

Early Preachers

Amongst the preachers, I have a recollection of Rev. Joseph Crandall and Rev. Theodore Harding. They came around at stated intervals. I remember the first Church Clergyman at Westcock—Parson W. Loughby. He was a slight, tall man and a good preacher. He was succeeded by Parson Milner, who was a powerful man physically and owing to his sailor like style and manner, he got the name of "Jacky Milner". He built the Westcock parsonage and some of the Churches. The first Methodist minister I saw was Marsden; he was in appearance a fine handsome man. Bishop Black was a round fleshy man. He was a very sociable, pleasant man and readily made friends.

"For the first waggon road, we are indebted to French Engineers, who constructed one between Beausejour and the outpost at Gaspeau. The remains of this road can be readily traced to this day. The piles in which they carried their highway across Baie Verte marsh are in existence. Early in the century a road was made by way of Jollicure to Sackville. The first travelling vehicles used were three "grasshopper" shays imported in 1810 by Dr. Rufus Smith, Wm. Knapp and Christopher Harper. In 1817 or 1818, Ira Hicks and Andrew Weldon purchased team waggons from a Yankee. They were the first seen here. There was no turnpike road in Dorchester until 1818. (Recollections of Dr. Charles Smith not yet in print). Travelling was done nearly altogether by vessel. "The first vessel I recollect (Recollections of Mr. John Palmer) was the "Hope", a schooner of 70 or 80 tons built by Elijah Ayer. His son Mariner was master of her. She was built in Dorchester Creek.

War of 1812

When the war broke out, the Calhouns of Shepody had a sloop, loaded with plaster at Hard Ledge for Passamaquoddy. They put into Dipper Harbour, where the master heard of the outbreak of hostilities. He returned at once and discharged the cargo on Botsford's Wharf, Sackville. In the fall they started again and at St. John were joined by four other vessels mustering 60 men all told, with half a dozen six pounders. Off Indian Island, three American privateers coasting down east in search of prey attacked them. They fought most of the flood and ebb and finally beat them off. The prospect of war in 1812 together with the unprotected state of Canada West, led to the ordering of 104th. Regt., to Quebec. They were replaced at St. John with militia. On 22nd. January 1813 the Dorchester Company mustered at the Marlin Black farm. The officers in command were Capt. Henry Chapman, Lieut. Duncan Shaw and Ensign Malcolm McEacheren. Col. Botsford had command of the whole force. We marched the first day to the Bend. There was no road—only a pathway marked by blazed trees through the woods. There were no settlements—only an occasional house, where now there are towns and villages. We had a hard tramp through deep snow, made more difficult by the scarcity of provisions along the route. The next month February, 30 volunteers were called for to do garrison duty at Fort Cumberland until the artillery arrived from Halifax, I was one of them. We came up to Shepody in a schooner, of which Thomas Brewster was master and owner.

John Calhoun set us over to Belliveau and we trudged home, without food or drink and nearly perished from cold.

Lieut. Bonnycastle, a lad under 20 years of age, was in command at the Fort. There was only a few of the artillery there, besides the militia. We received our discharge and went home and I was done with "sodgering."

Mr. Palmer was married in 1814 to a daughter of Ebenezer Cole at Cole's Point. Ministers were then not so abundant as they since have become, and, anyway, Protestant ministers (except Episcopalians)