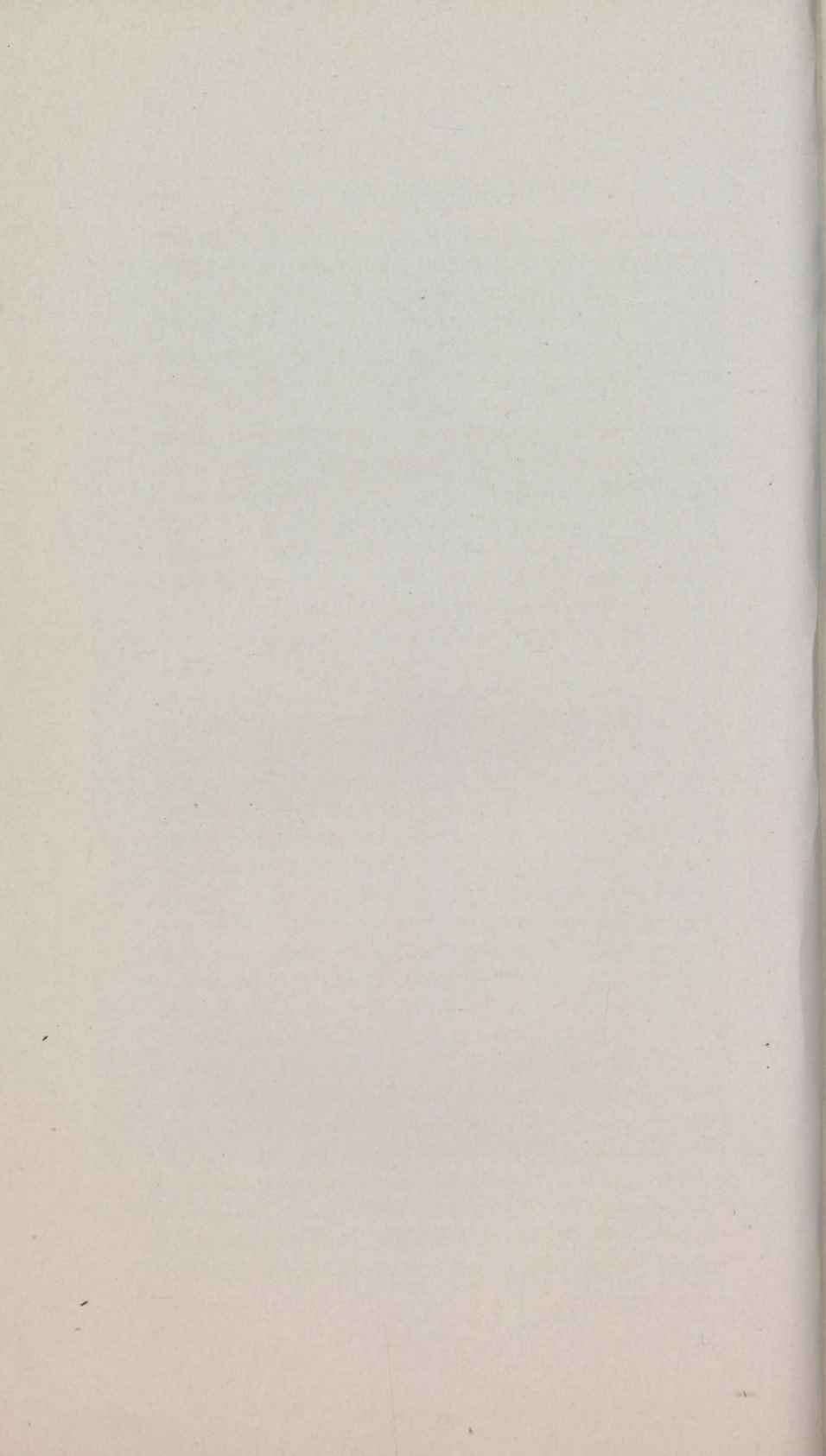


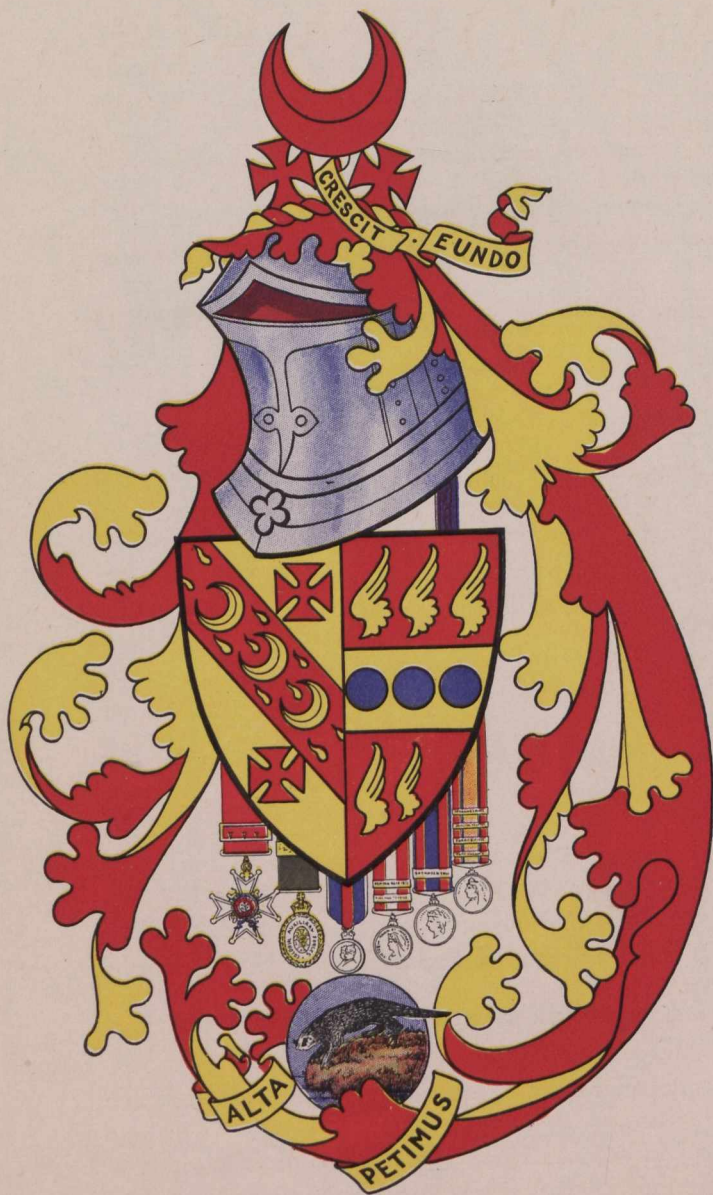
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Achievement

OF BRIGADIER-GENERAL WILLIAM DILLON OTTER, C.B.

ACADIENSIS.

VOL. VI.

OCTOBER, 1906.

No. 4

DAVID RUSSELL JACK, . . . HONORARY EDITOR.
ST. JOHN, N. B., CANADA.

Major Ferguson's Riflemen—The American Volunteers.

The Story of a Loyalist Corps.



IN the time-stained muster-rolls and records that the Loyalists brought with them to these provinces, at the close of the American revolution, are to be found brief references to "Major Ferguson's corps," and the briefness of these references becomes perplexing in the absence of all explanatory text. It was adequate when written opposite the names of the Loyalist soldiers of 1779 and 1780, but an inquisitive generation have possession of these muster-rolls now, and time has cast around the name the glamour of romance, for "Major Ferguson's corps" had an honourable existence, and for a short period played an important part in the revolutionary struggle in the Carolinas.

More than a century has passed since Major Ferguson's corps disappeared, and now, for the first time, a complete list of the names of the officers and men who followed their chivalrous leader to death and defeat, in the mountains of the Carolinas, is given in print, collected from the old muster-rolls of the Loyalist corps that furnished the intrepid volunteers.

As there has been some uncertainty, as well as controversy, regarding the strength of the corps, and character of its members, the list of names will settle a disputed point. We have, moreover, an abiding interest in Major Ferguson's corps, as most of the survivors came to these provinces at the termination of the Revolutionary war, and their descendants are with us yet.

The history of Major Ferguson's corps is deeply interesting; while other corps have been forgotten, this weak command is remembered for its misfortunes. The reputation of the commander gives importance to a corps small in number, and probably no other in the British army of that day essayed the performance of so great an enterprise, with so weak a following. Few of the famous British regiments had the fortune to have so faithful a chronicler as Lieutenant Anthony Allaire, in whose diary is recorded the occurrences, day by day, from Sunday, March 5th, to Saturday, November 25th, 1780, that befell Major Ferguson and his historic corps. From this document, which is now in possession of Lieutenant Allaire's grandson, J. deLancey Robinson, Esquire, of Fredericton, New Brunswick, we will make extracts to illustrate the history of the corps.

Lieutenant Allaire's diary remained in possession of his descendants in New Brunswick, like many other Loyalist documents of that period, forgotten, and unknown to British historians. In 1880 the diary was lent to Lyman C. Draper, an American historian, then engaged in writing an historical work, since published, entitled, "King's Mountain and its Heroes," and copied as an appendix to the volume. The book is written in an intensely partizan strain, so much so as to draw from President Roosevelt, in "Winning of the West," the opinion that Mr. Draper told too much.

As far as can be ascertained, nearly all the members, except the commander, Major Ferguson, were native born Americans, and many were descendants of the earliest European settlers in New York and New Jersey, specially chosen for that service—loyalty, intelligence and skillful marksmanship being requisite. The officers were selected by Major Ferguson from Loyal American corps, and they selected only men from their own regiments, and carried with them chosen spirits from their own companies. All were veteran soldiers, and had been in the British service from the beginning of the Revolutionary war in loyal regiments.

Major Patrick Ferguson, the commander, was born in Scotland in 1744, and entered the British army at the age of fifteen. He was the inventor of the first breech-loading rifle used in the British army,* and a distinguished soldier. At the commencement of the revolutionary war, the boasted skill of the American marksman directed Major Ferguson to the improvement of military fire-arms, and he designed certain plans for breech-loading and other improvements for which he obtained a patent in 1776. It was admitted, however, that some of the principles had been suggested before, but had never been seriously applied to purposes of public utility. Major Ferguson made some experiments at Woolwich, England, in 1776, and in 1777 returned to America and joined his regiment, the Seventy-first Highlanders, at Halifax, Nova Scotia. He was permitted to form a corps of riflemen out of volunteers from regular regiments serving in America; this corps was armed with breech-loading rifled carbines made under his directions. At the battle of Brandywine, September 11th, 1777, extended in front and supported by a corps of rangers,

* National Dictionary of Biography.

Major Ferguson's riflemen did good service in covering the British advance, when Major Ferguson received a severe wound, which deprived him of the use of one arm. The prolonged absence of Major Ferguson, through his wound, caused the corps to be broken up, and the rifles to be returned into store. After his recovery, in the autumn of 1779, he began the formation of another corps of riflemen for special service in the Carolinas, but in this case appealed to the Loyalist corps at New York for officers and men, from whom he received enthusiastic support, as there were no jealousies among the Loyalists to combat, as in the former experiment.

The second in command was Captain Abraham DePeyster, of the King's American regiment, a young scion of one of the old Dutch families of New York, whose family and descendants are still prominent in that state. He died in St. John in 1798, and sleeps in an unmarked grave in the Old Burying Ground in that city.

The other officers were Captain John Taylor, of the First New Jersey Battalion, who was wounded during the campaign in South Carolina, settled at Weymouth, Nova Scotia, at the close of the war, where he died. Captain Samuel Ryerson and Lieutenant Joseph Ryerson, of the Fourth New Jersey Battalion, whose descendants are eminent in the Province of Ontario. The largest number of volunteers were from the Fourth New Jersey Battalion.

Lieutenant Anthony Allaire, of the Loyal American Regiment, born at New Rochelle, New York, of Huguenot descent, died at Fredericton, New Brunswick, and may be styled the historian of the corps. Lieutenant Duncan Fletcher, of the Loyal American Regiment, died at St. Andrews, New Brunswick. Lieutenant William Stevenson of the Second New

Jersey Battalion, who died at Weymouth, Nova Scotia, with his friend and brother officer Captain Taylor.

The surgeon of the corps was Dr. Uzal Johnson, of the First New Jersey Battalion, a skilful surgeon, whose services were freely given to the unfortunate wounded after the battle of King's Mountain.

In all the muster-rolls the corps is designated "Major Ferguson's Corps," but Lieutenant Allaire writes of it as "The American Volunteers," a name only applied in his diary. In a tabulated "general return" of all Loyalist corps serving in South Carolina on September 1st, 1780, it is called "Major Ferguson's Corps," and the strength given is nearly the same as in the general muster. Among the mass of muster-rolls no separate roll has been found of Ferguson's corps. The corps was mustered at New York in the closing months of 1779, and officers and men prepared for the dangerous service, on which they were to sail, and on the 26th of December, 1779, sailed from New York, with the army under Sir Henry Clinton, and after a dangerous voyage arrived at Savannah, Georgia.

The general muster on leaving New York, and which follows, includes the names of officers, non-commissioned officers, and privates, with the names of regiments and captains of companies from which they were transferred:

THE AMERICAN VOLUNTEERS.

Major Patrick Ferguson, Seventy-first Highlanders, Commander.

Captain Abraham DePeyster, King's American Regiment, Second in Command.

FROM THE KING'S AMERICAN REGIMENT.

Sergeant Asa Blakesly—Captain Thomas Chapman's Company.
Drummer Francis Good—Captain John Wm. Livingston's Company.

- Private Jonah Cass—Captain Thomas Chapman's Company.
 Private David Jones—Captain John Wm. Livingston's Company.
 Private Samuel Carey—Captain John Wm. Livingston's Company.
 Private Silas Howe—Captain John Wm. Livingston's Company.
 Private Patrick Headon—Colonel Edmund Fanning's Company.
 Private Daniel Blue—Lieutenant-Col. George Campbell's Company.
 Private Noah Pangborn—Captain Isaac Atwood's Company.
 Private Peter Simpson—Captain Isaac Atwood's Company.
 Private John Dalton—Captain Robert Gray's Company.
 Private David Fraser—Major James Grant's Company.
 Private Christopher Nicholls—Major James Grant's Company.
 Private William Miller—Captain Abraham DePeyster's Company.

FROM THE LOYAL AMERICAN REGIMENT.

- Lieutenant Anthony Allaire.
 Lieutenant Duncan Fletcher.
 Sergeant David Ellison—Captain Simon Kollock's Company.
 Private John Fratingsburg—Colonel Bev. Robinson's Company.
 Private John Main—Colonel Bev. Robinson's Company.
 Private Samuel Sharp—Colonel Bev. Robinson's Company.
 Private James Campbell—Captain William Fowler's Company.
 Private John Strong—Captain William Fowler's Company.
 Private Thomas Donelson—Lieut.-Col. Bev. Robinson's Company.
 Private Sylvanus Cronk—Lieut.-Col. Bev. Robinson's Company.
 Private David Duff—Lieut.-Col. Bev. Robinson's Company.
 Private Samuel Roan—Captain Christopher Hatch's Company.
 Private William Kemp—Captain Christopher Hatch's Company.
 Private Stephen Williams—Captain Christopher Hatch's Company.
 Private Francis Turner—Captain Christopher Hatch's Company.

MAJOR FERGUSON'S RIFLEMEN. 243

- Private Stephen Chapple—Captain Simon Kollock's Company.
Private Henry Smedgel—Captain William Howison's Company.
Private Jordan Morris—Captain William Howison's Company.
Private William Longstaff—Captain William Howison's Company.
Private Ahamerus Terwilliger—Major Thomas Barclay's Company.
Private Nathaniel Chambers—Major Thomas Barclay's Company.

FROM THE FIRST NEW JERSEY BATTALION.

- Surgeon Uzal Johnson.
Captain John Taylor.
Sergeant John Campbell—Captain Garrett Keating's Company.
Corporal John Evans—Captain John Taylor's Company.
Corporal Samuel Hibber—Captain John Cogle's Company.
Corporal Christopher Sheek—Captain Joseph Crowell's Company.
Private Levi Hall—Captain John Taylor's Company.
Private Peter Hawn—Captain John Taylor's Company.
Private Ebenezer Darwin—Captain John Taylor's Company.
Private Malaciah Bowham—Captain John Taylor's Company.
Private John Hazen—Captain John Cogle's Company.
Private Henry Mills—Captain John Cogle's Company.
Private James Matthews—Captain John Cogle's Company.
Private James Barclay—Captain John Cogle's Company.
Private Eliagh Quick—Captain Joseph Crowell's Company.
Private Robert Erwin—Captain Joseph Crowell's Company.
Private Daniel McCoy—Captain Joseph Crowell's Company.
Private Henry Berger—Captain Joseph Crowell's Company.
Private Michael Miller—Colonel Joseph Barton's Company.
Private Joel Daniels—Colonel Joseph Barton's Company.
Private Joshua King—Major Thomas Milledge's Company.
Private Clement Masters—Major Thomas Millidge's Company.
Private Boltas Snider—Major Thomas Millidge's Company.

FROM THE SECOND NEW JERSEY BATTALION.

- Lieutenant William Stevenson.
Sergeant James Causlin—Captain Norman McLeod's Company.
Corporal Randle Ensley—Major John Antell's Company.
Private Henry Horn—Captain Norman McLeod's Company.
Private Nicholas Myzin—Major John Antill's Company.

- Private Hugh Jones—Captain Donald Campbell's Company.
 Private Edward Donnelly—Captain Donald Campbell's Company.
 Private John North—Captain Waldron Blaas's Company.
 Private Conrad Kingstaff—Captain Waldron Blaas's Company.
 Private John Worth—Captain Waldron Blaas's Company.
 Private John Hurley—Colonel John Morris' Company.
 Private Mordecia Starkey—Colonel John Morris' Company.

FROM THE FOURTH NEW JERSEY BATTALION.

- Captain Samuel Ryerson.
 Lieutenant Martin Ryerson.
 Sergeant Charles Brown—Captain Samuel Ryerson's Company.
 Sergeant Richard Terhune—Colonel Abraham VanBuskirk's Company.
 Corporal Thomas Mulvain—Captain Samuel Ryerson's Company.
 Corporal Ralph Burris—Captain Samuel Ryerson's Company.
 Private George Dickerson—Captain Samuel Ryerson's Company.
 Private Martin Wolohan—Captain Samuel Ryerson's Company.
 Private James Crab—Captain Samuel Ryerson's Company.
 Private John Troy—Captain Samuel Ryerson's Company.
 Private Ezekiel Pulsifer—Captain Samuel Ryerson's Company.
 Private Zopher Hull—Captain Samuel Ryerson's Company.
 Private Thomas Wilkins—Captain Samuel Ryerson's Company.
 Private William Vaughan—Captain Samuel Ryerson's Company.
 Private Walter Coppinger—Colonel A. VanBuskirk's Company.
 Private Robert Thompson—Colonel A. VanBuskirk's Company.
 Private John Hayes—Colonel A. VanBuskirk's Company.
 Private Joseph Westervelt—Colonel A. VanBuskirk's Company.
 Private Peter Spear—Colonel A. VanBuskirk's Company.
 Private Jacob Westervelt—Colonel A. VanBuskirk's Company.

- Private Joseph Pryor—Colonel A. VanBuskirk's Company.
 Private John Shetler—Captain William Van-Allen's Company.
 Private Caspaures Degraw—Captain William Van-Allen's Company.
 Private Sylvester Ferdon—Captain William Van-Allen's Company.
 Private William Van-Skiver—Captain William Van-Allen's Company.
 Private Benjamin Furman—Captain William Van-Allen's Company.
 Private David Dobson—Captain William Van-Allen's Company.
 Private John Crane—Captain Philip VanCourtland's Company.
 Private William Thompson—Captain Phillip VanCourtland's Company.
 Private Laurence Kerr—Captain Phillip VanCourtland's Company.
 Private Samuel Babcock—Captain Phillip VanCourtland's Company.
 Private Samuel Young—Captain Phillip VanCourtland's Company.
 Private Patrick McQuire, Snr.—Captain Phillip VanCourtland's Company.
 Private Noah Killohan—Captain Samuel Ryerson's Company.

FROM DELANCEY'S THIRD BATTALION.

- Sergeant Henry Townsend—Captain Edward Allison's Company.
 Sergeant James Cocks—Captain Charles Hewlett's Company.
 Private George Innis—Captain Edward Allison's Company.
 Private Gilbert Boodle—Captain Edward Allison's Company.
 Private John Gleoron—Captain Edward Allison's Company.
 Private Noah Gildersleeve—Captain Edward Allison's Company.
 Private Alexander Cain—Captain Thomas Lester's Company.
 Private Daniel Wanzer—Captain Thomas Lester's Company.
 Private Abraham Nichols—Captain Thomas Lester's Company.
 Private Frederick Cronckite—Captain Thomas Lester's Company.
 Private John Hevaland—Captain Charles Hewlett's Company.
 Private John Banack—Captain Charles Hewlett's Company.
 Private John Gibbs—Captain Elijah Miles' Company.
 Private Moses Olmstead—Captain Elijah Miles' Company.

Private John Sherman—Captain Elijah Miles' Company.
 Private John Sharpe—Captain Elijah Miles' Company.
 Private Paul Wooster—Captain Elijah Miles' Company.
 Private George Weekly—Captain Gerhardus Clowes' Company.

RECAPITULATION.

Surgeon..	1
Captains..	3
Lieutenants..	4
Sergeants..	8
Corporals..	6
Drummer..	1
Privates..	100

Total Strength,.... 123

JONAS HOWE.

(To be continued.)

Notes.

At page 208 of ACADIENSIS, July, 1906, the writer or the printer has made a slight mistake quite common to outsiders, but very plain to a Nova Scotian—Chief Justice Brenton, Halliburton (with two *ls*), and Mr. Justice Thomas C. Haliburton (with only one *l*) who wrote Sam Slick, etc., were both on the Supreme Court Bench of Nova Scotia at the same time. Halliburton (with one *l*) retired in 1856. Halliburton (with two *l*'s) died in 1860. Both their portraits are in the Legislative Council Chamber at Halifax and have been there for many years. H. H. BLIGH.

Under the portrait of the late Robert Sears which appeared in our July issue, the date of Mr. Sears' birth is given as 1801, while it should have read 1810.

D. R. JACK.

The Union of the Maritime Provinces

(Concluded).

SOME REASONS FOR CONSOLIDATION.

The reasons for, and the consideration of the advantages and disadvantages of consolidation naturally fall into two classes, according to the point of view; the situation from the standpoint of internal affairs, and the situation from the standpoint of external relations.

(a) INTERNAL AFFAIRS.

And first with regard to the consideration of the *pros* and *cons* of the subject of consolidation as affecting the internal affairs of the proposed new province.

1. *Economy of Administration*: Undoubtedly one of the strongest of arguments in favor of legislative union. Take for instance the office of lieutenant-governor. There are three such offices at the present time. To the Governor of Nova Scotia is paid a salary of \$9,000; to the Governor of New Brunswick, \$9,000; to the Governor of Prince Edward Island \$7,000. a total of \$25,000. If instead of the three governors for the three provinces, there were substituted one governor with a salary of \$10,000, the salary paid the Lieutenant Governor of Ontario) then \$15,000, would be saved to the people's pockets.

Again in all departments of the Government there would be substituted one executive official in the stead of three. There would be one commissioner of crown lands instead of three; one provincial secretary instead of three. one attorney general instead of three; one commissioner for public works instead of three, and so on. I do not mean to suggest that the one should do the work of three; he would have sufficient deputies and clerks to assist him if necessary, but not-

withstanding this, an enormous annual saving to the peoples pockets would result from the change in this respect.

Then, again, the opportunity to abolish the Legislative Council in Nova Scotia is undoubtedly a good one, and if this could be arranged, there would be a saving in that item of present expenditure.

The cost of the maintenance of one Legislative Assembly instead of three, would also be an item in the expense account of the new province, considerably smaller than the sum total of the three items in the existing provincial public account..

Space, however, does not permit further enumeration of the possibilities of effecting financial economy by consolidating the Maritime Provinces, but enough has probably been said to show to some extent that the people of the provinces would benefit substantially by a union of administrations.

2. *Uniformity of Administration and System*—A benefit of inestimable value. It does not need a second thought to realize the advantages to these provinces of uniformity of departmental administration and system. Each Provincial Government has its own methods and regulations with regard to crown lands, and timber lands, mines, law courts, agriculture, education, railways, taxation, subsidies to public works and so on. If instead of this heterogeneous divergence of methods and confusion and lack of system, one administrative code were substituted, the people of the Maritime Provinces would gain thereby.

Take legislation in the provinces. In New Brunswick we have a governor, executive council, and elective legislative assembly. In Nova Scotia, we have these and a legislative council as well. In Prince Edward Island, the legislative assembly consists of thirty members, half of whom are elected, and half of whom hold their seats for life. Are we not over-governed?

Suppose we abolish these anomalous institutions, reform matters and begin again with a Lieutenant Governor, and executive council and a legislative assembly.

Take the matter of practice in the law courts. In Prince Edward Island they still have the common law procedure Act, a system abolished in England as far back as 1875. In Nova Scotia the practice is regulated under a Judicature Act and rules similar to the Acts and Rules in England, Ontario, Manitoba and elsewhere. In New Brunswick the ancient practice still prevails, though attempts have been made to substitute the modern procedure. How much better matters would be if litigants of the three provinces had the same advantages and were on the same footing.

Take Taxation. Each province has a bewildering multiplicity of expedients and ideas as to principles of taxation. Some legislation has no principle behind it. Let us sift matters, let us get at principles, facts, ideas, reason, uniformity, system, in our taxation. Let all three provinces be under one system, and that system the best.

Take the professions—take that of the law or medicine—Why should there be one set of regulations with reference to the admissions to, and the practice of law or medicine in Prince Edward Island, and another set of rules in New Brunswick, and still another in Nova Scotia?

Take company law. In New Brunswick the laws with reference to the incorporation, regulation and taxation of corporations, are unlike those of Prince Edward Island, as those of the latter province are unlike those of Nova Scotia. Why? And so on. World without end. Now are there or are there not advantages to be derived from uniformity? If not, then we do not want Maritime Union. If on the other hand, benefits, not inconsiderable benefits some think, would result from systematizing matters in the three

Maritime Provinces. Let us then throw in the weight of other arguments and have consolidation.

III. Thirdly, there is the argument of increased strength. Let us assume for the purposes of this argument, that a union just to all concerned has been brought about, and that a new province has come into being. Have not the possibilities for undertaking greater tasks become enlarged thereby? Does it not mean the co-operation of all for all objects. Is not the strength of one united province greater than the sum total of that of the three provinces standing each by itself? Perhaps the simile of a barrel without hoops is applicable. Are we not, therefore, better able to undertake public works of importance? Have we not the wisdom and experience of the legislators of three provinces, instead of that of only one? Possibly the revenues of one of the provinces is alone insufficient and inadequate to forward any great work of improvement? Union will not make matters worse! The provincial revenues and Dominion subsidies will go further will they not? And how about the financial credit of the new province?

IV. Fourthly, with union would come the obliteration of sectional jealousies, the elimination of petty discords in smaller governments, and the harmony of all communities. With the feeling of greater strength and the necessity of co-operation would come increased property, and the promotion of the best interests of the people of Eastern Canada. Union would tend to foster such a feeling of self-reliance as would effectually counterbalance any disadvantages.

V. Again, there is the argument to be derived from the system of party government existing to-day in these provinces. No one will honestly support the theory that a government should have no opposition. The best legislation is that which has been subjected to the criticism of a strong opposition. Where the

opposition is weak, the government does as it pleases. This is true whether the party in power be Liberal or Conservative or Socialist, or Radical or Nationalist. Now it is a matter of history that once or twice the government of one or two of the provinces has had little or no opposition, and it is just at this point of the argument that one sees the advantage of a larger election field. Make that field the three provinces and there will always be some opposition worth considering and the result will be in the interests of the people.

Enlarging the field of politics would add other advantages in connection with this same matter of party government. Besides lessening the possibility of a deadlock, it would counteract the undue preponderance obtained by cliques, syndicates, family compacts, individuals, and interests locally strong. If this advantage is not desired, then the subject had better be dropped.

There is still another resulting benefit and a reason why everyone should support any efforts made towards union; it would force the thoughts of our public men to expand. The electorate would consider more than mere local interests; they would consider the interests of a large Maritime Province. Union and consolidation would produce a few of the old time statesmen instead of mere "ward-healers" and "parochial politicians." "The political atmosphere will be much healthier when it is generally felt that the whole is "worthy of more consideration than any of its parts."

EXTERNAL RELATIONS.

Turning from the arguments in favor of union from the standpoint of internal affairs, to that of external relations, the chief inducement which will occur to the reader is the larger influence which we should exercise as a result of consolidation. Increased power and

might would be given to the Maritime Provinces. The influence of Eastern Canada would be promoted and its position elevated. Looking at this from the point of view of the man from Eastern Canada, this would counterbalance to some extent the preponderant increasing influence of other provinces.

II. Then there is to be considered the practical result of such a change. I mean the strengthening of the present bond of feeling and interest between Eastern Canada and the rest of the provinces. A great and powerful community, self-reliant, independent, progressive, established in this part of the Dominion would be a means of strengthening and perpetuating bonds of national interest. There would be a fuller national life, a widening of national thought, a reciprocity of rights and obligations, a feeling of increased national strength.

To sum up arguments:—What advantages would follow the consummation of a union of the provinces? What would be the gain? Would there be a saving in the expense of governing the three provinces? Without any doubt there would be an enormous saving. Would a union be conducive to the prosperity, the strength and the harmony of all three communities. If matured on principles satisfactory to all the provinces, would not union secure harmony, and bring into action their consolidated strength? If it would not, it is useless to think of saying another word in favor of union. Would union enhance the individual and collective prosperity of the provinces, politically, commercially and socially? Undoubtedly; and why should it not? The elevation of the status, the consolidation of influence, the uniting of energies, would a thousand times outweigh any disadvantages arising from the union. It would be "beneficial to all and an injury to none." It is true that the three provinces have varied interests, but it is also true that the best means of protecting these varied interests is union. Upper and Lower Can-

ada found it so, when in 1840, they united to form the province of (old) Canada. To have remained united under the new order of things ushered in by the Act of 1867, would have meant "the absorption of the individuality of Lower Canada," as, Sir John A. Macdonald expressed it. Under the Act of 1840, however, the separate individualities and diversities of interests of the two parts of the province were protected and preserved.

Then again union of the Maritime Provinces would enable them to co-operate more effectually for all common purposes, protect the diversified interests of the several parts and secure efficiency, harmony and permanency in the working of the union. Not only the existing internal relations of the Maritime Provinces, but their external relations as well would be advanced. To quote the Hon. William Miller of Richmond, speaking with reference to Confederation, in the Nova Scotia House of Assembly in April, 1866, (see Hansard): "I hope we may find a common ground of co-operation in our efforts to improve "our present condition of isolation and obscurity, and elevate Nova Scotia to the position she ought to occupy." These words contain an argument for union of the three provinces into one. Such a union would undoubtedly tend to form a more powerful community; it might in some measure counterbalance the preponderant and increasing influence of the more western provinces; and increased power and weight would be given this section of the Dominion in the councils of the nation.

THE ARGUMENTS AGAINST UNION.

There is sure to be opposition to every move in the right direction. Specious arguments are advanced; attempts are made to hoodwink the people; facts, figures, and statements of the opposition are distorted to

make arguments the other way and to bewilder and perplex the constituency. And so it will be when the question of Maritime Union gets into the political arena.

One argument which the opposition stump orator will put to the electorate will be that the taxation of the people will be increased. Some orators consider this a very weighty argument. Well, it is a matter of which everyone feels the weight, and if there is anything in the argument it is one which must be met squarely and dealt with by the supporters of union.

After a considerable examination of government records and reports, I cannot see any reason for advancing the contention that the burden of taxation would be greater, but I do see reasons for saying taxation would be less. Our provincial revenues would be greater, our Dominion subsidies would go further, our financial credit would be better, our prosperity would increase, our expenses would be less. Is there any reason for increased taxation?

Suppose, however, some industrious statistician finds that union involves a dollar or two extra taxation per family. Is not consolidation essentially a project to obtain things we now lack for a fair consideration? If our advantages and privileges are increased, should we not pay a fair price for them? To any high minded citizen of Eastern Canada fifty cents or so more should be a small price to enhance his own interests, self-respect and the reputation of his own province.

It must not be forgotten, however, that union does not mean greater taxation.

Then there is the man who says, "Let well enough alone"—the *laissez faire* class of politician. This is certainly a very optimistic way of looking at matters. Are matters good enough as they are? Are the three provinces justified in remaining as they are?

SOME SUGGESTIONS.

In a discussion of this question which took place some months ago in one of our foremost educational institutions, the following Act, hurriedly drafted by the writer of this article, was introduced, as an illustration of the lines along which the proposed reform might be successfully worked out.

"A. Bill, entitled an Act for the Union of Nova Scotia, New Brunswick, Prince Edward Island, and the Government thereof, and for purposes connected therewith:

Whereas, The Provinces of Nova Scotia, New Brunswick and Prince Edward Island have expressed their desire to be united into one province with a constitution similar in principle to that enjoyed by each of the provinces of the Dominion of Canada;

And Whereas, Such a union would conduce to the welfare of the provinces and promote the interests of the Dominion.

Be it therefore enacted and declared, etc.,—

"1. This Act may be cited as 'The Maritime Provinces Act, 1905.'

"2. It shall be lawful for the Governor-General by and with the advice of the Most Honorable Privy Council for Canada to declare by proclamation that on and after a day therein appointed, not being more than six months after the passing of this Act, the provinces of Nova Scotia, New Brunswick and Prince Edward Island shall form and be one province under the name 'Acadia,' and on and after that day those three provinces shall form and be one province under that name accordingly.

"3. On, from and after the said day on which the said Order in Council and Proclamation shall take effect as aforesaid, the provisions of the British North America Act, 1867 to 1887, shall, except those parts:

thereof which are in terms made, or, by reasonable intendment, may be held to be specially applicable to one or more of the provinces of the Dominion other than the provinces of Nova Scotia, New Brunswick and Prince Edward Island, and except so far as the same may be varied by this Act, be applicable to the Province of Acadia, in the same way, and to the like extent, as they apply to the several provinces of Canada.

"4. The said province shall be represented in the Senate of Canada by twenty-four senators.

"5. The said province shall be represented in the House of Commons of Canada, in the same manner and under the same provisions of the act of the Parliament of Canada as the provinces of Nova Scotia, New Brunswick and Prince Edward Island now are, and the representation of said province shall be re-adjusted according to the provisions of the fifty-first section of the British North America Act of 1867.

"6. For the said province there shall be an officer styled the Lieutenant-Governor, appointed by the Governor-General in Council, by instrument under the Great Seal of Canada.

"7. The Executive Council of the province shall be composed of such persons and under such designations as the Lieutenant-Governor shall from time to time think fit, and, in the first instance, of not more than nine persons.

"8. The seat of Government of the said province shall be at....., in the county of

"9. There shall be a Legislature for Acadia, consisting of the Lieutenant-Governor and of one house styled the Legislative Assembly of Acadia.

"10. The Legislative Assembly shall consist of.... members, elected to represent the electoral districts existing at the coming into force of this Act, and until otherwise changed or modified by the Legislature of the said province.

"11. The presence of a majority of the members of the Legislative Assembly shall be necessary to constitute a meeting of the House for the exercise of its powers, and for that purpose the Speaker shall be reckoned as a member.

"12. Every Legislative Assembly shall continue for four years from the date of the return of the writs for returning the same (subject, nevertheless, to being sooner dissolved by the Lieutenant-Governor) and no longer, and the first session shall be called at such time as the Lieutenant-Governor shall appoint.

"12. Except as otherwise provided by this Act, all laws in force in Nova Scotia, New Brunswick or Prince Edward Island at the union, and all courts of civil and criminal jurisdiction, and all legal commissions, powers and authorities, and all officers, judicial, administrative and ministerial, existing therein at the union, shall continue in Nova Scotia, New Brunswick and Prince Edward Island respectively, as if the union had not been made, subject, nevertheless, to be repealed, abolished or altered by the Legislature of the Province of Acadia, under the authority of this Act."

The above does not go far enough, it may be said, and leaves several things undecided, viz., the ownership of the assets of the several provinces; the responsibility of the new province for the debts of the old administrations; the control of provincial institutions, and other questions; but such matters are matters of practical politics, best left to the more experienced draftsman.

On the other hand, several matters are dealt with a finality intended only for the purposes of a mock parliament debate, *e. g.*, the name of the new province, the seat of government and the number of members of its legislature.

As to the name "Acadia," it is the old historical

name of the three provinces taken together before separation. There may be a better name: Eastern Canada, St. Lawrence, Northumberland, and others have been suggested. Adopt the best.

As to the capital, no doubt Moncton, Sackville and Amherst would be keen rivals for the honor, and in an election campaign each would undoubtedly be promised the honor by every politician.

Then there is the question of the number of representatives in the new legislative assembly. In Prince Edward Island there is one elected member for every 6,800 of the population. A New Brunswick M. L. A., represents 7,200, while the electoral unit in Nova Scotia is about 12,000. Here is a matter for adjustment.

One more suggestion: Let us get to work at once. The three legislatures are now in session. Introduce resolutions looking toward the attainment of the end and see what happens. Union is inevitable because desirable. It is indispensable and an urgent necessity. It is merely a question of terms. It is nothing more than a matter of practical politics. Once accomplished it will become more durable and advantageous as time goes on. It is the precise duty of the provincial governments to effect consolidation. Consider the alternative. Let us submerge petty political jealousies and get to work.

WHAT THE NEW PROVINCES WOULD LOOK LIKE.

Compared with Ontario and Quebec in population:
 Ontario has 2,182,947, or 40.46 per cent.
 Quebec has 1,648,898, or 30.46 per cent.
 New province, 894,033, or 16.71 per cent.
 Rest of Canada, 645,517, or 12.13 per cent.

UNION OF MARITIME PROVINCES. 259

In representation in the House of Commons,
Ottawa:

Ontario has 86 members.

Quebec has 65 members.

Maritime Provinces have 35 members.

Rest of Canada have 28 members.

In the senate of the Dominion:

Ontario has 24 members.

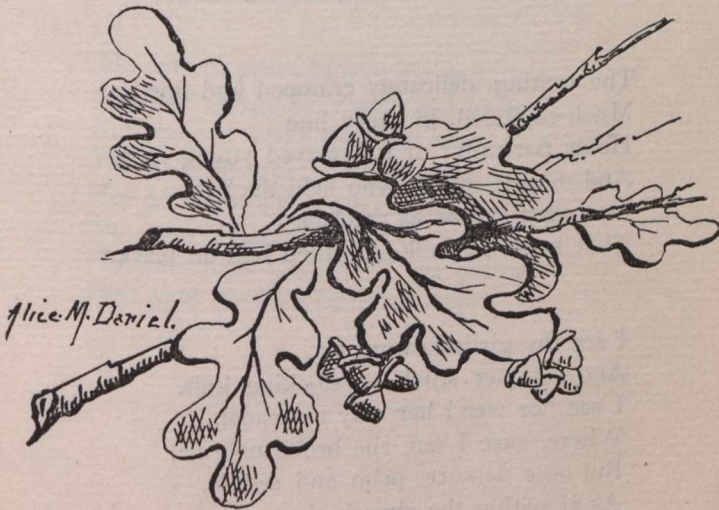
Quebec has 24 members.

Maritime Provinces have 24 members.

Rest of Canada has 9 members.

REGINALD V. HARRIS.

ERRATA.—In the first section of this article, p. 182,
first line, for "prevention" read "preservation."—ED.



To my Grandmother's Album

Quaint record of an olden time
When friendship was a thing sublime;
A sacred tie, not lightly made,
Nor for quick anger's sake betrayed,
But like their river's quiet sleep
Was calm and strong, and broad and deep.

The thoughts and manners of the age
Are mirrored in each written page;
The serious, respectful verse,
Musing of blessing and of curse,
Pious and reverent, wishing less
Of earth's than Heaven's happiness,
For her to whom is quaintly penned,
"To Miss L——'s album, from a friend."

The writing, delicately cramped and fine,
Much-capitalized, in every line
Holds portraits; of grave-eyed young men,
And modest maids, who held the pen
On pages yellow as the lace
That holds her silk-smoothed hair in place.

I see thy girlish owner sit
And sampler stitch or stocking knit.
I see her wend her way to school,
Where, sure I am, she broke no rule,
But was demure, prim and sedate,
As if within the church she sate.

And when from youth to maidenhood
She passed, and on its confines stood,
In visits to the kinsfolk train
She saw the peaceful towns of Maine.
Her small trim feet, prunella-shod,
Old Boston's quiet streets have trod.
And much of stately courtesy
And mannered grace acquired she.

In pleasant Milltown's white-housed grace,
She held, a wife, an honoured place.
Spotless her dwelling as her name,
(Dear prize the thrifty house-wife's fame),
And ah! Those dear tea-party days!
The saucered tea; the courtly praise
Of cakes whose making was an art
From common house-lore held apart.

She sits in peace before me now,
Old age serene on cheek and brow.
But thou in every line dost show
The girl she was, so long ago.
Her gentle life's sweet dignity,
On every tranquil page we see.
"To dear Miss Lucy," this the phrase
That held the love of olden days.

N. McADAM.

Memorial

Of Robert Pagan and Thomas Pagan to the Governor of Nova Scotia

FORT GEORGE, PENOBSCOT,

16th October, 1783.

*To His Excellency, John Parr, Esqr., Governor and Com-
mander in Chief of the Province of Nova Scotia, &c., &c.*

The Representation and Petition of Robert and Thomas Pagan most respectfully sheweth:

That your Petitioners being settled in business at Falmouth, Casco Bay, in the year 1775, had a considerable property destroyed there when that Town was burnt up by a part of His Majesty's fleet from Boston. That early in the year 1776 they were obliged to remove privately from that place to avoid being forced to take up arms against His Majesty, leaving behind them a property to the amount of near £2,000 sterling, of which they have not till this day realized one shilling.

That since they have done business in New York and this place, and have been so unfortunate as to lose (chiefly by capture) during the war 32 sail of vessels, all of which they were the sole or principal owners.

That as they are resolved to remove into His Majesty's Province of Nova Scotia when the Troops leave this Post, they will be obliged to abandon a valuable property which they have here in houses, stores and other improvements.

Should this just representation of our sufferings have weight with your Excellency, we would humbly request you may be pleased to grant us such a Tract of Land in the grand Bay of Passamaquoddy as you in your wisdom may think proper, which we shall immediately settle in the manner required by your Excellency. And your Petitioners as in duty bound shall ever pray.

ROBT. PAGAN,

THOS. PAGAN,

[We are indebted to Rev. W. O. Raymond, D. D., for a copy of the Memorial of Robert and Thomas Pagan, which is published above. Recently, when looking through the Provincial Archives, which are now being arranged and sorted by Dr. James Hannay, this memorial, with many other interesting items, was discovered. A fairly extensive biographical notice of Robert Pagan, and Miriam, his wife, will be found in ACADIENSIS, Vol. II, pp. 279-287.—ED.]

Major Thomas Hill



THE VERY brief mention of Mr. Thomas Hill which appeared with his book-plate, page 125 of the July issue of this magazine, was apparently seriously in error with regard to that gentleman. The information published was mainly from a sketch of Rev. George M. Hill, A. M., D. C. L., which was published in *The Canadian Biographical Dictionary and Portrait Gallery*, issued by the American Biographical Publishing Company, 1881. For the following data the writer is indebted to Mr. W. H. Hill of Halifax, Nova Scotia:

1. Thomas S. Hill, formerly a merchant in the Island of Barbadoes. He died without leaving issue.
2. Hon. Philip Carteret Hill, D. C. L., Barrister-at-Law, at one time Premier of Nova Scotia. He removed in later life to England, where he died.
3. Rev. George W. Hill, D. C. L., was rector of St. Paul's Church, Halifax, for a number of years. He removed to England, where he was given the rectory of Gravsley, in Surrey. He was also Private Chaplain to Lord Scarsdale in Kedleston, in Derbyshire, and also to the Countess of Harróby, at High Ashurst. He has now retired, and is living in the town of Dorking.
4. Lewis W. Hill, at one time M. P. P. for Hants County, Nova Scotia.
5. Rev. James J. Hill, M. A., formerly Rector of Trinity Church, St. John, N. B., and afterwards of a Church in the Province of Ontario. He died several years ago.
6. William H. Hill, Barrister-at-Law, and latterly Inspector of H. M. Customs for the Province of Nova Scotia and the Island of Cape Breton, now retired.

DAVID RUSSELL JACK.

Book Reviews

"The last number of the "Essex Institute Historical Collections," (Vol. XLII.), printed at Salem, Mass., is of some interest to the people of the Maritime Provinces. The opening contribution—a "Journal of a Voyage to Nova Scotia, made in 1731 by Robert Hale, of Beverly"—is printed from the original manuscript now in possession of the American Antiquarian Society. Robert Hale was born at Beverly, February 12, 1702-3. He graduated at Harvard in 1721, and began the practice of medicine in his native town in 1723. He filled many positions of public trust, and for thirteen years represented Beverly in the General Court of Massachusetts. He commanded a regiment at the siege of Louisburg in 1745. [See Stone's History of Beverly, pp. 38-53.] Colonel Hale, as he was termed in his later years, seems to have been a man of extraordinary versatility. In addition to being a practising physician, a legislator and a military commander, he was capable of navigating a vessel. His journal—from which we shall quote—shows that he sailed as master of the schooner "Cupid," (of which he was part owner) in the voyage to Nova Scotia in 1731. He had as mate Wm. Haskell, and William Nicholson was his pilot. The rate of wages, paid monthly, was as follows: to the master £6, to the mate £5, to the pilot £9. The schooner sailed from Boston about the 6th of June, and on her way to the Bay of Fundy called at Portsmouth and at Pemmaquid (or Frederick's Fort) on the coast of Maine. Owing to various detentions the vessel did not arrive at the Annapolis Basin until the 20th of June. "Just after our entrance," says Hale in his journal, "2 Frenchmen came on board us, one of whom had wooden shoes on, the first that (to my remembrance) I ever saw." At Annapolis there were, at this time, no English inhabitants, save those who lived in or near the fort. The French were settled in small villages in the vicinity of the fort, and up the Annapolis Valley for a distance of thirty miles. The presence of Governor Philipps and his garrison served to impart some little stir to the place. Hale mentions in his journal, under date Tuesday, June 22: "Yesterday one of the Drummers at the Fort was buried, at whose interment (as is the custom)

12 men fired 3 volleys. Today a soldier was whip't 20 lashes for getting drunk last Sabbath. There are now 3 schooners and 6 sloops in the Harbour." He adds: "We went ashore & I seeing some Firr trees endeavoured to get the Balsam which is pretty plenty, but the Knats and Muskettoes being very plenty also, I was soon forced to give over: as I was going down I saw 2 speckled snakes like Adders, upon the beach, such as I never saw before, which I killed. The Water where wee anchor upon trial wee find to ebb & flow 20 feet & 8 inches and no more." The next day the schooner weighed her anchor and set sail for the coal mines at the head of the Bay of Fundy, near "Checnecto." At sunrise on the 25th June the schooner passed Cape Enragé, which Hale calls Cape Anroshia, and was soon at her destination, Granchoggin, in the vicinity of the Joggins coal mines. In describing the location, Hale observes: "Wee past by the Coal Banks & a little farther came to the place where the Coal is taken in, which is about 5 leagues below Meskquesh [Missequash] the chief place of Checnecto." After no little difficulty the schooner was brought in to the wharf and as much coal put on board of her as she could float at the wharf with at high tide. The incidents that occurred during the next few days are valuable as throwing light upon the manners of the Acadians one hundred and seventy-five years ago. Robert Hale shall tell us the story in his own words:

"Sat. 26 [June] 1 A. M. Made a second Attempt to gain the Wharff but gott aground a Boats Length from it.

"2 P. M. Wee got our Vessel in to the Wharff, & took our Cask out of the Hold, & Capt. Foresyth's Hands went to Loading & put in as much Coal as wee tho't our Schooner wou'd float with.

"Sab. 27. 2 1/2 A. M. It being the highest Tide wee cou'd expect wee hawl'd off into the Creek, but when the Tide went out, wee had like to have oversett, because she lay on the side of the Bank. The Coal which they dig about 7 miles below the Place, they bring hither in 2 Lighters & throw up into Cribs which they have made in the Edge of the Marsh, close to which they have cut down the Sodd or Marsh so as to make a Wharff & so low that a Vessel can go in a little before highwater. The Persons now concern'd in this Affair are Maj. Henry Cope of Annapolis, Capt. Alexr. Forsyth, Mr. John Liddel, and Mr. John Carnes, of Boston. They have a permission from Govr. Phillips at Annapolis & began to dig

last April. Only 2 Vessels have loaded here before us. This Creek is the nearest place to transport the Coal to where a Vessel may ride or lay Safely all Weathers, for tis dry half a Mile below the Wharff at low water. Coal has been dug here this 30 years, but they alwayes us'd to land it up below high water mark, but now they dig it out of the Cliff near an 100 feet above. Capt. Belcher of Boston, formerly caus'd coal to be dug here, & brought to the very place where the Wharffe now stands, & a large quantity of it lyes there now, which was sett on fire (being mix'd with much dirt) about 3 weeks agoe, & the Fire is not out yet. They Suppose this Mine of Coal reaches to that at Spanish River,* it being but a few Leagues across the Land from one to the other. One Man will dig many Chaldron of this Coal in a day. They have a House at this Creek which they call Stanwell Hall, & the Creek is call'd Gran'choggin. No other House is within 2 Leagues of of it. They have a Serjeant (who is also impowered as a Collector for the Port of Granchoggin) & 6 Soldiers more from Annapolis; they imploy besides about 10 or 12 Frenchmen, besides the men who go in the Lighters. There is abundance of Muskettoes here—so that in a Calm hot day, tis almost impossible to live especially among the Trees. There is no such thing as an Oak, Walnut, or Chestnut Tree in these parts, & the Land is so poor, that no other Trees grow to be above a foot or foot and half over & very few so large. Spruce & Birch is the chief of the Wood, which the Land is covered with & where there are no Marshes, the people don't pretend to settle. All the whole Bay above Cape Checnecto is called by that name, & the little Villages of 3 or 4 or half a Score Families have other Denominations. This Bay seems to mee to be as Subject to Strong winds as (Near Annapolis) it is to Calms, for besides that the Shores are washed higher, & that the people build all their Houses low, with large Timber & Sharp Roofs (not one house being 10 feet to the Eves) you see in abundance of Places, spots of Land of phaps 2 or 3 Acres in a Spot, which have not a Tree Standing, only perhaps here & there a trunk of a large tree, 10, 15 or 20 feet high, but the Ground all covered with trees blown up by the Roots & multitudes of young trees 10 or 15 feet high all of near an heighth. I cou'd not find that the Water flows at Checnecto above 8 or 10 fathom at most, which is about 50 or 60 feet.

* Spanish River is now known as Sydney in Cape Breton.

"1 P. M. I took my Boat with 2 hands designing to go about 2 Leagues up the River to the nearest French Houses (my Pilott being an Interpreter) but as I had got about the middle of the Bay the Fogg came in very thick, & we row'd an hour and a half before wee saw Land, & then wee discover'd it on the opposite shore about 3 Leagues above our Vessel. Soon after wee got on, the Fogg clear'd up & wee saw near our Boat an Indian Wigwam on the Beach, & at about 2 Miles distance a Small Village of 3 or 4 French Houses called Worshcock [Westcock] & lyes up Tantomar River, to which wee went, & the French entertain'd us with much Civility & Courtesy & when we came away one man would needs accompany us to our Boat, & conduct a nearer way over the Marshes than that by which wee came.

"8 P. M. When wee came to our Boat (which wee left at highwater, wee found her aground near $\frac{1}{4}$ of a Mile, but as the Shore was all descending, Muddy & very Soft & Slippery with our Guide's Help wee made a Shift to Launch her, and it being by this Time young Flood wee put away for Meshequesh,* a Small Village about 2 Leagues farther up the River, tho' indeed it is the largest in this Bay; but as it was now dark wee were obliged to keep in with the Shore lest wee shou'd miss the Crick, up which wee were to go about $\frac{3}{4}$ of a Mile to the Town; but the wind blowing very hard and right on upon the Shore, wee were put to much difficulty, & once got upon a Rocky flat a considerable distance from the Shore where wee had like to have Stove our Boat to pieces, but at length wee espied the Creek & thrust our Boat in & soon had Smooth Water, & about 11 P. M. wee got up to the Town, to the House of one William Sears the Tavern Keeper, who let us in & gott water to wash our Legs & feet (bedaubed with Clay in coming ashore) & other Refreshments.

"Mond. 28. 5 A. M. I rose & after Breakfast walk'd about to see the place & divert myself. There are but about 15 or 20 Houses in this Village, tho' it be the largest in the Bay, besides 2 Mass Houses or Churches, on one of which they hang out a Flagg Morning & Evening for Prayers, to the other the Priest goes once a day only, Habited like a Fool in Petticoats, with a Man after him with a Bell in one Hand ringing at every door, & a lighted Candle & Lanthorn in the other.

*This village was at or near the site afterwards known as Beausejour, or Fort Cumberland.

“ 3 P. M. Wee had design'd now to go down to our Vessel, but the wind blowing very hard at S. W. wee were Oblig'd to quit our purpose till next Highwater for 'tis impossible to go against the Tide. I went to see an Indian Trader named Pierre Asneau, who lately came from St. John's in Canada River, with Furs & Seal Skins; they go up this River till they come to a Carrying place of about 10 miles over & then they are in that River, so that tis not half so far to N. found land that way as to go all by water. When I came to enquire into the Price of things, I found their Manner is to give no more (or Scarce so much) for our Goods as they cost in Boston, so that all the Advance our Traders can make is upon their Goods. All this Province are oblig'd by Proclamation of Gen. Phillips to take Massachusetts Bills in Payment, except where it is otherwise agreed between Buyer & Seller. But tis no Profit to our Traders nor theirs to take any Money except Just for Change, & Money is the worst Commodity a Man can have here, for as our Traders sell as cheap or cheaper than they Buy, it will be but loss to take money to bring away, & the pple here don't care to take it, because in the 1st place our Traders will not take it of them for the aforewrited reason; 2nd, the Indians with whom they Trade will not take it, for all the Furs &c. which they get will scarce pay for what Cloathing they want, & that they take up when they deliver their Furs. 3. They have no Taxes to pay & 4th They trade but little amongst themselves, every one raising himself what he wants, except what they have in Exchange from the Traders, & as a proof that they are govern'd by this Maxim, I need only say, that when I came to pay my Reckoning at the Tavern, the Landlord had but 5d. in Money, tho' he is one of the wealthiest in the place. I can't understand that there are more than 400 Families in the Government of Nova Scotia (Exempt of Georgia) who live all either at Annapolis Menis & Checnecto, except a few Families at St. John's & some other places. This Night wee lodg'd at Sears's again & at supper were regaled with Bonnyclabber, soop, Sallet, roast Shad, & Bread & Butter, & to day we din'd with Mr. Asneau at his Brother's upon roast Mutton, & and for Sauce a Sallet, mix'd with Bonnyclabber* Sweetened with Molasses. Just about Bed time wee were surpriz'd to see some of the

* Bonnyclabber is a name applied to milk that has formed into a curd by souring quickly in warm weather.

Family on their Knees paying their Devotions to the Almighty, & others near them talking, & Smoaking, &c. This they do all of them (mentally but not orally) every night & Morning, not altogether, but now one & then another, and sometimes 2 or 3 together, but not in Conjunction one with the other. The women here differ as much in their Cloathing (besides wearing of wooden Shoes) from those in New England as they do in Features and Complexion, which is dark eno' by liuing in the Smoak in the Summer to defend themselves against the Musketoes, and in the winter against the Cold. They have but one Room in their Houses besides a Clockloft, Celler, & Sometimes a Closet. Their Bedrooms are made something after the Manner of a Sailor's Cabbin, but boarded all round about the bigness, of the Bed, except one little hole in the Foreside, just big eno' to crawl into, before which is a Curtain drawn & as a Step to get into it, there stands a Chest. They have not above 2 or 3 chairs in a house, and those wooden ones, bottom & all. I saw but 2 Muggs among all the French and the lip of one of them was broken down above 2 inches. When they treat you with strong drink they bring it in a large Bason & give you a Porringer to dip it with. The Gait of these people is very different from the English for the women Step (or rather straddle) further at a step than the Men. The Women's Cloaths are good eno' but they look as if they were pitched on with pitchforks, & very often their Stockings are down about their heels. Capt. Blin of Boston who has ben a Trader to Nova Scotia this many years, died about a month ago at Musquesh & lyes Buried on the plain below the Town not far from the Pool, where he used to lay his Sloop.

"June, Tues. 29. 3½ A. M. Wee rose and went down to our Boat & made the best off our way to our Vessel, but the wind being against us it was past 8 aClock before wee got down, where when wee came wee found our Vessel loaded.

"3 P. M. Wee endeavour'd to haul off our Vessel intending to go out this Tide, in doing which wee ran aground 4 times sometimes on one side of the Creek and sometimes on the other, however at last wee got her into the Road but the Wind blowing half a Storm right against us, we dropp'd Anchor. The wind still increased with Thunder, Rain & excessive Lightning & blew most violently, so that wee took in water over our Side. About 10 a Clock I saw what the

Sailors call a Corprisant on the Head of our Foremast & before 12 the Storm was pretty well over.

"Wed. 30. 5 A. M. It being high water wee weigh'd Anchor, the wind at W. N. W. but in about an hour & half it shifted about to S. W. (where it has blown hard almost continually ever since wee gott within Cape Checknecto, except a few hours this Morning) however wee gott down half way between Cape Anroshia & Grindstone Island, about 5 leagues below Granchoggin & here wee dropp't Anchor about $\frac{3}{4}$ of a mile from the shore.

"6 P. M. Wee hoisted Anchor and Sail, the wind at S. W., a strong Gale and our due Course W. S. W. It looks like foul weather the Clouds blacken & gather thick at the W. The Sun sets in a Cloud. The wind grows stronger still, & tho' it be now low water & Tide of Flood & wind both against us wee can't anchor, but must busk it from side to side of the Bay till High water in the Morning.

"July, Thurs. 1. 5 A. M. The wind holds still at S. W. right against us, but it being now Highwater wee are in hopes to gain something. The Sky is overcast still. We are now on the N. Shore opposite to the River of Pome,* which is about a League above the N. point of Cape Checnecto."

*The word Pomme in French means Apple. The river is still called Apple River.

The remainder of the journal is of considerable historic value, but the length of this extract leaves no room for further remarks.

W. O. RAYMOND.

Canadian Nationality, The Cry of Labor and Other Essays, by W. Frank Hatheway, St. John, N. B.; 230 pp.; cloth; boards; price, 75 cents.

There is much to commend in these essays. The style is more than merely pleasing. It is scholarly, often rises to eloquence, above all is appreciative of nature, abounds in vivid word-painting. At the same time, there is not a little that is needlessly offensive; the frequent references, to wit, to our Saviour, bracketed, so to speak, with Plato, Socrates, South, Muni and other mere men of more or less renown,—as if all of these belonged to the same category. A side remark applies to the linking together of Buddhism and Christianity,—with Mohammedanism as an occasional alternative,—as kindred forces of equal energy and worth in their influence over human welfare.

That the writer is a disciple of Emerson, he frankly owns, indeed, in his Introduction. The acknowledgment was not necessary. The fact is abundantly evident in the trend of thought, and not less often in the construction of sentences, —though occasionally we seem listening to the voice of Carlyle. Like both of these authors, men largely answerable for the style of reference indicated, Mr. Hatheway inclines to be dogmatic, sarcastic, allusive, to an extent, not seldom interfering with clearness. He does not shrink, indeed, from being nearly as discursive and indifferent to continuity, when caught by some obiter dictum, as Montaigne, or Burton in his *Anatomy of Melancholy*.

Let us hasten to say, having discharged our conscience of these censures, that there breathes through these Essays a spirit of patriotism much to be desired among Canadians. Mr. Hatheway loves the land of his birth,—above all the particular locality where first he saw the light of day. He writes with eloquence and just appreciation of Canadian scenery, and of the beauty and attractiveness of its flowers and forests. He is never so happy as when an occasion serves, no matter what the theme, to turn aside, and either by contrast or direct description, to picture some glade or nook, lake or stream, valley or hill, of the land of the Maple-leaf. The subject of the Essay is for the time forgotten, and the author wanders away in thought—his pen responding—amid the haunts of his childhood or travels. Happier bits of descriptive writing than those in this way adorning every topic handled in this volume can nowhere be found. The resulting local coloring in many instances ought to render the work peculiarly attractive to many readers.

Commendable also, in the highest term, is the genial spirit of admiration for worth wherever exhibited, coupled with fearless denunciation of what is base. The love of liberty palpitates in every line.

The Essay furnishing the larger portion of the title, oddly enough, does not stand first in the contents. It is also more free from a certain "preaching tone" pervading several of its companions.

Perhaps it was found easier to present in broad outline some of the evils besetting "Capital and Labor" in their relations to each other, and to give voice to the "Cry" of the second of these than to suggest a remedy.

Did space permit, a number of passages occur, almost de-

manding quotation on account of their vivid word-painting, and of the spirit animating the author when dealing with what he regards as the quite unrivalled sublimities or beauties of Canada. For this feature of the book, more especially, it merits, and will surely command, a wide circulation.

To the people of New Brunswick, the essay entitled, "Do we know our own?" ought to appeal sympathetically, and should open their eyes to the loveliness of scenery in which the province abounds.

Given somewhat less of allusiveness to a number of recondite names unfamiliar, save to the academically educated, needless so far as impressing the idea intended is concerned, and occasionally offensive, as in the case of certain references to the Christian faith and our Saviour; given also somewhat more of the continuity of thought or treatment of a theme,—and Mr. Hatheway displays abundant promise, we venture to predict, of being able to occupy a high place in the ranks of Canadian authors.

A few grammatical mistakes or errors observable here and there may be ascribed, no doubt, to the P. D., and can be easily corrected in the next edition, the necessity for the publication of which, we trust, will be speedy, as it ought to be.

The volume, it should be added, is handsomely "got up" in printing, binding and general appearance, and for that reason alone, to say nothing of the contents, would prove an ornament to any library or drawing-room table.

D. MACRAE.



THE OLD CHIPMAN HOUSE—ERECTED A. D. 1787.

Queries.

14. With referenece to the bell on the Kingston Church, I may say that the records of the church show that the bell was given to the church by some gentleman in St. John, and that it was a ship's bell, and weighed 129 pounds. The encounter between the *Chesapeake* and the *Shannon* took place in June of 1813, while the records show that this bell was presented to the church on Friday, September 3rd, 1813. Some of the local people state that this bell was that of the *Chesapeake*. Have you any information or data that you can give me concerning same?
H. H. PICKETT.

15. Alexander and Samuel Tapley removed from Massachusetts to New Brunswick. The daughter, Abigail, of one of them, married a Shaw at or near Maugerville. I have tried vainly to find the information of descent of these two to determine Abigail's father, without which our Tapley line back is incomplete. Any information about these two, or their children, would be much appreciated by the Tapley genealogist, whose name and address I enclose.
TAPPAN ADNEY.

Arms of Colonel Otter.

The plate which appears as a frontispiece to this issue of ACADIENSIS, has been selected (with General Otter's permission) for an illustration of an achievement, as it contains more than is usual in Canadian arms. It should have accompanied the second section of Mr. E. M. Chadwick's valuable article on Heraldry, which appeared in our April issue, but unforeseen circumstances prevented the accomplishment of this plan.

Blazon.—Gold, between two crosses patee, a bend gules guttee of gold and charged with three golden crescents; impaling porlet, gules, on a fess between five wings of gold, three roundles azure.

Crest, Two crosses patee surmounted by a crescent gules.

Mottoes; above, Crescit eundo; beneath, Alta petimus.

Badge, On a mount in water an otter about to take the water.

Honours; Badge of the Most Honourable Order of the Bath; Decoration for Long Service; Medals, etc. etc. The King's Coronation, Fenian Raid, Northwest Rebellion, South African War with clasps.