationed at Wolfville. The first rector of Horton was Rev. Canon Hind.

Masonry

The Grand Lodge of England in 1768, chartered a Provincial Lodge in Nova Scotia and under it in 1784 St. George's Lodge was organized at the residence of William Allen Chipman at Cornwallis. The early members were:

1784. Benjamin Hilton, William Baxter, Samuel Wilson, John North, John Smith, Col. John Peters, Lieut. Thos. VanBuskirk, Jeremiah McCartney, Samuel Willoughby, James Ratchford, William Marchant.

1785. Christopher Willoughby, Daniel Pigeo.

1786. Cornelius Fox, John Belcher, William Skeane.

1795. Alexander Campbell, Thos. Newman, Joseph Rescote, William Twin-

ing.
1796. David Jones, Isaac Webster, Augustus Willoughby, Charles Chipman, John Starr, Walter Manning, William Burbidge, Geo. Chipman, Elias Burbidge.

1797. John Best, Henry Burbidge.

1798. Benjamin Belcher.

1799. Daniel McAlpine, Josiah Wood

Wolfville in 1856—8

The following reminiscences of Wolfville were written by Mr. H. S. K. Neal in 1924 about people and things at Wolfville in the years 1856-8, when he was a student at Horton Academy. At the time it was written Mr. Neal was a resident of Roxbury, Mass., and considering he was then eighty years of age, his mental faculties showed no impairment. He enclosed with his letter a list of students and their addresses, numbering 76 names. The letter follows:

The political contest between John L. Brown and his brother was a hot one. I am not sure whether it was in 1856, or '57, but it was about planting time for I often listened to John L., who was a farmer as well as merchant. I remember him cutting seed potatoes for his men who would plant a large field full he had back of his store. He made no bones of giving Edward a call down everywhere he went to speak. Edward retaliated and the war raged until election day. I think it was a close election but John L.'s prestige among the farmers and those who dealt with him won the day, but they were bitter to each other for quite a length of time.

From politics to religion—The Baptisms that took place in Gaspereau—

the Rev. Mr. Stevens was the first one I remember; then came a Rev. Mr. Reid. I witnessed baptisms by both. These occurred as a rule in the early spring after a series of Revival meetings, the winter previous, the years 1856, '57, '58. Then there were also baptisms in Johnson's fine farm.

The Rev. Stephen DeBlois was father of Austin DeBlois, who preached in the First Baptist church on Commonwealth avenue, Boston. I knew Mr. DeBlois well. He was pastor of the old Baptist church at Wolfville, just previous to building a new one in 1857. I think the Rev. John Chase, or Dr. Cramp, occupied the place previous to Mr. DeBlois taking full charge. Rev. Mr. Chase had a store where he kept school supplies as well as other commodities. He also built a Seminary for ladies, which afterwards became an hotel.

I do not know where James Morse was born, but he was in the grocery and flour business, afterwards altogether flour. Dwight DeWolf, William DeWolfe, Thomas DeWolfe, all represented the old DeWolfe settlers after whom Wolfville was named. The Harris's were scattered from Lower Horton to Digby, a large family connection. Then there were Forsythe's—one of them married William DeWolfe's daughter and was a partner with John Rounselle who took over the business of John L. Brown, afterwards they broke up and George Forsythe went to Halifax, and did business there for a number of years. I think John Rounselle went to British Columbia in later years. The Rounselles were, I think, French Huguenots. The eldest one was a tailor, lived on the hill coming into Wolfville; was also a Methodist preacher. He had five sons and one daughter: she became the wife of George V. Rand, who was a druggist and also post-master in Wolfville for years.

I do not know Fritz's first name, but he was a German, came to Halifax with the Foreign Legion, that Joe Howe had to run from New York for enlisting men for a foreign war, on American soil. Joseph Lacguard (?) was another foreign legion man; he worked for John Sutherland, the harness maker, about the year 1858. Mr. Weston was an Englishman who came along about the same time, built a nice house with a tailor's shop underneath.

Elijah Harris was of the old stock of Harris's who were among the Royalists who would not desert England's rule. (After fifty year's experience as a U.S.A. citizen, I believe they were wise.) Elijah kept a country store on the Main street, at the foot of what we called College grounds. He was a man of sterling integrity; no adulterations in his stock; everything was as it came from the ground and other sources of supply. It was above his shop Thadeus Stevens worked at his trade and studied for entrance to the Academy. I knew him well and met him in Moncton when I was a man of 35 years of age. He was publisher of the Moncton "Times". I did a little advertising with him and took his paper for a time. I don't know whether he was born in Moncton or not, but I do know he was an honest upright man in every way.

As regards the early history of Wolfville, of course I only know from the time of my three years at the Academy of Acadia. Besides those people I have mentioned there were others: Mr. Fowler, who kept a house where people put up for a while; he had a son Elijah, and one or two daughters, and an adopted boy, John Burton, whose father was an old Baptist minister. Near by Mr. Fowler's was a Mr. Blackadar, who had quite a large furniture whareroom. John Godfrey, a shoemaker who catered to the students as well as the others, was an old standard, but I do not know where he was born. T. R. Patillo kept a store next to Blackadar, dry goods, groceries, and stationary and books. I think he came from Lunenburg or Queens county, of Italian origin. A very smart and keen business man. James Patriquin kept a barber shop, but his original trade was a harness maker, a fine fellow, well liked and well patronized. He came from Cumberland county. William Thompson kept a hotel, put up travellers as they came along for shelter day or night. He was an Irishman, clever and attentive to all. Wet goods could be had at a cheap rate at that time, although most of the people talked prohibition. Whether they practised it or not, I do not know.

Dr. Pryor is the first I knew of as a head of the College. Then Rev. Dr. Cramp, previously alluded to. Professor Sawyer and Professor Stewart were his

assistants. Dr. Cramp was an Englishman, Sawyer and Stewart Yankees (as we called them, but fine men).

Now, as I think, there was Deacon Simon Fitch—I think he was a doctor, an old settler and an old man when I knew him. I think he was of the old stock that flew the coop from the Yankee eagle. Dr. Johnson, a brother of old Attorney General Johnson, who was the opponent of Joseph Howe in political life. I think those Johnsons were Bermudians. Dr. Oulton, another old time physician, I think an Englishman, John W. Barss who did business in Halifax at one time, the firm was Barss & Harris, afterwards moved to Wolfville, was a deacon in the Baptist church. Deacon Pick and Deacon W. Ezra Wallace were old stock, I don't know their birthplace. The Clevelandes were farmers and lived near Deacon Pick and Wallace; Captain Wellington Eagles, I think, was born in Gaspereau. Scotchy Stevens kept a little speak easy at Mud Creek. At Brown's election he tried to drown himself three times in one day, but was pulled out. I do not know whether he finished the job another time or not; he had a son deaf and dumb; he published the "Avon Herald", I think that was the name. Fred Brown kept a general store the other side of Mud Creek; in after years I think he was in the Mines Office in Halifax. Dr. Edward Brown had a nice place besides his office. Dr. McLatchy lived near by; another Harris kept a store opposite. The Miss Wells kept a boarding school for ladies corner Mud Creek and road leading to Gaspereau. My mother-in-law was a school girl there; she has told me about the flirtations there. Then there was an Episcopal church near Roundfells; Dr. Storrs was the cleric. Congregations very small at that time.

Well, Wolfville was a small village those days, but the boys and girls were not so much different, only they looked for quality as well as style. Today the cheese cloth passes for silk after going through some process and is put in style making a bare exhibition of limbs and chest, and is a fine card for March winds to play on.

Academy Students in 1856-7-8

George Sanderson, of Yarmouth, who was afterward Mayor of Yarmouth; Wiley Smith, Falmouth; Clement Whitman, of Canso, merchant; Abraham Bigelow, Canso; Frederick Cook, Yarmouth; Edward Horton, Guysborough; James and Joseph Messenger, Nictaux; James Morse, Nictaux (uncle of Dr. J. C. Morse, pastor of the Denver First Baptist church, Denver, Col., at present); Thomas Mills, Granville, Annapolis county; William Elder, Hantsport; John Churchill, Hantsport; Charles Corey (now Rev.), New Brunswick; Charles F. Hart, son of Jarius Hart, the Principal of the Academy; James Whidden, Maitland, N. S.; James Fitch, Wolfville; Samuel Bell, Annapolis; John Stewart, Wolfville; William Walker, St. John, N. B.; Henry Rounsfell, Wolfville; Albert Rounsfell, Wolfville; John Godfrey, Wolfville; George Wallace, Wolfville; Charles Chase, Eben Chase, William Chase (brothers), Wolfville; Bert Eagles, Fred Eagles (brothers), Wolfville; H. S. K. Neal, Halifax, N. S.

College Students, 1856-7-8

Manning Sanford, Cornwallis; E. M. Saunders, Aylesford; Robert L. Weath-erbe, P. E. Island; Bud DeMille, St. John, N. B.; Robert Jones, P. E. Island; Simon Vaughan, St. John; Andrew Jones, St. John; Brenton Eaton, Cornwallis; Thomas Vaughan, St. John, N. B.; William Slayter, Halifax; Silas Alward, St. John; Maynard Freeman, David Freeman, Joshua Freeman, Queens County; John Goucher, Lunenburg; Andrew Barss, Wolfville; James Cogswell, Cornwallis; Mr. Hall, Nictaux, Annapolis county; Bradford Kempton (son of a minister in Boston), Queens county; Joseph Kempton, Queens County; William Vaughan, Sussex, N. B.; David Vaughan, Quaco, N. B.; Silas McMar, Herbert McMar, St. John, N. B.; Elijah Barker, St. John, N. B.; Edward Berryman, St. John, N. B.; John Robinson, Carleton, N. B.; Henry Titus, St. John, N. B.; Frederick Coy, Fredericton, N. B.; Thomas Knowles, Milton, Queens county; James Tupper, Milton, Queens county; Samuel Sharp, Cumberland; James Chipman, Cornwallis; James Chipman, Bridgetown; William Eldridge, Sinclair Eldridge (father and son), Chester Basin; Rufus Sandford, Cornwallis; Albert Coldwell, Gaspereau; Samuel Gertridge, Gaspereau; Philip Neary, Wolfville; Marshall

Johnson, James Johnson (brothers), Wolfville; John Thompson, Wolfville; Alfred Barsz, Wolfville; John Barbour, Wolfville; John W. DeWolfe, Wolfville; John Starr DeWolfe, Wolfville; Albert DeWolfe, Wolfville; James Stewart, Wolfville.

THE TRECOTHIC PROPERTY

The Trecothic property has quite an interesting history:

In 1759, four years after the expulsion of the Acadians, the government issued a grant of the township of Horton, 100,000 acres, extending from the Pisiquid to the Habitant River. This grant was surrendered and a second grant issued in 1761 over practically the same territory. In this grant the lots were not assigned by number to grantees and it became necessary to divide the township into lots.

Mr. Archibald Foster became owner of about 80 of these lots and he and the Surveyor General, A. Morris, Jr., took proceedings in the Supreme Court to have the lots divided. The Provost Marshal was ordered to divide them. A jury of 12 men was summoned to divide them by ballot, which was done in 1770. The jury consisted of: William Tupper, Samuel Starr, Moses Gore, James Fox, Wignul Cole, Cons't. Church, John Lovelass, John Davidson, Tamberlin Campbell, Edward Yorke, Joseph Congdon.

The award was signed by Handley Chipman and Nathan DeWolfe, Esquires, and by Jno. Hamilton, Deputy Provost Marshal.

Mr. Foster mortgaged his lots to Mr. Trecothic, who thereby became their owner.

In 1774 Joseph Gray mortgaged 74 lots to Barlow Trecothic for 770 pounds, 9 shillings.

In 1873, Medeline Eleanor Edmonstone, heiress of the Trecothic estate, conveyed to Thomas Bolton and others the property she inherited.

In 1877, Thomas Bolton and others conveyed the lands to J. W. Elderkin and J. Lovett Bishop for \$5,650.

In 1900 two deeds were made, one from Emily Bolton and others designed to cover a defect in the above deed to Archibald Foster; the second deed from Messrs. Jas. Elderkin and J. Lovett Bishop to Mr. Foster. The latter was for \$5,000, but reserves certain lands and interests.

In 1901, Mr. Foster conveyed the lands to the Nova Scotia Electric Light Company.

In 1917, this property was conveyed to the Nova Scotia Tramways and Power Company, through a number of transfers. The deed states 45,000 acres as conveyed. This property forms the basis of the Gaspereau Power proposition.

GREENWICH

Those who can give a picturesque setting to common place incidents are true artists. After studying Miss Lillian Bishop's "Early days in Wolfville", I wonder if Dickens himself could have given it more of a picturesque setting. Even the weighing of the anchor or the hoisting of the mainsail of the little craft that sailed from New London in a day in June, 1760, with its cargo of Bishoppe for Gaspereau, was not altogether a materialistic venture—it had its romantic side—its heart strings that when touched responded with a thousand hopes and fears.

The Bishoppes were probably Scandanavian and came from the North Sea country and settled in either Guernsey or Jersey—lands that are today both English and French, and later (1692), one of them, Eleasor, came across the Atlantic and settled in Rhode Island. Twelve years later, he married Sarah Dart, a daughter of Richard, as accustomed at that date, they had a number of children. Amongst them was John. He was evidently a thrifty and well to do farmer; he had provisions for his family for a year and enough stock for a good sized farm. He was extensively married. His first wife, Rebecca Whipple, died in 1751. He then married Hannah Allen, the widow of one, Gideon Comstock. She was drowned by the upsetting of a canoe. John had four sons—all of them active and capable men. The eldest, John, was Colonel of the Militia, a land surveyor,

a J.P. He was an original grantee and a large land owner on the Gaspereau. He married (1751) Mary Forsyth, widow of Ichabod Savary, of Groton, Conn. She died in her 85th year and is buried beside her husband in the old graveyard above Simpson's bridge. John left four children: (1st) Amelia (1754—1846), married twice—first to Charles Dickson Jr.; (2nd) Hannah, married (1774) Henry Burbidge; (3rd) Charles, married Philander Fitch; (4th), John, married daughter of Daniel Harris. Capt. William Bishop, second son of the original John (1732-1815) married Jemima Calkin and settled at Greenwich. In 1751, he enlisted in the third Connecticut regiment in which he became a non-commissioned officer and served in the relief of Fort William Henry. In 1781 he served under Lieut. Belcher in an attack on an American Privateer off Split, whereby a British schooner loaded with provisions which had been captured by the American vessel was rescued. Peter Bishop (1735-1826) left a numerous progeny. He lived at New Minas, was a deacon and an active member of the Baptist church. Timothy Bishop (1740-1827) lived in Greenwich on the place his father owned, which descended to his son, Ebenezer, and his grandson, Edward Russell. Miss Lillian Bishop lives in the old Bishop homestead at Greenwich.

Governor Laurence's proclamation offering free grants in Acadia to actual settlers was published in the Boston Gazette on October 12th, 1758, and it immediately attracted wide interest. Amongst the first to respond were four brothers by the name of Bishop—encouraged by the favourable report brought back by four agents from Connecticut sent to look over the prospect.

A fleet of twenty-two transports conveyed by a ship of war carrying sixteen guns, under the command of Capt. Pigot, arrived in the Basin in June—a part of them made a harbor on June 4th at Town Plot, and the others went to Horton.

The first name given to Greenwich was Noggin's Corner, from the employment of the resident there—a Noggins being a wooden cup holding about a gill, and as it would hold a drink before the days of prohibition, the word often meant a drink to "wet one's whistle". It, therefore, became offensive to the women folk of the new town and they held a meeting and christened it Greenwich.

To assign the planters their respective lots, recourse was had to two half barrels; in one of which the names of planters were deposited on slips of paper and the numbers of the lots in the other; on being drawn, the ownership was settled, and the Bishops, John, Peter, William and Timothy, Jason Forsythe, Johnsons, Pudseys, Smiths, etc., commenced erecting their habitations, making Greenwich one of the finest agricultural districts in the province. The earliest house was built by Jason Fosythe in 1762. It stood until about 1930, when it was demolished.

The people were prudent in their expenditures, for it was not until 1850 that the first up-to-date carriage was owned in the village. The hubs of it are still doing service in a market wagon. When it was announced that Nova Scotia's popular hero—Joseph Howe—was to speak at Kentville a huge team wagon drawn by ten span of horses carried the people there.

The Acadians were orchardists and some of their trees have survived the ravages of time. The first attempt at apple production was in 1850 on the John Johnson place now owned by his son, Herbert Johnson. The first shipment to London was made in 1879. Potatoes in 1855 became an important staple and for about ten years large shipments were made to United States, when Reciprocity was abrogated.

In 1849, cholera broke out and became a plague. There were deaths in nearly every family.

Evaporation of apples by Forsythe Bros. has been for many years a successful business.

Although Greenwich is a small community it has water supply, electricity and telephonic service.

The village has always supported common schools. A Methodist church stood about a hundred years until 1907, when it gave place to a new one.

By a mistake, following a change of route in the building of the railroad in

1869 (the first survey was to cross the river at Wolfville) the tickets and stationery for the railway station was printed Port Williams, and so has remained. To conform to this the Post Office was then made at Port Williams Station, which only added to the confusion. About 1905 the name of the Post Office was changed back to Greenwich.

Cyprian Davison married Rebecca Alline. They lived out their days in Greenwich and a monument over their remains is in the old Wolfville cemetery. His son Jonathan and wife have a tombstone in close neighborhood. Jonathan had married (in 1803) Sarah, daughter of Red Peter Martin, who was a son of Brotherton Martin, a native of Rhode Island and an original grantee of Horton. After Jonathan Davison, his son, Thomas Lewis Davison, occupied the homestead and when his daughter, Clara, married Gustavus E. Bishop, Mr. Bishop bought the place from the Davison's, lived there, and it is now the home of Miss Lilian Bishop. She and her brother, Burpee L. Bishop, are of the fifth generation to live there. The original Bishop homestead is on the north side of the highway and west of the Ridge Road. It is noticeable for a long stretch of hawthorn hedge which was set out by Capt Ebenezer Bishop, who built the present residence, nearly a hundred years ago. It is now owned and occupied by Mr. Howard N. Forsyth. The land was granted to John Bishop, whose descendants lived there to the seventh generation. Capt. Ebenezer Bishop and his sister Olive, were the only children of Timothy Bishop by his wife Mercy Gore Newcomb. She by a previous marriage was the ancestress of Dr. Simm Newcombe, of Washington, the celebrated scientist and astronomer.

THE WICKWIRE DYKE

The Wickwire Dyke received its name from Zebediah Wickwire, a grandson of John Wickwire, who born in England settled in Connecticut. In 1763, he moved to Horton, of which he was a grantee. Peter, number 3, was the father of John Leander, M.P., W. P. Wickwire, M.D., of Halifax, who married a daughter of Hon. Alex Keith. John Leander was the father of the late Harry Ham Wickwire, M.P.P., for many years the leader of the Liberal party in Nova Scotia.

OLD TIMES AT KENTVILLE

The following is an address written in 1895 by E. J. Cogswell, Esq., Judge of Probates. He died about the year 1900, aged 75 years. The facts, illuminated by much philosophy and humor are worth preservation. I am indebted to Mr. H. L. Mitchener for it:

The old name for the Cornwallis River was the Habitant, and it was called the Great Habitant to distinguish it from the other or Little Habitant River running through Canning. The name seems to be French and appears to mean "the river of the settlement", alluding, I presume, to the villages on its banks. It is curiously entirely in Cornwallis as the boundary is along the south side of the river. The first carding machine in the county was here on the Smelt brook and was run or owned by Gideon Harrington. Before that time the wool was all carded by hand and long and merry was the job. In fact what with carding, spinning and weaving the wool, carding, roping and spinning and weaving the cotton and spinning and weaving the flax the amount of labour performed by the women of the old days was almost incredible. There was also a fulling mill a little to the south of Kentville run by a Mr. — Lord and the first time I was in Kentville over fifty years ago I went with my mother to this old fulling mill. We went up by the old road near Albert deWolfe's house. The old Kentville and the new Kentville do not resemble one another very much. I am told that the first threshing machines were made by Watson Lane (lately deceased) in a shop near the bridge on Main street; before that time all the grain and in fact much of it long after was beaten out with flails, a process much more interesting to look at than perform as I very well know.

Kentville owes its present position as shiretown to a curious conjunction of circumstances, and it has been an important place all through its history. It had no Indian name but it was important to them even as being situated at the principal ford of the Cornwallis River, and Indian roads or trails seem to converge

to and diverge from that place. It was a French village, and the first French bridge over the Cornwallis River was here near the present and not far from the old ford; and there was an old French mill here also on the river, on what is now Mrs. Lyon's dyke. The old race way may still be traced. The French name for Kentville must for the present remain in obscurity, for although I have a list of the French villages, I can locate but a very few of them but as to most of them cannot tell "tother from which" and I have never found a person that could.

The French Acadians were taken away in 1755. Cornwallis Township was granted in 1760 and 1764, and its nucleus, or headquarters was Town Plot or Cornwallis Town near Starr's Point and it was settled by people from New England. Horton was settled about the same time by New England people also, and its nucleus, or headquarters was Horton town near Horton Landing. The court house was there and the Supreme Court sat there, but never seems to have sat in Cornwallis Town, probably because there was no court house there. But three peculiar things happened not very far apart that changed all this. One was that the old court house at Horton Town was burned down and never rebuilt and for a time the Supreme Court was held in Wolfville. Another was that after the termination of the American War about 1784 a lot of refugees and Loyalists settled in what is now the township of Aylesford though Aylesford as a township is rather anomalous and many rules apply to it that do not apply to Horton or Cornwallis. The third was that Parrsboro was originally part of Kings County but it was inconveniently far away, and there appears to have been an agitation to separate it from Kings county and join it to Colchester and Cumberland. This was finally done by a Statute in 1846. Thus the centre of the county was thrown farther to the West. Kentville was near this centre on the old military road. It was then called Horton Corner and the famous hostelry, the Royal Oak Tavern, kept by Cyrus Peck, once stood on the top of Eaton hill. It was a low rambling old house, as old as anything in the county and was only burned down a few years ago. Edward, Duke of Kent, the father of Queen Victoria, stopped at this house about 1806 (?). So when a new capital for the county was wanted Kentville, named for the Duke of Kent, was chosen. The old Oak burying ground, where so many of the first inhabitants of Kentville lie buried, was the gift of Cyrus Peck, the owner of this old Royal Oak Tavern. He died childless and Benjamin Peck, the only other Peck living here, moved away to Ohio, so the name became extinct here. The old town plans do not show who took up the lands where the centre of Kentville now stands, but from the earliest information I can procure they were in the possession of a Phillis family and Allison, Hunts, Dennisons, Biards and others. The Phillis house stood near the Jas. E. deWolfe store, and the Dennison house stood near B. H. Calvin's. These houses have long been down and the oldest buildings now in Kentville are said to be, first, the ell part of Melville deWolfe's house, second, the old Masters house, third the old Webster house, fourth the old Dr. Biard house, lately occupied by Stephen H. Moore. The Phillis land seems to have passed into the possession of Joseph Pierce, from Joseph Pierce to Dr. Isaac Webster and from Dr. I. Webster to his sons, Dr. Henry B. Webster and Dr. W. Webster. The other lands were partly retained by the descendants of the families before mentioned and partly passed into the hands of people almost innumerable. The old Kentville families were the Pecks, Terrys, Allison, Rands, Whiddens, Websters, Harris, deWolfe, Marsters, Moores, Dennisons, Eraggs, Angus, Tupper, Halls, Hutchinsons, Perkins, Blacks, Mortons and others. When I first knew the town the leader of them, whatever they may mean, was Mrs. J. D. Harris, who I think was a Campbell and the widow of James D. Harris. She was renowned for her charity, and I think beloved by every one.

Kentville for a long time consisted of nothing but the old Horton corner, and was composed of nothing but Main street or the old military road, and the street from Cornwallis running into it. The centre of the business was deWolfe's corner and the principal places of resort were first the Royal Oak, and then the Kentville Hotel, and Bragg's Hotel, which was called Mulloney's or the Victoria House afterwards.

As I said before, the first Kentville hotel was the Royal Oak. The next

was Kentville Hotel which is still standing. The old Royal Oak was becoming too small, and unfit for accommodation of the public, so a company in which, I think, Caleb H. Rand was largely interested, built the Kentville Hotel. This was a large commodious establishment and was kept successively by George Terry, Thaddeus Harris, James Lyons and others, and was for many years the famous coach house of Kentville and the military road. It was the news centre and before the railway days, and before newspapers were as plenty as now, it was a favorite resort and on the arrival of the coach many of the leading inhabitants assembled there to hear the news. How earnestly Harry Kilcup with his spanned horses was watched for as he drove gaily up to this hotel; but like Goldsmith's renowned hotel:

"This vain transitory splendour could not all
Restrain the tottering mansion from its fall."

The railroad came and the glory of the Kentville Hotel vanished away.

Perhaps one of the greatest men Kentville ever raised, and the first person who did anything to extend the boundaries of Kentville, was Dr. William Webster. He was a tall, thin, pale man who practised his profession all over the county and was a geologist of considerable note. His name now appears in most of the works on that subject and he has a fossil or something of the kind named after him, with a Latin tail to the name long enough to satisfy any reasonable man. His first move towards the enlargement of the town was to lay out the other two roads which complete Kentville square. One of them started from Main street near McIntosh's Hotel and ran North and North East across the same bank till it intersected Cornwallis street at the bridge and was called Church Street from the English church that stood there once; and the other street started from Cornwallis street near the Court House and intersected this street at right angles and is called Webster street. The advent of the railway changed the centre of the town. Before that time (1867) there were very few buildings on these streets that now make up the principal business part of this town. It would be hard for any person who travels along the now level road from the bridge to the railway station along Church street to realize how thoroughly Dr. Webster was laughed at for thinking of making a road over an abrupt sand bank 30 or 40 feet high. There have been many changes in Kentville, and many extensions since Dr. Webster laid out these roads, but none of them seem to have been done with so little selfishness, and with the principal idea of the advancement of the town, as these roads laid out by him.

Perhaps the next man that should be mentioned was Daniel Moore who represented the county in the Legislature for many years. He was a small man and the friend of every one. Always liked, and always respected he made several fortunes and by favouring everybody lost them, and although respected by every one he lived to be so old that he died almost forgotten. Then Stephen H. Moore: he was a large awkward looking man, but it will probably be found when people take the pains to hunt it up, that our county never produced two greater men than Stephen H. Moore and Silas T. Rand. Mr. Moore was a lawyer and a good one, but his sympathies lay so much with the people of his county that he was much more renowned for helping people out of law suits than for getting them into them. He died at a good old age very much regretted and very much missed, but I fear like many others who have had the interests of other people more at heart than their own, not very wealthy.

I think the next we should mention is Winkworth Chipman. He was the last of the old gig builders, and afterwards a carriage builder. His structures might not have had much reference to the lines of beauty, but they never came to pieces, and I think some of his carriages are running yet. At the earnest solicitation of the Hon. John Morton, then custos of the county, he undertook (though with misgivings) the office of J. P., and whatever may have been his defects in regard to a knowledge of the law, his proceedings were marked with great discretion and honesty and it was felt to be a great loss to the town when he became too old to do business.

The old Court House stood on what is now the railway track. It was burned down in 1489. Our Supreme Court is rather anomalous and the trials are all

at what is called the Bar. Originally the whole court and all the judges got up holus bolus and went from one county to another. Afterwards two judges were made a quorum and finally one. It was while two judges were a quorum that Judges Wilkins and Wiswell were sitting in the old Court House, and in a certain case they charged the jury square against one another. The jury went with Wiswell. It must have been an interesting business for the jury and have given them a high appreciation of the certainty of the law. The present Court House was built by James Neary, lately deceased. The Court House and goal were then separated. They had previously been together. In the olden time the meeting of the Supreme Court was a high day. The judge was looked upon almost as a God. The gentlemen from all the country around assembled. The Justices were in their benches and the court house was thronged. Now all is changed. The Legislature with the connivance of the lawyers had so interfered with the juries that the lawyers great school of eloquence is destroyed. Ichabod seems to be written upon the court house doors and its glory has departed. A new court house has been talked of, but I do not see why one should be necessary for it looks as if the great Supreme Court would soon be reduced to a mere Master office to take evidence.

In the old court house also sat the Sessions Court. This was an assembly of the magistrates of the county. What a great thing it was to be a Justice of the Peace in those days. What an amount of business did they have to do and how earnestly was the office coveted. But what with politicians on both sides of politics making their friends Justices the court at last came to have over two hundred judges and was found to be unwieldy, so it was abolished for the present municipal system. But whether it was a good move is doubtful as the assembly of the justices had a good effect. All the county was thoroughly represented and it would be very hard to find a more respectable number of gentlemen than the old Court of Sessions. There might be many more stories told of the Court House and Gaol but there are too many tears there and the subject is not congenial.

But I think I should say a few words in reference to old William Gould and his wife who for 21 years kept the goal under Sheriff Caldwell. During their long occupancy I never heard any complaint in regard to their treatment of prisoners. William Gould was also Town Crier and from him I learnt the curious rignarole beginning "O-yes-O-yes" by which the court is opened, adjourned and closed. The Criers' duties are now performed by the newspapers, and the office is really useless. I can hardly give a better idea of what their duties originally were than by quoting some lines from a nonsensical old poem called "The Bachelors Sale".

"And the crier was sent through the town to and fro
To rattle his bell and his trumpet to blow,
And to bawl out to all he might meet on the way,
Ho! forty old bachelors sold here today."

In fact, what is now done by newspaper advertisements was formerly done by the bawling peripatetic Town Crier.

Kentville's first school house stood near Margeson's gate nearly opposite the goal. Here taught Master Fisher and others. My father was one of Master Fisher's pupils. Master Fisher was an old man-of-warsman, and a rather vigorous disciplinarian; which fact may account for the scarcity of birch trees even yet in the vicinity of Kentville. The next school house was partially a government affair and stood for many years near where Fletcher Neary's store now stands. Many of the present inhabitants of the town received a considerable part of their education there, and it has turned out some persons, at least, who held very respectable places in the world. As the town grew it was found to be too small and the present school house was built. It was said to have an efficient staff of teachers, and is so much in favour that it is attended by some three hundred pupils.

The first church built in Kentville was a small Methodist church, which stood on the hill where Albert deWolfe's house now stands. It has long been down and the present Methodist church on Main street was built long afterwards. The second church was the old Catholic Chapel that stood on the hill near the

bridge. It was commenced and far advanced by the priest Father McNama, and a large part of the work was done by James Neary who, it is said, never lost a job if he tendered for it. This old chapel has lately been pulled down and a new one built. The third church in Kentville was the Episcopal church. It formerly stood on Church street near McIntosh's Hotel, but was afterwards removed to the new street south of the Porter House and was enlarged after its removal. It is said that the carpenter, Stephen North, fell from the tower of this church to the ground and how his life was preserved was little short of a miracle. A curious thing about this church is that the large East window is in the west end. Next was the Presbyterian church that stands on the corner of Webster and Church streets. It really is a transposition of part at least of the old Congregational church of Chipman's Corner. Next came the Baptist church which stands on Main street and is said to owe its initiation to the Rev. James Parker. And last of all the Salvation Army whose barracks or place of assembly was for some time in Carter's building on Church Street. I have often wondered why people who profess to be brethren of the Lord Jesus Christ and one another could not meet in the same house and eat at the same table. Prof. Drummond, I think, wrote a book called "The Natural Law in the Spiritual World", and as I have seen so much quarreling in families I am inclined to think the Professor is correct.

I should not end I suppose without speaking of the battle of Moccasin Hollow. This battle was fought on the old French Road (and not on the old military road as is commonly supposed) on John Harrington's land near the railroad, so that the place can be seen from the car windows. An old aunt now long deceased who lived in the vicinity in her youth, and was more than 80 years old when she died, told me that when she was young the story was that as a result of this battle, three hundred Frenchmen were buried in a trench there. I have tried to get the history of this battle, but have not been able to make myself very sure about details. I think there is no doubt about the battle. The tradition is that after Colonel Noble's Massachusetts troops were so terribly massacred by Ramzey's band under Villiere in the winter of 1747 at Grand Pre, that the remnant of his army was retreating towards Port Royal, now Annapolis, and that they were waylaid and attacked by a band of French and Indians at Moccasin Hollow, and that the English soldiers who were not probably in a very pacific frame of mind defended themselves so valiantly that most of their enemies were slain. Moccasin Hollow was afterwards known by the rather unromantic appellation of the "war hole" and it was observed that the boys of the neighborhood never sought for cows or stray cattle here after night fell. The idea appearing to be that some of the old Frenchmen might occasionally become weary of their accommodations in the trench and be wandering around there clad in the airy habiliments of one of the characters in the old Primer.

I think that a great many of the ideas at present entertained in regard to the expulsion of the Acadians are erroneous. I believe that the true history of the Acadians is yet to be written and that when it is people will be very much astonished. It is to me a thing preposterous that the old New England Puritans should have come up here for no other reason than to chop up and destroy peaceful inhabitants. My own opinion is that these men were performing a grim duty that they very much disliked, and that their own homes, and the dominance of the English speaking race depended upon dislodging the French from their great base of supplies, the Grand Pre and other dykes and uplands bordering on the Bay of Fundy. I believe they acted far more wisely and for far greater results than they ever got credit for, and I think as I read over the old records that the French understood matters exactly as the English did. I might mention a lot of other Kentville people, Masters, Calkin, Dodge, Harris, deWolfe, Hutchinson, Hall, Gould, Lyons, Redden, Eaton, Terry, Webster, etc., etc., of whom good things might be said but I guess my readers are tired and so am I.

**CONDITIONS ON WHICH THE TOWNSHIP OF CORNWALLIS
WAS GRANTED**

Each share and right is to consist of five hundred acres to be hereafter divided into one or more lots to each share as shall be agreed upon by the majority of the Grantees but if they shall unably to divide the same the Governor or Commander in Chief for the time being shall direct a partition to be made by such persons as he shall appoint, which partition shall be binding on each and every of the Grantees.

That to each Share there shall be allotted an equal proportion of Cleared and Woodland, viz., as one Share or Right is to one hundred and fifty shares or Rights of all the cleared and improved comprehended within the said township.

That each of the said Grantees binds and obliges himself his heirs and assigns to pay to His Majesty King George the Second, his heirs and successors, or to the Governor or Commander in Chief of the Province for the time being or any person lawfully authorized to receive the same for His Majesty's use as a free yearly Quit Rent of one shilling sterling money for every fifty-acres so granted and so in proportion for a greater or lesser quantity of land, granted the first year's payment of the same be made on Michaelmas Day next after the expiration of ten years from the date of the grant and so to continue payable yearly thereafter forever.

That in case three years' Quit Rent shall at any one time be behind and unpaid then this grant to the grantee so failing shall be null and void.

That in case any of the grantees shall with ten years from the date hereof alienate or grant the premises or any part thereof except by Will without License from the Governor, Lieutenant Governor or Commander in Chief for the time being under the seal of the said Province for which License no fee or reward shall be paid then this grant to every grantee so alienating or granting the premises or any part thereof shall be null and void.

That each of the said Grantees obliges himself, his heirs and assigns to plant, cultivate, improve or inclose one-third part of the land hereby granted within ten years, one other third part within twenty years and the remaining third part within thirty years from the date of the grant or forfeit his right to such land as shall not be actually under improvement and cultivation at the time the forfeiture shall be incurred.

That each of the said Grantees binds himself and his aforesaid to plant within ten years from the date hereof two acres of the said land with hemp and to keep up the same or a like quantity of acres planted during the successive years.

That unless fifty of the said grantees with their wives, children, servants and stock shall settle themselves in the said township according to such shares and allotments as aforesaid on or before the first day of September next then this grant to be entirely null and void. But if the said fifty families shall settle themselves as aforesaid then this grant shall be valid and effectual to the said fifty persons. That in case any of the remaining grantees shall not settle on the said premises as aforesaid on or before the first of September, 1760, then this grant to every such grantee shall be void and of none effect and the right of every such grantee so failing to settle as aforesaid shall likewise cease and revert to the Crown and the Governor, Lieutenant Governor or Commander in Chief for the time being may at his pleasure grant the share or right or right of all and every the grantees mentioned in this deed to any other person or persons whatsoever in the same manner as if this grant had not been made.

SIGNED, SEALED AND DATED at Halifax in the
said Province this Twenty Second day of May, in the
32 year of His Majesty's reign Anno Domini One Thou-
sand Seven Hundred and Fifty-nine.

**Names of the Grantees of the Said Township of Cornwallis with their
Respective Shares or Rights Made by Governor Lawrence**

Robert Kinsman, Samuel Starr, Capt. Caleb Hide, Robert Thompson,
Daniel Pumroy, Eleakum Tupper, Silas Swift, Joshua Eales, Ebenezer Bill,

John Hinley, Isaac Tilden, Thomas Sawyer, John Newcomb, Edee Newcomb, Simon Curtis, Ezekiel Thomas, Capt. Eben Leach, John Phelps, Esq., Lieut. Jos. Phelps, Hezekiah Cogsdale, Jabez Chapelle, Daniel Tilleson, Samuel Porter, Samuel Gillett, Capt. Josiah Thacker, Stephen Wheat, Samuel Palmer—One share and a half each.

Ebenezer Rogers, David Newland, Noah Duey, Ebenezer Rogers, Joseph Wilder, William Bramble, Ephriam Graves, Nathan Fitch, James Grant, Israel Harding, Samuel Atwell, Junr., Amos Bothbone, Asher Isaacs, Samuel Isaacs, Obediah Gore, Elisha Freeman, John Buray, Joseph Bansom, Gasper Doujack, Gideon Willman, Stephen Rogers, Thomas Lord, Nathan Mills, John Parker, John Tucker, Phineas Beckwith, Ephraim Booge, Paethiah Daniels, Hezekiah Hills, Robert Turgo, Junr., Jonathan Story, Nathan Stiles, Noah Duah, Junr., Josiah Colman, Amos Bill, James Bill, John Wood, Israel Gillett, Ellhan Batt, Benjamin Congdon, Jos. Congdon, John Stedman, Peter Wickwire, John Baker, Elisha Peck, Isaac Lester, Junr., John Beckwith, Seth Babbitt, Capt. John Carver, John Jerry, Jedediah Strong, Phineas Sprag, William Woodworth, Jedediah Woodworth, Benj. Woodworth, Junr., Ephem. Lommnes, John Bartlett, William Woodworth, Samuel Terry, Junr., Jeremiah Phelps, Ellis Bliss, Silas Woodworth, Joseph Woodworth, Abraham Webster, Constant Woodworth, Noah Dewey, Edward Bill, Joseph Simons, Luranna Ackly, Robert Stilles, Charles Phelps, Hannah Coats, John Porter, Simeon Porter, Elisha Porter, Samuel Bruester, Israel Mary, John Steele, Hezekiah Morris, Capt. Josiah Thacker, Lemuel Dunbar, James Churchill, Thomas Hawes, Jonath Childs, Abial Lucass, Ichabod Wickwire—One share each.

Asahell Robertson, Oliver Kinsley, Thomas Wood, Jonathan Wood, Pears Anderson, Solomon Parrish, Thomas Hoven, Caleb Hide, Junr., Joseph Case, Ebenezer Skinner, Samuel Lothrop, Benjm. Bruester, Joshua Bemmeroy, Jeremiah Dewey, Paul Huchison, Asa Richardson, Elijah Kinsley, Benjamin Woodworth, Jedediah Woodworth, Timothy Owen, Ezekial Downe, Jonath Lenard, Thos. Poatchfield, Mary Washburn, Solomon Wickwire, John Fox—Half share each.

Share and half men.....	27
Share men.....	86
Half share men.....	27

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Item for the first Minister..... One share

For the Glebe Land Six Hundred Acres & for the School Four Hundred Acres, mak- ing together two Shares for the use of the Church and the School forever.....	Two Shares	3
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CORNWALLIS SHIPPING

A barque of 341 tons, called the "Bluebird", was built in 1870 by A. C. Ells. Fifty years after she was afloat, having been sold to foreigners and christened as "Carlos". In 1871 was built the "Kings County", 858 tons, sold to the Russians and afloat thirty-five years later.

1846	Garland	95 tons	Geo. McLellan
1891	Nellie Blanche	89	R. Newcomb
1865	Ella Nancy	71	Laurence Wood
1861	Eagle	32	Geo. Newcomb
1850	Lacruide	88	Chas. Uniacke
1856	Onward	91	L. W. Eaton
	Forward	131	E. Bigelow
	Alma	95	D. K. Eaton
	Debonnaire	95	Enoch West
	Bellona	68	W. H. Chase
1857	Augusta	21	Geo. Parker

	Boston	72	L. Wood
1858	Queen of the Forest	22	
	Spray	78	L. Whitney
	Jane	18	J. H. Pineo
1859	J. E. Lockhart	403	G. Lockhart
	Firm	185	Wm. Church
	Enterprise	104	Wm. Gouls
1860	America	76	C. R. Burgess
	Mariner	135	A. Bligh
	Saladin	123	R. Burgess
	John Northup	125	D. W. Eaton
	James Kidston	140	Geo. Clark
	Triumph	77	N. L. Rand
	Elba	136	J. Steele
	Emily	106	L. Rockwell
1861	Harvest Queen	104	C. R. Burgess
	Telegraph	149	C. R. Northup
	Naked Truth	38	W. H. Clark
	G. R. C.	87	Geo. R. Clark
	Agnes	103	Jno. Gilbert
	Volunteer	126	W. H. Harris
1862	Geo. Parker	177	S. Dodge
1858	Advance	138	S. Sheffield
1852	Ransom	83	Wm. Sanford
1851	Rosalie	122	E. M. Cox
	Garnet	168	John Buckman
	Perseverance	31	L. Wood
	John Benson	84	James Jackson
1852	Clyde	26	J. B. North
	Madeline	27	A. Borden
	Vivid	102	W. A. Foot
	Ransom	87	E. Bigelow
	Gem	109	John Buckman
	Return	53	W. H. Church
1853	Empire	81	A. Rogers
1854	Elizabeth Ann	81	Wm. Baxter
	Margaret Alice	39	Chas. Simmonds
	Charter	93	Chas. Eaton
	Ceylon	156	Ward Eaton
	Sidonia	74	W. H. Church
1855	Vivid	102	Wm. Burgess
	Exemolar	102	W. H. Church
	Manilla	96	C. Eaton
	Free Trade	126	J. B. North
	Alma	95	C. Burbidge
	Wave	144	J. Lockhart
	Sea Lark	120	Hugh Brady
	Standard	112	D. Huntley
	M. T. Ellsworth	116	Wm. Burgess
	Union	108	Henry Porter
	Temperance Banner	42	I. Black
	Reciprocity	121	J. Morissey
	Clyde	127	J. B. North
1856	Lucinda	149	J. Lockhart
	Elizabeth Ann	81	Wm. Baxter

PORT WILLIAMS

The first settlers were the Terrys and Lockwoods. The place was at first known as "Terry's Creek". A bridge was put across it (1775-80) which at first was a toll bridge, before which there was a ferry from Town Plot.

From Town Plot the Planters lost no time in finding their way up-river and towards Blomidon to occupy their grants. A mile and a half up was Terry's Creek—nearly all of it had been owned by Hezekiah Cogswell, who had sold it to Elisha Best. It had no name and a meeting of the Planters took place at the bridge site to christen it. It was proposed to call it "Bestville", but a patriotic sentiment prevailed to call it Port Williams to perpetuate the name of General Williams who came from Halifax to inspect the little garrison at Town Plot. The first bridge was built in 1780. The piers were built by James Winthrop, of Hantsport. It is a tradition that it withstood time and tide for a hundred years and it is also a tradition that during a storm with high tides it went out. It is difficult to get documentary evidence. It was at one time owned by a company and travellers were subject to tolls. John Lingley was keeper.

The Ferry was used until 1834, when it was determined to build a permanent bridge, and a meeting was called to select the site. A majority of those attending favored a bridge at Town Plot, but Hon. Charles Prescott having built a large country home at Town Plot for the purpose of living in the country and being aware that a town would grow up at the bridge end appeared at the meeting and protested against the bridge being located there; in deference to his wishes, it was decided to place it at Terry's Creek.

The town possesses a fine public hall, the largest contributor to it being the late Hon. Senator Curry. It is used for many public purposes: The Women's Institute—a useful and influential society; every year the pupils of six schools hold under its auspices exhibitions that stimulate the students to advance work; it is used by Boy Scouts for athletic games.

Old King Alcohol disputed with the Temperance Society the rule of the town—five bars being in operation at one time. This was largely the result of this being a seaport town.

In a past generation the most prominent residents of Port Williams were the Chase family. Albert Chase had three sons—Bedford, Oscar and William H. The two former were extensive and very successful farmers. They held a prominent position in the community as citizens and left a highly honorable name. William H. was a man of bold and decisive character. His commercial operations were large and conducted with such accurate judgment as to be almost invariably successful. He left a very large estate. He was active in promoting the Gaspereau light and power proposition. Believing that the railway toll on apples to Halifax, en route to England, was excessive, he secured wharf extension at Port Williams and contracted with steamship companies to load with apples at Port Williams. This operation has proved highly satisfactory to orchardists. He erected on Dalhousie College grounds at Halifax a handsome building, as a museum, at a cost of two hundred and fifty thousand dollars.

In the problems involved in apple culture, Port Williams possessed an expert who from study and experience was one of the most useful citizens in the Valley, to wit, Dr. W. Y. Fullerton. S. P. Benjamin of Wolfville, who possessed mills at White Rock and shipped his lumber from Port Williams, was a large employer of labor and during his life added greatly to the business of the place.

Messrs. Belcher, Burbidge and Best came from Halifax at the same time and settled at Cornwallis. The Cogswells also held property at Belcher Street. Port Williams, known at those days as Terry's Creek, was owned by the Terry family. Miss Terry married a Mr. Withers from Annapolis. Their only daughter married a Kennele from Annapolis and lived there. They had no children and the property descended to another branch. The Cogswell family still occupy the ancestral acres, next the Belcher estate. Manning Ells purchased the Burbidge estate. Hon. Hezekiah Cogswell had interests in Port Williams and he influenced the bridge being built at that place instead of at Town Plot. The late Dr. Fullerton purchased the Best property. Col. Burbidge gave the land for the Fox Hill graveyard. His house was midway between Port Williams and Town Plot. It was burned in 1870.

TOWN PLOT

The French called the north side of the mouth of the Cornwallis River Budro's Point. When the Starrs settled there, it became Starr's Point. The early Planters laid off a town there, 165 quarter acre lots. These town lots are serving a useful purpose in growing apples. Town Plot was a military centre as the militia were drilled there. In the early days a ferry connecting Horton with Cornwallis was established there, which was discontinued in 1834, when the bridge $1\frac{1}{2}$ miles up stream was built. Rev. Robert Norris conducted services in a small building there about 1800. A large building was provided him on the Jackson place, which antedated St. John's church. Town Plot has always been orthodox on the Temperance question. A society was organized in 1842.

The first vessel built by the New England settlers was said to be one at Town Plot, Cornwallis River, in 1790. It was forty tons register. In 1813, Handley Chipman built a 200 ton brig on the river near Kentville. In 1846, J. E. DeWolf built there a barque.

When the Cornwallis township was laid off, several lots of land were reserved for military purposes. The one at Town Plot, four acres in extent, had a barracks, where for a number of years a few soldiers were kept. It was protected by palisades. It is bounded on the east and north by the Whidden property, south by the Norris, and west by the Burden. A company of militia met there for many years to drill. All that remains of it today is the old well. A hundred years ago a tavern was kept at this place by a man named James Grieve.

Another parade ground is at Chipman's Corner, another at the Baptist church, Canard, opposite the old cemetery there. It may be interesting to recall the names of those who at this period were conspicuous in public affairs. The office of Justice of the Peace was then a vastly more important one than today, as in session they administered schools, roads, bridges, care of the poor, etc. There were 17 of them at this date. Their names were: John Burbidge, Leblens Harris, Handley Chipman, John Bishop, Jr., and John Chipman, Jonathan Crane, Jonathan Shearman, John Whidden, John Vought, Finley Burn, Daniel Bowen, Benjamin Hill, Edward Pitts, Robert Walker and John Fraser. The Sheriff was John Thomas Hill, succeeding Elisha DeWolfe, Judge of Probate.

The members for the county were from Horton, Samuel Leonard, who succeeded Gard Dennison for Cornwallis, William Baxter, who succeeded B. Belcher for Falmouth, Jeremiah Northrup. The County members were Benjamin Belcher and Elisha DeWolfe, who succeeded Jonathan Crane and Elijah Lawrence.

The military spirit was at this time strong. Militia organizations were kept up to strength and regular musters took place. There were two regiments organized in Kings. In the first Elkanah Morton was Major and Elijah West and Zennel Morton, Captains. In the second, Philip Van Cortland was Colonel, Jonathan Crane, Lieut.-Col., Samuel Leonard, Major, and the Captains were Wm. Bishop, Francis Perkins, Gard Dennison and Elisha DeWolfe. A section was trained at Parrsboro, the officers there being Captains James Ratchford and Samuel Wilson.

At this time no Church of England ministered in Horton, the nearest being at Cornwallis. Rev. John Wiswell officiated at Wilmot and Aylesford, Rev. Jacob Bailey, the Frontier missionary at Annapolis and Rev. A. P. Inghish at Granville. At Windsor, Rev. Geo. Wright was Master of Windsor Academy, then lately established and Rev. William Cochran, Prest.

There was but one mail a week. It left Halifax on Tuesday mornings for St. John and the west. There were only 21 post offices in Canada, seven of these were in Nova Scotia, to wit, Halifax, Windsor, Horton, Parrsboro, Cumberland, Annapolis and Digby. There were two in New Brunswick, St. John and Fredericton. The rate of postage from Halifax to Horton was 6 pence.

The French built three dykes, the upper dyke on Canard river, the Middle Dyke in Canard River and the Grand Dyke on Canard River.

The French had two graveyards in Cornwallis; both are now in use by the English, one is at Budrot's Bank, now known as Starr's Point, where the Starr pioneers are interred and the other at Chipman's Corner, two miles

from Kentville. The Acadian missionaries divided Cornwallis into two parishes, St. Joseph at Canard and St. Charles further east. They had chapels at Chipmans Corner, later a Presbyterian Church took its place. At a later date a Congregationalist church was built near the upper dyke: all have disappeared. Tradition says they had one at New Minas. This is doubtful. This is a spot where a number of Acadians remained in hiding during the deportation. The historic one was at Grand Pre.

STARR'S POINT

The name Starr recalls one of the first families settled in Nova Scotia, after the removal of the French. It was a Starr from Norwich, Connecticut, who was on the first committee that came to Nova Scotia to investigate the prospects for settlers. Later on, the 19th of July, 1749, Messrs. Willoughby, Kimball and Samuel Starr, after a visit to Chignecto, selected Cornwallis and a few months after forty families arrived there. Mr. Starr established himself on a broad domain at the mouth of the Cornwallis River, and he and his descendants have occupied a prominent place in business circles, farming and orcharding to date.

A volume could be written about the Starrs, their sayings and doings, but it is only proper now to refer to Lieut. Joseph Starr. A quarter of a century after the first settlement Joseph was at Norwich, Conn., attending school. This was about three quarters of a century before Acadia College was established. In 1776 the colonies rebelled and his uncle, Jonathan Starr, wrote him to return home at once. This was easier said than done as a state contingent of militia was organized to fight the Britishers. Young Joseph was on the militia list. He promptly refused to serve, claiming he was a British subject though born in Connecticut. He was arrested and put in New London gaol. He was locked in a large room with the crew of a small Yarmouth vessel, consisting of the master, mate and two sailors. None of them relished the outlook. Joseph being a lad with a good deal of spirit and resourcefulness planned with others to escape. On a dark night they escaped, the guard over them being somewhat lax, made their way to the wharf, where the Yarmouth schooner lay, opened the warehouse where the sails were stored, commenced to bend them, and carried in bags of corn, fore and aft, as a protection against shots going down the river. At daylight they got under way. Their escape was discovered and they were followed and shots were fired at them—a compliment which they could not return. The mate on his back, steered, the master at the bow directing him. They had no water but did not leave the land till they espied a brook and got water. Then they set sail for Yarmouth where they arrived safely.

STARR GRAVEYARD AT STARR'S POINT

When a garrison was stationed at Town Plot—a mile away—several of them were interred near the old oak tree in the Starr graveyard, so Richard Starr informed his son Charles.

The tombstones on the Starr lot belonging to the 18th century are:

Major Samuel Starr. Born 1720, died 1778.

Joseph Starr. Died 1841, aged 80 years.

Joanna, wife of Joseph Starr. Died 1847, aged 90 years.

David Starr. Died 1831, aged 89.

Susannah Starr. Died 1817, aged 66.

Richard Starr. Born 1739, died 1838.

Thamar, relict of Richard Starr. Born 1804, died 1897.

David Starr. Born 1849, died 1886.

Arthur C. Starr. Born 1861, died 1920.

Susan, wife of Samuel Starr. Died 1852, aged 46.

Samuel Starr. Died 1864, aged 71.

John Edward Starr. Died 1901, aged 70.

Martha, wife of John Edward Starr. Died 1899, aged 71.

Joseph Starr. Born 1838, died 1904.

CANNING

Dr. Benjamin Rand made a record of the commencement of Canning as follows:

The location is a natural one, owing to the head of the river, where the waters run close to a high bank. The earliest settlement was at the upper end of the present village, where the road crossing the dyke meets the one running east and west. Here were the oldest houses, the brick school house and later the post office and stores. The bend of the river at this place was called the "wash bowl" and that at the lower end of the present village "Apple Tree Landing". Between the two the land was chiefly divided into two farms owned respectively by Messrs. Northup and Lockwood. The site of the present village was used as a place for drying fish.

Back in Acadian times apple trees grew down to the tideway of Canning and the shipping of the port consisted of shad-boats that going out in the ebb, returned in the flood with their fares. With Loyalists came wharves, ship building and the potato trade. Before the commercial centre had been at Habitant Corner. Then it moved down to Canning. That was not its original name—nor did it receive it from canning factories. An apple tree, a relict of the Acadian times, stood near the Bigelow shipyard and that gave the original name to Canning, which was called Apple Tree Landing. Without meaning any disrespect to the apple tree, the people came to think it was hardly dignified or appropriate for a growing community and about a century ago, when that great prime minister of Britain, Canning, was in the bloom of his career, a meeting was held attended by John Wells, John Palmeter, John Sheffield, Elias Burbidge, Judah Wells, David Eaton, Nathan Woodworth, Benjamin Donaldson, Erastus Pineo, George Pineo and some others, and they formally christened the place "Canning". When this transformation took place, the number of houses were few and primitive.

The natural attractions of Canning were not overlooked by the Micmac rovers for encampment purposes. A swift tidal river could take their canoes in and out and place them quickly in the Basin. Then there was fresh water and fish. Perhaps it was two hundred years ago the Acadians spied the advantages of the land, settled there, made some clearings and planted their orchards. There they remained until the "Grande Derangement" of 1755, when harried and beaten they fled.

What is a town without a post office, a church, a dram shop, a magistrate. Canning was originally without these concomitants of civilization but the day of reform came. People commenced to kick at travelling all the way to Kentvill for their mails and kicking as it always does brings results and a way office was established with Mr. Elias Burbidge, first Post Master. He was succeeded by a member of a family having a penchant for office—Wells Borden. He served the public for many years. The work was light as the postage was high and only a couple or so copies of a Halifax weekly—probably the Nova Scotian—came in, laden with advertisements and political correspondence. The news in those days was not worth publishing.

In the due march of events Canning possessed a magistrate in the person of Judge John Wells. Justice was dispensed in the judge's kitchen, subject to the veto of madam. There was a power above the judge—Imperium in imperio. It was called the Sheepskin Court—perhaps because no dog was allowed to bark there—there was no talk back, when the Judge stamped his foot as a substitute for "Oyez! Oyez— All ye etc."

The consequence of Canning as a part of the world was greatly increased when Elias Burbidge, the village smithy, added a hotel—duly licensed to enable customers to change their breath.

The fame of Canning rests on two foundations—shipbuilding and "taters". The first vessel was constructed by Dr. William Baxter, in Bigelow's shipyard, with Ebenezer as chief architect. The next vessel was the Sam Slick, 200 tons, constructed by a local company of capitalists for one Walter Reid of Halifax. Another vessel—called the "Isabella"—was built for him, and herein was a tragedy. Mr. Reid became financially embarrassed and could not pay his credi-

tors. He took sick and paid the debt of nature. One of his creditors, indignant at Mr. Reid's perverseness in dying—issued a writ of Respondendum and seized the body. After some days holding it, nobody came to pay—the village authorities took charge and had it decently interred. The preacher who performed the last ceremonies no doubt moralized: "In the life, we are in debt".

Another yard was opened, called the Wash Bowl, and the first vessel built—called the Elizabeth Hastings, for Capt. Gault of St. John who brought a bag of Mexican dollars with which he paid for her. The builders were Elias and Arnold Burbidge and Charles R. Northup. The last vessel built was by Capt. W. H. Baxter. Ship building was almost the general employment in all the little seaports in the county from 1850 for thirty years. Lumber and labor both were cheap. Lower Horton, Scott's Bay, French Cross, Hall's Harbor, Baxter's Harbor, nearly always during those years had vessels in the stocks. At Scott's Bay, Jacob Lockhart and Abraham Ells built a number of vessels. At Lower Horton, J. B. North built a number of vessels.

The demand in United States for potatoes—especially when the crop there failed—gave employment to vessels as well as the farmers. In one year 250,000 bushels were exported. The roadways were filled with carts and team waggons with their loads, taking their turn to be unladen in the vessels—a small fleet of them used to gather. The market across the border failed and the people turned their potato fields into orchards and their bank accounts into mortgages and bills of sale.

The shad industry sixty years ago was quite important, when fish was abundant in Minas Basin, where shad boats with seines were seen operating in the flood tide. Down the river, at Pickett's wharf, a seine was placed and boats and scows took the food of the seas up the "Wash Bowl". They were so abundant that it was no unusual thing for ten thousand to be caught at a tide.

The first store in Canning was started by Ronald DeWolf. The next one by Edward and William Harris. Elias Burbidge was the first blacksmith.

Canning has connection with the outside world at Kentville by a branch railway, for which it is indebted to the late Sir Fred. W. Borden. It was at first owned by a local company and is now a part of the D.A.R. The town made its contribution to both the South African and the World War. For the former, there is a memorial on the Main street, to Capt. Harold Borden, son of Sir Fred W. Borden.

In the night of July 15th, 1866, a fire broke out in the grocery store kept by Peter Carruthers and swept nearly the whole place. The tide was in or the vessels in the port would have been burned. A barque in the stocks was saved by the men digging a ditch through the burning chips. The heat was so great that water had to be poured over the men working. In 1868, a second fire occurred which burned up half the business part of the town. Shipbuilding has failed and the potato trade has been snuffed out, but still the people find work and the town survives.

The Canning river following the law of liquid in motion swings back and forth like the wagging of a dog's tail. There are old time shipyards deserted, docks projecting into the river and a long timber embankment, and muddied water swirling in and out. At the lowest dock is built the axe factory of the Blenkhorn family. Many years ago, a youthful stripling applied here for work. He worked a year or two axe making and at ship work when he left for Mount Allison. The next heard of him, he was editor of the Halifax Mail, then the St. John Sun and later the Vancouver Province. His literary contributions to the press were read all over Canada. He was known in later years as Dr. Dunn Scott.

Canning has always been a religious place. That is, more or less. About seventy years ago it built a church. The leaders of it were James Rand and Ebenezer and William Harris. In the process of time, it was converted into an Army and a handsome and more imposing church built back on the hill. The first ministers came from Acadia college which supplied them. They were followed by Rev. Dr. Kempton with others who were permanent pastors. Sir Fred. Borden, the leader in all local improvements, purchased a shoe-maker's shop, moved it across the street to a better location and converted it into an

Episcopal church and services are held in it, principally by the rector of the Anglican church on Church Street. Where he got the money from to do this work, nobody knows.

A Congregational church was erected two miles below many years ago but it is not now used, having no congregation.

A Free Will Baptist church was built years ago, the officiating minister being Rev. David Freeman, but occasional services were held by Rev. Mr. Norton, of Scott's Bay. He was an enemy of all ceremonial observances. He would take off his coat and pound the pulpit as if the Old Boy, the master of evil, was fastened there. He manipulated a hunge plug of chewing tobacco and ejected the results around the pulpit.

The Methodist church was built and rebuilt several times, as it was frequently burned.

KINGSPORT

This place under the shadow of Blomidon was for many years a leading ship building place. Ebenezer Cox built in about 30 years thirty vessels measuring, on an average, 1000 tons each. He was a man of uncommon physical vigour; he died in 1916 having reached the patriarchal age of ninety-five years. His first vessel built in 1864 was the "Diadem." Mr. Cox took into partnership with him, Mr. J. E. Woodworth. They built the "J. C. Woodworth", 300 tons, the barque "Willy" and the brig "Somerset", 250 tons. In 1872 Mr. Woodworth built a barque of about 800 tons. It happened that it was a cold, gusty day for her launching. The wind blew in fierce gusts. She was called the "Berwick." Mr. Woodworth's son was mate. After being launched she was hauled up to the pier. The intention was to sail her up the Avon to take 500 tons of gypsum to New York and from there to take a cargo of oil to Antwerp, when off Long Island a heavy gust of wind struck her and carried her over on her beam ends.

A number of invited guests were on board, besides the crew of eleven men. They all clung to the vessel until taken off by a little schooner the "Zephyr".

The spars were taken off the vessel when she righted. She was repaired and sailed for New York. Six months later she struck a coral reef off the Island of Guadaloupe in the West Indies, when she was abandoned, a total loss.

Mr. Woodworth built fifteen vessels; he then retired, transferring the yard to Mr. P. R. Creighton. At his death Mr. C. R. Burgess commenced building there. He was a successful ship builder up to 1890. Amongst other vessels he built the ship "Kings County", 2240 tons. In 1911 she got caught in a hurricane in the West Indies, was dismasted and condemned.

The "J. E. Woodworth" was driven ashore on the sand at Cape Cod, became buried up and was abandoned. At a recent date the sands about her shifted and her hull became visible.

A CHAPTER IN LOCAL HISTORY

In 1759—four years after the removal of the Acadians, the government at Halifax divided the province into five counties, to wit, Annapolis, Kings, Cumberland, Lunenburg and Halifax. The immigration from New England colonies had not yet commenced; Kings had no settled population except at Horton, and it was arranged that those hailing from Kings could vote at Halifax for the coming elections. There were no sheriff's for many years after and the Provost Marshall was authorized to appoint deputy presiding officers. The counties were each allotted two members—the townships twelve. Apparently Kings sent to the assembly John Burbidge and Isaac Deschamps. This assembly possessed a record against salary-grabbing that has never been equalled since by any assembly of any province of Canada. They voted unanimously against any indemnity being paid members. It was also remarkable in another respect. The report of Finance showed a fine balance on hand. There was voted 1000 pounds for a lighthouse at Sambro, 500 pounds for a church (St. Paul's) and 100 pounds for a meeting house (Matthews). It was in May, 1760, that six transports with inhabitants from New England for Horton arrived at Pisiquid. They had been

out twenty-one days and suffered much privation.

Two organizations took charge of the civil affairs of the county—the town meetings and the court of sessions. The township books of Horton and Cornwallis are still in existence, but the sessions record book up to the year 1812, is missing from the county records at Kentville. In consequence a vast amount of information respecting the proceedings and acts of the forefathers of the present generation is unknown to them. Dr. Wentworth Eaton in his splendid history of Kings, notes this loss. The book has probably been borrowed, not returned, and is now in private hands. The Municipal Council ought to offer a reward for its recovery. The habit of private individuals holding public documents and books and claiming them as personal property is to be severely reprobated.

The government at Halifax has since the days of Howe shown but little interest in the collection and preservation of local records that as the years go by will be of increasing interest. It is not unreasonable to expect local officials to take some pains to locate and preserve them. The Session books are full of interesting information respecting roads, schools, poor and proceedings for petty misdemeanors. The Clerk of the Peace up to 1812 was David I. Chipman; he resigned and his place was taken by William Chipman. It continued in the Chipman family for over a hundred years. Nearly three-fourths of the Court offices were held by that family. The Court of Sessions of which the records are preserved convened on 13th October, 1813. The Justices present were David Whidden, William Allen Chipman, Stephen Harrington and John Wells. At the next session John Chipman and William Campbell attended, and later James Allison, Daniel DeWolf, James Kerr. In 1814 the celebrated Col. Jonathan Crane attended. But the mill for making justices of the peace commenced grinding them out long years before, during which period the record of their proceedings is lost. Before 1770, Samuel Willoughby, William Tinge, William Nesbit, Charles Morris, Jr., Elisha Lothrop, Libeus Harris, George Keath, Edward Ellis, Isaac Des Champs, Denny Denson, John Day, Hendley Chipman, John Burbidge and Joseph Bailey were on the roll of justices; to these were added before 1874, William Best, John Bishop, Jr., Jonathan Crane, Joseph Pierce, Jonathan Sherman, John Whidden. The Grand Jury in 1813 consisted of David Harris, David Dennison, Elisha Woodworth, Joseph Johnson, Isaac Forsythe, Abraham Newcombe, Ambrose Barnaby, Samuel Ells Elias Tupper, Nathan Palmeter, John Woodworth, Holmes Chipman, John Ells, Benjamin Kinsman, John Patterson, David Patterson. The criminal business submitted to this formidable array was not of surpassing importance. One Aaron Ward had been guilty of tying bushes to the tails of the horses belonging to Samuel Lilly, Asa Lord and Mr. Hank in defiance of the principle that good wine needs no bush. He was formally indicted, but his trial was postponed. In the meantime he settled for his fun and when his case was called the complainants did not appear. There were very few criminal trials—only one case of theft in five years and therefore the county jail was largely a legal ornament, occupied principally by debtors; but all the same it became a sort of national debt luxury, every Session requiring money. At this Session the bill for supplies was 112 pounds; stoning up county well, 10 pounds; board of a prisoner nine months, 9 pounds; repairs, 63 pounds.

The river, shore and bay fisheries were an important part of the current income of the settlers, as the waters teemed with fish. Weirs and seines did their best to destroy so valuable an asset. Half a century later, these fisheries employed 50 boats and six schooners. The sessions constituted itself a sort of department of Marine and Fisheries. They purchased three boats at a cost of 75 pounds. In 1815 six worthy citizens of Gaspereau were arraigned for using a seine on that river contrary to the edicts of the session.

The subject of education was rife at this period. David Whidden, chairman of the Cornwallis town meeting, reported that 400 pounds had been raised there by subscription, that eight school houses had been provided and six licensed teachers had been employed. Aylesford reported 104 pounds had been subscribed and 16 pounds contributed by the S.P.C. Horton had raised 400 pounds and had eight school houses. Owing to the lack of travel on the main roads, not built in those days for high powered cars and when people trudged on foot or rode on

horseback, taverns were not a profitable sort of business, and inducements had to be offered to those willing to accommodate the public. The sessions gave a free license to the Ferry House at Cornwallis; to James Pineo, at the Half Way House, Horton; to Mrs. Peck, Robert Sharp, Jonathan Graham and John Barnaby. The clearing and cultivation of forest lands was encouraged by agricultural bonus on grain raised on them. In 1813, Cornwallis raised 1844 bushels of wheat; Horton, 790; Parrsboro, 150; and Aylesford, 2407. In 1817 there was much distress owing to the failure of the crops. The government had to come to the relief of the people. It donated them 100 pounds and loaned them 650 pounds.

Those were days of war and bloodshed. Britain was battling with two powers—United States and France. Bonaparte's power had not been destroyed. The minds of the people were occupied with war and their talk was of little else. The militia arm of the service was more important and personal prowess was a matter of pride, which aided by cheap ruses produced an abundance of personal encounters. The records are full of cases of assault and battery, contrary to the peace of His Majesty, his honor and dignity. These cases were varied. For instance, George Elder and Jeremiah Bishop took a ride on a horse of Samuel Jones. The court appraised the value of the ride at 20 shillings. George Burdige, not appreciating the honor of being appointed constable, was asked to contribute five shillings to the court fund. Two Justices belonging to Parrsboro committed a man named Hamilton to jail on the ground of insanity. His wife appeared before the court of sessions and contended he was in his right mind. The court duly examined the man's mentality, adjudged him innocent of the crime of being insane and ordered his discharge.

DOMESTIC LIFE A CENTURY AGO

Rachel Bishop, later Mrs. Mayhew Beckwith, born in 1808, was the daughter of Joseph Bishop, originally of Greenwich. She was married first to Edward Strong, son of Deacon Peter Strong. After his death she married Mayhew Beckwith of Upper Canard. She had no children. She was an intellectual woman and at an advanced age she retained an acute memory of events in her early girlhood. The following account was obtained from her many years ago by a Halifax newspaper reporter:

"We didn't have much money, and we didn't need much, as we raised everything on our own farms. We had plenty of good hard wood for the cutting, and a nice fire it made on the long winter evenings. We raised our own meat and grain and made our own cloth and sugar and molasses from the sap of the maple tree, and cider, for we had no graft apples then, and we had to make cider of them. We made our candles and soap and linen thread, and as we had no matches we kept the fire alive all night by 'raking' it or covering it with ashes. If our fire should go out through absence or accident we had to borrow from our nearest neighbour, often a long distance away."

"At Horton Corner, where Wolfville is now, some store molasses and store sugar, which we thought made better cake than maple sugar and then we bought bales of cotton thread for sewing, but there were no spools and calico cloth for summer wear and some tea and saleratus. Of course some people would have tobacco and nearly all the families needed a certain amount of rum to treat their friends and visitors."

"What you had to sell was cheap and what you wanted to buy was dear. Potatoes sold for 7½d, butter for 6d, geese for 2s 6d, lamb for 2½d a lb. and apples could not be sold at all, and you had to pay 2½d a yard for calico, and 5s a pound for tea. Now a man can sell enough apples from one tree to keep a small family, in bread for a year, but then it was a heavy job to supply the family flour."

"The kind of meal we used was wheat, rye and Indian corn. After harvesting this we had to take it eight miles or more to Benjamin's Mills at Gaspereau. It was usually taken on horseback and they would usually be gone more than one day. I remember what is called "The Deep Snow" which fell the winter my father-in-law, Peter Strong was at the mill, and he could not get back for a week, the snow being up to the eaves of the houses."

"To do our cooking we had a big open fire with a crane and hooks in the fireplace, on which to hang the pots for boiling. Baking was not so easy. We had a big brick oven in the chimney, that we would build a fire in, and when it was well heated, it was a good place to bake bread and pies, then we had a bake kettle that we could hang over the fire and bake small loaves, and a griddle and a frying pan, with a handle about five feet long, that you could hold standing, or if you got tired, put it on the back of a chair but you had to keep your eye on it, for if the baby creeping round should pull the chair away, your fat would be in the fire in a twinkling. Then came the tin baker, a Yankee invention, I think but it was a splendid thing to bake rolls in before a good fire. When that was brought out we knew there was to be something toothsome for tea.

"We had sour milk and saleratus and these answered very well. The flour was dark anyway and the color of the saleratus would not show.

"We had no clocks when I was a small girl. I can remember when the Yankee pedlars came around with their clocks and we thought them a wonderful invention. But we used to do pretty well without them, especially when the sun was out. People did not always get to a meeting at the same hour. The evening meetings were always held at "early candle light" and most people could judge that time within an hour.

"We had preaching once a month when Father Harding came up from Wolfville, and once a month at the time of the communion we went to Wolfville, on Saturday, staying over Sunday. We usually went on horseback as we had only hard springless market waggons. Deacon Strong got one of the first conveyances used in Canada, a two wheeled shay with big leather circular springs at the back. He used that shay as long as he lived and it was quite a comfortable affair. It made a great many journeys to Gaspereau, when he visited his sister, Mrs. John Gertridge, and to Wolfville, when he was a deacon of the Baptist church.

"The early settlers then were Deacon Peter Strong, Frederick Fitch, Samuel Rid, Samuel Witter, John Jackson, Elijah Calkin, Henry Thomas and others. They made good farms and lived in comfort. Their descendants have mostly moved away and others are taking their places. We were much interested as children in the house of Jackson, an Englishman, built of stone, with walls nearly three feet thick. We thought it strange that in a country abounding in wood he should go to the trouble of building a stone house.

"We made two kinds of cloth, woollen and linen. The wool we had to card by hand, then spin and then weave. Some of it we colored blue in an indigo dye pot, which every family had. The loom was a large and cumbrous affair and occupied a good deal of room either in the over-crowded kitchen or in a separate room upstairs. If we wanted the cloth extra nice for Sunday garments we sent it to a fuller, who shrank and pressed it. This was called pressed cloth and had a much better surface than the common homespun.

"There was much work about the linen: after the crop of flax was grown it was cut with a sickle and allowed to ripen or rot in the ground. Then it was broken on a wooden breaker. Then the 'swingle' took out the 'shines' or husks, then it was put through the hatchet and its long iron teeth separated tow from the long fine yellow hair like fibres which were spun into linen. The tow was spun on a large wheel and made into towelling, while the fine fibre was spun on the small wheel and distaff and woven into a cloth, which served all the purposes of cotton. The days were full of labor and the men had to make many things which they now buy, such as sleds, sieves, baskets, trays, and even mend their shoes.

"The farmers went to Halifax once a year with a load of produce either on horseback or later in a market waggon, and at the end of a week would return with necessaries for a year. Among these would be leather, which a journeyman shoemaker would make up into foot-wear for the family. Travelling tailors would also make regular visits.

"We had no daily mail then. We had no mail at all. About the only paper taken by us was the Christian Messenger, which we got by going down to "The Road", as we called the highway from Halifax to Annapolis over which the coach

went every day. It was my great delight as a child to see that wonderful vehicle with the six horses and the lamps go by for it was generally dark when it passed the mouth of the Canaan Road."

FIRST HIGHWAYS

The trails through the forests followed by the Micmacs were largely adopted by the French and when the New England planters came they were not discarded.

The French force that attacked Noble in 1755 crossed the Gaspereaux River at Meloncon and marched northerly up the hill, striking the Grand Pre settlement near its westerly side, by a road that has since been closed, but is still visible.

The Acadians had up to 1755 laid out and constructed a net-work of highways connecting Grand Pre, east towards Piziquid and west towards the settlement in the Cornwallis Valley. These roads largely centred at Meloncon settlement. A road ran from the old ferry at the mouth of the Cornwallis River, southerly to the summit of the Ridge. It crossed the present Highland avenue exactly at its intersection with the Ridge Road and then it went east a mile, when it turned and crossed the river and then turned east to Meloncon. Of course Highland avenue, Gaspereau avenue and the present Ridge road were of a later date. From the ferry a road went easterly direct to the ford at the mouth of the Gaspereau. A road went from Meloncon north easterly, connecting with the race course on Grand Pre marsh.

A second road went from the Ford at Meloncon—near the present bridge—about half a mile westerly of No. 1 road, direct to the site of the old church and burial ground—now the Memorial Park. A third road went from Meloncon north westerly towards Wolfville, connecting with the old dyke road, half a mile west of the Creek.

There was a small settlement of Acadians on the Ridge east of the junction of the three roads.

An old map locates the fort erected by order of Governor Laurence, Vieux Logis, to have been above the present wharf, in exactly the same ground occupied at a later date by Fort Montague. A French windmill was on the direct French road from the Ferry to the Ford or Eudro Point—at the railway bridge. It was half a mile west of the Ford.

The first roadways determine the location of the first settlers. It is probable the Micmacs had trails from Piziquid to Port Royal and probably one from Mud Creek up the hill to join the through trail. The Acadians opened a trail from Piziquid to Chebucto in order to drive cattle to supply the garrison established there in 1749, which was used by the English on the building of Fort Edward. But there does not seem to have been any highway through the valley until 1758. The second command of the Royal Americans at Halifax was ordered to accompany an Engineer then at Fort Edward and conduct him to Annapolis. They reached Fort Edward on 6th April. The party that set out from that place consisted of a captain, two lieutenants, some non-combatants and 80 rank and file.

Crossing rivers as well as high hills was a great problem with the early road makers. The country was long occupied before bridge construction commenced. Previously in the absence of fording places, boats or scows had to be found. The first highway through Wolfville went by the Ridge. Previously the first families seem to have been Micmacs, who found fresh water, plenty of fish and game in the woods; they hauled their canoes up Mud Creek and established their temporary encampments near there as is shown by a kitchen midden in that locality.

It was thirty years after the first settlers came (1794) before a through road with stopping places was established between Halifax and Annapolis. The Avon was forded two miles up the river, at which place the traveller found the Burnham Road House. It was 12 miles to Wallbrook to the Bishop farm house. The next stopping place was Fowlers, almost on the site of the Royal Bank. Cyrus Peck kept tavern at Kentville. People travelled mostly on horseback. It is said that the first two-wheeled carriage in this district was introduced by

Col. Burbidge in 1760. The Acadians used a "traverse" for loads—that is, two long shafts extended into a sled, but they were competent mechanics, for at their removal in 1755, they conveyed their effects to the shore of Long Island in carts. When unloaded they unhitched their horses and left their carts on the shore, where they were seen years after, melancholy relics of a once happy community.

In 1794 the route of travel from Windsor down the valley necessitated taking the ford two miles up the river at which there was a road house kept by a Mr. Burnham; it was five miles from there, to what was then known as half way river, now as Bishopville, then seven miles to Wallbrook farm of John Bishop, Jr., Gaspereau, then three miles to Fowler's, opposite the present Post Office at Wolfville and six and one-half to Cyrus Peck's, Kentville. The next stopping place was English farm, now known as Colebrook, $4\frac{1}{2}$ miles. Five miles further in was Marshall's farm kept by Mr. Stedman, now Cambridge.

The stopping places from this point to Annapolis Royal were as follows:

Boundary of Aylesford Township	- - - - -	6 miles
Bowser's Farm (now Auburn)	- - - - -	6 miles
7 Mile river to Western boundary of Aylesford	- - - - -	4 miles
Dodge's farm	- - - - -	$5\frac{1}{2}$ miles
Leonard's farm	- - - - -	$10\frac{1}{2}$ miles
Hicks Ferry	- - - - -	6 miles
Annapolis Ferry	- - - - -	15 miles

The total distance by road from Halifax to Annapolis was 131 miles, the same distance as by rail.

BY COACH AND RAIL

In 1786 the road from Halifax to Windsor was traversed fortnightly, part of the way by a mail courier on foot and partly on horse back. Ten years later the road had been improved so that it took a horse. Twenty years later (1816) a coach line was established twice a week. The time from Halifax to Kentville was 44 hours by courier on horseback.

In 1829 a tri-weekly service was established between Halifax and Annapolis, which was connected with St. John by packet schooners. In 1839 steam vessels were put on the route.

These were the days when a string of taverns was established between Halifax and St. John and Halifax and Annapolis. Perhaps the most important of these inns was Eglinton, half way house between Halifax and Windsor. It was surrounded by a range of buildings, store houses, barns and stables. It was one of the inns of the day that kept a small army of cooks, stable boys, helpers, farm workers. The Prohibition heresy was then unknown and a grand blow out amongst the visitors was strictly en regle. Some of them were traditioned by romantic stories. Eglinton is credited with serving as a temporary home for more than one runaway match.

In 1847 the Cunard ships made weekly trips to Halifax and in advance of cable service brought the latest news from the old world to the new. How to utilize the news by the quickest possible means was a problem for the New York press. There was then telegraph service between St. John and New York. How to get the news from Halifax to St. John was a difficulty that was overcome by an express arrangement. By it a steamer was stationed at Victoria Beach, across the Gut opposite Digby, awaiting the arrival of the English boat at Halifax. When it touched the pier there a package containing telegraph matter was delivered to a messenger on horse back, who immediately started to gallop at full speed to Kentville, where he was met by another messenger on horseback who went at full speed to the steamer. The work was performed by twelve horses, each horse travelling twelve miles. The quickest time made was seven hours and fifteen minutes or about 22 miles an hour. The work was most exacting considering the character of the highways and the weather, winter and summer. The time between the two cities was eleven hours. The service commenced in May, 1848, terminated in October, 1849. On one occasion the life of the messenger was preserved by the sagacity of his horse. An old bridge near Horton had been

taken up in daylight and the workmen could not replace it at night. It was eighteen feet wide, covering a deep stream with rocky sides. Until the messenger returned the next day he was not made aware that his horse had jumped the stream, carrying him safely over.

The construction of the D. A. Railway was not altogether a fair weather job, it had its tragedies. The first engineer employed on it was an English engineer named Sykes. He made a survey and on completing his plans submitted them to the Nova Scotia government by whom they were approved. Mr. Sykes took passage on the steamer "Arctic" for England, his mission was to interest English capitalists in the railway. Three days out the "Arctic" had a collision with another steamer in mid ocean, her bows were crushed and broken in and her fate was seen to be inevitable. The passengers and crew took to the boats and a raft that was hastily made. In the confusion Mr. Sykes sat alone on the deck and made no effort to save himself. When the vessel made her last plunge he was seen to go down with her.

In 1858 the government passed a subsidy act offering 4 per cent interest for 20 years on 24,000 pounds for the Windsor bridge to be built by the company and the counties interested to give the right of way. In November 1866 a contract was made with English contractors, Messrs. Punchard and Co., they to receive 158,666 pounds and 32,000 pounds for the Windsor bridge. In the meantime the government employed engineers who estimated the railway would cost considerably less than the contract sum. A company was incorporated having a capital of 300,000 pounds with power to issue 200,000 pounds bonds. In August 1869, 70 miles of road at the Annapolis end was opened for traffic. A month later (September 8th) the Saxby gale all but swept away eighteen miles on marsh or low lands; rails and sleepers were floated off. Before repairs were completed another storm, that was more destructive, destroyed embankments. A piece of track three miles long with rails, sleepers and fish plates intact was floated away. On December 18th the line was sufficiently repaired to be opened for use. The line from Annapolis to Digby, a most difficult piece of engineering, was later on attempted by the government and after that the extension from Digby to Yarmouth, the whole being consolidated and purchased by the C. P. R.

The C. P. R. was intended by its founders to be the National Highway traversing the country from ocean to ocean creating a united Canada. The financial and engineering difficulties were so great that the stockholders and investors of that day did not speculate on a competing line that would reduce its earnings below its interest earning power or they would have demanded guarantees to protect their investors. They could not imagine that the same government that was urging them to complete a continent wide highway in order to make the East and the West one would subsidize competing lines that would tend to destroy their legitimate earnings. Fortunately, this competition has not affected the D. A. R. lines and branches that envelope and open up the Basin of Minas country to traffic, making a market for its products and transportation from all important points and more than that, to the antiquary, student and lover of history, giving access to Grand Pre, ancient Port Royal, the oldest town in America (omitting the Spanish port of St. Marco) and other places made memorable by the early voyageurs and discoverers of America, beside adding millions to the assessable value of Nova Scotia. But for the C. P. R.'s enterprise one of the richest districts in America in historic matter would be as little known as Siberia.

From Windsor the C. P. R. circles around the Eastern coast of the Basin giving life to such communities as Brooklyn, Scotch Settlement, Kennetcook, Doddridge, South Maitland, Green Oak, Clifton and McMills Creek, places within the ship-building zone of fifty years ago and now dependent on the farming resources of the country. Canada owes a debt to the investors of the C. P. R. by abolishing those traffic points common to both lines that are a loss to both.

In the days half a century ago when the railway terminated at Windsor, the steamer Wm. Stroud circled around the Basin touching at Londonderry, Maitland, Kingsport, Sommersville, etc., meeting the St. John steamer at Windsor

on Wednesdays. When the railway was extended to Annapolis the St. John steamer brought its freight and passengers there. When later the terminus was at Digby, the steamer becoming a daily visitor had its terminus there. The C. P. R. operates at this place one of the most popular summer resorts in Canada. The railway was extended to Kingsport which has grown to be a summer watering place, owing to its clear water and clean beaches. From Windsor a branch encircles the east side of Minas Basin to Truro, touching at Newport and Maitland. No part of Canada has been better served by railway service than the Valley by the C. P. R. It has established summer hotels for tourists at Yarmouth, Digby and Kentville. It has extended its line to the bay shore near Blomidon, where many summer residences have been built. Its line touches two of the most historic spots in North America, Port Royal and Grand Pre and at the latter spot it has created the Acadian Park that annually attracts thousands of visitors. Its summer boat service in the Basin cognizes spectacular scenery that illustrates the organic power of nature.

SCHOOLS AND COURTS

The common school came into being before 1812. In November, that year, there was a meeting of elders. David Whidden led in speech making. He stated that 400 pounds had been raised for schools and that eight school houses had been provided. The Trustees had obtained the services of six school masters. They all had licenses. The election of Trustees for the coming year was then proceeded with. The following were nominated; William Borden, James Dickie, Daniel Cogswell, William Chipman, James Allison and David Whidden. The last three were declared elected and the meeting adjourned. The studies pursued, the progress of the students, the books used, and such like matters were matters that concerned the Trustees and the Trustees with equal confidence left them to the teachers, who were duly qualified in the opinion of the learned justices of the quorum.

In Aylesford, the Trustees reported that 104 pounds were raised by subscription and 16 pounds was donated by the S.P.G. through the Bishop, who was a resident. The Trustees appointed were H. Van Buskirk, John Patterson and Nathan Randall.

The proceedings of the Court of Sessions in old times was generally of more public concern than the measures of the more august Assembly at Halifax. What could be of more public concern than the names of the persons entrusted with keeping taverns and vending "O be Joyful" viands to travellers on the great highways, for they provided not only home comforts to the sojourner, but also entertainment. All public matters and news were discussed before the roaring flames of the fire place.

But the Sessions had criminal jurisdiction, not possessed by the municipal councils that succeeded them. They were called upon to adjudicate on ordinary offenses. One, Owen Ward, not having the fear of His Majesty the King at heart, tied the tails of two of the horses belonging to Samuel Gilly and Asa Lord and also two horses of Thomas Hunt: was arraigned and awarded sentence. X in mathematics stands for an unknown quantity. A warrant was issued against Mr. X for stealing a quantity of wheat from a neighbor. The offense was perhaps considered outlawed in consideration of the family of "X" consuming the wheat, as his descendants names are on the tax rolls today.

POSTAL SERVICE IN THE EARLY DAYS

The development of mail routes and the opening of post offices is a very good index of the growth of a newly settled country.

In 1767 about six years after the arrival of the planters from New England, the number of people in the new settlements was— Cornwallis, 727; Falmouth, 292; Horton, 624; Wilmot, 40; Windsor, 243; Annapolis, 513; Granville, 383. At this period the population of Moncton was 60; Sackville, N. B., 3;9; St. John River, Miramichi and Cape Sable, 772. Louisburg and Halifax 3,022. In 1784 the arrival of the Loyalists, 28,347 (to Shelburne 7,925; St. John River, 9,260), added to the old British inhabitants, the total population of Acadia was 42,747.

This included 400 Acadians. They number today over a quarter of a million.

In 1784, an attempt was made to organize the country and Lord Dorchester garrisoned St. John, Fort Cumberland, Presque Isle and Fredericton.

While these various points were isolated, Halifax, owing to its Maritime position nearly one third across the Atlantic from New York to Liverpool—did a prodigious trade, principally with New York and Boston. For the half year, ending December 1757, 178 vessels entered and for the first half year 1759, 165 vessels entered. During the revolutionary and the 1812 wars, Halifax Harbor was continuously a busy place, with arrival of captured privateers and vessels engaged in piracy as well as the British fleet. The Admiralty Court was sitting so continuously that 35 cases of its records are preserved by the Archives at Ottawa.

Up to the Revolutionary War, Quebec's correspondence with England was via Albany, N. Y., when Benjamin Franklin acted as Postmaster General of Canada. He was in England when hostilities first broke out and arrived on this side with a mission of peace, but the Adams's and others had already precipitated war. Franklin's son whom he left in England flatly refused to join his father against the mother land—a case of lasting enmity between them.

Up to the date of the Revolution Halifax received the English mails via Boston. In 1778, the English Post Master General reported against direct packet sailing; four vessels had already been lost and many more were lost later on. As late as 1817, the masters of the packet vessels at Falmouth, England, were unanimous in opposing direct connection with Halifax and recommended that the service be from Falmouth to Bermuda, thence to New York and from there to Halifax and from there back to Bermuda. The sailors to Halifax were fitted with heavy overcoats and 60 gallons of rum which were added to ships stores to ameliorate the Arctic condition of Halifax. When the Revolutionary War opened, it at once became the policy of the British to establish direct communication between Quebec and Halifax in winter.

In 1784, a trip from Quebec to Halifax took 105 days and cost 193 pounds. That was in good old times. In these degenerate days, the C. P. R. will take man across the rivers, mountains and plains to the Pacific Coast in a week at about one tenth of the above cost. From Riviere du Loup to Grand Falls was a wild country, inhabited chiefly by bears and wolves. In 1811 a courier broke through the ice at Grand Falls, was fished out exhausted but recovered with loss of his feet. The same month a courier in a raft with the mails went over the Falls. Later, Sergeant Bishop, of 100th regiment, involuntarily took a winter bath in the same place.

Mercure and Mercier, the Acadian couriers from Quebec to St. John, were men of remarkable physique and hardihood. Their trips through the unbroken forests, across rivers and lakes seemed to be desperate features that could not be negotiated but by men of extraordinary courage.

After the end of the revolutionary war and peace was declared Mr. Finlay, whom the British government had placed at the head of the postal service of Canada, left Quebec and travelled over the route to Halifax. He arranged for a fortnightly service between Halifax and Annapolis with Mr. John Givins who was to receive 100 pounds for it. This was the first mail service in Annapolis Valley. There was a rough road between these places, on horseback a man could perform it in two days, in a chaise in three days. At the same time, the sch. Sally, Thomas, Master, conveyed the mails to St. John for the sum of 40 pounds per annum. Then Givins had the contract to carry the mails from St. John and Fredericton to Quebec, but he complained he was not paid up. Mr. Peters, then Postmaster at Halifax, answered that he paid Givins all the receipts of his office and declared that Mr. Sowers, Postmaster St. John, had not paid. The newspapers were then as alive as today to any public scandal and the two postmasters had full swing. At this time, the postmaster at Windsor was Deschamps and Mr. Tucker at Annapolis.

In 1812, the prices were raised. Mr. John Howe, Halifax, advertised for the conveyance of mails from Halifax to Digby, Bids were made by George Whitman, Thomas Anderson and Parker Oakes, but Col. David Fanning obtained

the contract for 397 pounds. The service between Digby and St. John at this period was performed by two schooners each receiving 175 pounds. In 1827, sailing crafts received a set back for the work was performed by a steam boat. Of late years, this service under the auspices of the C. P. R., has proved most satisfactory to the public. This is part of that general policy of the C. P. R., that has proved itself to be the greatest agency existing in knitting together the scattered colonies of Canada, from ocean to ocean, into one nation.

In 1816, Lord Selkirk visited Nova Scotia. He was interested in the settlements in P. E. Island and he urged that mail service should be established there. A packet was established between Pictou and Charlottetown. Bay Verte was included probably for winter service. This was the beginning of the splendid service now established between the Capes. The local government undertook to pay 350 pounds for service from Halifax, Pictou and Cumberland. At the same time the government appropriated 230 pounds for mails to Yarmouth, Shelburne and Liverpool. In 1817, Mr. Howe reported that the only postal service in the province was between Halifax and Digby. This year, couriers from Fredericton and Halifax met at the Dorchester Court House and exchanged bags. The Nova Scotia men received each 400 pounds; the Fredericton one 450 pounds. In 1826, the Postmaster of St. John reported to the Postmaster General that the population of that city was 12,000, the P. O. revenue 1,200 pounds, that he remitted in 1825 over 600 pounds to the head office; that frequently there is 600 sail of square rigged vessels in the harbor; that owing to the influx of ship carpenters, that from 300 to 600 ship letters pass every week to other ports. In 1828, Britain relinquished control of the P. O. service and the government of the Colonies assumed the work.

Owing to the activity of American privateers during the war of 1812, which haunted the Bay of Fundy, the Digby-St. John route was abandoned and mails were sent by the land route via Cumberland.

The Atlantic coast towns of Nova Scotia suffered long after the first settlements from lack of roads. In 1785, the road from Annapolis to Shelburne had been cut out but for lack of connection with Halifax, the Magistrates petitioned for a road along the coast to connect at Windsor with the road to Halifax. This was later accomplished but as nearly every family was engaged in fishing or lumbering, vesseling became the leading occupation and the people did not suffer from lack of highways.

MAILS AND TAVERNS

Up to the year 1816, mails from Halifax to Windsor were conveyed in the saddle bags of a courier on horseback. At that date a stage twice a week was started, driven by Mr. Isaiah Smith. In 1829, the Courier on horse-back was discontinued from Windsor to Annapolis, and a through run by coaches from Halifax to Annapolis was instituted. In 1855, daily coaches were established, which continued until 1869 when the locomotive came into service. In the meantime steamers from St. John connected with the mail couriers and passengers at Windsor and Annapolis. Extension of the mail service from Annapolis to Yarmouth, down the South Shore, along the North Shore to Cape Breton, and also from Truro over the Cobiqid Mountains to Amherst followed.

Taverns were opened every ten or fifteen miles for the accommodation of passengers and to change horses. The taverns were in most cases farm houses somewhat altered to meet the public wants. In the absence of stoves in the early days, the main room had a fireplace and more or less of the bedrooms were heated the same way. Huge piles of hard-wood were gathered in the winter for the year's use. The man of the house was generally kept busy with the stable and wood pile and the landlady looking after the guests. Rum was served, the tavern keeper paying generally forty shillings for a license to the Clerk of the Peace. An English family by the name of King had eleven sons; all of them were engaged in hotels or stage coaching. They were experts and did good public service. More than one tavern near the cities was the scene of romantic episodes of the Gretna Green character. The newspaper reporters in those days did not write

up the tales of travellers who one morning rode out of the gateway of the Tabard Inn.

Mails in 1805

To Windsor.....	45 miles
To Partridge Island (Parrsboro), by William Crane's.....	30 "
" Lewis's Half Way River.....	9 "
" Moor's.....	1 "
" Jeffers, head of River Hebert.....	10 "
" Monroe, Barronfield.....	12 "
" Davison, Amherst.....	8 "
" Baxter, Court House.....	1 "
" Fort Cumberland.....	6 "
	<hr/>
	122 miles
From Moor's, at Half Way River.....	85 "
Robert Reed, Maccan Settlement.....	12 "
Coats, Maccan Settlement.....	7 "
Davison, Amherst.....	8 "
Fort Cumberland.....	7 "

119 miles

"By this route you clear the Ferry and lands at Barronsfield which are often a trouble to strangers."

"Information. The Parrsboro packet sails regularly between Windsor and Parrsboro twice every week and occasionally three times; but always from Parrsboro every Monday in summer season, wind and weather permitting, so as to be at Windsor on Tuesday and sail from there the first high water that happens at or after 8 o'clock in the forenoon of the day. The passage money for each person is 5 shillings, and the freight for horses and neat cattle is 7/6 per head. The vessel is 42 tons burthen and has good accommodation for passengers and likewise for taking over neat cattle, sheep, etc."

In 1817, English mails were forwarded in vessels to New York and from there through Nova Scotia ports to St. Andrews. There was a courier between that place and St. John and also to Fredericton.

In 1821, Mr. Finlay, English P. M. General at Quebec, made the mails weekly instead of fortnightly between Quebec and Fredericton, at the solicitation of the Earl of Dalhousie. They then took 15 or 16 days, often 20.

Steam navigation between St. John and Digby commenced in 1827.

Mail in 1822

In November 1822 Mr. John Howe, father of Joseph Howe, went to Cumberland and arranged with Mr. Weatherhead, of Fort Cumberland, and others to carry the mails weekly for 525 pounds per annum. They were to start at the same day and hour and meet at Mrs. Cranfield's at Cumberland, where they were to exchange bags. Mr. Howe proposed that Mr. Campbell, P.M. at St. John or Mr. Phair at Fredericton should make a contract for a cross country run, 34 miles, from Sussex to St. John and thus serve St. John.

Mail service from Halifax to Digby it was proposed to be reduced to fortnightly service. The route was changed in New Brunswick as follows:

From Scott's to Bleakney's.....	9 miles	
Bleakney's to Carlisle's.....	10 "	
Carlisle's to Spice's.....	13 "	
Spice's to Washedemoak.....	30 "	
	<hr/>	62 miles
Scott's to Killam's.....	3 miles	
Killam's to Clark's.....	8 "	
Clark's to Ryders.....	4 "	
Ryder's to Washdemoak.....	23 "	
	<hr/>	38 miles

Saving 24 miles.

At this date there was only one mail a week, which left Halifax for St. John on Tuesday mornings, for Annapolis, where a packet vessel took it across the Bay. There were only 21 Post Offices in Canada—nine of these being in the Maritime Provinces, as follows: Halifax, Windsor, Horton, Parrsboro, Cumberland, Annapolis, Digby, St. John and Fredericton. The postage from Halifax to Horton was sixpence. Nobody sent letters by mail, if there was a chance by a private person.

THE FIRST MINISTER

The first minister of the gospel in Kings county was a Congregationalist from New England, named Rev. Beniah Phelps. He was born in Hebron, Connecticut, in 1741, graduated at Yale twenty years later, settled first at Manchester, then in Cornwallis, where he was living in 1765, as is established by his marrying at that date Nathan Longfellow and Margaret Bigelow. He was married at Horton in 1766 to Phoebe, daughter of Col. Robert Dennison, by the first Anglican minister, Rev. Joseph Bennett, with whom he appears to have been on good terms. Between 1768 and 1772, they had three children, Elizabeth, Phoebe and Dennison.

Amongst the marriage ceremonies which he performed were: George Smith and Lucy Reede; Jonathan Rand and Lydia Strong; Percy Borden and —; Moses Gore and Molly Newcomb; Cyrus Peck and Mary English; John English and Christian Cogswell; Mason Cogswell and Lydia Huntington; Ezra Pride and Lydia Bigelow; Peter Pineo and Eunice Bentley; Oliver Cogswell and Abigail Ells; William Pineo and Phebe Bently; Wm. Allen Chipman and Ann Osborn. He disappeared from the records in 1777. His sympathies were with the revolted colonies and he returned to Connecticut. He became pastor at Manchester in 1780, from which it is stated he was dismissed in 1795. He returned to Kings county and died in 1817.

The meeting house in which he preached was at Chipman's Corner and stood for nearly a hundred years and was finally purchased by Hon. Samuel Chipman, who demolished it and who, it is claimed, came to own and occupied his house. He obtained a lot of land under the general grant for the first minister.

THE BLOMIDON TRAGEDY

The Christian Messenger of June 11, 1852, contains a letter from Rev. Dr. Cramp containing the particulars of the drowning of a professor and four students off Blomidon:

After our paper of this day was struck off we received the following letter from the Rev. Dr. Cramp—we hasten to furnish it in an Extra in order that the particulars of the mournful event to which it refers may be communicated to our friends with as little delay as possible—we attempt no expression of our own feelings on reading the heart rending intelligence Dr. Cramp's letter communicates—indeed we feel wholly unable to do so.

Dear Brethren:

After sending you the telegraphic despatch this morning I obtained full information respecting the catastrophe which has spread "mourning, lamentation and woe" throughout our denomination in these provinces, and now hasten to transmit it to you.

Brother Very having a taste for geological pursuits felt desirous of obtaining specimens from Cape Blomidon, so well known as Professor Chipman's favorite resort for that purpose. They agreed to form a party for a visit to the spot. Four of the students, Benjamin Rand, Anthony E. Phalen, W. Henry King, and William E. Grant, consented to accompany them. There were also two boatmen, Charles Benjamin and Perez Coldwell. The following narration of the disaster is given, substantially, in the words of Benjamin, the only survivor.

They left Wolfville yesterday morning about five o'clock. The weather was then fine. They were three hours crossing over to the Cape, where the gentlemen landed, and remained till noon. It began to blow just before they started on their return, but became calm when they were between the Cape and Long

Spell. It freshened again when they were about half way across, and veered round more to the South, heading them off towards Long Island. They tacked and stood across for Cornwallis, when they came about again they stood for Long Island Creek, intending to land there, as the wind had become stronger. When they were nearly half a mile from the Island a sea struck the boat and half filled her: they succeeded, however, in baling out nearly all the water, and put about the boat before the wind, purposing to run in at the back of the Island. Just then (it was about four o'clock) they were struck by a heavy sea, which swamped the boat immediately. She went down stern first, and turned bottom upwards. All with the exception of Grant (who sunk at once) and Professor Chipman, of whom presently more, clung to the boat, and endeavoured to get upon it, when it turned completely round till it was bottom upwards again: Rand and King were lost in this last movement. The remaining four still clung to the boat. They were washed off two or three times, but gained it again. At length Phalen and Coldwell were washed off together, and rose no more. Soon after, Mr. Very was washed off, but he swam to the boat, and was assisted on it by Benjamin. He held on by the stern for ten or fifteen minutes, when three heavy seas in succession broke over them, and swept Mr. Very away.

Professor Chipman was upon the mainsail, which had got adrift when the boat upset. He was heard to call aloud for help, but none could be rendered. Benjamin saw him at about twenty rods distance, a few minutes before Mr. Very sunk: he appeared to be then dead.

The boat dragged towards the shore till it was right off the point of the Island, when it held on. Benjamin then stripped off his clothes and swam to the shore, which he reached in a very exhausted state. The boat was found this morning bottom upwards, but little injured.

Benjamin adds that Messrs. Very, Phalen and Grant had suffered much from sea-sickness; Grant seemed to be quite disabled by it, which may account for his sinking immediately.

It is not surprising that in the confusion of such a struggle no words escaped them, indicating their inward feelings. All their energies were concentrated in the effort for self-preservation. The Lord understood the utterances of their hearts.

Careful search for the bodies is now going on. I hope we shall have the melancholy satisfaction of paying them the last sad tribute of affection and respect.

BROOK WATSON AND CAPT. HUSTON

It is interesting to trace out the relations of Brook Watson with Capt. John Huston, after the former left the Province and became a citizen of London. Capt. Huston left Cumberland and settled in Cornwallis, amongst his wife's relatives, he having married Miss Sarah Chipman. He lived until 1795. His will was executed on 6th October, 1787. It was witnessed by Elias Burbidge, Aaron Cogswell and John DeMausequette and proved before Handley Chipman, Esq., Judge of Probates. He left his wife executrix. His will recites in the formal language of the day: "I leave my immortal soul into the hands of God Almighty, hoping my sins shall be forgiven me for only by the merits and mediation of my Lord and Saviour, Jesus Christ, and my body I commit to the earth", etc. He gave to his wife the use of the farm and at her decease to his grandson, John Huston Chipman, and in default of heirs to the children of his deceased daughter Mary. He also gave to his wife his personal property and stock, including his negro man "Pomp". At a later date, John Chipman became administrator, "She being grown old and infirm".

The accounts of Mr. John Chipman bring into sharp relief the conditions of life a century and a quarter ago. Rum was plenty. There are many charges for it at two shillings a quart. In some Probate accounts of the period a pound or two was charged for it at funerals to make things look a bit cheerful. It would have been difficult at that date to find either a prohibitionist or a bootlegger. Lawyers' fees were most moderate. Mr. Chipman had to employ with Mr. Uniacke at Halifax and Major Barclay at Annapolis. The latter at a later date

became British Consul in New England and removed from Annapolis. They each charged only one pound, three and four pence only. Doctors fees were also moderate. Dr. Webster visited Capt. Huston and charged only two and sixpence and a small sum for "boluses". Wages were low. Capt. Huston paid his maid servant eight pounds per annum and his hired man twelve pounds. An extra man haying cost three and sixpence a day. People in travelling either walked or went on horseback. Barouches and cars were left for a later and perhaps more enervated age. Amongst the captains assets were a bridle, saddle, saddlebags and spurs, and also a shay, valued at five shillings! Letter postage to Halifax was two and sixpence. Mr. Chipman sent a letter containing estate papers to Mr. Uniacke at Halifax. The postage on it was eleven and two pence, which Mr. Uniacke refused to pay and it was returned. All provisions raised at home were cheap. Fish were abundant in all the streams and rivers. Shad were purchased by the hundred at two cents each. There were no stoves. The big fireplace with an armament of kettles, pots and pans were sufficient. Pewter dishes were much in evidence, with silverware in the better homes with a sprinkling of fine China. The Captain possessed two silver point cups valued at ten pounds and six silver spoons valued at three pounds. Amongst Capt. Huston's personal belongings was a wig which was valued at the moderate sum of two shillings.

Captain Huston's daughter married Thomas Handley Chipman. Their oldest son, John Huston Chipman, was born in 1781. He lived in Wilmot. He was a captain of militia and filled various civic offices. He was induced to go to London by offers from Sir Brook Watson—but life there seemed to be too strenuous and he returned to Horton. He was twice married—first to Hopestead, daughter of Major Timothy Bas , and his wife, Rebecca Chipman, and next to Ann, a widow, a daughter of Geo. Johnson, of Horton. His eldest son by the first marriage was Brook Watson Chipman, born 1802. The name of Brook Watson is still borne by later generations.

The people were too busy to pay much attention to literature, either in the form of books or newspapers. The Captain's library consisted of a Bible, Chalmers's dictionary and a supplement, all valued at six pounds, fifteen shillings. Mr. Chipman makes a charge of fifteen shillings paid Mr. James Allison for a coffin, so it would appear the Captain was interred without any undue pomp.

Knee breeches being in the fashion, the inventory contains a note of silver shoe buckles; another memo. states that Pompey, the slave, was fitted out with the Captain's clothing, hats. He became the property of Mrs. Huston. There is no record of his ever being sold out of the family. The Captain also possessed a picture of Sir Brook Watson "in distress" valued at five pounds, six shillings and eight pence. His sword, a silver mounted one, was appraised at four pounds ten shillings. He had performed some military service, for he was under half pay at the time of his death.

He seems to have loaned money, for in 1792, he borrowed 300 pounds from Sir Brook Watson, which was paid at his death from the proceeds of sundry promissory notes.

Brook Watson's dealings in Nova Scotia were on an extensive scale. A debtor of his was one Richard Tritton, to the extent of 4,950 pounds. Tritton married Sarah, a daughter of William Best, of Cornwallis. Tritton gave Watson a deed poll of his lands and buildings in Halifax. Mrs. Tritton did not sign the deed and when her husband died, Watson settled with her by the payment of 500 pounds.

PROBATE RECORDS

The first will probated in Kings County was that of David Dodge, late of Horton, made on 15 Feb., 1783—23rd, year of George 3rd. The witnesses were William Allen, Jun., Peter Bishop, Jun., and Samuel Witter. The Judge of Probates was Handley Chipman. Gardiner Dodge was sole executor. The inventory of moveable effects was made by William Aline and Peter Bishop.

Second Probate was administered of James Mather, by Elizabeth Mather, widow, dated 7th Dec., 1783. Her bondsmen were Samuel Starr and Silas Woodworth. The inventory was made by John Beckwith, Jr., Judah Wells and Peter Gillet.

Administration was granted to Asa Clarke of Cornwallis of his son, Jehiel Clarke, late of St. John, Mariner, 11th April, 1798.

Administration granted to Abigail Cogswell and Samuel Ells on the estate of Oliver Cogswell 24 December, 1783, Bonds with Joshua Ells and Perry Borden. Witnesses to bond, Experience Ells and Sarah Chase.

1803. Abijah Pearson Estate, sons and heirs, Abner, Abijah and Samuel.

1807. Letters of Administration of Estate of John Dickie issued to William Dickie.

1807. Letters of guardianship Estate of John Wallace issued to William Wallace.

Administration granted to Martha Beckwith and Capt. Judah Wells on estate of Worden Beckwith. 29th January, 1784.

Bondsmen: Dan. Pineo, Benjamin Steadman.

1 cheese press, 0|7|0

1 Cleavis & pin, 4|8

1 axe, 10|

Frying pan, 4|

Gridiron, 5|

Administration of James Barnabee given to Sarah Barnabee and Joseph Barnabee. 1st May, 1798.

Probate of will of Duncan McArthur of H. M. 2nd batt. of 84 Regt. taken Charles Frazier. Witnesses, Samuel Starr, Ebenezer Fanam, John Whalen.

Oliver Cogswell's estate was probated at Kentville in 1783. It contained: blue coat and waist coat, value three pounds; beaver hat, one pound five; blue waistcoat, seven and six; one stock, two and six; three powder horns, lead and bullet pouch, three shillings; two pounds of tobacco, three shillings. A large collection of pots, kettles, pewter dishes.

The will of John Porter, late of Cornwallis, made 18th Feb., 1782, and probated 7th Jan., 1784. Witnesses: Samuel Willowby, Barnabas T. Lord, Handley Chipman. Phoebe Porter, Executrix.

His inventory contains:

Side Saddle, 60|

Pillion, 10|

Loom and weaving essentials, 7.0.0

4 spinning wheels, 50|

2 saddles and bridles, 80|

1 negro man, 80 pounds.

Valuators: Barnabas T. Lord, Mason Cogswell, James Burbidge.

No carriages or waggons at this date. Carts and sleds. No stoves, no china, glassware.

Benjamin Belcher made his will on 28th March, 1801, in which he made the following bequests, with dyke lands, feather beds, milch cows and 100 pounds for the erection of a new church at Cornwallis, in the chancel of which was to be placed in gilt letters the Lord's Prayer, the ten commandments and the creed. He bequeathed his negro woman to his beloved wife during her lifetime and after her death at her disposal. "I give and bequeath my negro boy, called Prince, to my son, Stephen Belcher, during his life, after that to his eldest surviving son; my negro girl, called Diana, to my daughter, Elizabeth Belcher Sheffield, and after her death to her eldest heir male of her body. I give my negro man, named Jack, and my negro boy, Samuel, and negro boy, James, and negro girl named Chloe to my son, Benjamin and his heirs forever, charging them, my children, unto whom I have entrusted these negro people, with never to sell, barter or exchange them or any of them under any pretenses whatever, except for bad or heinous offenses as will render them unsafe to be kept in the family and that to be adjudged by three Justices of the Peace and on their order. As soon as these young negroes shall become capable to be taught to read, they shall be learnt the word of God."

OLD TIMES BRUTALITY

The stocks and pillory immigrated to Nova Scotia with the British. The bilbo was a heavy bar of iron, to which a prisoner was attached by the ankles. This was a punishment to men who got drunk, or engaged in profane or scandalous talk. It was succeeded by the stocks. The first man in Boston to make them was one Edward Palmer, of whom it was complained he overcharged for his work and he was the first to test the virtue of his labor. The next was a man with a supplementary wife. He was an object of curiosity by the maids and widows of the town. The pillory with the branding iron were reserved for the elite. By it the neck and hands were enclosed in a couple of timbers. Scolding women were subjected to the ducking stool. Sometimes she and her husband were subjected to it, tied back to back. These forms of punishment are out of date, but whipping a mode of correction in the days of Queen Elizabeth, still survives.

The morals of the people were very much a matter of nationality. The Puritans of New England, tyrannical in the observance of Old Testament standards—were much in evidence, but greatly modified by the demoralization of war and general use of rum. Barnaby in "Travels in America", states that the captain of a British man-of-war, arriving at Boston scandalized the public sense of propriety by kissing his wife in public. He was arrested, tried by the magistrates and convicted of the offense and publicly whipped. Some time after, he invited the magistrates to a function on board, when they were seized and 39 lashes given to each.

It is said the only time when a Puritan really became jolly and enjoyed himself was at a funeral. Embibing of spirits was then sanctioned, which mellowed the austerity of the mourners. Old time Probate records show liquor at funerals was a legitimate charge against the Estate.

Game was abundant, sometimes too abundant, bears and wolves made havoc among the sheep, foxes carried off the poultry and wild pigeons in almost countless numbers settled upon the corn fields. The latter were caught by hundreds in nets spread for them. In the spring of the year nets were set in the river in which salmon, shad and suckers were caught in large numbers.

In the spring several weeks were devoted to sugar making. Camps were made in the woods and during the season the business was so largely followed by the settlers that the congregations at the church were small in consequence. "Hoing in" wheat on the intervale was necessary because the stumps were so thick that a harrow could not be used.

A visitor—a youth, comes on a Saturday night under the thin disguise of trading oxen or talking about spring ploughing or another mission. There are sly exchanges of intelligence and as the evening wears on, the family drop off, one by one, leaving him seated on one side of the fireplace with his fair vis-a-vis on the other side. There were no long courtships and few breakers of promises a hundred years ago, and if, during the course of three such visits, he could not get his chair close to hers, he used not come again. If he succeed, it was the custom for him to bring on his fourth visit some yards of linen for she made his wedding shirt. This was deemed a sort of formal exchange of protocols. There was nothing usually to delay the wedding and the frolic that followed, to which all the neighbors came on foot or horseback, including a fiddler to furnish the music for an old fashioned breakdown. Gallons of rum were laid in and it was strange if some present, before morning were not laid out. Rum took an important part in all the functions. A wedding or a funeral was not complete without it. A barn raising, a chopping frolic with a country dance afterwards on the barn floor, a court sessions or a general muster were all inspired by John Barleycorn. A gallon of rum as late as fifty years ago cost less than half a bottle now, the standard price was 2s. 3d. One could get drunk for 3d. and dead drunk for 6d. Dr. Styles, writing from Halifax a century ago, said the business of one half of the people was to sell rum and the other half to drink it. No uncommon thing for soldiers, grown incorrigible to be drummed out of the service to the tune of the Rogues' March.

The crime of garotting common in London a few years ago, was latterly suppressed by the whipping post. Crimes of violence, especially against women and children were commonly met by the whipping post. Forestalling, or artificially

raising the price of foods, was punished in Maryland with the lash.

It is only a generation ago that imprisonment for debt was abolished. Before that our jails were crowded with debtors associated with criminals. When a debtor was able to prove he had no property his creditor could keep him in jail or in the limits by the payment of \$1.50 a week. Such laws seem today to be nothing short of diabolical. A court in Toronto ordered a debtor to remain in jail until such time as he paid a debt of five shillings. Dickens in his American notes excoriates the lack of humanity in such proceedings. However, the greatest philanthropist of modern times did much to revolutionize such offenses against common decency. The ball and chain and leg irons were in use in Toronto as late as 1854, the same as if a man was a dog. The sheriff of Toronto was found guilty of assault and battery and fined the sum of one shilling. The swells at that period like Jonathan Carothia, D'Arcy Boulton and others settled their accounts outside with their opponent and then went into court and fined a nominal price. In 1814, a lad was arraigned at St. John for pilfering a loaf of bread from a bakery and hanged.

A whipping post and ducking stool were erected in the early days in Halifax near the landing place of the ferry boats. A tree near by served for hanging criminals. Amongst the first punished were two negro slaves, Quine and Flue, for stealing. They each received 25 lashes, Richard Mainwaring posed as a clergyman and performed the marriage service. He was fined 100 pounds and ordered to be imprisoned till paid. A Spaniard, who passed as a Spanish grandee, committed rape, which was punishable by death but he was forced to walk about the parade with a paper pinned to his breast detailing the crime, then to be imprisoned for 3 months and to pay a fine of 30 pounds.

The manners and habits beyond a hundred years ago were rough and harsh in dealing with culprits and with lads of a school age. In 1843, two whips crossing each other were hung up in the principal's office in the old Sackville Academy in full sight of the pupils. Lucky was the lad big or little, who during the course of his education did not taste the virtue of them. Mr. Salt, head of the collegiate school, Windsor, is credited with taking delight in the lickings he gave the boys. In the grammar school established at Sackville the master, seated in the centre of the school, had a long flexible rod with which he could flick a fly off the ear of a pupil. In those days learning was credited with possessing crafty and subtle qualities that would elude the learner unless it was pounded in with a stick. S. G. W. Archibald, who acted as J. P. in Truro, in the absence of a gaol committed delinquent pupils to his cellar.

SHIP BUILDING ON THE BASIN OF MINAS

From Cape Chignecto to Onslow, below Truro, the distance is about one hundred and ten miles running almost due east and west, the formation rising the whole distance into the Cobequid hills; the detritus from which accumulating for ages forms in places table lands as at Economy and Five Islands, with a highly productive soil, creating prosperous farm settlements.

From Onslow to Horton Bluff, a distance of about sixty miles, the shore line runs south westerly, from the latter point to Cape Blomidon northerly twenty five miles, the shore line being broken by the mouths of the Avon, Gaspereau, Cornwallis and other rivers. The huge upheaval of trap rock from Blomidon to Digby Gut, a distance of about 120 miles, rising abruptly from 300 to 500 feet from the shore, forms a protective shelter for the orchard growers in Annapolis Valley while from the summit of this great rampart magnificent marine views can be obtained.

From Cape Split to Cape Sharp on the north side of the Basin, a distance of about four miles, the tides run back and forth with the rapidity of a mill race. They flow at the rate of seven miles an hour. There are only three or four places on the globe exceeding this speed, the river Severn in England being one and between two capes in the Chinese seas being another. It has been proposed to blast a channel at the base of Cape Split 400 feet wide and instal water power. The rapid flow gives promise of quite unlimited water power. The project needs two things, first capital and next market for so much power.

Inside the Horton Bluff the tides of the river Avon have a wide sweep filling estuaries and harbors on its flood, and receding on its ebb leaving a wide chasm, mile upon mile of dripping sand with an occasional edge of an upturned reef.

The country side of the Basin dipping towards the Basin was originally heavily wooded principally with black spruce and hackmatack. When a tree was cut and trimmed it was ready to be shot down the declivity towards the open water. Forest growth was ideally situated to be turned into ship timber, a saw mill, a blacksmith's shop and a broad axe were the equipment for a ship yard.

Where the business of the country was shipbuilding nearly every man possessing brains became more or less an expert. Small vessels were built by the rule of thumb,—they were laid out on the shear line by the eye. Large vessels alone were, however, by blue prints made according to scientific laws and moulds made by which the timbers were shaped.

Little wonder if in time the shores of the Basin were not one vast shipyard turning out yearly a score of vessels rigged and equipped, and in some cases fully laden, sailed proudly out between the capes to a career of adventure. For the man on the farm there was money in the ship both for himself, his boys and his neighbors. Early last century vessels were designed for the fisheries, coastwise trade or for the West Indies or United States ports, that were in those days able to flit from port to port for cargoes. After the sixties vessels were built for the seven seas and were sold in the English markets. The price of vessels per ton rose and fell and the price of ships was often a gamble in which the Bluenose builder lost. When iron ships came in in the eighties, wooden ships became a drug, building declined, ship yards were deserted, the decaying sheds and the waste of unused timber suggesting the graveyard of the trade.

The annals of wooden ship building in Canada as presented by Frederick William Wallace exhibit the genius of our people, the vigor and enterprise in putting afloat fleets of merchantmen and the intrepid gallantry in which they always met danger and even death in the deep. The writer of this is indebted to Mr. Wallace for many facts relating to our Maritime history.

Ship building commenced by the British in Nova Scotia soon after Cornwallis settled in Halifax (1749). Two years later Col. John Gerhart built a brig at Halifax with slave labor. Yarmouth started shipbuilding in 1763, Shelburne followed suit in 1786, Pictou in 1788 built the "Harriet", a vessel of 600 tons, an armed vessel sold in England. Halifax merchants commenced to look abroad for trade early in 1800 tho war was a great impediment in 1826. A cargo of 6,000 chests of tea arrived there from Canton, China.

The records of ships registered beyond 1820 are not available but after that date there was considerable activity in ship building in Halifax, almost entirely to meet the demands of local trade. For instance the brig. Reval, 170, 1825, went to Demerara and brought back a cargo of rum; in 1823 Cunard and Son launched the "Susan"; in 1823 the "Sir James Kempt" built by Collins and Allison; in 1825 the "Mount Uniacke" was launched by William Leppert; in 1820 the brig. Ann by Joseph Allison and Co. A passenger ship 320 tons called the "Atlantic" 1826, sailed for Liverpool with a good passenger list. In 1826 the ship "Pacific" was built for South Sea whaling business and sailed but it did not develop as was hoped into a business. In 1824, 5 vessels were built in Hope-well, Albert county, as follows: Betsy, 37 tons by John Dudgeon; Beaver, 61 tons, by Jas. Calhoun; Morning Star, 64 tons by Thos. Landall; Union, 53 tons by I. & T. Colborne; Mersey, 316 tons by T. O. Betts. In 1825, 10 vessels were built, all less than 62 tons except one of 125 tons. In 1826, 7 vessels and in 1827, 10 vessels. It was not until 1840 that large vessels appear on the stocks in that county.

The first Canadian ocean steam ship was built in Quebec by John Gandie in 1831, 363 tons, 200 horse power. She made the trip to Cowes in 25 days and was sold there for ten thousand pounds.

Whale industry two hundred years ago was an important business. New Bedford was the leading port in the Atlantic, Nantucket commenced it about 1712 and before the Revolution it employed 360 vessels and it increased so rapid-

ly that before 1776 it employed 735 vessels, all of small tonnage averaging 30 tons. Its business fell off so that in 1890, the aggregate tonnage was less than 36,000. Nova Scotia participated in it, in the thirties it had 9 vessels employed in it.

During both the Revolutionary war and the war of 1812, our shipping suffered severely from the activity of American privateers. The settlements along the Bay of Fundy and in the Basin of Minas did not escape their attention. They were little more than legalized highwaymen, robbing and destroying farm products that had no bearing on the results of the war.

ATKINS

Thomas Atkins came to Nova Scotia in 1759 and settled at Falmouth. He was the third son of Capt. John Atkins born at Portsmouth, Rhode Island, in 1663. Stephen Atkin came with his father to Nova Scotia in 1787. Died at Falmouth in 1827. Married Elizabeth Key. She died in 1826, age 90. Thomas Atkin was born in Falmouth in 1832. He married Elizabeth Beamish. From them descended Thomas Beamish Murdock, the historian born in 1809, of the same family is Thomas B. Atkin, the historian, selected by Mr. Howe to collect and catalogue the historical documents of Nova Scotia, a work of considerable magnitude and consequence but which has since been entirely neglected.

BROWN FAMILY

I am indebted to Mrs. Albert Buckley, of Halifax, for the following:

"Nathaniel Brown is buried behind the old Methodist church, Grand Pre. He died in 1797, his wife in 1801. I don't think there was any church there then, or that Nathaniel was ever a Methodist. Probably he was a Puritan follower of the Church of England. The old slate tombstones were kicking around the cemetery there, one away in a corner upside down surrounded and covered with long grass, the Brown tombstones are all together now, having been collected and set up under my direction and at my expense.

"Abiel Lovejoy Brown was the son of Nathaniel (by his second wife). He was my grandfather. He was named for Abiel Lovejoy, who married his half sister, Mary Brown. Prof. Graham Bell, inventor of the telephone, called on my two old aunts, Mary Brown and Louise (Brown) MacDougall, seeking information of the Browns. He gave them a photo of oil paintings of Abiel Lovejoy and wife, which I have and which is at your disposal for a copy. An oil painting of Abiel Lovejoy Brown when four years old was sold for drink in St. John, N. B., so my mother told me, but not by any relative or immediate descendant of Abiel L. Brown; perhaps some half brother of his, after death of Nathaniel in 1797. Nathaniel Brown lived on the hill behind the residence of Miss Borden. He owned the whole property. The house Miss Borden occupies was recently built. When I went up to the cellar of the house in which Nathaniel Brown lived the Miss Borden house was not there (so far as I can remember, not being a native of Grand Pre). I was sent there in company of housekeeper for my old aunts, who sent her, giving her instructions as we left the door. 35 years ago they lived in a new house built for them by Dr. Avery, of Halifax, who built five houses there for his relatives and in one of which the last descendant of the name of Avery died. Behind the house occupied by my aunts was and perhaps still is the only walnut tree (that I know of) growing in Nova Scotia. It was planted by a Mr. Millet, a connection through the Averys, who was an Englishman who lived first at Bedford; had a coloured servant, a descendant of slaves brought by Nathaniel Brown, his name was Philip; he was very old. I went to see him and talked with him: said he went with Mr. Millet as a boy; the family always helped him. So far as I know Millet had no occupation, had an income. House built by Millet was torn down and replaced by new one donated by Dr. Avery.

"Abiel Lovejoy Brown is buried in Selma, Hants county. My mother told me Nathaniel was a Loyalist and that Abiel (her father) was fourteen years old when they came to Nova Scotia; his tombstone at Selma makes him exactly 14 in 1873. Nathaniel may have been a property owner or may have taken up property earlier than 1783 and may not have come till Loyalists came.

"Prof. Graham Bell must have had knowledge of the Browns. I always intended to call and see him and get all the information I could. Perhaps there is a book on the Bells. McCurdy, his first secretary, was interested in genealogy. Mrs. Carritte, of Amherst, was a Brown. My mother knew them well. I think there were some Browns there also more or less influential. Sir Frederick Borden's mother was a Brown. He used to call me his cousin.

"Some of the Browns lived in Maitland, Hants county. Dr. Brown there was highly regarded. Miss Brown still lives there unless she died recently; she probably has knowledge of the Browns that should be preserved.

"Nathaniel Brown's daughter, Abigail, married James Whidden, of Maitland, a wealthy ship builder there, in one of whose stores was held the first Presbyterian service ever held in Maitland. I have a photo of old Whidden house there which was in a very delapidated state when snap was taken. My mother said the wealth of china and solid silver and furnishings were unusually good. At one time Whidden had a bear on a chain by the side of the house. She said the wine decanters had a silver chain with plate on which was the name, such as Port, Sherry, etc. I have the early Whidden family tree; he was one of the early settlers of Truro, to whom was given a grant of land there. I found the two tombstones lying flat, kicking around. I had them set up in their proper places; this attracted their attention, as a result a general clean up of the whole cemetery."

COL. BURBIDGE

One of the foremost notabilities of the early settlement of the Province was Col. Burbidge. He was a big farmer, leader in local affairs, prominent as a magistrate, a sound churchman, and died at a very advanced age, respected and honored in the community. He was born on the Isle of Wight in 1717—nearly a hundred years before the Battle of Waterloo. When he was thirty two years of age he arrived in Halifax, where he lived for about twelve years. Obtaining a grant of 750 acres of land on the Cornwallis River midway between Town Plot and Port Williams, he removed there, and commenced farming and orcharding. He is reputed to have introduced the Nonpareil and Golden Russet apples, and the Burbidge pear. He was a man of many offices, he was Collector of Customs, Justice of the Peace, Justice of the Inferior Court of Common Pleas, besides many minor offices imposed on him by the Court of Sessions. He was also elected a member of the Provincial Assembly for four consecutive occasions. He officiated many years as church warden; and was an active Colonel of Militia—at a period when it involved much active work. He is said, to have entertained the Duke of Kent en route between Halifax and Port Royal, but as Mr. Elisha DeWolfe and Col. Crane were also said to have had that honor, be it big or little, the reader has his choice of selecting the one endowed with that distinction.

Col. Burbidge had become owner of a number of slaves. He gave them their freedom in 1790 about the time that John Wesley pronounced the slave trade as the execrable sum of all villainies. He was particular they should be taught to read and be provided with two good suits of clothes—one for Sunday. He died at the age of 95 years full of years and honor. He had no children and left his property to be divided amongst his four nephews and St. John's church. He is said to have been married three times. They are buried in Fox Hill graveyard, where his remains rest. His first wife came with him from England. His second wife was Mrs. Gerrish, whose maiden name was Rebecca Dudley. The third one became affected in her mind. After his death she was taken care of by Col. Burbidge's housekeeper, Miss Parrish, who inherited her place, which had been exchanged with Mr. Frank Starr's place. She married John Tobin, who came from England in the employ of the Prescott firm.

WILLIAM BEST

Associated with Col. Burbidge was William Best, who was a member of the Assembly three times, first, third and fourth. He was described as a Master Mason. He died in Halifax in 1782, aged 75 years. He left a family which intermarried with the Burbidge family.

BARSS

The Barss or Bearse family first settled in Liverpool. Founded by Joseph Barss, son of Joseph, of Barnstable. He was a ship owner and a successful merchant. He represented Liverpool in the Assembly. He left three sons and two daughters. His son, Capt. Joseph 3rd, married Olivia, daughter of Judge Elisha DeWolf.

CHIPMAN

When Handley Chipman removed from Newport, R. I., to Cornwallis in 1761, it might have been well if the Government had granted a whole province or at least two or three counties to so prolific and vigorous a family. There seemed to be enough of them to fill all public offices and places of trust and then to overflow into the pulpits. Those who did not care to bother with J. P.'s or Supreme Court Judgeships, or members of the Assembly or representatives at Ottawa, or provincial administrations, could spread themselves over the land as cultivators of the soil, for they could say: "No pent up Utica contracts our powers, for the whole boundless continent is ours." Was it destiny or natural instinct that impelled them to leave the narrow confines of Dorchester, England, to adventure in the wide spaces of the new world?

Not satisfied with Nova Scotia they overflowed into New Brunswick. Two of them—father and son—became judges of the Supreme Court. One of them had to be satisfied with the chief Justiceship of the Province, because there was no higher office and the other became administrator of the province. The first of this provincial dynasty was Handley Chipman, born in 1717 and died 1799. He was a son, according to Dr. W. Eaton's history of Kings, of Hon. John Chipman, Judge of the Court of Common Pleas of the State of Massachusetts. Handley was the father of fifteen children. By the first wife, Margaret, daughter of Col. Jonathan Allen, of Martha's Vineyard, he had eleven, and four by Nancy, daughter of Stephen Post. Not satisfied with offices of J.P. and Judge of the Superior Court of Common Pleas, he employed his surplus energies on comments of the day and moral reflections. This did no harm as his family have spared future generations from reading them.

The fourth of his family was John, M.P.P. (1743—1836), also J. P. and Judge of Superior Court. He married Eunice, daughter of Major Charles Dickson of Horton, and had fifteen children. One daughter, Emma, married David Whidden. The eighth, Rev. Thomas Handley, was long pastor of the Baptist church at Annapolis. He was married four times and had ten children. He married Mary, only daughter of Capt. John Huston, the friend of Brook Watson. The ninth was William Allen, M.P.P. (1757—1846) and Judge of the Superior Court. He had twenty-one children. One of them was William Henry who represented Kings at Ottawa. Another one was Hon. Samuel (1790—1891), aged 101 years.

The twelfth child was Holmes (b. 1777), married Elizabeth, daughter of Israel Andrews. Had 11 children: one Winkworth A., of Kentville, born 1804; another Elizabeth Ann, born 1807, married 1827 to Rev. Wm. Chipman, father of Judge John Pryor Chipman and Zachariah (b. 1814), banker and capitalist of St. Stephen. Sir Leonard Tilley married a daughter. Fourteenth child, Major, married Eliza Bishop of Horton. A son was Samuel Bishop Chipman, M.P.P., a Lawrencetown family.

William Henry Bishop (son of Rev. William) (1807—1870), member of Parliament, died at Ottawa. The children of William Henry were Col. Leverett de Veber. He married Nancy, daughter of S. H. Morse. Their children were (1st) Wilfrid Henry, who married Grace H. Eaton. They had sons—Leverett and Reginald H; daughters, Lavinia M., married to Fred Dimock, and Ethel Sophia married to Barclay Webster, M.P.P. They had Beverley Barclay Webster, an officer in the Imperial army, and Lena. Holmes born in 1850 joined the staff of the Japanese Premier, Count Ito, went to Japan and established there a government printing office for which he made the first type and first paper mill.

Hon. Samuel Chipman had a peculiarly fine record. One, Arnold Hammond, a planter, drew a lot. He was a skedadder. He sold it and ran. He got eight

hundred Spanish minted dollars for it. Robert Stephens, of Newport, was a part purchaser; sold his interest to Mr. Chipman for a horse. In 1819, at his death, he was the oldest Mason in America, he being a Mason for 78 years lacking one month.

Mr. Chipman was elected to the Legislature; from the County from 1830 to 1844 and from Cornwallis from 1851 to 1860 and for the North Division of Kings from 1860 to 1863. He was a member of the Executive Council, 1855-57, Financial Secretary 1863-1870, and from 1863 to 1870 a member of the Legislative Council. From 1870 to 1887 he was Registrar of Deeds. He married: 1st, Elizabeth, daughter of Col. Henry Gesner; (2nd) Jessie W., daughter of Thomas Hardy.

CHURCH FAMILY

Richard Church came from England with Governor Winthrop in 1630—ten years after the arrival of the first vessel—the Mayflower. He was the father of the Indian fighter, Col. Benjamin Church. The latter married Elizabeth Collier Southworth, of Duxbury, Mass., and moved to Portsmouth, R. I.

He had a son named Constant, born in 1676. His grandson, Constant (son of Charles) was born in Bristol in 1708 and emigrated to Nova Scotia in 1760 and settled at Falmouth, N. S. The generations ran thus—1. Richard; 2. Constant; 3. Charles; 4. Constant; 5. Edward; 6. Thomas; 7. Edward. The latter occupied (1921) the old Church place at Falmouth, N. S.

Edward's son, William, married Mary Young. Their issue was Elisha Church, Carl Church.

Henry Alline's sister, Priscilla, married Capt. Thomas Young, of Newport, R. I., who emigrated to Falmouth.

The Church coat of arms was granted to Batholemew, gentleman servant to the Earl of Oxford by Henry VIII, 1540. The family records are in the possession of the Benjamin Payzant family, Falmouth, Mrs. Payzant being a Church.

EZRA CHURCHILL

When the Churchills of Nova Scotia, remotely of English growth, were found in Marblehead, Massachusetts, it was an indication they were of a seafaring people. The grandfather of Senator Churchill came to Yarmouth, Nova Scotia, in revolutionary days, when a young man and married into the Roberts family of Argyle. He refused to accept the revolutionary doctrine of Sam and John Adams, but when Lord Howe in command, played war with the revolutionary levies and lost the game he realized there was no home for him under the stars and stripes. His third child called after himself, Ezra, went down to the sea in ships and found a home in the great waters. He had married Elizabeth Trefry, of Yarmouth, and had two children, Ezra, born 1804, and Eliza.

Ezra became the most prominent shipbuilder in Eastern Canada. He married Annie Davison and by her had ten children. She was a devoted woman and lost her life by her wifely devotion. She had received some information that was important for him to know, so she started to drive from Hantsport to Windsor. The horse bolted and threw her out. Her head struck a rock which proved fatal. An Indian was close at hand and picking her up, carried her to Masters Mills. She lived until her husband arrived. A monument to her memory was erected at the spot of the fatality on the old road from Hantsport to Windsor.

Ezra Churchill was born in 1804 and his early days were spent in building mimic ships and playing in the tideway. The facilities for education in those days were slim. Ezra's curriculum was the sea, picked up from the tides, the fogs, storms and sea gulls. He early learned to build boats and to sail them. He early became a junior sea-lord, a fine preparation for the owner of the largest fleet of merchantmen owned by any man in Canada.

He was a contemporary of the McKay lads of Shelburne, who from the background of Boston built the swiftest sailing ships the world had known which continues long after they ceased to exist the pride and boast of Yankees, who could not compete with them.

To be a man amongst men—to overtop them in the vicissitudes of business and maintain through the years this ascendancy, requires stability of character and moral qualities that come from inheritance. He early learned to create wealth from the timber cut from the virgin forest and when he put sails in his first vessel, he commenced to learn the mysteries of ocean freighting.

Mr. Churchill was in his way a religious man; in fact, he became a local lay preacher in the Baptist church. In the pulpit he was no sugar and molasses man; he spoke "right out in meetin'". Preaching one Sunday in place of a divine kept away by sickness he said: "You know that the sermons of Mr. So and So are only as dry as chips; but he is a good man, whose example is to be followed because his way is the way to holiness".



EZRA CHURCHILL

A young preacher for whom he did not care, infesting his house in his persistent attention to one of the fair members of his household, received unexpected attention from his host. One day he said to him: "You don't look well. You need a sea voyage to get rid of that cough. Take a trip". The young man delighted with the attention expressed his delight, but said his engagement as a theologian prevented it. Mr. Churchill said, "I will fix that" and off he was packed in one of Mr. Churchill's vessels. The "trip" lasted two years.

On another occasion a young man, a collector for Acadia College, came to dun him for a promised subscription. He became unduly persistent following Mr. Churchill to his wharf. The latter gave him a push that sent him overboard, of course he was pulled right off ashore. Mr. Churchill chuckled with great glee, and concluded the applicant was entitled to a cheque.

Mr. Churchill was married twice, the second time to Miss Rachel Burgess by whom he had two children. He purchased Clifton Grove, Windsor, from Sam Slick and lived there some years while he was building up the splendid homestead he had at Hantsport. It was inherited by and occupied by his son who finally sold it.

He was amongst those political aristocrats who formed the first coterie

of Senators appointed by Queen Victoria at the formation of Confederation. He took sick while attending to his senatorial duties at Ottawa and died at the Russell House. His remains were removed to Hantsport. His son George was with him at the last and his final advice to him is worth recording. Said he: "George, make money—make all you can but spend it". He was opposed to hoarding, money was only useful to work with.

His two sons, George and John, became partners in his firm known as E. Churchill & Sons. From existing records it appears the firm had then 17 ships afloat. This was increased to 35 up to the year 1886 then George decided to build no more vessels.

It speaks well for the vigor of the Churchill stock that there are today living fifteen grandsons and granddaughters. Five grandsons served in France during the Great War, and one of them, Earle Churchill, gave his life in the cause of human liberty.

COGSWELL

Robert and Alicia Cogswell lived at Wiltshire, England, in the middle of the 16th century. Their descendant, William, built near Ipswich the "Cogswell House", still standing. Their descendant, Hezekiah, born in 1709, married Susannah Bailey in 1730 and had eleven children. They moved to Cornwallis in 1761. He died in 1800, she in 1800, aged 90.

COL. WILLIAM HENRY DENSON

Col. William Henry Denson was one of the original grantees of West Falmouth, where he resided for many years. He was for a short time speaker of the House of Assembly in 1773. He left no male descendant in Nova Scotia.

Michael Franklin by letter dated 4th July, 1768, orders Denson to exempt the Acadians of Kings county and who reside at Windsor from training with the militia, and that these people be treated by officers of the Government with all possible mildness and tenderness on every occasion that they may not repent having taken the oath of allegiance.

COL. HENRY DENNY DENSON

Col. Henry Denny Denson, for whom Mt. Denson station on the D.A.R. was named, was an important man in his generation. He held a grant of 5,000 acres at West Falmouth. A plan made by Constant Church shows that his lands extended on both sides of the Piziquid river, embracing uplands, woodlands, salt marsh and dyke, in one block nearly square, about two miles in extent either way. His next neighbours were the heirs of Edmond Walmongle, Esq., deceased. This was truly a lordly domain.

The old graveyard was on a point made by the river, but nothing is left today—not even a mound to preserve what is supposed to be his last burial place—except some old trees that stand sentinel over it.

The Johnstone family have a graveyard near the station where many of the old settlers are interred, but there is no evidence he was interred there.

Allison Wyllie Smith, father of the A. & W. Smith firm, Halifax, sleeps his last sleep there.

The Shey family burial lot is in an open field. The monuments have tumbled down, but the inscriptions can readily be made out.

This was a prominent family in its day, but has also become extinct. The inscriptions are as follows:

Wm. H. Shey, Esq. Died 1818, aged 84.

Peter Shey, Esq. Died 1818, aged 80.

Edmund Phelan, surgeon. Died 1830, aged 38. "An honest man".

Jane—daughter of Peter and Frances Shey. Died 1779, aged —.

Frances, wife of Peter Shey, Esq. Died 1799, aged 63.

John, son of Peter and Frances Shey. Died 1802, aged 31.

With them is the monument of their black servant with this inscription: "Juba Ceasar. Died 1845, aged 76. "His remains rest beside the family which he served for 63 years."

THE DEWOLFE FAMILY

Three descendants of Balthasar DeWolf, of Connecticut immigrated to Horton in 1761, a year after the first immigration, but they received in 1764 the usual free grants of 500 acres each. Their names were Simeon, Nathan and Jehiel. Nathan had studied law and in the new country did much conveyancing, drawing wills, etc. Their grants covered virgin lands in Wolfville and Cornwallis. They were skilful farmers as is shown in the census returns of 1770.

Simeon became a resident of Horton, died there in 1780. He left six children. The eldest, Elizabeth, who was the grandmother of Zachariah Chipman, the banker of St. Stephen, N. B.; Benjamin, who settled in Windsor and founded the DeWolfe family there; John; James, who lived in Liverpool, N. S., and had ten children; Charles, who had 12 children; Lucy, who married Jonathan Wilson, of Falmouth.

Benjamin DeWolf, son of Simeon, born 1744, was married (1769) to Rachel Otis. Their children were (1) Sarah H., married to Major Thomas, collector of customs at Windsor; (2) Rachel (1773), married 1802, Hon. James Fraser; (3) Isabella Amelia, born 1779, married 1821, Capt. John McKay of 27th Regiment; (3) Harriet Sophia, born 1781, married 1799, to Rev. W. C. King. Benjamin owned nearly 8,000 acres of land, and with one exception was the highest taxpayer in Windsor. He was elected to the Local Assembly in 1785 and continued a representative until 1798. He was a J.P. and for years was High Sheriff. He owned a number of slaves whom he freed, but they remained with him. He died in 1818, aged 78 years.

Of the eight children of the Fraser-DeWolf family, the following were a part:

(1) Sarah Rachel (1803), married (1824) Hon. Charles S. Gore, Minister of Forests, Halifax. Lady Gore died at Hampton Court Palace in 1880. She was the mother of the Countess of Erroll; (2) James (1805), married (1839) Catharine, daughter of Hon. Charles Prescott, of Cornwallis, who died in 1852; (3) Harriet A., married Col. Dixon of 81st Regiment; (4) Benjamin DeW. Fraser, M.D., of Windsor; (5) Catharine (1813), married (1835) Rev. T. G. Suther, later Bishop of Aberdeen.

John DeWolf who lived on the Acadia College property had only eleven children. The eighth, Lydia, married Joseph Allison.

Nathan DeWolfe, born 1720, graduated at Yale. He was married twice. The first time to Lydia Kirtland (1748). The second time (1776) to a widow, Anna Witter, nee Prentice, who died in 1828. The DeWolf-Kirtland children were: (1) Lucilla, married to Lebbeus Harris; (2) Edward; (3) Loran; (4) Elisha; (5) Nathan. The DeWolf-Witter children were Sarah, born 1773, who married: 1st, Eli Perkins; 2nd, Joel Farnsworth. Nathan was a prominent citizen. He was appointed a J.P. in 1767 and Registrar of Probates. He died in 1789, aged 69. His home was opposite the Baptist church, Wolfville.

Loran, third son of Nathan, was M.P.P. for Windsor. He married Mary Fox and had five children. One son, Benjamin, had a son, James Leavitt, who had ten children. Amongst them were Charles Edgar DeWolf, Judge of Probates of Hants; Sarah F., married to Rev. Henry P. Almon; Perez, master member of the book firm of DeWolfe, Fiske & Co., Boston.

Elisha, son of Nathan, born 1756, married 1779, Margaret, daughter of Capt. Thomas Ratchford. Their children were Olivia, married (1783) Capt. Joseph Barss; Sophia H. (1789), married to Simon Fitch; Anne Ratchford (1792), married 1st, Thomas Woodward; 2nd, Charles Randall; Thomas Andrew Strange (1795); Margaret (1798), married 1st, James Calkin; 2nd, Joseph Starr; Elisha (1801).

Elisha DeWolf was High Sheriff (1784-89); elected to the Assembly 1793 and again in 1819. Few Post Offices in those days. He was Way Office keeper at Wolfville and a J.P., and also a judge of the Inferior Court of Common Pleas. He was Collector of Excise. He entertained the Duke of Kent at his residence, called Kent Lodge. He spent nearly sixty years of his life at the Lodge. He died in 1837; his widow in 1852, aged ninety years.

Sophie, daughter of Elisha, married Simon Fitch, of Horton, and had nine children. Among them James R. Fitch, M.D., Margaret, who married Thomas

Crane; Lydia H., married to John W. Barss; Simon Fitch, M.D.; Mary, married to Rev. Stephen W. DeBlois, D.D.

Thomas Andrew Strange DeWolf, son of Elisha and grandson of Nathan, born 1795, married (1817) Nancy, daughter of James Ratchford, of Parrsboro. He died in 1878, aged 83 years. They had fourteen children. Amongst them were: Mary S. (1826), married J. Howe Smith, of Montreal; Margaret Mary (1828), married to Chipman Smith, of Shediac; Caroline A., married 1st, T. Aubrey Crane; 2nd, Rev. Benjamin Hills. Mr. DeWolf was for sixty years active member of the Wesleyan body. He occupied many official positions being for some years a member of the Executive Council, and Collector of Excise.

James Ratchford DeWolf, son of Thomas Andrew, was an experienced and capable physician. He was for many years Superintendent of Mount Hope. His daughter, Mary Sophia married C. Sydney Harrington, a prominent barrister. Their son was the late Premier of Nova Scotia.

Stephen Brown DeWolf (of Nathan and Edward stock) married Harriet, daughter of General Ruggles, of Annapolis. They had 10 children. The fourth, Thomas W. married Caroline S., daughter of Samuel Bishop; Delia S. married to Rev. Joshua Tinson Eaton; seventh, Rev. Charles DeWolfe, D.D., married Matilda, daughter of Martin Gay Black, of Halifax; two children, Fanny, married to Hon. N. White, K.C., of Shelburne, and Louisa, married to Judge Bennett, of Sackville, N. B.

Jehial DeWolf, born 1724. He and his wife came to Horton in 1761. He died in 1798; she two years later. They had eight children. All of them were married. The leading one of them was Daniel. His taxes were the largest in the district. He was J.P., coroner. He was twice elected to the Assembly—1806 and 1811. He and his brother, Oliver, became grantees of 1950 acres at River Philip.

Lydia, daughter of Jehial, was married three times. First, Samuel Starr (1794); second, Cyrus Peck (1808); and third (1820), Moses Stevens. By the first, her daughter married Otho Hamilton (1814); by the second, Margaret, Brenton, son of Hon. Jas. D. Harris, M.L.C., Josephine, who married (1849) Rev. D. S. Hamilton, D.C.L., Anna, married (1849) William Eaton, a very prominent and useful official. From them is descended seven children, the eldest being Rev. Dr. Wentworth Eaton, the historian and poet.

In 1841, Mr. Elisha DeWolf, then keeper of the Way Office at Wolfville addressed the following letter to the Post Master General in answer to enquiries:

"The mails from Halifax, through this village to Annapolis, are now transmitted but twice in each week, and vice versa; it is my opinion that a daily Post communication would increase the revenue of the Department: that the rates of postage are too high, for which reason private opportunities are almost invariably sought, for the conveyance of letters; or what is worse, they are sent in **parcels** by the stage conveying the Mails, and delivered as such without the knowledge of the Post Masters, and to the profit of the stage proprietors. The roads from Halifax to Annapolis are good, and daily improving; so that in the summer season the Mails could be forwarded with as much rapidity as in any other part of the Province.

Respecting my Franking privilege, my father was appointed Post Master, I believe in 1790, and held his commission from Mr. Herriott, and also from Sir Francis Freeling. At that time the whole proceeds of a quarter amounted to only about 20s. with very little increase for several years. I have been acting as Post Master since 1817, and always accounted to the Post Master at Halifax, until the year 1827, at which time a Mail stage was first established; and in order to accommodate the stage in exchanging Mails, I consented that the Office should be removed to Kentville, and have since that period accounted with that Office, and received no compensation or commission, except the privilege of franking my own letters, which to me has been an object as I am doing a mercantile business in this part of the country, and have also a large circle of friends and connections, both at Halifax and St. John, N. B., and other places, with whom there has perhaps been a more extensive correspondence carried on than

otherwise would have been, were it not for the privilege of Franking. At the same time the Franking privilege to country Post Masters generally would not be worth 40s. per annum.

Since I gave up the Post Office and allowed it to be removed to Kentville the aspect of things has changed very much, and it is evident to any person acquainted with the localities that this Office should be restored and the one at Kentville only kept up as a Way Office, unless the offices in the country all account with Halifax, and all receive their share of commission. Since the period alluded to there has been a great increase of postage, which daily continues. Within a few years there has been a College and Academy erected in this very neighbourhood, adding materially to the importance of the Office; also a bridge connecting this village with the extensive Township of Cornwallis; and there is a Courier running twice a week from this Office across the bridge and extending through Cornwallis; and since the steam packets have been in operation the European letters are largely on the increase. The letters for this place and for Cornwallis, instead of remaining in this village in the first instance, go seven miles further on to Kentville (near the Western extremity of the Township), remain all night and are then sent back for me to forward next day. I pay to the Post Master at Kentville about 100 pounds per annum, upon which he receives a commission of 20 per cent for doing nothing; and I perform the labour without any remuneration.

This, at all events, ought to be a separate and distinct Office, and accountable to Halifax instead of Kentville, and should receive a regular commission, as it is one of the most rapidly increasing country Post Offices in the Province, and might be still further increased, if the Post Master felt that he was getting anything for his trouble. I have several times brought this under the notice of the Deputy Postmaster General at Halifax, but his reply was that he could not increase his own labour, unless he got better paid for it.

Previous to the removal of the Office to Kentville, the Offices at Aylesford and Bridgetown accounted with this Office; they now account at Kentville.

As an instance of the overcharge and irregularity of the postage I beg to state that the distance from Windsor to Halifax is 45 miles, and the postage 4½d. for a single letter. From Windsor to this place the distance is 14 miles, and the postage is also 4½d. and from Halifax to this place 7d., and to Kentville, 7 miles, 4½d.

The Mails from Halifax and all the intermediate Offices to Annapolis are carried by contract between the Deputy Post Master General at Halifax and the Western Stage Company. The Courier going from this Office through Cornwallis twice a week receives, I believe, 25 pounds or 30 pounds per annum, and is paid by the Post Master at Halifax out of the Provincial allowance to the Post communication."

THE EATONS

David Eaton was the founder of the Nova Scotia Branch of the Eaton family. Few men have contributed more to the welfare of his adopted home than Mr. Eaton. He came from Haverhill in 1761 and settled at Hamilton's Corner. In the old graveyard there, he and his wife are interred. A grandson, William Eaton, was a successful teacher of classics and mathematics at Horton. His wife, the youngest of five Hamilton sisters, was an unusually attractive woman. When he settled in Kentville she became an important figure in the social life of the town. He was a very successful business man and useful citizen. The eldest child was Dr. Arthur Wentworth Hamilton Eaton, who as a poet and historian has contributed much to the literature of Nova Scotia. His work—Kings County, Nova Scotia—is a monumental effort. The only daughter, Anna, married George A. Layton, of Truro.

Cyrus Eaton, the philanthropist, is a descendant of David, though born in Pugwash, as is also Dr. Charles A. Eaton, member of Congress. Both of them suffered financial reverses during the depression of 1930-'33, but with reputations for honesty unimpaired, they are likely, as their hosts of friends wish, to regain their business ascendancy.

FOSTER

Reginald Foster, born 1795, came from Exeter, Devon, and settled in Ipswich, Mass., in 1838. Their descendant, Benjamin, immigrated to Granville, N. S. He died the day after landing. He married Sarah, daughter of Ezekiel Woodman, who died in 1805, aged 104 years.

FOX

Dr. Fox, of Fox's Hill, was an army doctor. Died at North East Harbor, Shelburne county. Headstone there. The last one died at Lower Horton about 1880, a bachelor named George. Family has disappeared.

HARRIS

John Harris, fifth in the generation of Arthur, Harris of Plymouth, England, was born in Boston in 1758, came to Nova Scotia in 1763; purchased land at Saw Mill Creek (now Moselle), where he lived, became land surveyor, J.P. and M.P.P. He with Mayor Millege and others ran the boundary line between Maine and New Brunswick. Married (1st) Abigail Spurr, by Rev. Jacob Bailey in 1785; (2nd) Anna Lateney. Their daughter married Robert, nephew of Thomas Jefferson, the third President of United States. Had an interesting career. They had sixteen children.

HICKS

Ellis Hicks, knighted by the Black Prince at the battle of Poitiers in 1356: A descendant came to Plymouth in 1621. His descendant, John, born 1715, married 1740 Elizabeth Russell; moved to Falmouth in 1759; was member of the Assembly in 1768; left eleven children.

John Hicks, Jr., born in 1755, married in 1777 Sarah Church; died 1815. They lived near Bridgetown. They had ten children.

JOHNSTON FAMILY OF GREENWICH

Mrs. Sarah Waldale Johnston, widow, came to Wolfville about 1780. She and her family came in a vessel to Halifax from England. The first winter they lived in the Citadel, Halifax. Her maiden name was Elizabeth Waldale. She had five sons and one daughter. They then moved to a place at Sackville occupied later by the Fenery family—later by the Webbers. Sarah Waldale Johnston rode on horseback from Sackville to Wolfville, the road having been cleared of the French by the military. The hired men followed on with the teams, and the rest of the family. Her sons were George, William, Joseph, John. George married into the Cleveland family and settled at Wolfville.

The Johnstons, Churchills, Youngs, Allisons, Elders, Shaws and others all pre-Loyalists, came at the same time.

MITCHENER

The original grantee of the Point farm at Falmouth, was Abel Mitchener. He was descended from John and Sarah Mitchener who came to America in 1682. From then are descended all the members of the Mitchener family. Robert Mitchener, born in 1786, was their son and from him are descended Michael, born in 1816, died in 1856, from whom were descended Elisha, Stephen and William.

The will of Abel Mitchner is recorded in the Probate Court, Windsor, dated 1794. It was witnessed by Nathaniel Thomas, Loran DeWolf, Richard Cunningham and Peter Hall. He gave to his sons, Michael and Matthew and daughter Rebecca, each five shillings, his clothing to Michael. To his wife he gave his household furniture, (except the dairy utensils) one third of his real estate during life and a negro wench called Charlot. The rest of his property he devised to his friend, Benjamin DeWolfe. Abel Mitchner's family consisted of Michael 1816-56; Elisha, Stephen, William. Michael's descendants, Rufus 1846-1912; Alonzo, Malissa, Rufus, Harry, 1876, Laura 1879.

By a certificate given by Richard Upham, J. P. it is recorded that Michael Mitchener and Mrs. Freelove Westcot were married on the 4th April, 1772.

The following is a table of the Mitchener family:

Sarah, born 1772,
 Mary, born 1774,
 Rebecca, born 1777,
 Susannah, born 1779,
 Isabella, born 1782,
 Michael, born 1784, died 1789,
 Robert, born 1786,
 Elizabeth, born 1788, died 1791,
 Elizabeth, born 1792,

MORSE GENEALOGY

Samuel Morse from whom the Morse family of Cumberland and Annapolis is descended was born in England in 1586, emigrated to New England in 1635, settled at Dedham and died in 1651. He is the ancestor of about 6,000 Morse families.

In addition to Samuel Morse there was an exodus of other Morses from England at about the same time.

Joseph Morse immigrated to Ipswich in 1635. He was probably a brother of Samuel, and their father's name was John. He lived in the west of England. Also three brothers, Anthony Morse, William Morse and Robert Morse, all settled at Newburyport. Samuel F. B. Morse, the inventor of the electric telegraph, was a descendant of Anthony. Joshua Morse emigrated to Rhode Island from the West of England and was chaplain with the forces under Sir William Phipps in the French War of 1689.

John Morse, aged 21, embarked at Gravesend, January 6th, 1635, for Virginia in the vessel "Thomas". He died in 1707, aged 103.

Samuel Morse's Annapolis line runs as follows:

Daniel, died 1699
 Nathaniel, died 1728
 Obediah, died 1798

Abner, son of Obediah, married 1776, Anne Church, resided at Annapolis, N. S.

His children were:

Captain Abner, married Nancy, daughter of Handley Chipman, Esq., of Cornwallis; Anna, Elizabeth, Obediah, Jonathan, Silas, Mercy, Daniel, John married 1798, Jane, daughter of Rev. Thomas Handley Chipman, of Annapolis, also Abigail and Hannah, a dozen in all.

Three sons of the ten children of Obediah Morse (died in 1752), of Sherborn, Mass., went to Nova Scotia on the removal of the Acadians. They were: 1st, Daniel, born 1729 and married Hannah Eames. 2nd, Abner, born 1731, married to Anna Church. 3rd, Samuel, born 1738, died 1798, married to Lydia, daughter of Jonathan Church. Abner and Samuel came on the same vessel, the Charming Molly. Abner settled in the vicinity of Bridgetown and Samuel in Paradise. Their descendants still occupy the lands they took up. Samuel had six children—Samuel, Aaron, Jonathan, Lydia, Grace and Abigail. Aaron was a farmer in Paradise and had six children. The fourth, William, married Lavinia Chipman in 1832, and left five children—Henrietta, Anne, Eliza, Major Chipman and Joseph Chipman. The latter married Almira Bernin, daughter of Inglis Phinney. They had four sons, the eldest being the historian, Dr. Wm. Inglis Morse. Samuel Morse and Abner Morse were in the sixth generation from the common ancestor, Samuel, of whom Col. Joseph Morse, of Cumberland, was in the sixth generation.

The descendants of John were:

William H., married Miriam Parker
 Louisa, married John Balcom
 Evelina, married Edward Parker
 Rosenblad, married Charlotte Johnson
 Gaius, died young,
 John C., married Isabella—

Eliza Q., married Isaac Hamilton
 Mary Anne, married Jonathan Crane

Samuel Morse was a Puritan. The records of the Rolls Court, (Augmentation Office), Westminster Hall, London, state he and his wife, aged 48, and son Joseph, aged 20, "embarqued" on the "Increase" for transportation to New England. The year after his arrival, a covenant was drawn up regulating the religious and political government of lands on the Charles River, purchased from the Indian Chief Phillip, which now embrace about nine separate towns, then named Dedham. This document commences: "We whose names are hereto subscribed in the fear and presence of Almighty God do promise to practice one faith according to that most Gospel rule and foundation whereof is everlasting love."

Samuel Morse was the 3rd signer, Daniel Morse was the 28th, Joseph Morse the 29th, and John Morse the 34th. Amongst the signers was that eminent Baptist, Ezekiel Holliman, of Providence, who baptized Roger Williams, Edward Everett, ancestor of the President of Harvard, and John Dwight, ancestor of the president of Yale of that name.

After incorporation the settlers held a meeting when, after expressing their gratitude to God, they chose Samuel Morse, the financial agent of the town to collect and disburse the town funds. He and his sons after him were selectmen of the town. Two years after a church was established on Congregational principles. His son's house at Medfield was destroyed by the Indians on February 24th, 1675, when King Phillip raided the place with 500 warriors and killed eighteen of the people. This land is believed to be occupied today by the tenth generation of Morses. Joseph, called in the old records "Hon. Captain", was a conspicuous Indian fighter and was a leader in the two battles with the Indians in May and July, 1675, that put King Phillip out of commission.

Samuel, in the third generation, and eldest son of Joseph, was born in 1615, died 1654. From him descended three college Presidents. He was also ancestor of Hon. Abbott Lawrence, United States Ambassador to Great Britain. His seventh child, Joshua, (in the fourth generation), was born in 1679, and died in 1749. He was a member of the State Legislation of Massachusetts.

Joshua's eleventh child was Joseph, who was in the fifth generation. He was born in 1721 and married Olive Mason. He died at Fort Lawrence. He was a wealthy Bostonian: was active in the French and Indian wars; was taken prisoner at Oswego by the French and shipped to France; the transport was captured by an English cruiser; he was transferred to England. King George II presented him with a sword, now in the possession of his descendant, Sir Fred-Williams Taylor, Vice President of Bank of Montreal. He was the ancestor of the Cumberland Morses. He had issue eight children, Simon and Thaddeus who died without issue; Caroline, who married David Onion, of Medfield, Mass.; Olive, who married twice, the first time to William Eddy, noted in the Eddy war; the second time to William King. She had families by both. The remaining one was Alpheus, in the sixth generation.

Alpheus, sixth generation, married Theodora Crane, sister of the famous Colonel Jonathan Crane and father of the Hon. William Crane, of Sackville, N. B. He was an expert in the Micmac and Milicite languages and exercised much influence over the Indians. He may be classed amongst those of "infinite humor" —his geniality and jests made him a popular favorite. His family consisted of Alpheus, born in 1778. He lived at River Philip. He married Ann Davis. He had eleven of a family. His oldest son was Samuel Gay, who practiced law in Amherst county and died at an advanced age, greatly respected. His daughter, Lucy, was married to James Vickery, of River Philip. His other children were: John, born 1780; died in his 100th year; married first, Abigail Chapman, daughter of Colonel Chapman and aunt of the late Senator Dickey. Second time to Elizabeth, daughter of Sheriff Charles H. Chandler and sister of the late Lt. Governor Chandler. Nancy, born 1783, married William White, Esq.

Hon. James Shannon, born 1787, represented the Township of Amherst in the Legislature and was later a member of the Legislative Council.

Joseph, born 1789, married Mary Purdy, daughter of Colonel Purdy, a

Loyalist from White Plains, N. Y. He had seven children. He was a pioneer settler at Asptabula, Ohio.

Silas Hibbert, born 1793, married Sarah, sister of Hon. Justice Stewart, C.B. His daughter, Francis, married Sir Charles Tupper, Bart. Mary, married Rev. Richard Simonds. Lucy Augusta, married William M. Fullerton, Q.C. Their son is Hon. Mr. Fullerton, late Judge of the Supreme Court of Manitoba and now (1934) chairman of the Railway Board of Canada.

Sarah, born 1797, married Mr. Justice Alexander Stewart, C.B. Their daughter, Elizabeth Lucy, married Rev. Canon Townshend, of Amherst. Mary Blair married Hon. Senator Dickey. Sarah Hill married Rev. Donald Bliss. Their one son, Charles James Stewart, was the father of Lt. Colonel Harry, a messenger of the Queen, and Lt. Colonel Charles Stewart. The latter, in command of the Princess Pat's, was killed in action near the close of the Great War.

Lucy, born 1800, married Benjamin B. Etter, merchant. Their oldest daughter married Sheriff Baldwin, of Bathurst, and their second daughter, Lucy, married Hon. William End, a distinguished public man of New Brunswick.

All of Alpheus' male descendants, capable of bearing arms were volunteers in the Great War. They numbered in all about twenty. Several of them remain in Flander's Fields where poppies grow. Nearly all the others were wounded.

PATTERSON

Amongst the notable educationists of Kings, the late Arthur McNutt Patterson occupied a very worthy position. Dr. Joseph R. Hea established Acacia Villa seminary at Horton for boys in 1852. He was appointed President of the University of New Brunswick in 1860, and sold the school to Mr. Patterson who was then teacher of English at Mount Allison. He conducted it most successfully for forty-seven years, and was succeeded by his son. School problems he attacked with tact, discretion and rare judgment. He taught no specialties; his idea was to train boys in an all around fashion—physically, mentally and morally—giving them breadth and strength, in which he was eminently successful.

PRESCOTT

Hon. Charles Ramage Prescott was a son of Dr. Jonathan Prescott, who was a native of Littleton, Mass., born in 1725 and died at Chester at the advanced age of 82 years. Dr. Prescott was both a surgeon and captain of engineers. He served at the capture of Louisburg and after that settled at Chester, where he owned mills and engaged in business. He was married twice, first to Mary, daughter of William Vassal, of Cambridge, Mass.; second, to Anne Blackden, in London in 1742. She survived her husband by three years, dying in 1810. By her had ten children, as follows: 1st, John, married to Catharine, daughter of Rev. Mr. Claverly, and lived at Maroon Hall, Preston; 2nd, Joseph, M.D., married Abigail Whidden, of Cornwallis; 3rd, Charlotte, married to Geo. Boyle; 4th, Anne, married Rufus Fairbanks; 5th, Elizabeth, married to Asael Wells; 6th, Samuel, married to Anne Hosterman; 7th, Hon. Charles Jr.; 8th, Lydia, married to Rev. Robert Norris, rector of St. Johns, Cornwallis; Susannah and Benjamin, both died young.

Charles Ramage Prescott was early in the eighteenth century a successful and prosperous merchant in Halifax. He had been elected a member for Kings County but his position was such that the Government appointed him to the Legislative Council—then the ruling power in the Province. Hon. Mr. Prescott possessing rural tastes decided on making himself a country residence and selected a site for it in Cornwallis—on a commanding elevation, near the mouth of the Cornwallis river on what in Acadian times was called Boudrot's Point. There he erected a mansion. He imported the brick for it from England. It was most substantially built, for after the elapse of more than a century the walls inside and out show no evidence of the ravages of time. The inside partitions are of brick. The library, drawing room and bedrooms are of a size intended for extensive hospitality. Mr. Prescott planted fruit and ornamental trees. The fruit growers are much indebted to him for the introduction of fruit trees. Although

situated more than sixty miles from Mr. Prescott's business at Halifax, he displayed all the interest of a country gentleman in its rural home and its surroundings. His residence was one of the finest specimens of Colonial architecture to be found in Canada. To effect a distribution of his estate after his death, his residence was sold. It has recently been purchased by his great granddaughter, Miss Mary Prescott, of Quebec. She modernized it and intends to occupy it as a family home. In a country with a population on the move, given to change, it is not often that families return after generations to the old homestead.

When Hon. C. R. Prescott retired from business he bought from Mr. Whidden what was then known as the Fox farm at Starr's Point and built a large brick house in the Colonial style with large flower and fruit gardens with hothouse, green-house and range of brick wall for Esplier trained peaches and nectarines. On the farm was an old cider orchard; this was grafted into some of the best varieties then to be found in the county. And trees of apple, pear and plum were imported from English nurserie as soon as the land was prepared for planting. A nursery started to propagate these imported fruits, and orchards of apples, pears and plums were planted a few years after.

The apples and plums were generally a success except a few varieties not suited to this climate. The pears did not do so well, mainly because the location was not suitable, the subsoil being a strong, heavy, brick clay on which many of the trees were short lived, but fruited sufficiently to test their value to the country.

The number of these fruits which he tested, of which I have only a partial list, is too long to recapitulate, but a large proportion of the standard sorts now grown were introduced by him.

He also grew cherries, quinces, peaches, nectarines, apricots and grapes with open air culture and with success. In small fruits he had a large assortment of gooseberries and currants, with many varieties of raspberries, blackberries and strawberries.

The hothouse and greenhouse were devoted to grapes and flowers, but I have seen figs, oranges and pines growing in tubs in a small way. Mr. Prescott was very hospitable, his house was frequently filled with company during the summer, and his gardens, considered the show place of the county, was visited by many strangers, who were always well received.

To the farmers and orchardists he was always ready to give scions of all the varieties of fruits that he had tested and proved of value. And he continued to import and test new sorts up to a few years before his death.

It was about 1848 that the Cornwallis Agriculture Society held an Exhibition of fruit at Canard. Mr. Prescott showed 63 varieties of apples and 21 of pears. Richard Starr had 50 of apples, Dr. Hamilton 32, Jas. Hardwick 24.

Mr. Prescott was married twice. First to Miss Hannah Whidden (1796) and next to Miss Maria Hammill (1814). She died in 1866, aged about 96. He died in 1859. He had twelve children. Among them was Charles Prescott, Esq., a prominent resident of Bay Verte, New Brunswick.

PUDSEY

Hugh Pudsey was a carpenter on a British man-of-war. He was a native of Leeds. In the French war, his vessel was attacked by a French cruiser. The latter's crew boarded the vessel three times and were each time driven back with such losses that the Cruiser was finally captured. The fight in those days was hand to hand and man to man. A sword dropped by an officer as he went overboard was picked up by Mr. Pudsey and kept by him. It is a relic in the possession of his grandson.

Mr. Pudsey was later on discharged at Halifax and obtained a grant of land at Apple River. Afterwards he removed to Greenwich where he lived until he died. He died in good circumstances, being a joiner he made furniture, coffins, etc. He had a good library for the times (see History of Kings). His son Hugh inherited his property. The latter left several children.

RAND

Considering the number of its distinguished sons, the Rand family is one of the most notable in Nova Scotia history. Caleb Rand, of Martha's Vineyard, had three sons, Caleb, John and Jonathan, all of whom became grantees in Cornwallis. Caleb married Mary Mayhew. He died in Cornwallis about 1780. He left eleven children. Caleb had a brother Thomas born 1734, died 1788; married Mary Marchant. They had nine children. Their sons, Marchant; George Valentine was for many years Postmaster at Wolfville; and Theodore Harding Rand, D.C.L. He had a splendid record as an educationist. He was Superintendent of Education in Nova Scotia, 1864, and later held that position in New Brunswick during the free school agitation. Another son, Silas, married three times: (1st) Amy Tupper; (2nd) Deborah Tupper; (3rd) Eunice Schofield. He was the father of Silas Tertius Rand, a first cousin of Sir Charles Tupper. He translated nearly the whole of the Bible into Micmac and published a Micmac dictionary. He published about fifty books. He occupies a place in the front rank of Canadian authors.

John Rand (1736—1812) had eight children. All married.

Jonathan Rand had 11 children; 8 married. One of his sons, Stephen, father of Leander Rand, a very important public man, member of the Legislature and interested in shipbuilding, farming and fruit culture.

John, Jr., son of John. His son, Benjamin, Ph.D., of Harvard, is a Librarian in connection with Harvard.

Caleb (Handley) Rand was a wealthy citizen of Kentville. He was brother-in-law of Samuel Leonard Allison, Prothonotary of Kings County. His father-in-law was Joseph Allison, M.P.P.

Ebenezer Rand, son of John, was Collector of Customs for Cornwallis, to which office his son, Frederic, succeeded. His eldest son is Dr. Benjamin Rand. His daughter married Rev. Noble Crandall. Their son, Charles, is a distinguished journalist at Montreal.

ROGERS

Roland Rogers, said to have been a retired major in the British service, was a large land owner in Wolfville about the year 1800. It is a tradition that he exchanged these lots for lands on the mountain. This is an error. On 10th May, 1798, he sold 450 acres to Elisha DeWolf for 150 pounds. The lots were numbered 233 and 234, reserving 50 acres as a wood lot and 30 acres sold to Prince Brown—a colored man. On 2nd March, 1802, he sold to Benjamin DeWolf, for 600 pounds, eastern half part, 2nd division farm lot, Letter A, No. 3, where Major Rogers then lived.

TUPPER

Throughout the length and breadth of Canada, no family has produced so remarkable an example of statesmanship as history has produced in Sir Charles Tupper, Bart. He was a leader in political achievements, such as free schools, union of British North America in one dominion, the National Policy, all carried by a combination of political forces organized by himself. The Tupperes were of Teuton origin. The first known of them was in 1578, when Thomas Tupper is recorded as a resident of Sandwich, England, who settled in Cape Cod. Capt. Eliakim Tupper, Jr., was born at Sandwich, Cape Cod, in 1711, married Mary Bassett in 1734 and died 1761. He had five children. The youngest of them, Charles, was born in 1748. Married at Cornwallis, Elizabeth, daughter of Elizabeth West, in 1771 and died in 1822. He left 14 children.

- (1) Thomas, born 1774, married 1800, Jerusha Schofield.
- (2) — Born 1776, died young.
- (3) Eliakim (3rd) married Rebecca Loomer.
- (4) Deborah, born 1778, married 1802 to Silas, Jr., son of Silas and Amy (Tupper) Rand.
- (5) Abigail, born 1780. Married 1803, John Pearson.
- (6) Francis, born 1782. Married Susanna Foster.
- (7) Samuel, died young.

- (8) William Orestes, born 1786, married Lois Schofield.
- (9) Samuel, born 1788, married Mary Foster.
- (10) Wealthy, born 1790, died 1872.
- (11) Augustus, born 1792, married Mrs. Mary (Foster) Tupper.
- (12) Rev. Charles Tupper, D.D., married (1) Mrs. Meriam (Lockhart) Low; (2nd) Mary Miller; (3rd) Mrs. Samuel (Dimock) Knowles.
- (13) Nathan, born 1796, married 1817, Rachel Tupper, daughter of Silas and Amy Rand, who died in 1833, aged 30. Lived at Aylesford.
- (14) Jeremiah, born 1800. Married 1826, Mary Ann (Rand) Eaton.

Rev. Dr. Tupper had a family of four, a son and a daughter who died young, and Sir Charles and Dr. Nathan, of Amherst. Thomas Tupper, the oldest son of Charles, had a son William Arches. His family settled in Scotts Bay. Eliakim, another son of Charles, lived near Kingston. A great grandson, Edward Rand Power, was a soldier in the Great War. Francis, the fourth child of Charles, married a relative, Susanna Foster. Mrs. Wm. Craig, of Cambridge, was a daughter. Two sons, Thomas and James, were very promising men but are now dead. William settled near Wilmot. Nathan's home was at the Lake, Lakeville. A daughter of his was Mrs. James Silver. Augustus, another son of Thomas, married Mrs. Mary (Foster) Tupper. His daughter Elizabeth M. married John Hopson Clark, Esq., and was the mother of the wife of Sir Frederick Borden, K.C.M.G. (This statement is only fragmentary of a widely disseminated family).

LT. COL. J. F. W. DESBARRES

One of the most extraordinary characters in our colonial history was Lt. Col. Joseph Frederic Wallet DesBarres. He won distinction both by his abilities and his achievements, which were remarkable. Many accounts of his life have been written, two of the most valuable by the late Dr. S. D. Scott of the "Vancouver Province", and the late Madam Owen of Annapolis Royal.

DesBarres, a Huguenot, though of British descent, was born in Paris, in 1722. In 1756 he was sent to the American Colonies where he routed Indians who had been scalping and killing the English. In 1758, he was present at the siege of Louisburg, where he so distinguished himself by his bravery and his engineering skill that he was mentioned by General Wolfe to the King. As a result of this signal honor he was sent, as engineer, in the expedition against Quebec in 1759.

At this siege of Quebec he performed several feats of valor. At the time that Wolfe received his mortal wound, Col. DesBarres had just returned from executing one of his orders. He had, in his possession, the sword of the deceased general, which he afterward sent to the bereaved mother in England.

In reward for his services, Col. DesBarres received a grant of land in Piziquid. This grant, which was given without any reservation for the Crown, consisted, originally, of some six or eight square miles, on the bank of the Piziquid River. Here he built a large house and named the estate "Castle Frederick". While making his home here—1763 to 1773—he made a survey of the coasts of Nova Scotia, which he published under the name of the "Atlantic Neptune". This chart was used by Admiral Nelson in 1780.

The following is a short extract from his diary, relating to his work, also to his residence at Castle Frederick:

"1769, April 5th, Castle Frederick, 44 deg., 38 min., 47 sec. (Castle Frederick is near the forks of the Avon about six miles from Windsor.)

"May 28. Set off on horseback in order to embark at Fort Edward for Cobequid.

"May 31. Put into Horton.

"June 2nd. Sailed this morning—anchored off Fort Belcher (on Chiganois River) in Onslow.

"June 18th. Sailed from Tatmagouche." (Besides Castle Frederick Col. DesBarres possessed property at this last named place, Tatamagouche.)

"1770, June 23, LeHave River. Met a number of Indians on the beach at New Dublin, who told me that there are no less than sixteen lakes and seventeen carry-

ing places from the head of LeHave River to Annapolis Royal."

In 1773 Col. DesBarres got into trouble. "On the 4 May, in council, present the governor, the Messrs. Belcher, Morris, Bulkeley, Newton, Binney, Goold and Butler, the chief justice Belcher stated that in the week before, Joseph Frederick Wallet DesBarres, one of the justices of the peace, had grossly insulted and abused him in his station as chief justice, having, in a forced conversation, directly threatened him with an affidavit, importing prejustice and partiality in his cause now remaining in the court for judgment. Belcher claimed protection, and that suitors might be deterred 'from the high presumption of conferring with any judge relating to their causes'. The governor and council determined that DesBarres' offence was of the most heinous nature, and required the most public acknowledgment of his crime. Mr. Bulkeley, the secretary, accordingly wrote to DesBarres, who replied from Windsor, 9 May, stating that he was conscious that he had not said anything with an intent to abuse or insult Mr. Belcher in the capacity of a chief justice, nor in that of a man. He was sorry Belcher thought he meant to insinuate any doubt of his integrity and justice, while he (Desbarres) had often expressed a high opinion of Belcher. The council pronounced this apology evasive, but thought it sufficiently vindicated the chief justice's character."

In 1784 he was made Lieut. Governor of Cape Breton, then a separate province. He founded Sydney, enduring great privation and living through the winter in most miserable quarters, not caring to have any better accommodation than the Colonists. Here he opened a coal mine, the first in Canada. A man of a stern, domineering disposition, he naturally had enemies. These made trouble between him and the authorities in England. As a result he was removed from office in Cape Breton. In 1805, he was appointed Governor of Prince Edward Island. He died at his residence, Poplar Grove, Halifax, 1824, at the age of one hundred and two years.

Under the heading 1824, 27 Oct., Murdock says in his History of Nova Scotia, "Col. Joseph Frederick Wallet DesBarres, late lieut. governor of Prince Edward Island, and formerly of Cape Breton, died at Poplar Grove, in Halifax, aged 102 years. The corpse lay in state on the Sunday following. I had the honor of attending the funeral of this eminent person. 31 October, the funeral procession left his last residence, at 3 p.m. His honor Mr. Wallace, the president, most of the members of H. M. council, gentlemen of the bar, the officers of the army and navy, and many of the inhabitants, attended, by invitation, as mourners. This procession was escorted by a detachment of the military, and the rear closed by a number of carriages. On arriving at St. George's church in Brunswick Street, where his remains were deposited, the funeral service was read by the Rev. J. T. Twining, and at the conclusion three volleys were fired by the troops. Rain fell heavily, but the attendance was great, and the interest felt was remarkable. This amiable and valuable warrior was within one month of 103 years of age when he died. His scientific labors on our coasts, and his repute as one of the heroes of 1759, in the conquest of Quebec, under Wolfe, gave him a claim on the gratitude and reverence of all Nova Scotians."

The Acadian Recorder of Saturday, November 6, 1824, gives the following account of his funeral:

"On Monday last, about 3 o'clock, p.m., the funeral procession left his late residence.

"His Honor the President, most of the members of His Majesty's Council, the gentleman of the bar, the officers of the army and navy, and many other respectable inhabitants, attended as mourners by invitation. The procession was escorted by a detachment of military, and the rear was closed by a number of carriages. On arriving at St. George's Church, where his remains were deposited, the funeral service was impressively read by the Rev'd. J. T. Twining, at the conclusion of which, three volleys were discharged by the troops. Although the day was very rainy, we have seldom seen a greater attendance or more interest excited on such an occasion. Indeed every reflecting person must have found great cause for meditation in the departure of this venerable man from our fleeting and unsubstantial scene. We saw him on the day before the interment lying

in state. His face was exposed to view, and it exhibited unequivocal marks of a mind originally cast in a strong and inflexible mould, while the hand of time appeared to have made but a slight impression on the features. The Chart, which he prepared from his own survey of this Province, will give his memory claims of gratitude upon the nautical world, and could only have been produced by a man of surprising perseverance.

We believe he was a native of Switzerland, and are informed that he held a captain's commission under the Great Wolfe at the reduction of Quebec. He was within one month of 103 years of age."

It has been said of "The Atlantic Neptune" that it has the most splendid collection of charts, plans and views ever published.

There is extant, the draft of a letter addressed to Col. DesBarres by George Henry Monk—who was Deputy Collector of Customs at Windsor, Superintendent of Indians and finally Judge of the Supreme Court of Nova Scotia—dated at Halifax, Dec. 16th, 1771, reminding Col. DesBarres of an order endorsed by him for a Mr. William Loyd in favor of Messrs. Butlar and Bird, on June 6th, 1764. The order was in payment for large sheets of drawing paper, required for the plotting of Col. DesBarres survey of the coasts of Nova Scotia. The survey was published for the benefit of Naval Service and of Commerce.

As you will notice by the odd maps, DesBarres apparently for the love of it, made a little picture at the end of a map—many of the detached prints were cut from maps. His desire seems to have been to have plenty of ships in his marine views. I had his picture of Halifax Harbor—about four feet long by a foot wide—in which there was more shipping than ever was in that Harbor, until the period of the late war. This print I sent to the late Dr. MacMechan, of Dalhousie College, thinking that, as he had written so much on the Naval History of Halifax Harbor, he was the proper person to have the old view.

Making a survey of Nova Scotia coast waters had its disadvantages and Col. DesBarres found himself badly out of pocket. He presented a Memorial to His Majesty's Government asking to be reimbursed for the extra expense to which he had been by Mr. Anderson. In regard to The Atlantic Neptune he says, in part:

"Engaged in 1763, under the direction of the Board of Admiralty, to make a Survey and take the soundings of the then unexplored Coasts and Harbors of Nova Scotia. Encouragements held out: "to be rewarded in a manner adequate to his Diligence, Ability, and the Value of his Performance, and promoted in his Military profession."

Having exerted himself in this arduous Service until the end of 1773, he returned to England and laid his performance before the King. His Majesty was pleased to order the fame to be engraved.

Nautical Charts of several other parts of the American Coasts being much wanted for the operations of war, he was, in pursuance of the Royal Commands, further engaged in the construction and completion thereof until the year 1784.

Instances of the utility of his labours in the period of the prosecution of the work—It has been productive of advantages in the amount of millions, and will be useful, so long as Navigation shall continue to be an object of National pursuit. (P 2 N 14 to 18, 20, 21)

Preferred a Memorial to His Majesty for Reimbursement, Compensation and Reward—having all along, in the prosecution of his duty, applied his resources to the support of the service entrusted to his care—his property lying on the enemy's frontiers in America having been damaged and plundered in the meantime—and, instead of obtaining the promised advancement, felling himself under a preclusion even of that promotion which otherwise he could not have failed to obtain. He humbly submitted therewith a statement of his services, to which General Provost was pleased to add the following declaration, viz.: "Having read the foregoing Statement, with the papers accompanying it, and upon the requisition of Major DesBarres of my opinion, I readily declare that his assertions therein respecting his services, which might with propriety have been enlarged on much to his advantage, appear to me to be justly founded, and that, instead of his being employed on extraordinary services, if he had continued to do

duty with his corps, which I commanded from the beginning to the end of the war of 1756, or if he had remained attached to that particular Army of which his corps composed a part, there is no doubt, but he must have been a Lieutenant Colonel in the year 1775, when the late Lieutenant Colonel Fuzer obtained that appointment, who was his junior in the Regiment, and who, without the smallest wish or intention to disparage the one or flatter the other, was not more the inferior in rank of Mr. DesBarres than he was in talents and science, both natural and acquired.

Barnet, 1st May, 1784. A. Prevost, M.G."

The advances incurred in carrying on the survey of the Coasts and Harbours of Nova Scotia, for defraying the expense of surveying and astronomical instruments and implements, assistants, pilots, guides, replacing provisions and necessaries lost in shipwrecks and the oversetting of boats in the operations of taking the surveys and soundings, etc., had amounted to the end of 1773, to

4382 3 2

and for the like contingencies, for assistants, draftsmen, stationary ware and implements, etc., employed in the course of constructing Nautical Charts, etc., under the orders of the Treasury until the year 1784, to

5475 0 0

The expense for engraving 257 plates (as appears from inspection of the Atlantic Neptune) at the price stipulated by Government of 35 Guineas for each plate, amounted to

9444 15 0

And for the printing of impression for the supply of the public service

1771 0 0

21072 18 2

Received (in part) for contingencies incurred in the prosecution of the survey of the Coasts and Harbours, etc.,

166 5 6

And of the expense for engraving the plates of the work (by Grants of Parliament in 1775, 1777, 1778, 1779, 1780) the net sum of

8188 18 8 8355 4 2

12717 14 0

He was allowed \$8,800 on account of the above.

While the work of surveying and preparing charts of the North American coasts was going on, Mr. DesBarres secured by grant and purchase 8,000 acres of land at Minudie, 8,000 at Maccan and Nappan, 20,000 at Tatamagouche and 20,000 at Memramcook. The Minudie estate Mr. DesBarres settled with Acadians, who reconstructed the dykes at the proprietor's expense, and who were provided with stock and seed grain, from the produce of which the proprietor was to receive a share. Luke Harrison, a Yorkshire man, who lived on a farm rented from Colonel Barron, near the DesBarres estate, in 1774 gave a gloomy account of the country, where, he said, the people were eaten by mosquitoes all summer and frozen all winter. The Maccan and Nappan estate was settled by Yorkshire men and others, some of the lots falling to American refugees, who arrived some time after.

The Memramcook estate which Mr. DesBarres purchased was settled by Acadians and the Tatamagouche property for the most part by Swiss or Germans who were a sort of hereditary friends of the proprietor. These included the Tattries, Bigneys, Langilles, Metetals, Gratteaus, Joudrys, Patriquens and others, who formed at Tatamagouche a small French speaking community, employed a school master to read prayers for them and lived quite devout lives under circumstances of considerable hardship. Colonel DesBarres was instrumental in securing the grant of a large estate in what is now Albert County, on the back of the Petitcodiac River to General Haldimand, the war governor of Canada, and his partners, Hoops, Hessenclaves and Wallace. He also assisted in settling these lands with a German colony brought from New York.

Col. DesBarres returned to Nova Scotia in 1784 to assume the position of Governor of Cape Breton and commander of the forces in that colony and Prince Edward Island. His estates of Minudie, Maccan, Nappan, Memramcook and

Tatamagouche were left in charge of a person who acted as agent. Governor DesBarres disapproved of Louisburg as the seat of government for his colony and established the town of Sydney, which he made the capital. In 1787 he was recalled and left the country, but before that time he had become involved in financial embarrassments, which made matters unpleasant for the tenants. The agent withdrew DesBarres' share of the cattle from Minudie and Tatamagouche and thus broke up the arrangements for sharing the produce. Even the cattle of the tenants at Tatamagouche were levied on by Colonel DesBarres' creditors and many of the more independent farmers left the settlement. In due time the rents and the cattle satisfied the claims. The Tatamagouche folks were paying 55 pounds a year to DesBarres as late as 1795, but they or others subsequently purchased the freehold of the property. When the original plan of co-operative farming at Minudie was destroyed by the withdrawal of the stock, the agent for the proprietor gave a new deed to the tenants in common, they agreeing to pay collectively 100 pounds a year, less that one fourth of what would have been obtained under the old undertaking.

The 18 tenants were prevented from increasing their holding by the agent, who secured a large portion and established what became known as the manor farm. About the close of the century Governor DesBarres' eldest son went there to live. He contracted a romantic marriage with Ellen Melancon, a young Acadian girl much celebrated for her beauty, so that the descendant of a refugee became mistress of the great estate from which her people had been driven nearly half a century before. Shortly after the birth of their only child young DesBarres was drowned while attempting to ford the river on his way from Fort Cumberland. His sister took the son and moved to Falmouth, from which place she came annually to collect rents. The boy grew up, studied law, became a member of the government and finally was known as Judge DesBarres of the supreme court of Nova Scotia. In 1805 Colonel DesBarres returned to British America, at the age of 84, still fresh and vigorous in spite of years and troubles, and entered upon an eight years service as governor of Prince Edward Island. That term completed, he resided a short time in Amherst, and then impelled by a youthful spirit of adventure, moved to Halifax, where he closed the first century of his life and entered upon the second under favorable auspices. Having made a will leaving his estates to his second son, Augustus, he placed the heirs in a position to enter into possession about 1820. A good deal of litigation followed in respect to the Memramcook estates; much of which the tenants claimed from undisputed possession for the statutory period, and the case of DesBarres vs. White et al has become an important precedent in defining acts of possession in respect to uncleared land. The DesBarres claim was sustained as to a part of the estate which was ultimately sold for a round sum. The Minudie tenants could have probably held the whole of that great marsh under their common deed, had they paid their rent promptly, and been able to resist the panic caused by the arrival of Augustus DesBarres' officers of the peace. As it was they surrendered their claim, taking a twenty years' lease instead. Before the close of this period the land was bought by the late Amos Seaman for the handsome sum of £8,592.48 for the property held by the tenants and £3000 for the manor, equal to more than \$46,000. Nearly the whole of Minudie is still in the hands of Mr. Seaman's heirs, and is good value for several times the amount paid for it half a century ago. The Maccan and Nappan tenants purchased the proprietor's right to their holding about the beginning of this century.

Col. DesBarres left three daughters. One of them was engaged to be married, but her fiancee died a short time before the ceremony. None of them married. They lived in Castle Frederick until it became dismantled when they removed to the farm house which they built. The castle was located on the West branch of the Avon, near the present Forks bridge. They had a slave, "Old Andy", who after the emancipation of slaves continued to live with the DesBarres ladies until their death. He was a character and a lot of traditions were repeated about him. There are but few relics of Castle Frederick. An old stone wall or breastwork was built by the French at the river south of the site of the Castle, at the head of the tide. It was probably a measure to repel invasion.

There is an old graveyard close at hand, but no Chapel. There was a Chapel three miles down at the village, which the resident Acadians probably attended.

Castle Frederick property was sold over thirty years ago and passed out of the hands of the DesBarres people.

COLCHESTER COUNTY HISTORIC NOTES

Until the establishment of municipal councils by the Holmes-Thompson government (1878-'82), the business of the counties was administered by a bench of magistrates, called the General Sessions of the Peace, patterned after the old style Quarter Sessions of England. As magistrates courts had jurisdiction in cases of small debts and certain criminal powers, and in session had power of taxation; a justice in those days was a man of consequence, though he did not measure up to a justice in Shakespeare's time:

"And then the Justice

In fair round belly with capon lin'd

With eyes severe and beard of formal cut,

Full of wise saws and modern instances—"

Yet in his little county parliament at Truro, for three-quarters of a century, he did his best to keep the country safe.

The first books kept by the Clerk of the Sessions were well bound, the paper exceedingly strong and the penmanship excellent. The first Sessions Record Book was dated 1800. On the fly leaf is this inscription: "S. S. W. Archibald property; Jan. 15, 1800. Price 35/- . Said sum allowed by Grand Jurors, July term, subsequently for this book to keep the records of Sessions

In perpetuum ice

Memoriam ulla legi

Contra diceata

per curiae

S. S. W. Archibald."

The first business of the Court of Sessions in 1800 was to order an assessment of 150 pounds in the county, distributed as follows:

Truro, 38 pounds; Onslow, 32 pounds; Londonderry, 30 pounds; Economy, 6 pounds; Tatamagouche, 6 pounds; Upper Stewiacke, 6 pounds; Middle Stewiacke, 5 pounds 15 shillings; Musquodoboit, 6 pounds 5 shillings; Lower Stewiacke and Gay's River, 9 pounds. 45 pounds, 12 shillings was assessed on Onslow for building North River bridge. The second order was one for the suppression of thistles.

The first justices, it is recorded, were sworn in open court May 27th, 1802, before S. S. W. Archibald, Deputy Prothonotary. They were James Fulton, James Archibald; June 14, 1809, Thomas Pearson, James Fulton, Joshua Marsh; Dec. 24, 1822, Edward Blanchard.

The first Grand Jurors were: June 7, 1810—James Fulton, Matt. Archibald, James Archibald, William Cutten, Daniel McCurdy, Robert Dickson, Daniel Morrison, James Kent; June 10, 1810—Robert Archibald, Samuel Tupper, Timothy Prout, Thomas Pearson; July 4—Daniel Morse, John Dickson.

The first Commissioners of Highways were appointed by the Government and were James Archibald, James Kent and Robert Dickson.

When spirituous liquors were in universal consumption, there was no moral sentiment against their use. Most of the leading men had something to do with the traffic. The establishment of taverns along the new routes of travel was most important and had to be encouraged, not only for the accommodation of travellers, but to keep the highways open in summer and winter. Accordingly free tavern licenses were issued, the keepers to keep specified roads free from wind-falls: John McKeen, three miles from — toward Stewiacke, ending at the eight mile tree; Stephen Gourley from said tree — Stewiacke; David Dickey to William Wallace's; Phineas McNutt from thence to — Campbell's; George More from said Campbell to Gay's River; Samuel — from his house to the town line on the Pictou road; Waugh — on the Road leading to Truro from Tatamagouche.

Mr. Archibald's salary as clerk of the court was eight pounds. The people began already to experience the depletion of fish in the rivers and promise was made to stop the selling of fish weirs and nets, except under specified regulations. In 1907, no less than 38 licenses to sell liquor were issued, to say that all of the prominent families had one, the same as a patent of nobility, would be somewhat of an exaggeration, because there were buyers as well as sellers.

One is reminded of the primitive habits of pioneer life by a bounty on grain on newly cleared lands of one shilling per bushel. It produced results for in 1810, 1156 bushels of wheat and 385 of rye received the bounty.

The first minister recorded as performing the marriage service was Rev. John Waddell. His record extended from 1798 to 1878. The first names on his registry were: 1798—January 17, James Murray and Abby Cutten; October 12, John McKeen and Eliza Harris; December 15, James Dickson and Sarah Upham; December 19, Bartlett Dickson to Lydia Higgins. A second registry contains a list of marriages from 1839 to 1885.

The record of deaths gives individually the cause of death, thus forestalling by a hundred years the work of the statistical branch on the Health department. There was no mincing matters, or attempt to gloss over the causes of death. One is recorded as having died in a drunken fit, another killed in a tavern, a number had falls, etc.

The first Clerk was one of Nova Scotia's most distinguished sons—S. S. W. Archibald, who resigned in 1805 and was succeeded by William Dickson whose chirography in its perfection was that of an artist.

